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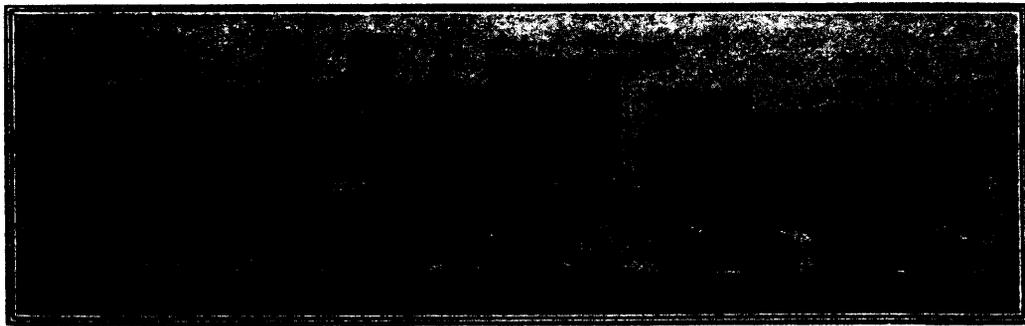
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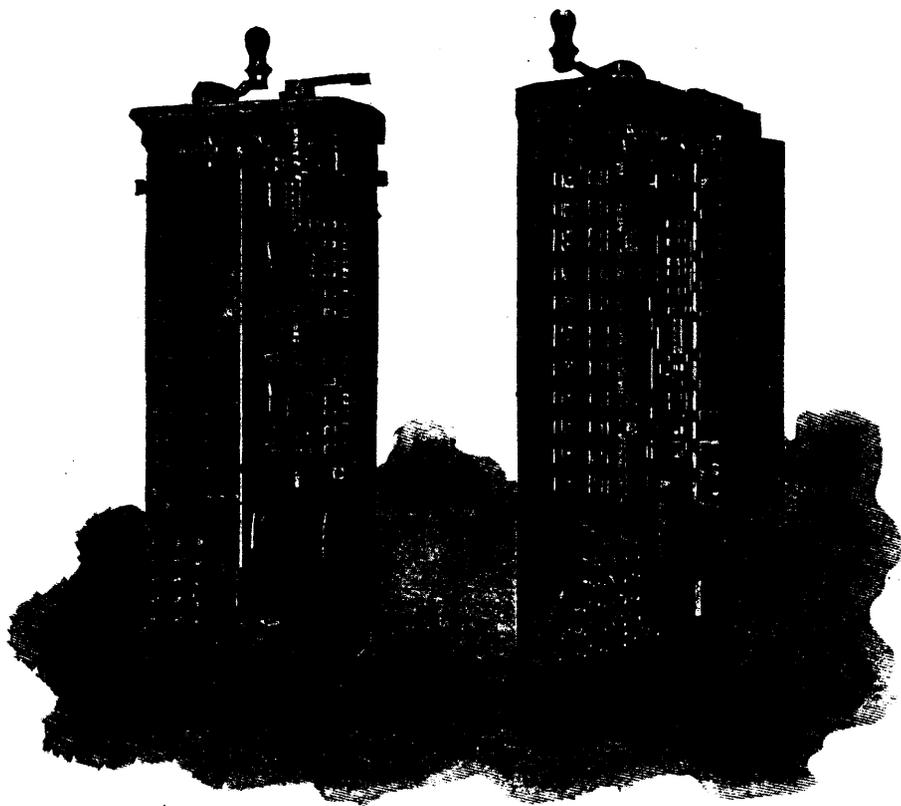
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OLD SERIES, No. 161.  
NEW SERIES, No. 79.

TORONTO, CANADA, SEPTEMBER, 1904.

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## CANADIAN FREIGHT RATE CASES

The Board of Railway Commissioners delivered judgment at Ottawa, July 30, on a number of applications made in connection with the freight charges of railway companies.

In the matter of the complaint of the Sydenham Glass Co., which was an application for lower rates than the special rates which had been agreed to by the railways interested, and which at present apply on shipments of glassware, bottles, and lamp chimneys from Wallaceburg, Ont., on the line of the Pere Marquette Rd., to Toronto, Hamilton, Berlin, London, Ont., and to Montreal, Que. The original application covered these three commodities both in carloads and less than carloads, but on the hearing W. H. D. Miller, Transportation Officer of the Canadian Manufacturers' Association, which laid the complaint, stated that the application would be restricted to bottles in carloads. After reviewing the evidence the judgment sets forth: "It will be observed that the rates ordered in the next succeeding paragraph, excepting to London, are the same as are in effect from Detroit; but we have adopted this scale quite independently of the fact that it is similar to Detroit. These goods are not manufactured in Detroit and therefore such traffic does not originate there; but the Board has to be reasonable and will direct that rates be charged according to the following scale: On bottles in carloads from Wallaceburg to London, 8 cents; Toronto, 13 cents; Hamilton, 13 cents; Berlin, 13 cents; Montreal, 23 1/2 cents per 100 lbs. The Board rules therefore that these rates shall govern and accordingly."

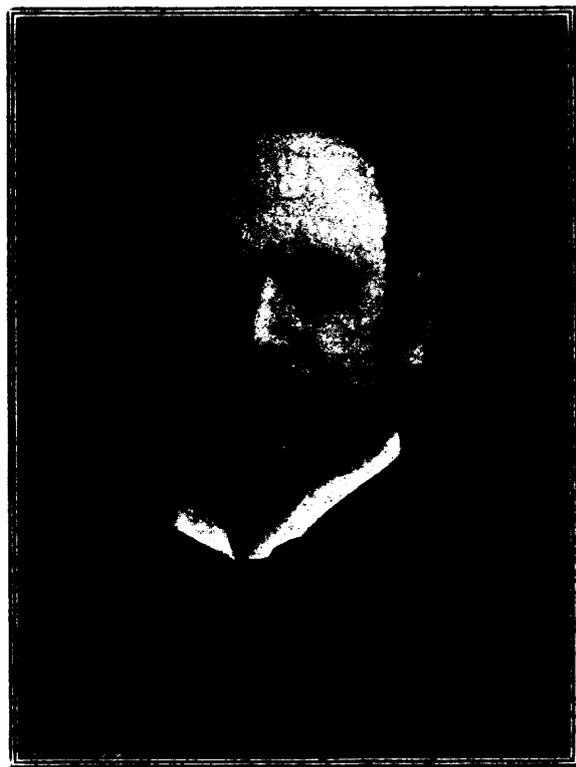
F. A. Scobell filed a complaint against the Kingston and Pembroke Ry., charging: (1) That discriminatory rates are imposed on the transportation of cedar lumber and railway ties and poles of all kinds; and (2) That unreasonable and excessive rates are imposed on the transportation of telegraph, telephone and trolley poles as compared with rates on lumber, etc. The complainant was a shipper of cedar and other wood products from Flower station on the K. and P. Ry., and the allegation was that the rates quoted by the company were discriminatory against cedar wood commodities as the same class of articles made from other wood than cedar were covered by the tariff and were carried at lower rates. The commissioners said in their judgment: "Mr. Conway, G.F.A. of the company, admitted this fact, but set up, as we considered with remarkable frankness, in justification of such course, that all railways had raised their rates upon certain

products in order to retard the shipment thereof, that the companies require these commodities largely for their own use, and that the object of the companies is to restrict the output so as to make sure that their future needs and requirements may be supplied. This open avowal of its policy respecting merchandise of this kind dispenses with the necessity of further inquiry into the facts, and squarely presents the question for the Board's decision, whether such a mode of dealing with traffic on the company's railway, or such a system of fixing or

be held that a railway company, enjoying, as it does, the privilege of a public franchise, should be allowed to single out a particular commodity, or class of commodities, and say to dealers in these goods: We cannot allow these articles to be shipped off our line to markets which you consider the best available, because we shall need all these products for our own use; and if you insist upon being given a rate, we will give you one, but it must be such a rate as will make it more profitable to you to sell to us at our price than to ship off our line of railway? There is but one way we can suggest, consistently with law and morals, by which the railway companies can secure a monopoly of the cedar output along their lines, and that is by buying the cedar-producing lands. Our conclusion is that the charge of discrimination has been fully and completely established, and our order as respects this branch of the complaint will be that the Kingston and Pembroke Ry. Co. cease and desist henceforth and immediately from levying tolls on cedar and its products, such as lumber, ties, posts, telegraph, telephone and trolley poles, in excess of the tolls on other descriptions of timber and their products. That the respondent company substitute for its present rates tolls which shall not discriminate between cedar and other woods. That the tolls on cedar and other ties be not higher than the tolls on lumber, to be published in the company's Special Mileage Tariff on Lumber, etc., and that the tolls on cedar lumber, cedar posts and cedar poles of all kinds be not made relatively higher than the tolls on other lumber, posts and poles, and that the Kingston and Pembroke Ry Co. substitute a new tariff giving effect to this order and submit the same within twenty days for the approval of the Board.

Inasmuch as we are led to believe that on other railways a system of varying rates and discrimination as against cedar and cedar products is in operation, and in order that such a system shall not longer obtain and continue in operation, the Board has deemed it advisable to make the order to the respondent company, stated above, a general order to all railways within the jurisdiction of this Board.

It is further ordered that Canadian Freight Classification No. 12 of May 1st 1903, be amended under the heading of Lumber, as follows, viz: that rails, fence posts, telegraph poles and ties of all descriptions, which are now classified to be carried by the railways by special contract only, be added to the list of commodities which are included in the said classification, in the term "Common Lumber," and are therein classified 10th class in



J. E. DUVAL.  
Chief Inspector, Board of Railway Commissioners of Canada.

applying its rates for transportation, can be recognized by the Board as a proper and lawful arrangement. The Railway Act, in conferring upon the Board a comprehensive jurisdiction to control and regulate railway rates, invests it with a discretionary power, without appeal, of determining whether tolls for the carriage of merchandise are just, reasonable, and free from discrimination, and we cannot hold, without doing violence to every just, equitable, and common sense consideration, that the tolls complained of come under such category. In the judgment of the Board the case is too clear for argument. Upon what sound, defensible principle can it

# THE RAILWAY & SHIPPING WORLD,

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TORONTO, CANADA, SEPTEMBER, 1904.

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SECRETARY, W. Ireland, Parry Sound, Ont.; TREASURER,  
Capt. M. McKay, Owen Sound, Ont.

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CHAIRMAN, J. H. Walsh, Sherbrooke, Que.  
SECRETARY care of Passenger Department, C.P.R.  
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Rosevear, Jr., St. Lambert, Que.; TREASURER, S. F.  
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of each month, 8 p.m., except June, July and Aug.

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NEXT MEETING, Buffalo, N.Y., Feb. 8th, 1905.

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PRESIDENT, T. J. S. Milne, Kingston, Ont.; VICE-  
PRESIDENT, N. Ducap, Montreal, Que.; SEC.-TREAS.,  
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Kingston, Ont., J. Gillie; Montreal, N. Ducap;  
Victoria, B. C., P. Gordon; Vancouver, B. C., T. M.  
Heard; Levis, Que., E. Belanger; Sorel, Que., A. L. de  
Martigny; Owen Sound, J. M. Wilson; Windsor, Ont.,  
N. Maitland.

NEXT ANNUAL MEETING of the Grand Council, in  
Collingwood, Ont., fourth Tuesday in Jan., 1905.

## Niagara Frontier Summer Rate Committee.

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SECRETARY, G. C. Wells, Montreal.

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For terms and other particulars, address

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Acting upon a report from C. Schriber,  
Deputy Minister of Railways and Canals,  
after an inspection of the rail mill at Sault Ste.  
Marie, Ont., that steel rails of the best quality,  
made out of steel manufactured in Canada,  
were being turned out to meet the ordinary  
requirements of the Canadian market,  
the Governor-General-in-Council, under the  
authority of sec. 1, chap. 15, 1903, by pro-  
clamation has declared that a duty of \$7 a  
ton shall be collected upon all iron and steel  
railway bars or rails in any form for railways  
imported into Canada.

## Alphabetical List of Advertisers.

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- The Accident and Guarantee Co. of Canada.
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- American Locomotive Co., New York.
- Auld Mucilage Co.
- Babcock & Wilcox (Ltd.), Montreal.
- Baldwin Locomotive Works, Philadelphia, Pa.
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- Bertram Engine Works Co., Toronto.
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- The Acton Burrows Co., Toronto
- W. M. Camp, Chicago
- Canada Foundry Co., Toronto
- Canadian Locomotive Co., Kingston, Ont.
- Canadian Northern Railway
- Canadian Office & School Furniture Co., Presto...
- Canadian Oil Co., Toronto
- Canadian Pacific Railway Land Department
- Canadian Railway Accident Insurance Co.
- Canadian Shipbuilding Co.
- Canadian Steel and Wire Co., Hamilton
- Canadian Westinghouse Co., Hamilton
- Continuous Rail Joint Co. of Canada
- Dominion Bridge Co., Montreal
- Dominion Steamship Line
- Dominion Wire Rope Co., Montreal
- E. L. Drewry, Winnipeg, Man.
- Drummond, McCall & Co., Montreal
- M. E. Evans, New York
- Firstbrook Box Co., Toronto
- Galena Signal Oil Co., Franklin, Pa.
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- Holland Portable Light Works, Montreal
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- Lehigh Valley Railroad
- Rice Lewis & Son, Toronto
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- Ontario Wind Engine and Pump Co., Toronto
- Page Wire Fence Co., Walkerville, Montreal
- Eugene F. Phillips Electrical Works, Montreal
- N. L. Piper Railway Supply Co., Toronto
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- Polson Iron Works, Toronto
- J. W. Pyke & Co., Montreal
- Queen City Oil Co., Toronto
- Rhodes, Curry & Co., Amherst, N. S.
- Richelieu and Ontario Navigation Co.
- St. Thomas Brass Co., St. Thomas, New York
- Safety Car Heating & Lighting Co., New York
- Saxon Engine Works, Chemnitz, Germany
- Simplex Railway Appliance Co., Montreal
- Sterling-Meaker Co., Newark, N.J.
- J. & J. Taylor, Toronto
- Toronto Bolt and Forging Co., Toronto
- Toronto Engraving Co., Toronto
- United Typewriter Co., Toronto
- Wabash Rd.
- Arthur White, Toronto
- Wire & Cable Co., Montreal

The Westinghouse Co.'s Publishing Depart-  
ment has issued an illustrated folder for dis-  
tribution in connection with the St. Louis  
exhibition, telling about the numerous manu-  
factures carried on by the several sixteen  
companies in the U.S., the oldest being in  
Westinghouse Air Brake Co., established in  
1869; and factories and warehouses for air  
brakes, etc., in London, Manchester, Eng;  
Hanover, Berlin, Germany; La Havre, Frie-  
ville, France; St. Petersburg, Russia. The  
latest addition to the list of factories is that  
of the Canadian Westinghouse Co. at Ham-  
ilton, Ont., which are illustrated and de-  
scribed in our July issue.



# **Galena-Signal Oil Company,**

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DRIVING OF THE LAST SPIKE ON THE CANADIAN PACIFIC RAILWAY,

By Donald A. Smith, now Lord Strathcona, at Craigellachie, B.C., Nov. 7, 1885. The C.P.R. Co. was incorporated by Letters Patent, Feb. 16, 1881, and one of the conditions of the contract with the Dominion Government was that the whole line between Callender, Ont., and the Pacific Coast should be completed and equipped by May 1, 1891. Owing to the energy displayed by the Company the work was finished in 4 years and 6 months, or 5 years and 6 months less than the originally stipulated time.

any entrained water. These receivers act as steam reservoirs. The whole of the above steam piping, receivers, headers, etc., will be covered with the best pipe clothing, to vary in thickness in accordance with the temperature of the covered surfaces.

**DISTRIBUTING SYSTEM.**—The electrical distribution beginning at the feeder panels in the power house rises in lead covered cable to the top of the wire tower on the power house, and from thence it is distributed through bare copper stranded conductors of 250,000 circular mils to the various shops. In these shops certain distributing centres are provided and equipped with automatic overload and no load release group oil circuit breakers.

Each feeder on the main switchboard in power station is also equipped with overload breakers. All feeders in the yards are carried on structural steel poles, with steel cross arm pins and break arms. At the entrance to buildings all strains are taken on turn buckles and ball insulators.

**MOTORS.**—A list is given below of the various shops and the number of motors in each:

Locomotive and erecting shops	86
Boiler shop	15
Blacksmith shops	29
Car machine shop	14
Truck shop	4
Log and switch shop	16
Planing mills	67
Cabinet shop	1
Pattern shop	17
Wheel foundry	1
Grey iron foundry	4
Outside cranes and transfer tables	9

Owing to the fact that the new Angus Shops are designed to cover all the manufacturing of the C.P.R. east of Fort William all the old tools in the various shops in the

different localities which were thought suitable are moved to the new premises. There are, therefore, a great number of machines which are not suitable for direct connection to motors, and it was deemed advisable in most cases to drive these machines in groups instead of individually. Certain new and special machines, however, have their own individual drives, some by alternating current and some by direct current, the direct current only being used for variable speed where desirable. All motors are supplied by the Canadian General Electric Co.

**LIGHTING.**—The outside lighting of yards has been done by series alternating lights, but interior lighting of large spaces by alternating parallel lamps. The lighting of individual tools in small spaces by incandescents.

All lighting is supplied through transformers, reducing from 550 volts to 115 volts in the case of the interior lighting, and from 550 volts through tub transformers, to 3,000 volts for the series arcs in the yards.

For the foregoing information we are indebted to Ross & Holgate, consulting engineers, Montreal.

**RAILWAY FINANCE, MEETINGS, ETC.**

**Atlantic & St. Lawrence Rd.**—The annual meeting of the stockholders was held Aug. 2, but as there was not a quorum present, no business was transacted, the old Board of Directors holding over, and the meeting stood adjourned without delay. The line is leased to the G.T.R. and is operated by that Co. No report is issued. The officers and directors are: President, C. M. Hays, Montreal; Vice-President, F. W. Morse, Montreal; Clerk and Treasurer, W. W. Duffett, Portland, Me.; other directors: J. W. Loud, Montreal; F. R. Barrett, W. W. Brown, E. A. Noyes, P. G. Brown, Portland, Me. Manager, F. W. McGuigan; solicitor, C. A. Hight, Portland.

**British Columbia Electric Ry.**—Railway earnings for June: Vancouver, \$19,403; Victoria, \$10,087; New Westminster, \$11,406; total, \$40,896, against \$38,080 for June, 1903. Gross earnings: railways and lighting, \$65,932 against \$57,437 for June, 1903. Working expenses, \$39,455; renewal funds, \$4,988; net income, \$21,489, against \$31,922, \$4,222 and \$21,293 respectively for June, 1903. Aggregate net earnings for 12 months ended June 30, \$285,042, against \$224,347 for same period 1902-03. The increase in working expenses is due to the extra cost during the transition period when both the steam and water power plants at Vancouver were in operation.

**Bruce Mines and Algoma Ry.**—The officers for the current year, as elected recently, are: President, J. McKay, Sault Ste. Marie, Ont.; Vice-President, H. Weil, New York City; Secretary, M. Wile, Buffalo, N.Y.; Treas-

The Canadian Rolling Stock Co. (Ltd.), has been incorporated under the Dominion Companies' Act, with a capital of \$250,000 to manufacture, and to sell, lease, mortgage or otherwise dispose of locomotives, rolling stock, machinery or plant used in connection with railways, street railways or tramways. The offices are located at Amherst, N.S., and the provisional directors are: N. Curry, N. S. Rhodes, Hon. T. R. Black, C. T. Hillison, E. N. Rhodes, of Amherst, N.S.

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urer, H. Wile, Buffalo, N.Y.; General Superintendent and Purchasing Agent, Capt. T. H. Trethewey, Bruce Mines, Ont.; Chief Engineer, J. S. Dobie, Bruce Mines, Ont.

**Calgary and Edmonton Ry.**—The Judicial Committee of the Privy Council, London, Eng., has given judgment on the appeal of the C. and E. Ry. and another against the Crown. The action was originally brought by the company on petition of right to have it declared that the grants of land to which it was entitled should not contain a clause reserving all the minerals underneath the land to the Crown. The company did not dispute the reservation of gold and silver, but contended it is entitled to all other minerals under its special act and the order-in-council of July 27, 1890. The Exchequer Court decided in favor of the Crown, and on appeal to the Supreme Court the court was divided, the judgment of the court below being therefore affirmed. The Privy Council, having heard arguments, reversed the judgment of the courts in Canada, with costs, and directed that all future grants to the company are to be free from any reservation of mines or minerals except gold or silver.

At a meeting to be held Sept. 20 the shareholders will be asked to approve of the issue of bonds in order to pay for the construction of the Wetaskiwin and Lacombe branches.

**Canada Atlantic Ry.**—Current press reports state that an arrangement has been completed for the transfer to the G.T.R. of the Canada Atlantic Ry. and the Canada Atlantic Transport Co. operating steamers from Depot Harbor, Ont., to U.S. Upper Lake ports. One paper quotes R. S. Logan, Assistant to the 2nd Vice-President and General Manager G.T.R., as stating that matters had gone so far as that only the preparation and signing of the necessary papers were all that was required to conclude the sale.

**Canada Eastern Ry.**—An act was passed at the recent session of the Dominion Parliament authorizing the purchase from the Alexander Gibson Ry. and Manufacturing Co. (Ltd.) of the whole of the railway and undertaking known as the Canada Eastern Ry., free of all encumbrances, for the sum of \$800,000. Provision is also made for amalgamating the line with the Government railway. A further provision is also contained in the act authorizing the Government to take over and operate as part of the Intercolonial railway system the Fredericton and St. Mary's Bridge Co.'s bridge and railway, that company having made default in the payment of interest on the advances made to it by the Government. This portion of the act puts in force the foreclosure clauses of the act of 1887 under which the advances were made and the bridge mortgaged to the Government.

**Canadian Northern Ry.**—Gross earnings for July \$303,900, against \$254,800 for July, 1903. Net earnings for June, \$89,300 against \$87,900 for June, 1903, making for the year ended June 30, \$1,006,800 against \$769,610 for same period 1902-03.

**Canadian Pacific Ry.**—A special meeting has been called to be held after the annual meeting of shareholders to be held in Montreal, Oct. 5, for the purpose of sanctioning the issue, from time to time, of additional ordinary stock, to the extent of \$25,500,000.

**Carleton Ry.**—At the annual meeting held recently in Bathurst, N.B., the following were elected officers and directors for the current year: President, P. Ryan, Toronto; General Manager, James Webster, Toronto; other directors: P. J. Burns, G. Gilbert, A. J. H. Stewart, Bathurst; J. Dunn, Montreal. Secretary, B. C. Mullins.

**Dominion Atlantic Ry.**—Gross earnings for July, \$125,200 against \$124,130 for July, 1903, making for seven months ended July 31, \$544,000 against \$491,000 for same period 1903.

**Fredericton and St. Mary's Bridge Co.**—See Canada Eastern Ry.

**Gulf Shore Ry.**—At the annual meeting recently held at Bathurst, N.B., the following were elected directors for the current year: J. White, T. M. Burns, J. G. Johnston, Bathurst; P. Ryan, Jas. Webster, Toronto. The officers are: President, P. Ryan; General Manager, Jas. Webster; Secretary, B. C. Mullins.

**Halifax Electric Tramway.**—Railway receipts for July \$17,528.42 against \$15,942.37 for July, 1903; making for seven months ended July 31, \$86,621.53 against \$79,671.05 for same period, 1903.

**Hamilton, Grimsby and Beamsville Ry.**—The city clerk of Hamilton claims that the city is now entitled to receive a first payment of \$362.49 on account of mileage under the company's franchise. The sum of \$300 a mile was agreed upon to be paid at the expiration of 10 years. This period the city clerk claims is now up.

**Hamilton Street Ry.**—The Hamilton city council has been paid \$5,699, being the proportion for mileage and percentage due by the H.S.Ry. on its earnings for the quarter ended June 30.

**Intercolonial Ry.**—At the current session of the Dominion Parliament the following amounts chargeable to collection of revenue have been passed on account of the Intercolonial Ry.:

Working Expenses.....	\$6,600,000
Rental to G.T.R.....	140,000
Windsor Branch.....	30,000

**London St. Ry.**—Gross earnings for July, \$19,230.45 against \$18,217.23 for July, 1903; making for eight months ended July 31, \$111,863.21 against \$108,816.62 for same period 1902-03.

**Montreal Street Ry.**—Gross earnings for July, \$226,559.18 against \$216,239.82 for July, 1903; operating expenses, \$131,276.13 against \$116,157.47; fixed charges, \$23,636.78 against \$24,696.19; leaving a surplus of \$69,782.27 against \$75,383.16 for July, 1903. Gross earnings for nine months to July 31, \$1,968,208.96; operating expenses, \$1,281,212.52; fixed charges, \$201,007.78; surplus, \$506,391.85, against a surplus of \$489,005.17 for same period 1902-03.

**Montreal Terminal Ry.**—A meeting of the shareholders has been called for Sept. 21 for the purpose of authorizing the withdrawal and cancellation of the existing bond issue of the company; of authorizing the issue of bonds and debentures in respect of section one of the company's undertaking, and to execute a mortgage to secure the same.

**Nelson and Fort Sheppard Ry.**—The annual meeting called to be held at Nelson, B.C., in July was postponed until Sept.

**New Brunswick Ry. Co.**—The officers and directors for the current year are: President, R. Meighan, Montreal; Vice-President, H. H. McLean, St. John, N.B.; other directors, Lord Strathcona, J. Hardisty, J. S. Kennedy, S. Thomas, D. W. James, F. P. Meighan and J. K. Tod, of New York; Secretary-Treasurer, A. Seeley, St. John; Land Agent, W. T. Whitfield. The reports presented at the annual meeting of shareholders, Aug. 4, were considered to be satisfactory, the net revenue from the company's land showing a considerable advance upon previous years. The company owns about 1,700,000 acres of land, mostly situated in Victoria and Madawaska counties. In 1872 these rights were acquired, when a charter for the building of the N.B.Ry. was secured. Eight years later, in 1880, the line was leased to the C.P.R., and since that time the duties of the company have been confined to the management of the lumber lands alone. These are leased and have now become very valuable, but no land has been sold.

**New Brunswick and Prince Edward Island Ry.**—Reports presented at the annual meeting held recently, showed the business of the year to have been satisfactory. H. M. Wood was elected a director in place of the late A. Ogden.

**Northern Colonization Ry.**—A meeting of shareholders will be held Sept. 20 for the purpose of approving of a lease of the company's line to the C.P.R., and to create and issue bonds.

**Orford Mountain Ry.**—A meeting of shareholders has been called for Sept. 20 to authorize the issue of bonds in connection with the proposed extensions of the line.

**Qu'Appelle, Long Lake and Saskatchewan Ry.**—Net earnings for June \$6,893.72 against a net loss of \$4,028.35 for June, 1903, showing for seven months ended June 30, a net loss of \$36,167.85 against net earnings of \$22,269.72 for same period 1902-03.

**Quebec and Lake St. John Ry.**—Gross earnings for June \$42,000 against \$33,100 for June, 1903; making for six months ended June 30, \$189,000 against \$177,000 for same period 1903.

**Quebec Central Ry.**—Gross receipts for July \$84,455 against \$74,928 for July, 1903.

**Quebec Southern Ry.**—Tenders were opened Aug. 3 by the Exchequer Court at Ottawa for the purchase of the Q.S.Ry., as a whole, or for the several lines which had been amalgamated with that title. The following were received:

East Richelieu Valley Ry.: \$125,000 offered on behalf of the E.R.V.Ry. Co.

United Counties Ry.: \$100,000 offered by Hanson Bros., Montreal, or \$75,000 for that portion of the line from St. Hyacinthe to Sorel.

East Richelieu Valley and United Counties Ry.: \$500,000 offered, it is understood, on behalf of the Bank of St. Hyacinthe. The tenders came before the court for consideration on a subsequent date, but no action was taken, the amounts bid being stated to be inadequate. It is understood that there is a probability of a private sale of the whole concern being effected.

The report of the Receiver on the operations of the line for three months ended June 30, shows receipts of \$56,001.65 against \$43,921.46 for same period 1903, the operating expenses being \$40,500.18 against \$42,517.77 in 1903.

**Temiskaming and Northern Ontario Ry.**—During his visit to England Hon. R. Harcourt, formerly Treasurer of Ontario, will endeavor to negotiate the sale of bonds to the extent of about \$6,000,000 for the T. and N.O. Ry. The construction of the line is at present being financed by the banks and by advances from the Ontario treasury, which may lend up to \$2,000,000 for this purpose.

**Temiscouata Ry.**—Gross earnings for July \$13,765.47, making for seven months ended July 31, \$77,297.17.

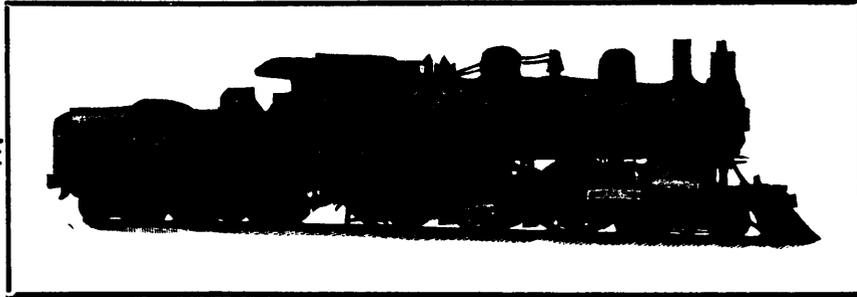
**Tillsonburg, Lake Erie and Pacific Ry.**—Shareholders of this company have been called to meet at Tillsonburg, Ont., Sept. 20, for the purpose of ratifying a lease of the company's line, etc., to the C.P.R. The T., L.E. and P.Ry. extends from Port Burwell to Ingersoll, Ont., 35 miles, and it has power to extend its line to Collingwood, either via Berlin or Stratford. John Charlton, M.P., is President.

**Toronto, Hamilton and Buffalo Ry.**—Gross earnings for July \$55,264, against \$48,354.54 for July, 1903; making for two months \$111,614.24 against \$95,902.47 for same period 1903.

**Toronto Ry.**—Gross earnings for July, \$211,355.72, against \$192,629.06 for July, 1903; making for seven months ended July 31, \$1,332,845.87 against \$1,174,638.41 for same period 1903.

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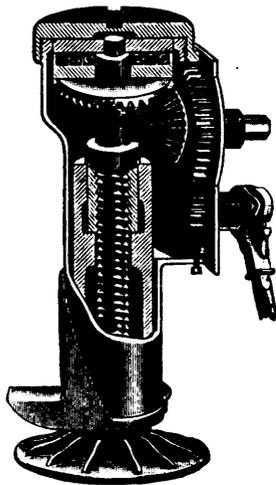


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 BROOKS WORKS, Dunkirk, N. Y.  
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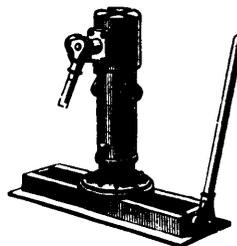
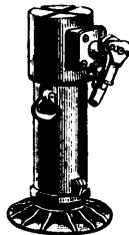
COOKE WORKS, Paterson, N. J.  
 RHODE ISLAND WORKS, Providence, R. I.  
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In the case of the appeal of the Toronto Ry. Co. against the decision of the Supreme Court, Ottawa, that its cars are to be assessed as real estate, to the Judicial Committee of the Privy Council, London, Eng., has been decided in favor of the company, costs to be paid by the Toronto City Council.

**White Pass and Yukon Ry.**—Gross earnings for year ended June 30, \$1,713,000. Gross earnings for July, \$223,144.

**Winnipeg Electric Street Ry.**—A special general meeting of the shareholders of the W.E.S. Ry. was held for the purpose of considering a proposal to amalgamate with the Winnipeg General Power Co. It is understood that the amalgamation was approved, and that arrangements to carry out the absorption are in progress. The Winnipeg General Power Co. was organized under an act passed by the Manitoba Legislature in 1902. This act incorporated W. Mackenzie, D. D. Mann, F. W. Thompson, W. A. Black, F. S. Pearson, under the title of the Winnipeg General Power Co., with a capital of \$2,000,000 to develop power at some point on the Winnipeg River or elsewhere in Manitoba, and to deliver the same in Manitoba; also among other powers, to construct an electric railway from a point on the Winnipeg city boundary to West Selkirk, or from the Winnipeg city boundary to the Winnipeg River, via Selkirk or otherwise; or between intermediate points, and with the approval of the Lieut. Governor-in-Council, to construct branch lines or other lines, subject to the consent of the municipalities interested. The act contains a clause that the W.G.P. Co. shall not construct or operate an electric railway between Winnipeg and Selkirk during the currency of the charter of the Selkirk Electric Ry. Co., or of the Winnipeg, Selkirk and Lake Winnipeg Ry. Co.

#### Dominion Railway Subsidies.

At the recent session of the Dominion Parliament an act was passed voting subsidies at the rate of \$3,200 a mile towards the construction of the following railways, provided the cost of construction did not exceed \$15,000 a mile, and a further sum of \$3,200 a mile, of 50% on so much of the average cost of the mileage subsidized in excess of \$15,000 a mile, such subsidy not exceeding on the whole \$6,400 a mile.

##### ALBERTA.

**Western Alberta Ry.**—For a line from a point on the International boundary west of range 27, northwesterly towards Anthracite, Alta., in lieu of a subsidy granted in 1899, not exceeding 50 miles.

##### BRITISH COLUMBIA.

**Lardo to Upper Arrow Lake.**—For a line from Lardo towards Upper Arrow Lake, B.C., in lieu of a subsidy granted in 1901.

##### ONTARIO.

**Bracebridge and Trading Lake Ry.**—For a line from Bracebridge to Baysville, Ont., in lieu of a subsidy granted in 1900, not exceeding 10 miles.

**Bruce Mines and Algoma Ry.**—For that portion of its line from Bruce Mines Junction, southerly to the town of Bruce Mines, Ont., and the shore of Lake Huron, not exceeding three miles. For the six miles of line constructed from Gordon Lake station, northward to Rock Lake, not exceeding six miles. For a line northerly from Rock Lake not exceeding 12 miles. These subsidies are granted in lieu of the grant towards the construction of 21 miles made in 1903.

**Nepigon Ry.**—For a line from Nepigon station on the C.P.R. transcontinental line, to Nepigon Lake not exceeding 30 miles. For a line from a point on Nepigon Bay of Lake Superior to a point west of Lake Helen, on the above line, not exceeding 3½ miles. For a line from a point on the first mentioned

line near the crossing of Fraser River to a point on Lake Jess, by way of Cameron's Falls, not exceeding 1½ miles. From a point on the north shore of Lake Nepigon northerly, not exceeding 45 miles. These subsidies are in lieu of the grant for 80 miles voted in 1903.

##### QUEBEC

**Canadian Pacific Ry.**—For a branch line from St. Philippe de Argenteuil station, on the C.P.R. main line, or a point between there and Grenville, Que., northerly three miles. This is in lieu of a subsidy voted in 1903.

**Chateauguay and Northern Ry.**—For a line from a point in Hochelaga Ward, Montreal, to near Joliette, Que., passing through L'Assomption, and a spur line in L'Assomption, not exceeding 42 miles, in lieu of the subsidy voted in 1900. For a branch line from the main line near Charlemagne to a junction with the Montford and Gatineau Ry. at Morin Flats, not exceeding 22 miles. This first mentioned line is already completed; and the second subsidy voted is in lieu of one granted in 1903 to the Montford and Gatineau Ry.

**Great Northern Ry. of Canada.**—For a line from Arundel, the present terminus of the Montford and Gatineau Ry., to a point in the united townships of Preston and Hartwell, not exceeding 30 miles. This is in lieu of the subsidy granted in 1903 to the Montford and Gatineau Ry.

**Ottawa River Ry.**—For a line from St. Agathe des Monts station towards the township of Howard, Que., passing near Lakes St. Joseph and Ste. Marie in a southerly direction, not exceeding 15 miles, in lieu of a subsidy granted in 1903 to the Montreal Northern Ry. For a line from near St. Andrew's passing through the parishes of St. Placide, St. Eustache and St. Martin, not exceeding 38 miles, in lieu of a subsidy voted in 1903.

The Act also provides that the Governor-in-Council may grant the balance of a subsidy not exceeding \$51,000 to the Chateauguay and Northern Ry. towards the construction of a single track railway bridge with two 10 ft. roadways for vehicular traffic, from Bout de L'Isle to Charlemagne, at the junction of the Ottawa and St. Lawrence Rivers.

The act provides for the payment of the subsidies upon completion of the work, or by instalments on the completion of 10 mile sections, or upon progress estimates on the certificate of the Chief Engineer of the Department of Railways; and that the works shall be commenced before Aug. 1, 1906, and completed by Aug. 1, 1908; steel rails made in Canada to be used if procurable at as reasonable rates as rails can be purchased elsewhere. It is also provided that the Board of Railway Commissioners may make orders granting running powers over the several subsidized lines to other companies.

**Union Station at Winnipeg.**—At a session of the Board of Railway Commissioners for Canada held at Winnipeg, Aug. 9, the Chief Commissioner referred to the desirability of erecting a union station in that city. He considered it the duty of the railway companies to get together at once and arrive at terms of mutual agreement for the erection of a union station. The Board was not without considerable power in the matter, and the difficulties would have to be very serious, in fact insuperable, in order to prevent the Board from compelling the companies to agree on a union station. It was thought right to bring the matter publicly to the attention of the companies before matters had progressed too far to make an arrangement of that kind. It was now perfectly convenient and comparatively easy to have steps taken to that end. There were but two railways in the city at present, but there would undoubtedly be others in the near future, and they should have the same opportunity of entry into the city.

#### September Birthdays.

Many happy returns of the day to—

W. D. Barclay, ex-Manager, Alberta Ry. & Coal Co. and Great Falls and Canada Ry., now a contractor at St. Paul, Minn., born at Campbellton, N.B., Sept. 23, 1852.

G. T. Bell, General Passenger and Ticket Agent, G.T.R. at Montreal, born there Sept. 7, 1861.

W. H. Biggar, K.C., Assistant General Counsel G.T.R. at Montreal, born at the Carrying Place near Trenton, Ont., Sept. 19, 1852.

E. R. Bremner, Assistant General Freight Agent, Canada Atlantic Ry., Ottawa, born in Toronto, Sept. 9, 1875.

M. H. Brown, General Freight Agent, C.P.R., at Toronto, born at Victoria Square, Ont., Sept. 2, 1866.

F. R. F. Brown, ex-Mechanical Superintendent, Intercolonial Ry., now at Montreal, born at Helensburgh, Dumbartonshire, Scotland, Sept. 29, 1845.

W. G. Brownlee, Superintendent, G.T.R., Western Division, at Detroit, Mich., born at Lawrenceville, Ill., Sept. 9, 1858.

J. R. Bruce, Traffic Auditor, Intercolonial Ry., at Moncton, N.B., born at Portsoy, Banffshire, Scotland, Sept. 23, 1848.

W. B. Bulling, Assistant Freight Traffic Manager, Eastern Lines C.P.R. at Toronto, born in Montreal, Sept. 16, 1858.

R. L. Burnap, Commercial Agent, Central Vermont Ry., and Agent National Despatch Fast Freight Line at New York, N.Y., born Sept. 20, 1872.

A. D. Cartwright, Secretary Board of Railway Commissioners, Ottawa, born at Kingston, Ont., Sept. 20, 1864.

G. B. Colpas, Auditor, New York & Ottawa Rd., and Ottawa & New York Ry. at Ottawa, Ont., born Sept. 28, 1858.

W. F. Egg, City Passenger Agent, C.P.R., at Montreal, born at Plymouth, Eng., Sept. 7, 1859.

A. W. Ecclestone, Southern Passenger Agent, Central Vermont Ry., at New York, born at Hamilton, Ont., Sept. 25, 1858.

Hon. H. R. Emmerson, M.P., Minister of Railways and Canals, Ottawa, born at Margerville, N.B., Sept. 25, 1853.

F. A. Folger, Jr., General Superintendent, Kingston & Pembroke Ry., at Kingston, Ont., born Sept. 17, 1865.

C. B. Foster, District Passenger Agent, C.P.R., at St. John, N.B., born at Kingston, N.B., Sept. 30, 1874.

L. A. Hamilton, ex-Land Commissioner, C.P.R., born at Penetanguishene, Ont., Sept. 30, 1852.

L. B. Howland, President and General Manager, Irondale, Bancroft & Ottawa Ry., at Irondale, Ont., born at Lambton Mills, Ont., Sept. 2, 1869.

G. R. Huntingdon, General Superintendent, Minneapolis, St. Paul & Sault Ste. Marie Ry., at Minneapolis, Minn., born Sept. 1, 1867.

J. Hone, Jr., City Passenger and Freight Agent, C.P.R., Quebec, born in Montreal, Sept. 8, 1873.

W. H. Kelson, General Storekeeper, C.P.R., born at Bath, Eng., Sept. 5, 1850.

S. B. Kramer, Master of Transportation, G.T.R., Montreal, born in Maryland, Sept. 25, 1865.

R. E. Larmour, Freight Claims Agent, Pacific Division, C.P.R., at Vancouver, B.C., born at Brantford, Ont., Sept. 26, 1868.

H. D. Lumsden, C.E., Chief Engineer National Trans-Continental Ry., Ottawa, Ont., born at Belhaire, Scotland, Sept. 7, 1844.

J. McNaught, First Vice-President, Great Northern Ry. of Canada, New York, born at Lexington, Ill., Sept. 9, 1842.

G. S. MacKinnon, ex-Division Master Mechanic, C.P.R., at Winnipeg, Man., born at Melbourne, Que., Sept. 16, 1854.

H. L. Maltby, Secretary and Treasurer, Ottawa, Northern and Western Ry., born at Derby, Eng., Sept. 8, 1852.

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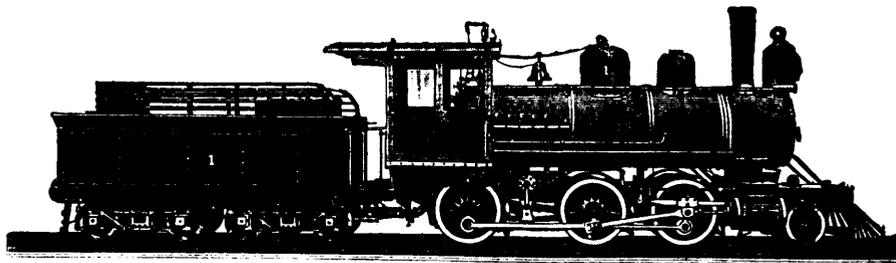


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G. A. Mountain, Engineer, Board of Railway Commissioners for Canada, Ottawa, Ont., born at Quebec, Sept. 28, 1860.  
 E. D. Nash, Assistant Superintendent, Central Vermont Ry., at New London, Conn., born at Shelburne Falls, Mass., Sept. 24, 1852.  
 J. Osborne, General Superintendent, Eastern Division, C.P.R., at Montreal, born there Sept. 19, 1861.  
 E. D. Parker, Assistant General Freight Agent, Minneapolis, St. Paul & Sault Ste. Marie Ry., at St. Paul, Minn., born at Granville, Ohio, Sept. 20, 1839.  
 W. D. Robb, Superintendent of Motive Power, G.T.R., at Montreal, born at Longueuil, Que., Sept. 21, 1857.  
 W. H. Rosevear, General Car Accountant, G.T.R., at Montreal, born at Wadebridge, Cornwall, Eng., Sept. 26, 1837.  
 F. M. Spaidal, Superintendent, C.P.R., at Montreal, born at Gananogue, Ont., Nov. 13, 1868.  
 D. Sutherland, General Freight Agent, Newfoundland Ry., at St. John's, Nfld, born at Niagara Falls, Ont., Sept. 21, 1873.  
 W. R. Tiffin, Superintendent, Northern Division, G.T.R., at Allandale, Ont., born at Hamilton, Ont., Sept., 1844.  
 W. Whyte, 2nd Vice-President, C.P.R. at Winnipeg, Man., born at Charleston, Scotland, Sept. 15, 1843.

**Board of Railway Commissioners.**

The following orders have been issued by the Board of Railway Commissioners for Canada:  
 Approving of the crossing of the G.T.R. by the Preston and Berlin Ry. in Berlin, Ont., at the cost of the latter Co., which has to deposit \$200 with the Board to pay for so much of the work as has to be done by the G.T.R. The applicants to be permitted to use the crossing, before the installation of the interlocking plant, on placing a watchman at the crossing. (June 22.)  
 Approving of a bridge under the G.T.R. in Berlin, Ont., to be constructed by the Preston and Berlin Ry., under the supervision of a G.T.R. engineer. In the event of its becoming necessary to double track the G.T.R., the Board expressed an opinion that the cost of such widening should be borne by the P. and B. Ry. (June 22.)  
 Approving of the Toronto and Mimico Ry. crossing on the level; a siding of the G.T.R. serving the St. Lawrence Starch Works, and providing for the safety of cars using the same. (June 25.)  
 Respecting the use of a swing bridge over the Trent Valley canal at Ashburnham, Ont., carrying the C.P.R. tracks, and of a swing bridge over the same canal at Nassau, carrying the G.T.R. tracks. (July 5.)  
 Approving plans of a subway carrying the lake shore road near Port Hope, Ont., under the G.T.R. (July 13.)  
 Approving plans and profiles of the roads and streets crossed by the Lindsay, Bobcaygeon and Pontypool Ry., in Lindsay, Ont. (July 13.)  
 Approving of the construction of a spur line by the G.T.R. across Ferguson Ave., Hamilton, Ont. (July 20.)  
 Approving of the proposed crossing of the lumber line of John Breakey, Que., by the line of the Quebec Bridge and Ry. Co. The crossing is to be provided at the expense of the Q.B. and Ry. Co., and its use is restricted to the running of the contractor's construction trains. (July 23.)  
 Ordering the Hull Electric Co. to further protect its crossing of the C.P.R. tracks north of the Central railway station, Ottawa, Ont. (July 26.)  
 Approving of a change in position of the semaphore governing the crossing of the Canada Atlantic Ry. by the Ottawa Electric Ry. on Broad St. (July 26.)

Approving of the proposed diversion from the previously located line of the Toronto and Niagara Power Co., in the township of Etobicoke, Ont. (July 29.)

Approving of the location of the line of the Vancouver, Victoria and Eastern Ry. and Navigation Co. from the Fraser River Bridge to a junction with the line of the Victoria Terminal Ry. from Cloverdale, B.C.; and to the International boundary at Huntingdon. (Aug. 4.)

**Railway Operating Rules.**

A circular letter has been issued by the Board of Railway Commissioners for Canada to the various railway companies inviting co-operation in drawing up a uniform code of rules for the operation of trains. The circular follows: "A number of accidents are occurring upon our railways from time to time, and the opinion exists that, to some extent these are due to the want of uniformity in the rules governing the operation of the various lines. It has occurred to the Board that, whether this be the fact or not, it would be of advantage in many respects if a uniform system of standard rules were adopted and in force in Canada, and the Board has thought it well to request the railway companies operating throughout the Dominion of Canada to select representatives, who might meet together at a time and place to be settled between them for the consideration of this subject, and if possible for the formulating of a set of rules to be submitted to the Board for its approval and sanction. The Board invites the attention of all railway companies operating in Canada to the importance of this subject, and would suggest that some date, not later than Oct. 1 next, be chosen at which the initial steps might be taken to attain the object the Board has had in view in this communication."

**Recent Dominion Legislation**

- In addition to the acts relating to transportation interests passed at the last session of the Dominion Parliament, lists of which appear in our July and Aug. issues, the following received the royal assent Aug. 10:—
- Authorizing the Government of Canada to purchase the Canada Eastern Ry., and to take possession of the Fredericton and St. Mary's railway bridge.
- Respecting the Edmonton Street Ry. Co.
- Respecting the arbitration between His Majesty and the G.T. Ry. Co.
- Respecting the Montreal Terminal Ry. Co.
- Amending the Railway Act, 1903 (two acts.)
- Respecting the payment of certain railway subsidies.
- Amending the act of 1903 respecting the bounties on steel and iron.
- Authorizing the granting of subsidies in aid of the construction of certain lines of railway.
- Amending an act passed earlier in the session respecting the Temiscouata Ry. Co.
- Amending an act passed earlier in the session incorporating the Thorold and Lake Erie Ry. Co.
- Respecting the Temagami Ry. Co.
- Respecting the West Canadian Collieries (Ltd.)

At the last session of the Dominion Parliament an act was passed arranging for the settlement by arbitration of differences between the G.T.R. and the Intercolonial Ry., arising out of the distribution of seaboard freight by the G.T.R. at Montreal, and the use of its terminals there by the I.C.R. The arbitrators are Justice Killam, Ottawa; Justice Davidson, Montreal, and G. F. Shepley, K.C., Toronto. The sittings of the arbitrators are being held at Montreal and will be private.

**RAILWAY DEVELOPMENT.**

**Projected Lines, Surveys, Construction, Betterments, Etc.**

**Algoma Central and Hudson Bay Ry.**—Traffic has been re-opened on this line from Sault Ste. Marie to Trout Lake, Ont., about 75 miles, close up to the Montreal River, at which point a steel bridge will have to be erected. (June, pg. 181.)

**Atlantic, Quebec and Western Ry.**—We were recently advised that it was the intention of the company to have from 10 to 20 miles of its line constructed by June, 1905, from Gaspé Basin towards Paspébiac, Que., in addition to a section of the interior route from Gaspé Basin to Causapsal, on the I.C.R. H. O'Sullivan, Lorette, Que., is the engineer in charge. (July, pg. 230.)

**Berlin, Waterloo, Wellesley and Lake Huron Ry.**—Negotiations have been in progress with the C.P.R. with a view of that Company taking over the charter and franchises. (Aug., pg. 275.)

**Bracebridge and Trading Lake Ry.**—At the last session of the Dominion Parliament a subsidy of \$3,200 a mile, with a provision for an increase up to \$6,400 a mile was voted towards the construction of a line from Bracebridge to Baysville, Ont. A subsidy was voted for the construction of this line in 1900, and a survey was made in 1901 by A. Brunel, C.E., Toronto, but no construction has been done. (Jan., 1902, pg. 1.)

**Bruce Mines and Algoma Ry.**—The Dominion Parliament at its last session voted a subsidy of \$3,200 a mile, with a provision for an increase to \$6,400 a mile for the following sections of line already constructed and in operation: for three miles southerly from Bruce Mines Junction to the town of Bruce Mines, Ont., and the shore of Lake Huron; for six miles from Gordon Lake station northerly to Rock Lake. A subsidy of a like amount was also voted for the construction of 12 miles northerly from the present terminus at Rock Lake. This is in lieu of a subsidy for 21 miles voted in 1903.

The line from the station in Bruce Mines town to Jack's Island on Lake Huron is 5,000 ft. in length. Between the main shore and Jack's Island there is about 1,800 ft. of trestle, which affords excellent facilities for bringing in saw logs, round and other timber and unloading same into the bay, where rafts can be formed or barges loaded to be towed to destination. At the south-easterly end of Jack's Island a dock has been constructed alongside the railway terminal. The depth of water alongside the dock is 18½ ft.; the dock itself is 50 ft. wide and 700 ft. long, including approach. The northerly extension of the line, we are advised, is projected to Woman River, on the C.P.R. transcontinental line, and will open up a large tract of timber, agricultural and mineral lands. (Aug., pg. 275.)

**Cape Breton Coal, Iron and Ry. Co.**—English capital has been interested in this company and the directorate has been re-organized, the present officers and directors being: President, H. Mayhew, of London, Eng.; Vice-President, T. Lancaster, of Sydney, N.S.; Treasurer, G. M. W. Hanson, Montreal; Secretary, E. W. Mosely, Sydney; other directors: C. H. Hanson, — Gladstone, — Thompson, of London, Eng.; N. Ferguson, — Crowe, of Sydney, N.S. Nothing has yet been decided in reference to the surveys or construction of the projected railway from Sydney to Louisburg.

**Caraquet and Gulf Shore Rys.**—We are advised that the interests now in control of these lines find that a large expenditure is desirable on the improvement of the lines, and that arrangements for securing it are being made. The improvements intended include



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the general repair of the roadbed, buildings, and the repair and renewal of the rolling stock. The specific works which will be taken in hand have not yet been finally decided.

**Ontario and Northern Ry.**—The Dominion Parliament at its last session voted subsidies at the rate of \$3,200 a mile, with provision for an increase to \$6,400 a mile, under certain conditions, for the following lines: from Hochelaga Ward, Montreal to Joliette, Que., passing through L'Assomption, and for a spur line in L'Assomption, not exceeding 42 miles in all. This is a variation of the terms of the subsidy voted in 1900, and in favor of a line which was completed and opened in 1903. The Governor-in-Council is also authorized under the terms of the act voting the subsidies to grant the balance of a subsidy not exceeding \$51,000 for the railway bridge over the river from Bout de L'Île to Charlemagne, built in connection with the first mentioned line. A subsidy of similar amount to the first was also voted for the construction of a line from Charlemagne to a junction with the Montford and Gatineau Colonization Ry. at Morin Flats, not exceeding 22 miles. A subsidy for this line was voted in 1903 in favor of the Montford and Gatineau Ry., which is now part of the Great Northern Ry. of Canada, operating the C. and N. Ry. under lease. (Dec., 1902, pg. 419.)

**Edmonton Street Ry. (Electric).**—An Act was passed at the recent session of the Dominion Parliament amending the act of incorporation in some details, and authorizing an extension of time for the commencement and completion of the projected lines in the town of Edmonton, Alta. (June, pg. 183.)

**Fraser River Bridge.**—The rental to be paid by the Great Northern Ry., U.S., for the use of the bridge over the Fraser River at New Westminster, B.C., is \$20,000 a year. (Aug., pg., 222.)

**Grand Valley Ry. (Electric).**—A contract has been let for the erection of a power house, about two miles outside of Paris, Ont., for the section of the line to Galt. The building will be 71 by 47 ft. (June, pg. 185.)

**Great Northern Ry. of Canada.**—At the last session of the Dominion Parliament a subsidy of \$3,200 a mile, with provision for an increase to \$6,400 a mile, was voted for the construction of a line, not exceeding 30 miles in length, from Arundel, the present terminal of the Montford and Gatineau Ry., and Hartwell, Que. A subsidy for a similar line was voted to the M. and G. Ry., in 1903, but that company has since been taken over by the G.N. Ry. of Canada.

**Guelph and Goderich Ry.**—Contracts have been let for the construction of this line in ten-mile sections. Sections 1, 4, 5 and 6 have been awarded to S. B. Campbell, of Strathroy, and sections 2, 3, 7 and 8 have been awarded to M. A. Pigott. The first section is the 10 miles immediately outside of Guelph. The contracts call for an immediate start, and the expectation is to have the line completed by Oct., 1905. Work has been started at both ends of the line, the contractors being reported by the end of Aug. to have a large quantity of materials and a number of men and horses on the route. The plans show that a large area will be required at Goderich for terminals, and that there will be stations on the dividing line between East Colborne and West Colborne; at Auburn, Rhyth, Walton, Moncrieff, Monkton, Milverton, Millbank and Brunner. The ground acquired for a number of these stations is 2,000 by 200 ft., a little over nine acres. P. A. Peterson is Chief Engineer in charge of the work. (Aug., pg. 277.)

**Gulf Shore Ry.**—See Carquet and Gulf Shore Rys.

**Halifax and South-Western Ry.**—Track-laying was expected to reach Halifax at the end of Aug., and ballasting was expected to have so far progressed that it was hoped to have a partial train service in operation by the end of Sept. R. McColl, Provincial Engineer, and E. V. Johnston, Assistant Inspecting Engineer, Department of Railways, Ottawa, went over the line Aug. 13 from Bridgewater to Chester, to which point it had been completed. Track had been laid to Hubley's, some distance beyond Chester and 13 miles from Halifax. The inspection was made with the object of giving permission for the operation of the section between Mahone Bay and Chester. We were recently advised that track had been laid on the main line for 39.37 miles. The masonry on the Halifax section and the abutments on the piers on the La Have and Petite Rivers are completed and work has been commenced at the Medway River. The Dominion Bridge Co. has completed the erection of the girder bridges at Bark House Brook, Chester Road Crossing, Barry's Brook (two crossings), East River and Little East River, and it is now assembling the steel work for the crossing of the La Have River at Bridgewater. Station buildings are being constructed at Martin's River, Chester Basin and Chester, and it was expected that the telegraph line would be completed between Bridgewater and Chester during July. During July an average of 1,461 men and 204 horses were employed on the work. (July, pg. 231.)

**Hamilton Radial Ry. (Electric).**—The Saltfleet township council has given permission to the H.R. Ry. to lay a second track from Ghent's Crossing to the canal reserve. A number of the Beach residents have signed a petition protesting against this decision. (Aug., pg. 277.)

**Intercolonial Ry.**—The following additional sums were voted at the recent session of the Dominion Parliament for works on the I.C.R.:

Balance for spur line from Riviere Ouelle to St. Lawrence.....	\$ 6,300 00
Extending siding, St. Andre.....	1,000 00
Freight houses at Elgin Rd., L'Ansis a Giles Trois Saumons.....	1,500 00
Water supply at St. Charles Jct.....	4,750 00
Siding at Campbellton.....	1,200 00
Platform extension at Sussex.....	950 00
Water supply at Springhill.....	2,800 00
Siding at Pictou Landing.....	14,500 00
Portable plant for boring and cutting rails.....	14,000 00
Extension to Sydney Mines.....	25,000 00
Increased accommodation at Amherst.....	10,000 00
Division of line, St. Leonard Junction.....	20,500 00
Division of line, Mitchell.....	25,100 00
Reduce curve, Birch Cove.....	84,500 00
Double-tracking parts of the line.....	150,000 00
Steel rails and fastenings.....	495,000 00
Increased accommodation along line.....	68,500 00
Increased accommodation at Truro.....	100,000 00
Increased accommodation at Moncton.....	170,000 00
Increased accommodation at Halifax.....	250,000 00
Improvements at Drummondville.....	16,000 00
Improvements at Riviere Ouelle.....	5,000 00
Station at St. Moise.....	3,500 00
To eliminate road crossings near Dorchester, N.B.....	4,000 00
Increased accommodation, Amqui.....	5,500 00
Increased accommodation, Antigonish.....	14,000 00
Improving ferry service at Strait of Canso.....	23,400 00
Siding at St. Romuald.....	1,500 00
Division of public road between St. Cyrille and Drummondville.....	1,000 00
Improvements at Sackville.....	7,000 00
Increased accommodation at Memramcook.....	5,000 00
Increased accommodation at New Glasgow.....	30,000 00
To increase water supply.....	3,500 00
Improvements at Enfield.....	1,500 00
Additional sidings and spur lines.....	23,700 00

(Aug., pg. 277.)  
Tenders are under consideration for the following works: station at Maccan, N.S.; quay wall, Halifax, N.S.; freight shed, Halifax, N.S.; cribwork at Grand Narrows, N.S.; and station at Sydney, N.S.

A branch line is under construction from a point three miles east of Trois Pistoles station to the Trois Pistoles Lumber Co.'s mills, about two miles. The branch is graded by the T.P.L. Co., the rails, ballast, etc., will be supplied by the I.C.R., which will also operate

the line. The lumber company guarantee to deliver 1,000 carloads of freight a year over the branch.

**Imperial Coal and Coke Co.**—We were advised Aug. 26 that the directors of the Imperial Coal and Coke Co. had not then decided as to what transportation arrangements are going to be made. That there will be a branch line built into the company's mines in British Columbia goes without saying, we are informed, but just from what point it will start has not yet been determined. An engineer is at present on the ground looking into the matter, and as soon as his report has been handed to the directors the matter will be taken up with a view of getting something definite arranged. The company's coal mines are situated near Michel, B.C., and press reports recently stated that an arrangement had been concluded with the C.P.R. by which that company would construct a branch from the Crow's Nest Pass line at Michel to the mines, 28 miles distant. The Imperial Coal and Coke Co., head offices Montreal, is an altogether distinct corporation from the Imperial Coal Co. (Ltd.) with offices at Moncton, N.B., which owns and operates the Beersville Ry. (Aug. pg. 275.)

**James Bay Ry.**—The final location plans of the James Bay Ry. from Toronto to Richmond Hill, Ont., have been filed. The distance by the projected line is about 20 miles, against 16 by Yonge St. The line will run along the Esplanade to the Don and then alongside the old belt line until it crosses the Don near the Don Valley Brick Works, where it will pass under the C.P.R. tracks, and follows the Don Valley, crossing the river seven or eight miles in York township. The line leaves the level of the Don river near C.P.R. Viaduct No. 4, and reaches the Don Mills road near the library. A very easy grade has been secured, the route surveyed to this point being about eight miles, to get to the height which the C.P.R. line makes in three miles. From Don Mills road the line gradually works towards Yonge St., but does not touch it, passing at the back of Richmond Hill. There is a strong feeling in Richmond Hill in favor of getting the line into the village, and a proposal has been made to secure a diversion from the present located line. A start has been made on the grade at the Parry Sound end, and arrangements are in progress for an early start at construction. (Aug., pg. 277.)

**Kettle Valley Ry.**—A survey is in progress from Grand Falls, B.C., along the north fork of the Kettle River, for about 50 miles, to Franklin mining camp. The work is in charge of — Davis. A preliminary survey showed that there were no great engineering obstacles in the way and that a grade of less than 1% could be secured. An early start will be made with the grading operations. (Aug. pg. 277.)

**Kootenay Central Ry.**—A location survey under W. Irving is in progress, working from Golden, B.C., on the projected line which is to connect Golden and Windermere. (July, pg. 233.)

**Lardo to Upper Arrow Lake.**—The Dominion Parliament at its last session voted a subsidy of \$3,200 a mile, with provisions for the construction of a line from Lardo, towards Upper Arrow Lake, B.C., not exceeding 30 miles.

**Levis County Ry. (Electric).**—A power plant is being installed at Levis, Que., by this company to operate its cars. Heretofore the company has purchased its power from the Canadian Electric Co. (Mar., pg. 78.)

**London Street Ry. (Electric).**—The car barns of the company were damaged to the extent of \$25,000 by fire Aug. 9.

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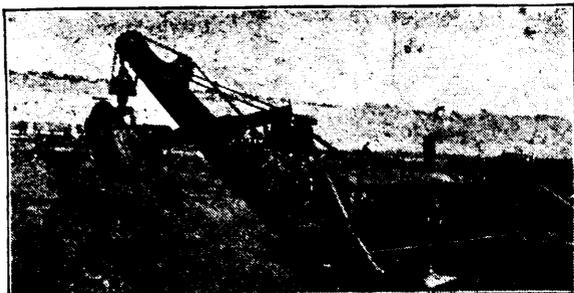
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Rails for several extensions have been purchased in New York, and it is expected that the work of laying them will be completed this season. (June, pg. 187.)

**London and Port Stanley Ry.**—The St. Marys, Ont., Town Council has asked the London City Council to consider the desirability of extending the L. and P.S. Ry. from London to St. Marys, and asking for the appointment of a committee to meet one appointed by the St. Marys council to discuss the matter.

**Nepigon Ry.**—Subsidies at the rate of \$3,200 a mile, with a provision for an increase to not exceeding \$6,400 a mile, for the following sections of this projected line, were voted at the last session of the Dominion Parliament; from Nepigon station on the C.P.R. to Nepigon Lake, not exceeding 30 miles; for 3½ miles from the shore of Lake Superior to Lake Helen on the first mentioned line; for 1½ miles from the first mentioned line at Fraser River to Lake Jess; for 45 miles northerly from the north shore of Lake Nepigon. In 1903 a subsidy for 80 miles, 40 miles south, and 40 miles north of Lake Nepigon, was voted and this year's vote varies the subsidy by specifying for the construction of particular lines south of the lake. (July, pg. 233.)

**Ontario Electric Ry.**—A prospectus has been issued by the O. E. Ry. Co., from its offices, Ontario Chambers, Clarence St., Kingston, Ont., which describes the undertaking as a railway to be constructed between the cities of Toronto and Kingston for the transportation of passengers, freight, mail and express. The provisional directors are: Sir R. J. Cartwright, G.C.M.G., M.P., Minister of Trade and Commerce; R. J. Carson, J. Carson, C. Bermingham, Kingston, Ont.; A. L. Jewell, G. E. Smith, Boston, Mass., and H. N. Smith, Salem, Mass. The company is authorized to issue \$5,000,000 of common stock, and bonds to the extent of \$20,000 a mile of line constructed. It is proposed to issue \$2,250,000 of common stock, holding the balance in the treasury for future extensions; and application is being invited for first mortgage 30 year 5% gold bonds in amounts of \$500 and \$1,000 each bond. The line as projected will serve the following places: Toronto, Little York, Rouge Hills, Dumbarton, Pickering, Whitby, Oshawa, Bowmanville, Newcastle, Clarke, Newtonville, Welcome, Port Hope, Cobourg, Grafton, Colborne, Brighton, Smithfield, Trenton, Belleville, Cannifton, Shannonville, Deseronto, Napanee, Morven, Fredericksburg, Violet, Odessa, Westbrook, Cataragui and Kingston. This represents a total of about 170 miles, and runs through an area having a population, including Toronto and Kingston, of 375,000. The idea is to give a half-hourly passenger service, keeping 27 cars employed, each car running 20 hours at a speed of 25 miles an hour. In addition it is proposed to run two freight trains a day, one each way, each train to consist of five cars of 60,000 lbs. capacity; and an express service to be operated by four cars. This will make an equipment of 41 cars. It is proposed to generate electricity by means of water power. The prospectus gives an estimate of the probable receipts and expenditure. The estimated receipts are: Passengers, \$491,017.80, being at the rate of \$16.61 per car per trip, or .09c. per car mile; freight, \$91,500, being at the rate of 14.70 c. per car mile, or 1.22 c. per ton per mile haul; express, \$42,000, being at the rate of 12.94 c. per mile. Total, \$624,517.80. The working expenses are estimated at \$281,033.01, leaving net earnings of \$343,484.79, out of which could be paid 5% on \$3,400,000 of 5% bonds, \$170,000 and 6% dividend on \$2,250,000 of common stock \$135,000, carrying forward \$38,484.79. The charter under which the company is working was granted by the Ontario Legis-

lature, 1902, and gives the company power to construct a line from Toronto over the Government military road (Kingston road), easterly to the boundary of Quebec province, and a line from Brockville to Ottawa, with power to construct branch lines not exceeding 30 miles in length in any one case. The section of the line which the promoters desire to construct at once is that extending from Toronto to Kingston, approximately 170 miles. The company has invited the various municipalities through which the line will pass between Toronto and Kingston to subscribe for stock and bonds in the company, the amount asked for being based on the population of the several municipalities. A number of town and township municipalities have agreed to this proposition, and by-laws have been passed. In one case, however, the proposition was rejected. A construction company is in process of formation to build and equip the line. A. E. Pond, of Boston, Mass., who represents Boston and other U.S. capitalists interested in the company, is in charge of the affairs of the company at Kingston. (Aug., pg. 279.)

**Ottawa River Ry.**—The Dominion Parliament at its last session voted a subsidy at the rate of \$3,200 a mile, with the usual provisions for an increase to \$6,400 a mile, for the construction of 15 miles of line from St. Agathe des Montes station towards the township of Howard, Que., and for 38 miles of line from St. Andrew's, passing through the parishes of St. Placide, St. Eustache and St. Martin. These replace the subsidies voted for lines in the same vicinity in 1903. (Aug., pg. 279.)

**Peterborough Radial Ry. (Electric).**—The line of the Peterborough and Ashburnham Ry., which was formerly operated in these towns, has been acquired by the P.R. Ry. Co., which has practically rebuilt the old line, and has constructed 1½ miles of additional track. A car service was placed in operation Aug. 29. (See Peterborough and Ashburnham Ry., June, pg. 189.)

**Petrolea Rapid Railway (Electric).**—This company has an Ontario charter for the construction of an electric railway from Petrolea to Sarnia, Ont., with a branch from Corunna to Courtright, Ont. From Sarnia to Corunna, seven miles, the projected line runs along the Canadian bank of the St. Clair river, and the branch from this point to Courtright, about seven miles, is also along the river bank, while the 16½ miles from Corunna to Petrolea is projected along an almost level roadway, the last three miles being through the oil territory. The total population to be served is 32,000, but there is a population of 36,000 in the towns and townships along the U.S. side of the river, from which a considerable amount of passenger traffic is anticipated. The company proposes to establish a passenger, freight and express service. Right-of-way has been secured through the Indian reserve by lease from the Dominion Government, and from private owners for the whole of the river front part of the line, and the townships of Moore and Enniskillen have granted franchises covering right-of-way over certain highways, with the right to cross others at intersecting points. It is intended to fix the main power station at Corunna, from which it is proposed to supply power for manufacturing purposes. An arrangement has been made by which the company can take over the undertaking of the Petrolea Electric Light, Heat and Power Co. (Ltd.), payment to be made in P.R. Ry. preferred stock. The authorized capital is \$500,000 and bonds to the extent of \$20,000 a mile may be issued. For the construction of the work at present contemplated it is proposed to issue \$200,000 of 6% preference shares and \$131,500 of common stock; the bond issue will amount to about \$600,000. H. L. Dunn, of Denton, Dunn and Boulbee, Toronto, is consulting

counsel, and the same interests that are behind the Niagara, Queenston and St. Catharines Ry. are at the back of this undertaking. The provisional organization includes: President, J. W. Harrold, Corunna, Ont.; Vice-President and Managing Director, S. A. Armstrong, Sarnia, Ont.; other directors; W. F. Titheborne, Petrolea; J. Clysdale, Corunna; P. T. McGibbon, Sarnia; Secretary-Treasurer, T. J. Gordon, Sarnia.

**Prince Edward Island Ry.**—In addition to the amounts mentioned in our last issue, the following were voted at the recent session of the Dominion Parliament for works on the P.E.I. Ry.:

Additional accommodation, Kincora	\$ 150 00
Northam and Richmond stations	340 00
Fredericton station	120 00
Station and land at Albany	210 00
Increased accommodation at Georgetown	33,500 00
Survey from Souris or Harmony to Elmira	1,500 00
Dwelling for agent at Bloomfield	1,000 00
Survey to New London	1,500 00
Branch line to Vernon River bridge	50,000 00
Dwelling for agent at Miscouche	1,000 00
Swing span for Morrell River bridge	25,000 00
New station at Alberton	2,500 00
Widening wharf, and coal shed at Summerside	1,150 00
Increased accommodation at Charlottetown	35,000 00
Survey from main line to west shore	1,500 00
To improve water service	26,800 00
Charlottetown—Extension of railway track along water front	5,000 00
Station at St. Teresa	750 00
Station at Piusville	750 00
Branch line from Cardigan to Montague Bridge	100,000 00
Improvements at Summerside	10,000 00
For freight shed at York Station	500 00

(Aug., pg. 279.)

**Quebec Central Ry.**—We are advised that the survey on the proposed extension between St. Francis, now named Brauceville, and St. George, at the River Famine, 10 miles, was made some fifteen years ago by Mr. Armstrong and Mr. Stoess, the plans being completed by the latter. Respecting the proposed extension from Scotts to Levis, Que., we were advised Aug. 8 that an engineer had not been appointed to make the survey. There is a good prospect that the branch from St. Francis to St. George will be constructed in the near future. (July, pg. 235.)

**Quebec and Lake St. John Ry.**—The extension of the line from Roberval station to the Government wharf on Lake St. John, Que., about one mile, was expected to be completed early in Sept. The route is level, with the exception of about 1,700 ft. of 1% grade compensated. The location surveys for the La Tuque branch are expected to be completed early in Oct. The length of the projected line is 38 miles, and the surveys made showed that the grade would be 1% compensated, and that the maximum curvature would be 6 degrees. It is expected that tenders for construction will be awarded at an early date, and it is desired to have the line completed and in operation by Sept., 1905. The distance from Quebec to La Tuque by the new line will be 118 miles, against 174 miles by the present route from Quebec to Grandes Piles, via Three Rivers, and steamer from Grandes Piles to La Tuque. (July, pg. 235.)

**Quebec, New Brunswick and Nova Scotia Ry.**—Plans have been filed with the Department of Railways, Ottawa, showing the route of this projected railway from Quebec to Pugwash Jct., N.S. The line starts from a junction with the Great Northern Ry. of Canada, the entrance of which into Quebec over its own line is being arranged for, and connecting with the Quebec Bridge. From the southerly end of the bridge the plans show a route proceeding southwesterly via the Etchemin River valley to the International boundary across the counties of Somerset, Piscataquis, Penobscot and Aroostook, Me., then into New Brunswick, near Woodstock, thence via Fredericton and Moncton to Pugwash Jct., N.S., on the Intercolonial Ry. The plans are

N. CURRY, President. N. A. RHODES, Vice-President. J. M. CURRY, Sec.-Treas.

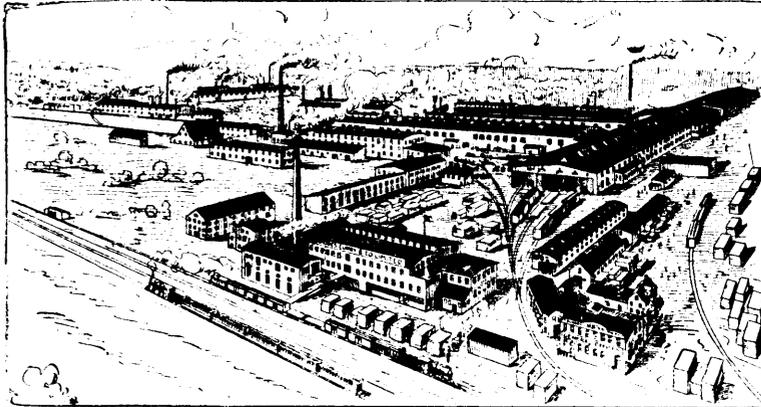
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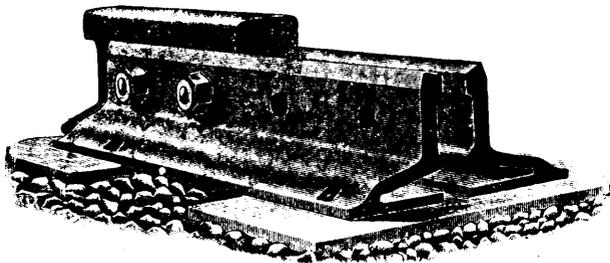
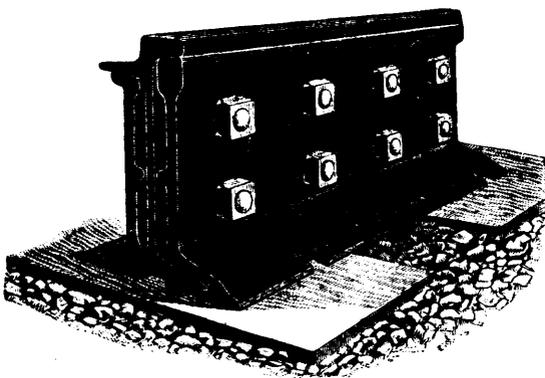


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signed by D. D. Mann, of Mackenzie, Mann & Co., Toronto. (Sept., 1903, pg. 307.)

**Quebec Southern Ry.**—The Receiver in charge of the operations of the Q.S. Ry., in a report to the court, states that 30,000 ties have been purchased out of the surplus earnings of the line, and placed in the roadbed. Some material repairs to culverts and bridges had been made. An extension into Pierreville has been completed. (Jan., pg. 8.)

**Southwestern Traction Co. (Electric).**—We were informed Aug. 9 that track had been laid from London to Dingman's Creek, a mile or so below the village of Lambeth, Ont. The grading had been completed to the heights overlooking St. Thomas, and track was being laid northerly to meet the branch at Dingman's Creek. It was expected to have the whole of the steel laid by the end of Aug. Preparations were being made for the construction of the overhead work and of the power house. (Aug., pg. 279.)

**St. Joseph and Stratford Electric Ry.**—Press reports state that the charter of this projected railway has been acquired by the C.P.R., and that its terminal on Lake Huron will be changed from St. Joseph to Grand Bend. (July, pg. 235.)

**Suburban Tramway and Power Co.**—This company, which was incorporated at the last session of the Quebec Legislature to construct electric lines in the vicinity of Montreal, has been organized with the following officers and directors: President, Hon. L. J. Forget; Vice-President, K. W. Blackwell; other directors, Lieut.-Col. Henshaw, Sir H. M. Allan, P. Gilbert. General Manager, W. G. Ross; Secretary, P. Dubee. These are all associated with Montreal Street Ry. Co., and it is stated that the principal line which will be constructed will be one to serve the Longue Pointe district, which the Montreal Park and Island Ry. Co., owned by the Montreal Street Ry. Co., has been enjoined from constructing at the suit of the Montreal Terminal Ry. Co. (July, pg. 235.)

**Temagami Ry.**—An act was passed at the recent session of the Dominion Parliament authorizing an extension of time for the commencement and completion of the projected railway. (Jan., pg. 9.)

**Temiscouata Ry.**—The act passed at the recent session of the Dominion Parliament to issue about \$250,000 of prior lien bonds, will enable the company not only to discharge its liabilities in England, but will enable it to carry out a number of much needed betterments and to provide additional rolling stock. The expenditure on betterments, etc., is to be spread over three years. The betterments proposed to be made on this line include filling up trestles and putting in two or three steel bridges on masonry abutments, together with the completion of the ballasting and such like work. The ballasting is now in progress.

**Temiskaming and Northern Ontario Ry.**—Grading has been completed into New Liskeard, 112 miles from North Bay, Ont., and the bridge and trestle work is well advanced. Tracklaying is progressing rapidly and ballasting is being proceeded with. The line is expected to be completed early in Oct., and to be ready for the formal opening by the winter. Tenders have been received for the erection of station buildings at Temagami, mileage 72; Haileybury, mileage 106, and New Liskeard, mileage 112, the points where there is at present considerable traffic and settlement. The commission in charge of construction, the commission in charge of the townsite plots and a number of C.P.R. and G.T.R. officials recently went over the line, the townsite commissioners located some townsites, and the railway men discussed traffic possibilities. The surveys for the extension north from New Liskeard to Lake Abitibi are well advanced, and the con-

tractor has been arranging for proceeding with construction work. (July, pg. 235.)

**Toronto and Hamilton Ry. (Electric).**—The township council of Saltfleet, Ont., has given permission to the T. and H. Ry. to cross Hamilton Beach within the area of the G.T.R. right of way. The company has reached an arrangement with the G.T.R. for the use of its right of way or tracks between Burlington and Stoney Creek, Ont. Several meetings between W. T. Jennings, Engineer, and the Hamilton City Council have taken place in respect of the right of way over the portion of the beach outside the jurisdiction of the Saltfleet township, and the entrance into Hamilton. Several plans have been filed with the authorities showing various routes, but until all questions are settled the Chief Engineer says that it is not possible to give details of the route. A report from Hamilton, received as the matter is being closed up, states that the plan to circle Hamilton Bay has been abandoned, and that Hamilton will be reached by a spur line from Stoney Creek.

The plans deposited at Ottawa show a line leaving Toronto near the Canada Foundry Co.'s property at Davenport, crossing under the C.P.R. and G.T.R. tracks near the bicycle works on the Weston road, and the C.P.R. near Lambton Mills; thence keeping well back from the lake shore in an air line, as nearly as possible, to Burlington. (Aug., pg. 279.)

**Toronto, Hamilton and Buffalo Ry.**—Work has been started at Brantford, Ont., on the improvement of the road bed, and the other betterments contemplated at the station buildings and yard. (Aug., pg. 279.)

**Toronto and Mimico Ry. (Electric).**—After considerable negotiation and several meetings before the Ontario Railway Commission, an arrangement was come to in reference to the location of the line at Lorne Park, on the extension from Long Branch to Oakville, Ont., and an order was made giving effect to the new proposal. (Aug., pg. 279.)

**Toronto and Scarborough Ry. (Electric).**—A considerable section of this line from the Woodbine, Toronto, to Scarborough has been re-ballasted, and the rails renewed.

**Toronto Ry. (Electric).**—The work of installing the additional power plant is being pushed forward, and it is expected that it will be fully completed early in Oct. The new installation will provide about 30,000 extra horse power. (July, pg. 235.)

**Vancouver, Victoria and Eastern Ry. and Navigation Co.**—Press reports state that it is expected to have the grade for the line from Grand Forks to Phoenix, B.C., to be completed and ready for tracklaying by Sept. 15. (Aug., pg. 279.)

**The West Canadian Collieries (Ltd.)** is the title under which a British company was incorporated at the last session of the Dominion Parliament to carry on a mining business and to operate railways in B.C., the Northwest and Yukon Territories. It is empowered to take over the Cardiff Ry. (unbuilt) and the Union Gold Fields of B.C. (Ltd.), which has a charter to construct a railway. (Mar., pg. 83.)

**Western Alberta Ry.**—A subsidy was voted last session of the Dominion Parliament, under the revised conditions, of a minimum of \$3,200 a mile for a line from the International boundary west of range 27 northwesterly towards Anthracite, Alta., not exceeding 50 miles. This is in lieu of a subsidy for a similar line voted in 1899.

**Winnipeg and St. Andrews Ry.**—The necessary franchises have been obtained for the construction of a railway from Winnipeg to St. Andrews, and it is hoped that the line will be constructed within the next year. The officers of the company are: President, E. F.

Hutchings; Vice-President, R. J. Hutchings; Secretary-Treasurer, B. J. Denby; the offices being in Winnipeg. (July, pg. 287.)

**Winnipeg, Selkirk and Lake Winnipeg Ry.**—We were recently advised that the work in progress during the current season had consisted of some ballasting and the acquisition of additional rolling stock and equipment. The company has power to operate its line by steam temporarily, but is figuring on a source for obtaining electric power. Arrangements had not been made for getting any running rights over the Winnipeg city streets. A train service was placed in operation Aug. 29, the formal opening having taken place Aug. 27. (June, pg. 183.)

### Ontario's Government Railway.

The railway from North Bay to New Liskeard, 112 miles, now approaching completion, under the title of the Temiskaming and Northern Ontario Ry., at the cost of the Ontario Government, is also to be operated by the Commission, under the charge of which it was constructed. Nothing definite has yet been decided as to the number of the operating officials who will be appointed, their titles, or other matters relating thereto. The line will have its own freight yard at North Bay, at the point where connection is made with the C.P.R. tracks, but there will be no station or terminal buildings. An agreement has been executed between the Commission and the C.P.R. for the use of that company's terminals at North Bay, and for trackage rights over the line from North Bay to Nipissing Jct., where connection will be made with the G.T.R. The text of this agreement was published in full in the second annual report of the Commission. Prior to entering into the agreement the Commission approached the management of the C.P.R. and the G.T.R. on the subject of terminal facilities. The G.T.R. management expressed a willingness to enter into a joint agreement for the construction of a line from Nipissing Jct. to North Bay, including the putting in of a terminal yard and engine house at the latter point, if a contract were entered into for at least five years. The Commissioners could not agree to this, and negotiated with the C.P.R. which had offered to grant the use of its terminal facilities on terms to be agreed upon. The agreement entered into as a result provides for trackage rights between North Bay and Nipissing Jct., and the use of the C.P.R. yards, roundhouse, and other terminal facilities, including the services of the staff. The Commissioners are to pay \$2.40 for each passenger train, and \$2.80 for each mixed, freight or other train run between North Bay and Nipissing Jct., and 50 cents a car for all cars arriving at or leaving North Bay, except cars of carload freight destined to points on or via the C.P.R., or arriving at North Bay from points on the C.P.R. for points on the T. and N.O. Ry.; the minimum sum to be \$4 for a single train. An additional charge of 25 cents a ton will be made for all freight handled at the C.P.R. freight sheds. The Commissioners will also pay the cost of a telegraph operator at the point of junction of the two lines. In respect of passenger trains, \$1 a car will be charged for cleaning and repairing, etc., plus 10% on the cost of all materials used or supplied; and for repairs, etc., of freight cars 10% on the cost of materials used or supplied. In respect of locomotives, the charges shall be \$1.40 for handling, etc., 25 cents per tender for water, repairs and materials at cost plus 10%; and coal at cost plus 10 cents a ton for accounting. The connection with the C.P.R. shall be made by that company, but at the cost of the Commission. Differences are to be settled by arbitration, and the contract is terminable by either side on giving 12 months' notice.

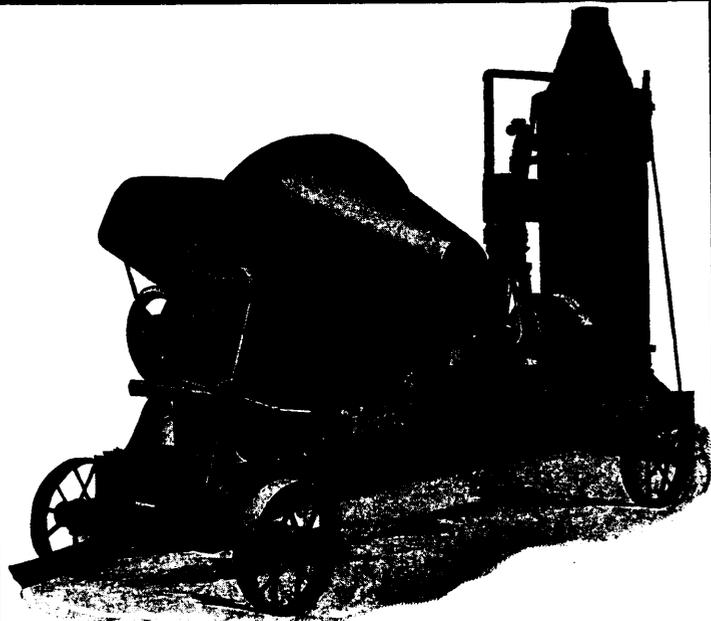
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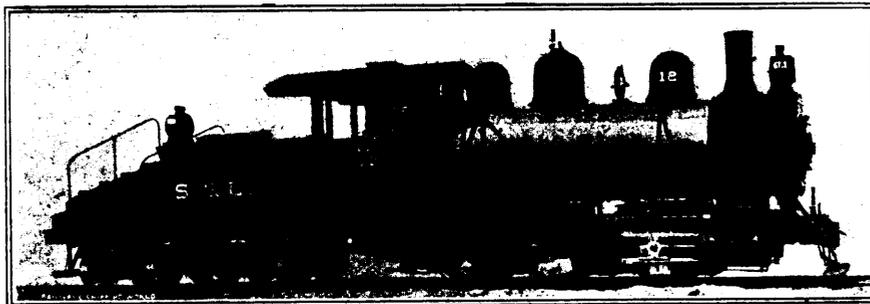
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**Farnham-Newport Grade Reduction.**—Work is in progress on the reduction of the grade between Farnham and Newport, Que., mileage 56.40 to mileage 91.09, from 1.5% in places to 0.8% operating grade. On the extreme heavy hills it is proposed to use a pusher service, which avoids the cutting of these hills or changing the line. There will not, at the present time, be any diversion of the main line between these two points. The work is being done by the company's men under the charge of H. C. Grout, Resident Engineer, F. S. Darling, Division Engineer, being in general charge.

**Westmount Yard.**—The C.P.R. has acquired an extensive tract of land at Westmount, north and south of its main tracks into Windsor St. station, Montreal, and lying between Cote St. Luke Road and Glen Ave. Plans have been prepared for laying this area out as a yard for the purpose of relieving the present yard at Windsor St. of all passenger car cleaning, repairs and storage, and also of the roundhouse and its accessories. The new yard will be approached from the Windsor St. end by a switch branching off from the main tracks about 1,200 ft. from Glen Ave., and connection will be made with the main track west of Cote St. Luke Road by a switch of similar length. There will be ten tracks leading off from the main switch for storing and other purposes, and several tracks for the roundhouse, coal chutes, car supply stores, etc., from a branch switch. To the south of the main switching tracks will be erected three buildings for car supplies, stores, etc.: (1) Repair shop, 110 by 30 ft.; ice and coal, 30 by 30 ft.; (2) parlor and sleeper car supplies, 120 by 40 ft.; general stores, 80 by 40 ft.; (3) gas plant, 90 by 30 ft. The roundhouse will accommodate 18 locomotives, and off it will be an engine and boiler room, and adjoining the tracks leading to it will be coal chutes, water tank, ashpit, standpipes and oil house for locomotive supplies, and an engine house to supply power for these buildings. (Aug., pg. 273.)

**St. Philippe Northerly.**—At the last session of the Dominion Parliament a subsidy at the usual rate was granted to the C.P.R. for a line from St. Philippe de Argenteuil station, or a point between there and Grenville, Que., for three miles northerly. A subsidy of a like amount was voted in 1903, but not in favor of any particular company.

**Toronto-Sudbury Line.**—We were advised, Aug. 29, that work is progressing on the line at the Sudbury end towards Byng Inlet, Ont. The surveys for the southern section are yet in an uncompleted state, and it is impossible to state where the line will go, or when contracts will be let. (July, pg. 243.)

**Winnipeg Hotel, Station, Etc.**—Work has been started at the site of the proposed new hotel, driving piles for the foundations. Three steam pile drivers are at work, and 2,500 piles will be driven. Considerable progress has been made with the station and office building. (Aug., pg. 273.)

**Manitoba and Northwestern Ry.**—We were advised, Aug. 20, that no work of extension was being done this season on the M. and N. Ry., which was completed to Shebo in 1903. (July, pg. 245.)

**Pipestone Branch.**—The work of connecting Arcola, the former terminal of the Pipestone branch with Regina, Assa., has been completed and the line was inspected by W. Whyte, 2nd Vice-President, Aug. 17, and will be handed over to the operating department in Oct. The length of the new line is 113 miles, the grading for which was completed in 1903. Track was laid on 40.7 miles from Regina, Assa., easterly in 1903, the remaining 72.3 miles being laid this season. (April, pg. 113.)

**Pheasant Hills Branch.**—We were advised, Aug. 20, that it was expected to get track laid to mileage 167 this season. This will bring the track end to a point about 20 miles beyond Jumping Deer Creek, Assa. W. Whyte, 2nd Vice-President, went over the line Aug. 15, and a train service was expected to be put on early in Sept. to Balcarres, Assa. (June, pg. 195.)

**Pasqua to Moose Jaw.**—New heavy steel has been laid on the track between Pasqua and Moose Jaw, Assa., a portion of the track being raised in order to reduce the grade. This is in connection with the work of grade reduction between Moose Jaw and Swift Current. (June, pg. 195.)

**Wetaskiwin Extension.**—We were advised, Aug. 20, that it was expected to complete the grading of this extension for a distance of 25 miles east of Wetaskiwin this season. (June, pg. 195.)

**Lacombe Extension.**—It is expected to have 25 miles of the projected extension of 50 miles easterly from Lacombe, Alta., graded by the end of the season. (June, pg. 195.)

**Fernie Creek Coal Branch.**—A lease of this branch line has been granted to the Crow's Nest Pass Coal Co. for a term of years commencing Oct. 1. The branch is five miles in length, and will be used exclusively for carrying coal from the mines to Fernie for the coke ovens and for distribution.

**Victoria Hotel.**—Tenders are under consideration for the foundation work at the site of the proposed new hotel, and a start was expected to be made on construction early in Sept. (Aug., pg. 275.)

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

**Hamilton Freight Sheds.**—The new freight sheds on Ferguson Ave., between Barton and Cameron streets, have been completed and are now being used for the receipt and despatch of freight. The new shed is 1,200 ft. long by 40 ft. wide, and is fitted with the most modern appliances for the expeditious handling of freight. At the north end of the shed is a two-storey office building for the freight agent and his staff.

**Hamilton-Sarnia Second Track.**—We were advised Aug. 19 that the contractors are busy on all parts of the second track work between Hamilton and Lynden, and Paris and London. The earthwork, masonry and steel superstructures are all under way, and it is expected that both sections will be entirely completed by the beginning of winter. (Aug., pg. 285.)

**Brantford Station.**—Work is in progress on the new station at Brantford, Ont. The building will be a handsome one 206 ft. in length, including the express room, by an extreme width of 59 ft. The exterior will be faced with blue granite to window sill course, and above with paving blocks and pink granite trimmings. The roof will be of red tile. The general waiting room will have a mosaic tile floor, its wainscot to consist of enameled tile, with ornamental tile frieze and cap. All door and window casings will be of marble. The walls above will be plastered, also the ceiling, which is divided into deep panels by heavy architraves, supported by wall columns and pilasters, all of which will be richly decorated. This room will have a height of 23 ft., and receives its principal light from a series of clear-story windows above the shed roof; all clear-story windows will be glazed with ornamental beaded glass, all main windows with polished plate glass. The extreme length of the waiting room is 72 ft. by a width of 59 ft. Annexed to this room, besides ticket office, will be a men's smoking room and ladies' and men's toilet,

also baggage room. The entrance from town side is provided with a porte cochere. A covered walk 30x60 ft. connects the station with the express room, which is 35 by 45 ft. There is a handsome tower at the waiting room end of the building.

**Stratford Shops.**—The Stratford, Ont., city council has agreed to the application of the company fixing its taxation at \$8,000 a year for 10 years. We were advised that the enlargement of the shops at this point was contingent upon this agreement being reached. Following is a detailed description of the alterations and enlargements which it is proposed to make:—The present erecting shop is to be extended into the present boiler shop, a distance of 179 ft., which will give twelve additional pits for engine repairs. These pits are to be of 22 ft. centres, and built of concrete. An additional hoist and transfer table will be used in connection with this extension. An entire new boiler shop will be erected. The dimensions of this shop will be 169 ft. long by 120 ft. wide. It will be equipped with two electric travelling cranes, one of 30 tons and one of 10 tons capacity. The height from the floor to the roof trusses will be 41 ft. The building is to have cement foundation, and the upper portion of white brick, with the exception of the window frames and sashes, which will be composed entirely of cement, brick and structural steel. The machinery is to be driven by electric motors. A new tender shop is to be built at right angles to and adjoining the new boiler shop, with an opening into the latter shop, so that the tools and machinery in boiler shop can be used for tender shop work. This latter shop will be 326 ft. long by 102 ft. wide. It will be built in a similar manner to the new boiler shop, and of the same construction. A new brass foundry, 70 ft. by 41 ft., will be built. This building will be composed of cement foundations, brick and structural steel for roof trusses, etc. There will be an addition of 50 ft. put on the east end of present blacksmith shop; and the east end of present tender shop will be extended 70 feet. This latter building will be used for light repairs to locomotives, repairs to steam shovels, and other similar work. There will also be an addition (60 ft. by 41 ft.) to the west end of present tender shop. This is to be used as a wheel shop. The present brass foundry is to be converted into additional machine shop space. The new buildings and additions to old ones will give 74,654 sq. ft. of additional floor space. A large amount of new and up-to-date machinery is to be installed in the different shops. In addition to the new machinery there will be installed a new 300 K.W. electric generator to work the electric cranes and machinery that will be electrically driven. Tenders for the work have been asked for, but have not yet been given out. The approximate cost for the whole improvements will be about \$117,000. (Aug., pg. 287.)

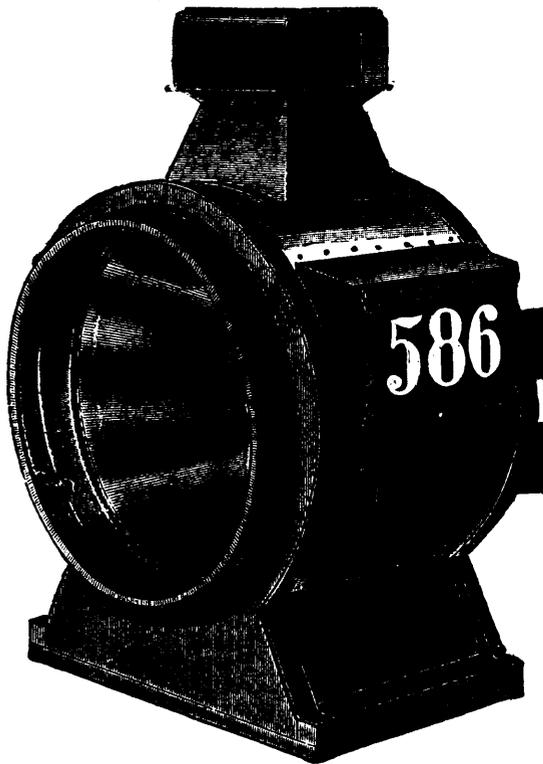
**East London Roundhouse.**—The new roundhouse which is being erected at East London is being constructed of concrete walls, with a felt and gravel roof. The roundhouse will be circular in form, and there will be machine shops for doing running repairs adjoining. The roundhouse is a 40-stall one, 80 ft. between walls inside, and having a 70 ft. turntable with pneumatic turntable motor attached. There will be two ash pits with cinder hoist and buckets, the cinders being pneumatically conveyed from pits to cinder car without shovelling. The coal chutes are G.T.R. standard pattern, 20 chutes on each side, each chute having a capacity of 10 tons. Coal cars are pushed up the incline, the coal being delivered in hopper bottom cars. There will be a machine shop 112 by 52 ft. in connection with the roundhouse to take care of the running repairs. Shop will be equipped with air and steam piping complete, so that engines can

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### TERMS OF PAYMENT.

An actual settler may purchase 640 acres, or less, on the 10 payment plan, by which the aggregate amount of principal and interest is divided into a cash instalment to be paid at the time of purchase and nine equal deferred instalments annually thereafter, as follows:

- 160 acres at \$4.00 per acre, 1st instalment \$95.85, and 9 equal instalments of \$80.
- 160 acres at \$4.50 per acre, 1st instalment \$107.85, and 9 equal instalments of \$90.
- 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.
- 160 acres at \$6.50 per acre, 1st instalment \$155.80, and 9 equal instalments of \$130.00.
- 160 acres at \$7.00 per acre, 1st instalment \$167.80, and 9 equal instalments of \$140.00.

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.

### DISCOUNT FOR CASH.

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Land Commissioner C.P.R. Co., Winnipeg

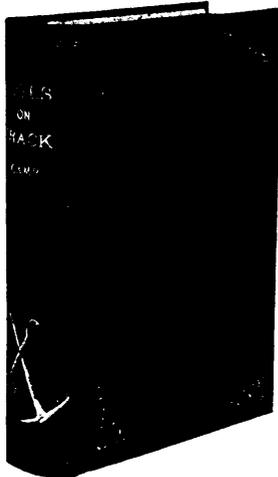
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# Notes on Track

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AN EXHAUSTIVE TREATMENT OF TRACK CONSTRUCTION AND MAINTENANCE FROM A PRACTICAL STANDPOINT



The Book is Divided into Chapters as follows: (1) Roadbed; (2) Track Materials; (3) Track Laying; (4) Ballasting; (5) Curves, including Easement Curves; (6) Switching Arrangements and Appliances; (7) Track Maintenance; (8) Double-Tracking; (9) Track Tools; (10) Work Trains; (11) Miscellaneous Work and Construction; (12) Organization of Maintenance of Way Departments. Every phase of these general subjects is treated, particular attention being paid to *Cost of Track Work* and to *Modern Labor-Saving Machinery in Track Service*. The book also covers in much detail many allied subjects, such as Earthwork and Grading, Culverts, Yard Layouts and Switching Movements, Interlocking Switches and Signals, Automatic Electric Block Signals and Track Circuits, Principles of Rail Design, Fence, Cattle Guards, Section Houses and Tool Houses, Boarding Trains, Bridge Floors, Ash Pits, Handling Ballast and Filling Material, Wrecking, Fighting Snow, Tie Preservation, Metal and Concrete Ties, Track Elevation and Depression, Crossing Gates, Tree Planting, Capacity of Single Track, etc.

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be washed out or have their equipment tested on every pit in the shop. The heating is G.T.R. standard system, using the condensed steam from the compressor and stationary engine, which goes through a superheater to a hot well, and from there is pumped through the coils around the shop, returning to the hot well. This system eliminates the use of live steam entirely. Adjoining the roundhouse there will be coal chutes, tracks, ash pits, etc., the plans for which have not been completed. A contract for the erection of the roundhouse has been let to J. Hayman & Sons, London. (Aug., pg. 285.)

### National Transcontinental Railway.

The following have been appointed by the Dominion Government members of the Commission which is to have charge of the construction of the projected line from Quebec to Winnipeg—the National Transcontinental Ry.—Chairman, F. B. Wade, K.C., Annapolis, N.S.; A. Brunet, Montreal; R. Reid, London, Ont.; C. A. Young, Winnipeg, Man. The Chairman will be paid \$8,000 a year and the other commissioners \$7,000 a year. The Government has also appointed H. Lumsden, C.E., heretofore chief locating engineer C.P.R., to be Chief Engineer, at a salary of \$6,000 a year, and P. E. Ryan, heretofore Secretary-Treasurer of the Ontario Commission for the construction of the Temiskaming and Northern Ontario Ry., Toronto, as Secretary. The Commission has been given temporary offices in the House of Commons building. The Commissioners have met and formally organized. It is understood that a decision has been reached to divide the country through which the line will pass into four divisions, and to appoint an engineer to take charge of each. When this has been done the survey work will be gone on with. It is further understood that the work of the G.T. Pacific surveys will be utilized as far as possible. At the last session of the Dominion Parliament \$500,000 was voted on account of surveys for the line.

### Grand Trunk Pacific Railway.

The following provisional officers and directors were appointed on the formal organization of the G.T.P. Ry. Co. in Montreal: President, C. M. Hays, 2nd Vice-President and General Manager G.T.R., Montreal; Vice-President and General Manager, F. W. Morse, 3rd Vice-President G.T.R., Montreal; 2nd Vice-President, W. Wainwright, Comptroller and General Assistant, G.T.R., Montreal. Other directors: Sir C. Rivers Wilson, G.C.M.G., President G.T.R.; A. W. Smithers, Vice-President G.T.R.; Lord Welby, G.C.B.; Col. F. Firebrace, of London, Eng., directors G.T.R.; John Bell, K.C., General Counsel, G.T.R., Belleville, Ont.; W. H. Biggar, K.C., Assistant General Counsel, G.T.R.; Sir H. A. Allan, E. B. Greenshields, of Montreal; J. R. Booth, President Canada Atlantic Ry. Co., of Ottawa; Hon. G. A. Cox, E. R. Wood, of Toronto; Secretary, H. Philips, private secretary to C. M. Hays, Montreal; Treasurer, F. Scott, Treasurer G.T.R., Montreal; General Auditor, H. W. Walker, General Auditor, G.T.R., Montreal; local consulting counsel, Davidson & Wainwright, Montreal. An executive committee, consisting of C. M. Hays, F. W. Morse, W. Wainwright and Hon. G. A. Cox, was also appointed. Under the act of incorporation the first meeting of shareholders will be held in Oct., when directors will be elected. The Dominion Government appoints a permanent director, Hon. S. N. Parent, Premier of Quebec, Mayor of the city of Quebec, a promoter of the Quebec Bridge and Ry. Co., has been appointed. On Aug. 17 a party of

directors and officers left Montreal on a special train for the Pacific coast to look over the country, and to visit the several ports proposed as the western terminus. Hon. R. Prefontaine, Minister of Marine, met the directors and officers at Vancouver. The party visited Port Simpson, Kitamaat, and other points on the coast regarded as a possible terminus.

After the preliminary organization meeting C. M. Hays stated in an interview: "Surveys are being rapidly made on that section of the road between Winnipeg and the Pacific coast. They will be continued, and as soon as all the required information regarding grades, practicable routes and terminal points is prepared a definite route will be chosen and construction work will be commenced. It will take considerable time yet for these surveys to be completed. There is no probability of any construction work being started this year."

### MAINLY ABOUT PEOPLE.

D. McNicoll, Vice-President C.P.R., returned to Montreal from Great Britain Aug. 31.

R. Richards, at one time Manager of the Canadian Railway News Co., London, Ont., died there Aug. 12.

W. T. Marlow, Import Freight Agent C.P.R., Montreal, was married Aug. 20, to Miss A. M. Dunn, Toronto.

W. F. Egg, City Passenger Agent G.T.R., returned to Montreal Aug. 1, after a three months' trip to England.

Sir W. VanHorne, Chairman of the Board C.P.R., returned to Montreal Aug. 8, after a trip to the Pacific coast.

H. B. Turner, chief clerk to D. E. Brown, General Agent, C.P.R., Hong Kong, is spending a holiday in Montreal.

L. Lukes, of Mackenzie, Mann & Co., and Mrs. Lukes, have returned to Toronto after four months' absence in England.

F. Cleland, chief engineer of the Northern Navigation Co.'s str. United Empire, died at Sarnia, Aug. 20, of typhoid fever.

Geo. Tanguay, M.L.A., has been re-elected a member of the Quebec Harbor Commission to represent the Quebec Board of Trade.

U. E. Thompson, local manager G.N.W. Telegraph Co., and agent Canadian Ex. Co., at Belleville, Ont., died there Aug. 24, aged 62.

P. S. Archibald, C.E., accompanied by Mrs. Archibald, returned to Moncton, N.B., Aug. 6, after spending some weeks in Manitoba.

R. Reford, of the Robert Reford Co. (Ltd.), has been re-elected to represent the shipping interests on the Montreal Harbor Commission.

A. R. Creelman, K.C., Chief Solicitor C.P.R., and the Misses Creelman, have returned to Montreal from a trip to the Pacific coast.

Rev. R. B. Nelles, B.A., son of Lieut.-Col. Nelles, Freight Agent G.T.R., Toronto, was married, Aug. 3, to Miss M. D. Jack at Toronto.

J. G. Scott, General Manager Quebec and Lake St. John Ry., accompanied by Mrs. Scott, has returned to Quebec from Great Britain.

Miss M. McAvity, daughter of Jas. McAvity, railway construction overseer, St. John, N.B., was married there Aug. 2, to D. Kirkpatrick, of Halifax, N.S.

R. Doyle, formerly Trainmaster for the Wabash Rd. at St. Thomas, Ont., was presented with a grandfather's clock by his former associates.

H. T. Nash, who, during the construction of the Ottawa and New York Ry., was Secretary-Treasurer of the company, died suddenly in Seattle, Wash., July 29.

Rev. J. Campbell, LL.D., who died suddenly at Yoho Island, Muskoka, July 30, was a son-in-law of J. S. Playfair, President Muskoka Lakes Navigation and Hotel Co.

Miss L. W. W. Gibson, daughter of Senator Gibson, railway and general contractor, Beamsville, Ont., was married recently at Beamsville, to W. Darling, of Toronto.

T. Melie, of Montreal, a G.T.R. bridge inspector, was seriously injured in the belt of a stonecrusher at Beamsville, Ont., where he was attending to some bridge repairs, Aug. 17.

L. D. Dion, who was drowned in the St. Lawrence at Notre Dame du Portage, Que., Aug. 23, was engaged in the records branch of the Department of Railways and Canals, Ottawa.

W. J. Hoffman, a former employe in the C.P.R. passenger department, Montreal, is now in charge of the claims department of the Government railways in the Orange River Colony.

H. M. Apps, formerly draughtsman C.P.R. car department, Montreal, and son of W. Apps, ex-Master Car Builder, C.P.R., died at Toronto, Aug. 27, aged 18, after a short illness.

F. W. Morse, Third Vice-President, and Dr. J. A. Hutchison, Chief Medical Officer, G.T.R., have been elected life members of the G.T.R. Literary and Scientific Institute, Montreal.

The engagement is announced of Miss M. Cumberland, daughter of Barlow Cumberland, of Port Hope, Ont., formerly general ticket agent, Toronto, to H. Wotherspoon of Montreal.

A. Lumsden, owner of the Lumsden Line of steamers on the Upper Ottawa, and largely interested in lumbering along the river, died suddenly at his Ottawa residence, Aug. 5, aged 60.

F. G. Adams, Travelling Freight Agent G.T.R. Montreal, was presented with an onyx clock by the city freight office staff, Aug. 9, on the occasion of his marriage to Miss M. Macklaier.

Residents of Muskoka are advocating the appointment of A. P. Cockburn, Secretary-Treasurer of the Muskoka Lakes Navigation and Hotel Co. (Ltd.), to one of the vacancies in the Senate.

J. J. Brignell, chief clerk in the Assistant-General Passenger Agent's office, Toronto, who recently recovered from an attack of typhoid fever, is confined to bed suffering from sciatica.

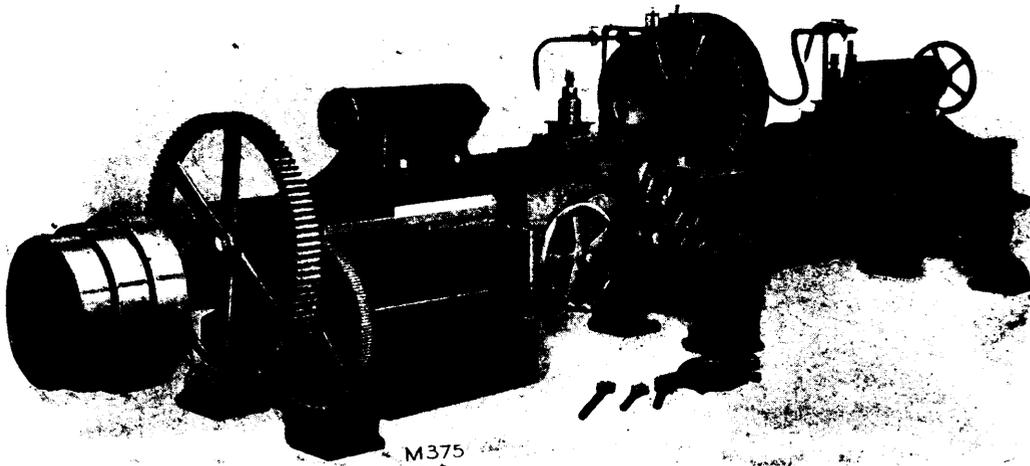
F. B. Anthony, Chief Engineer, Quebec Southern Ry., at Sorel, Que., has resigned to become contractor's engineer to the Guelph, and Goderich Ry. He is now located at Goderich, Ont.

D. B. Swinton, master blacksmith C.P.R., Montreal, has been elected First Vice-President of the National Master Blacksmiths' Association, at the meeting recently held at Indianapolis, Ind.

Hon. W. Gibson, railway and general contractor, Beamsville, Ont., was married in London, Eng., Aug. 9, to Miss M. Mackie, of Peterhead, Scotland, of which place Senator Gibson is a native.

Owing to the indisposition of Hon. A. G. Blair, Chief Railway Commissioner, the itinerary of the Board's visit to the Pacific coast was varied, the journey to Edmonton, Alta., being cut out.

T. Matchett, C.P.R. town ticket agent at Lindsay, Ont., was presented with a mahogany parlor cabinet and a gold locket by Court



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## BRAKE CHAIN BROKE

Newspapers of August 16th

described a trolley disaster in which the conductor was killed and nine passengers injured. The brake chain broke on a steep grade and the car overturned on a curve.

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Lindsay, I.O.F., on resigning from the office of Secretary-Treasurer.

D. D. Mann, Vice-President Canadian Northern Ry., has purchased the northwest corner lot of St. George St. and Lowther Ave., Toronto, 200 ft. square for \$27,000, and will build a residence thereon.

W. F. Laing, resident engineer C.P.R., district No. 2, Winnipeg, was killed at Killarney, Man., Aug. 12, by accidentally falling in front of a gasoline motor on which he was making an inspection of his district.

R. M. Melville, general ticket agent, Toronto, and C. P. Green, chief clerk District Passenger Agent's office, G.T.R., Toronto, are provisional directors of the British Columbia Process Co. (Ltd.), a mining company.

A. J. de B. Corriveau, a promoter of the Montreal Park and Island Ry., now owned by the Montreal Street Ry., and of the Montreal and Southern Counties Ry., was killed by being run over by an electric car in Montreal, Aug. 6.

A. E. Kirkpatrick, who has been appointed professor of civil engineering at the Queen's School of Mines, Kingston, Ont., is a nephew of the late Sir. G. A. Kirkpatrick, President Dominion Ex. Co., and was from 1882 to 1899 engaged on the engineering staff of the C.P.R.

T. B. Tate, who was engineer on construction of the St. Lawrence and Lake Huron Ry., the first railway in Canada, died at Ogdensburg, N.Y., Aug. 8, aged 90. R. F. Tate, resident engineer for Mackenzie, Mann & Co., Toronto, is a nephew.

R. C. Carter, General Manager Bay of Quinte Ry., Thousand Islands Ry., Oshawa Ry., and Deseronto Navigation Co., Deseronto, Ont., died suddenly in Montreal General Hospital, Aug. 22, where he had been under treatment for a couple of weeks.

W. Mackenzie, President Canadian Northern Ry., is having built a new Presbyterian Church at Kirkfield, Ont., at a cost of about \$7,000, to replace the present church, the site of which is to be added to the grounds of Mr. Mackenzie's summer residence.

J. W. Baker was presented with a gold watch by the operating staff of the Winnipeg office of the C.P.R. telegraph department, on the occasion of his recent appointment as local manager, in succession to J. Tait, appointed Assistant Superintendent.

E. G. Evans, who recently resigned his position as Superintendent and Chief Engineer of the New Brunswick Coal and Ry. Co., retains his position as Superintendent and Chief Engineer Moncton and Buctouche Ry., which he holds as representing U.S. financial interests.

Jas. Dickson, of Oelwein, Iowa, who has been visiting Winnipeg recently, was one of the mechanics engaged in the construction of the G.T.R. in its initial stages, and remained with the company until 1881, when he went to the U.S. He has now retired from active work.

B. Q. Bay, a C.P.R. inspector of bridges, Montreal, died from the effects of injuries received by a train running over him near Woodbridge, Ont., Aug. 4. Mr. Bay came to Montreal from Denmark fourteen months ago, and his body has been taken there for burial.

The charge against C. G. Polleys, President Imperial Coal Mining Co., which owns the Beersville Ry., near Moncton, N.B., for obtaining money by representing that the control of the company was held in trust by himself and a New York gentleman when it was not so held, has been dismissed.

R. Warren, postmaster at Niagara-on-the-Lake, Ont., who died there Aug. 12, was father of C. D. Warren, President of the Lake Superior Corporation, Sault Ste. Marie, Ont.,

owning the Algoma Central and Hudson Bay Ry., the Manitoulin and North Shore Ry., two electric railways, and a navigation company.

In the action brought by Mrs. Duchesney against the C.P.R. for damages caused by the death of her husband by a fall of rock in tunnel 11, Sept. 4, 1901, in the British Columbia courts, the jury found a verdict for the company. Mr. Duchesney at the time of his death was Assistant General Superintendent, Pacific Division C.P.R.

A. J. Herbert, Travelling Passenger Agent New York Central Rd., died at Montreal, after a short illness, Aug. 29. He was at one time chief clerk in the office of the District Passenger Agent, G.T.R., Toronto, was subsequently engaged in the G.T.R. city ticket office, and later on was at the company's head ticket office in Montreal.

L. V. Druce, who was recently appointed Commercial Agent G.T.R., at Seattle, Wash., was born Oct. 20, 1873, in London, Eng., and entered transportation service Aug., 1896, with the G.T.R. at Los Angeles, Cal., and was sent to Seattle, Wash., Mar., 1897, to open an office there, acting as Pacific Coast Agent until his present appointment.

W. J. Curle, who has been appointed Superintendent Brockville, Westport and Northwestern Ry., entered railway service with the G.T.R. at Brockville about 22 years ago, but for the past 20 years has been with the C.P.R., being successively car checker, telegraph operator, night agent, and outside agent, general yardmaster at Carleton Place, Ont., and latterly freight agent at Brockville.

P. McPherson, who has been appointed Assistant Right of Way and Lease Agent C.P.R. at Winnipeg, Man., was born at Gentry, Mo., Oct. 26, 1870, and moved with his parents to Manitoba, Mar., 1880, being educated at Portage la Prairie. He entered railway service Oct., 1900, as clerk in the legal department, and was appointed Right of Way Agent for the Central and Western Divisions, Jan. 1, 1902.

A. N. McLennan, who has been appointed Manager Sydney and Glace Bay Ry., was born in Richmond county, N.S., Aug. 15, 1854, and has been in railway service almost continuously since 1874. He acted successively as brakeman, fireman, conductor and driver for the Glasgow and Cape Breton Coal and Ry. Co.; as conductor and roadmaster for the International Coal and Ry. Co., and as roadmaster and Superintendent of railway and shipping for the Dominion Coal Co. He was out of railway service for a short time prior to his present appointment.

I. L. Boomer, Trainmaster, Great Northern Ry. of Canada, at Montreal, was born at Lower Stewiacke, N.S., June 10, 1875, and entered railway service 1891, since which his record has been: Mar., 1891, to April, 1901, successively telegraph operator, station agent and train dispatcher, Intercolonial Ry.; April, 1901, to Nov. 1, 1903, successively train dispatcher and Trainmaster Sydney and Louisburg Ry., Glace Bay, N.S.; Nov., 1903, to Jan., 1904, chief clerk to Superintendent of G.T.R. Terminals, Union Station, Toronto; Jan., 1904, to date, Trainmaster, G.N. Ry. of Canada.

G. B. Spriggs who has resigned his position as General Freight Agent of the New York, Chicago and St. Louis Rd., on account of ill-health, was born in England in 1834, and entered railway service in 1852, serving with the London and Northwestern Ry. there at Rockingham, Stafford and Wolverhampton until 1862, when he came to Canada, since which his record has been: 1862 to 1870, successively freight agent, through freight agent and General Freight Agent, Great Western Ry., Hamilton, Ont.; 1871 to 1877, Assistant General Freight Agent, Baltimore and Ohio Rd.; 1877 to 1882, General Freight and Traf-

fic Manager, Great Western Ry., Hamilton; Aug., 1882, to July, 1904, General Freight Agent, New York, Chicago and St. Louis Rd., at Cleveland, Ohio.

Jos. E. Duval, whose portrait appears on the first page of this issue, is Chief Inspector of the Board of Railway Commissioners for Canada. He was born 43 years ago and entered railway service in 1875 as night operator on the Port Huron and Detroit division G.T.R., and after acting successively as operator, station agent and relieving dispatcher, he was appointed station agent at Coteau Landing, Ont., for the Canada Atlantic Ry. in 1886, and was successively to April 5, 1904, the date of his present appointment, station agent, train dispatcher, Chief Train Dispatcher and Superintendent Car Department. Mr. Duval's father retired from active railroad work in 1888, after 45 years' service, and at the present time he has three brothers in the railroad service, two being with the Chicago, Northwestern and St. Paul Ry. at Omaha, Neb., and the third with the G.T.R. at Detroit, Mich.

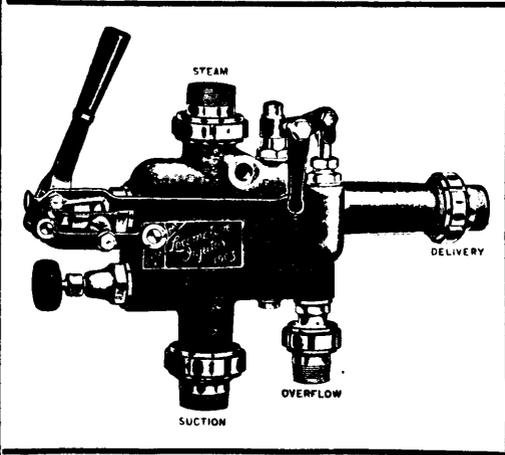
H. D. Lumsden, C.E., who has been appointed Chief Engineer National Transcontinental Ry., was born at Belhaire, Scotland, Sept 7th, 1844, and has been engaged in connection with railway engineering work in Canada since 1870. Among the lines on which he has been engaged, either as engineer in charge of surveys or in charge of construction, have been the northerly portion of the line from Toronto to Nipissing; Credit Valley Ry., change of gauge on Toronto, Grey and Bruce Ry. for C.P.R.; sections of C.P.R. main line, including surveys through Crow's Nest Pass; Ontario and Quebec Ry. from Toronto Junction to Perth; the C.P.R. from Smith's Falls to Vaudreuil Jct., from St. Johns to Lennoxville, Que., and Holeb and Mattawamkeag, Me.; Qu'Appelle, Long Lake and Saskatchewan Ry., Calgary and Edmonton Ry. Latterly he has been chief locating engineer, C.P.R.

N. S. Dunlop, who has been appointed Claims Adjuster, Atlantic, Eastern and Lake Superior divisions, C.P.R., was born near Almonte, Ont., Jan. 17, 1861. He taught in the public schools of Lanark county for seven years and, having learned shorthand, went to Toronto in 1886, and took a position in a law office. He became Secretary and then President of the Canadian Shorthand Society; in 1888 he entered the office of the solicitors of the C.P.R. at Toronto; in 1890 was placed in charge of the Co.'s assessments and taxation in Ontario; he also had charge of garnishee matters, inquests, investigations, etc., and did the expert shorthand court work for the Co., and in 1892 was appointed Tax and Insurance Commissioner. In 1893 he was elected to the Council of the Canadian Stenographic Reporter's Society, subsequently becoming Secretary and afterwards President, and since entering the C.P.R. service inaugurated a movement for the beautification of the station grounds by the cultivation of flowers.

Frank W. Morse, who has been appointed Vice-President G.T. Pacific Ry., is also Third Vice-President of the G.T.R. He graduated in 1885, and at once entered railway service with the Wabash Rd., at Springfield, Ill. Promotions from time to time took him to Quincy, Ill.; Des Moines, Iowa, and St. Louis, Mo. In 1887 he severed his connection with the Wabash and entered the service of the Pan Handle Rd., which was composed of the Denver, Texas and Gulf, Denver, Texas and Fort Worth, and Fort Worth and Denver City railroads, at that time being under construction. After it had been completed and successfully operated, Mr. Morse, at the solicitation of C. M. Hays, at the time of the consolidation of the Wabash, Western and Wabash railroads into the present Wabash System, returned to that Co. and was located

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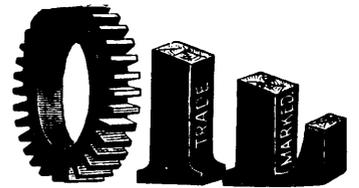


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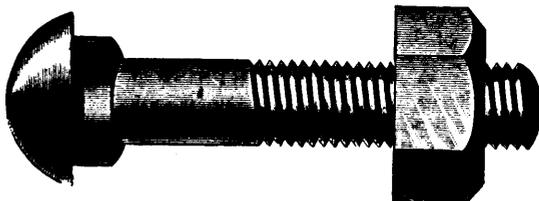
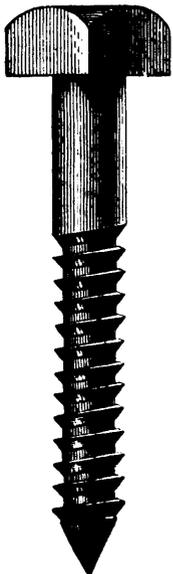
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**CANADA**

at Fort Wayne, Ind., remaining until Mr. Hays called him to Canada in 1896, to become Superintendent of Motive Power of the G.T.R. During Mr. Morse's administration of the mechanical affairs of the G.T.R., he has reorganized and reconstructed his department, so that no railway to-day has its machinery maintained in a higher degree of efficiency than that of the G.T.R.

Marcus Smith, C.E., Ottawa, died there Aug. 14, aged 90 years. Born near Berwick-on-Tweed, on the Scottish border, in 1815, he came to Canada in 1849, and up to 1853 was engaged on location and other work for the Great Western Ry. between Hamilton and Sarnia, and between Hamilton and Toronto. Between 1853 and 1868 he was engaged in railway construction work in Africa, and on his return to Canada was engaged on the construction of the Intercolonial Ry., and became deputy to the Engineer-in-chief of the C.P.R., having special charge of the surveys for the line from Winnipeg to the Pacific coast. From 1886 to 1892 he was consulting engineer of the C.P.R. "The death of Mr. Marcus Smith," says the Globe, "recalls the prominent position which this energetic and skilful engineer reached during his period of professional activity nearly thirty years ago. As chief assistant to Sir Sandford Fleming in the conduct first of the Intercolonial and afterwards of the Canadian Pacific survey he rendered valuable service to the country of his adoption. The route selected by the Mackenzie Government in 1876 for the Canadian Pacific was largely abandoned by the company formed in 1881 to build the line, but the work done by Mr. Smith and his field assistants on the plains, the foothills and the mountains must now become the basis of the location work on the National Transcontinental Railway."

T. S. Rubidge, who was for many years chief engineer of the St. Lawrence canal system, and who died recently, was an hydraulic engineer of international reputation. Born at Oxford, Eng., he came to Canada as a lad, and was brought up by an uncle, a retired naval officer, at Peterborough, Ont. He commenced engineering work at an early age, for in 1844 he was in charge of work on that date being: 1844-48, on engineering staff Williamsburg Canals, and resident engineer at Iroquois; 1852-60, engineering staff Grand Trunk Ry., in charge of surveys and construction between Cornwall and Prescott; 1860-03, engineering staff Board of Works in charge of harbor and other surveys in Ontario; 1865-72, Intercolonial Railway surveys and construction in New Brunswick and Nova Scotia; 1872-82, St. Lawrence Canals, engineering in charge of surveys for a 14-foot navigation, Lake St. Francis to Kingston; 1881-83, superintending engineer in charge of Trent Canal surveys and construction; 1888-1904; superintending engineer St. Lawrence Canals, for 14-foot navigation, including intermediate river reaches. In 1890 he declined the position of Chief Engineer of Canals, and at a subsequent date a position as Consulting Engineer for the Panama Canal. Shortly prior to his death it was intimated that he would be appointed Consulting Engineer for the projected new barge canal in New York State.

C. E. Slayton, who has been appointed Master Mechanic, Algoma Central and Hudson Bay Ry., Sault Ste. Marie, Ont., was born at Willoughby, Ohio, Jan. 31, 1851, and entered railway service in 1868, as locomotive fireman during the construction of the Iowa Falls and Sioux City Rd. (now part of the Illinois Central Rd.), and came to Canada in 1881, since which his record has been: May, 1881, to Oct., 1883, locomotive engineer and roundhouse foreman, C.P.R., at Brandon, Man.; Oct., 1883, to June, 1886, locomotive

engineer, Burlington, Cedar Rapids and Northern Ry., Grand Rapids, Iowa; June, 1896, to Nov., 1896, same position, Minnesota and North-Western Ry. at St. Paul, Minn.; Nov. 1886, to Sept., 1887, roundhouse foreman same road, at Elma, Iowa; Sept., 1887, to July, 1888, Assistant Master Mechanic, same road, at Des Moines, Iowa; July, 1888, to Sept., 1889, locomotive engineer, same road; Sept., 1889, to Jan., 1893, travelling engineer Chicago Great Western Rd.; Jan., 1893, to Dec., 1899, Assistant Master Mechanic and Division Master Mechanic, same road; Dec., 1899, to May, 1901, Master Mechanic Virginia and South-Western Ry., Bristol, Tenn.; Oct., 1900, to May, 1901, also Master Mechanic Virginia Iron, Coal and Coke Co.; May, 1901, to Dec., 1903, Mechanical Superintendent, Transportation and Collieries, Dominion Coal Co., Sydney and Glace Bay Ry., and Black Diamond Steamship Co., Glace Bay, N.S.; Dec., 1903, to July, 1904, out of service.

## TRANSPORTATION APPOINTMENTS.

**Algoma Central and Hudson Bay Ry.**—Charles A. Shields has been appointed Superintendent of the Michipicoten branch, succeeding P. Robinson, transferred.

**Algoma Central Steamship Line.** C. E. Slayton, Master Mechanic of the Algoma Central and Hudson Bay Ry., and of the Algoma Iron Works, has also been appointed to have charge of the repairs and machinery of the A.C.S. Line.

**Canadian Northern Ry.** J. H. Scott, formerly Chief Despatcher C.P.R. at Cranbrook, B.C., has been appointed Chief Despatcher, District 1, C.N.R., at Port Arthur, Ont., succeeding A. Wilcox, promoted.

W. Woods has been appointed chief clerk to A. Wilcox, Superintendent district 2, Winnipeg.

J. McKinnon has been appointed chief clerk to J. W. Dawsey, Superintendent district 3 at Dauphin, Man.

J. R. Cameron has been appointed Assistant Superintendent of lines from Kamsack west, reporting direct to the Manager. Office, Kamsack, Assa.

**Canadian Pacific Ry.**—F. M. B. Fairbairn, heretofore resident engineer, 4th district, Ottawa, has been appointed Assistant Engineer Maintenance of Way. Office, Montreal.

C. H. Bowers has been appointed Assistant Master Car Builder, lines east of Port Arthur, Ont. Office, Montreal.

H. Osborne, heretofore Master Mechanic, Delorimier Ave. shops, has been appointed Superintendent Angus shops, Montreal. The position of Master Mechanic, Delorimier Ave. shops, has been abolished.

J. W. Schleihau has been appointed Fire Inspector, lines east of Port Arthur, Ont., succeeding Alex. Macdonald, deceased. Office, Montreal.

Dr. Scovil and Dr. Gunn of Rat Portage, Ont., have entered into a contract to furnish C.P.R. employes between Fort William, Ont., and Winnipeg, Man., and their families with medical attendance etc., at a uniform rate of \$1 per month per family, and such sum will be deducted from the monthly pay of each employe. The following assistant surgeons have been appointed: Dr. Stewart, Fort William, Ont.; Dr. Coke, Ignace, Ont.; Dr. Morehead, Winnipeg, Man.

F. Dillinger, heretofore Superintendent 3rd district, Central Division, has been appointed Superintendent 1st district, Central Division, succeeding A. Price, transferred. Office, Fort William, Ont.

A. Price, heretofore Superintendent 1st district, Central Division, has been appointed Superintendent of Transportation Western

Lines. He will report to General Superintendents on matters affecting their respective Divisions, and to the 2nd Vice-President on inter-divisional matters. He will distribute rolling stock as between grand divisions and, in consultation with the Assistant to the 2nd Vice-President, will distribute power between grand divisions. He will see that a uniform system of train despatching and train rules is followed on all western lines, will report to the 2nd Vice-President on staffs employed in connection with transportation, uniformity of discipline, engine performance, insufficient and imprompt train service, delays in the movement of cars, and on such other matters as the 2nd Vice-President may direct. The Assistant Superintendent of Car Service will report to him. Office, Winnipeg, Man.

P. McPherson has been appointed Assistant Right of Way and Lease Agent for Western Lines. Office, Winnipeg, Man. The Assistant Right of Way and Lease Agent at Winnipeg will deal with, and have charge of all right of way and station ground plans, and of the preparation of all deeds and leases of such property on Western Lines. In right of way matters he will report to the Assistant Chief Engineer, and on lease matters to the 2nd Vice-President. It will be his duty to see that all right of way plans, and all titles to right of way property acquired by the company are properly registered according to the laws of the various Provinces, and in this connection will receive advice from the company's Solicitor. He will prepare for approval of the 2nd Vice-President and see to the execution of all leases for elevator or warehouse, or other building sites on the company's property, license to cultivate right of way, for irrigation ditches, electric pole lines, and road or other easements, and for this purpose the General Superintendents and officers on the different divisions will communicate with him. He will forward to the Right of Way and Lease Agent at Montreal, all deeds and leases when approved of for execution by the company, and will report to him on all matters as required. He will see that full particulars of the company's title to right of way and station grounds are properly recorded on the right of way plans, and will furnish correct copies of such plans from time to time to the Right of Way and Lease Agent. He will be represented at Vancouver by a local Right of Way Agent who will perform similar duties with respect to the Pacific Division and report to the Winnipeg Office.

F. Lee, heretofore Assistant Engineer, Western Division, Calgary, has been appointed chief draughtsman to the Assistant Chief Engineer, Winnipeg.

W. S. Edge, heretofore transit man in the engineer's office Winnipeg, has been appointed Resident Engineer there, succeeding W. F. Laing, deceased.

The headquarters of C. J. Panser, Roadmaster for the Souris section, are at Winnipeg, Man., and not at Souris, Man., as previously stated.

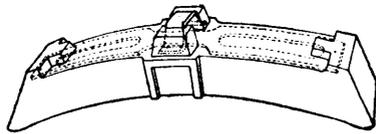
J. J. Scully, heretofore Assistant Superintendent 3rd district, Central Division, has been appointed Superintendent 3rd district, Central Division. Office, Brandon, Man.

J. G. Taylor, formerly Superintendent 2nd district, Western Division, has been appointed Assistant Superintendent, 3rd district, Central Division. Office, Brandon, Man.

T. R. Flett has been appointed Trainmaster, 1st district, Western Division. Office, Calgary.

O. Irvine has been appointed yard master at Calgary, Alta.

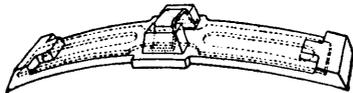
**Grand Trunk Ry.**—F. G. Adams, heretofore Contracting Freight Agent, Montreal, has been appointed Travelling Freight Agent, at Montreal, succeeding J. Edwards, promoted.



New, 25 Pounds

**STEEL BACK CAR BRAKE SHOE**

Can be applied to any type of shoe.  
The **Steel Back** doubles the life of the shoe.



Scrap, 5 Pounds

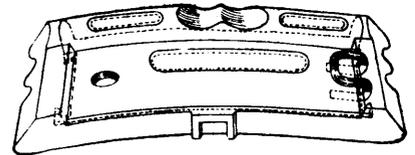
# Steel Back Brake Shoe

ONLY SAFE SHOE FOR HIGH SPEED BRAKES

More dense and durable than common Cast Iron

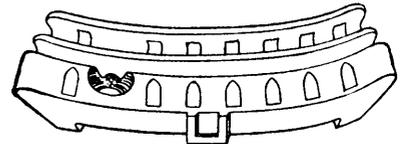
# Perfecto Driver Brake Shoe

THE BEST SHOE FOR GENERAL LOCOMOTIVE SERVICE



Back View

**PERFECTO DRIVER BRAKE SHOE**



Contact Surface

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N. J. HOLDEN, Agent, 18 ST. PETER ST., MONTREAL

MISCELLANEOUS IRON AND STEEL CASTINGS

# THE SAFETY CAR HEATING AND LIGHTING CO.

GENERAL OFFICES:—160 Broadway, New York.

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 { 1017 Monadnock Bldg., Chicago, Ill.  
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 501 Arcade Bldg., Philadelphia, Pa.  
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## Pintsch System Car and Buoy Lighting.

This Company controls in the United States and Canada the celebrated Pintsch System of Car and Buoy Lighting which is universally used. It is economical, safe, efficient, and approved by the railway managers and the Lighthouse Board of the United States, and has received the highest awards for excellence at the World's Expositions at Moscow, Vienna, St. Petersburg, London, Berlin, Paris, Chicago, Atlanta and Buffalo. 130,000 cars, 6,000 Locomotives and 1,700 Buoys are equipped with this light. 170 Railroads in the United States, Canada and Mexico have adopted this system of lighting, applied on over 23,000 cars.

## Car Heating

By Steam Jacket System of Hot Water Circulation, Direct Steam and Regulating Direct Steam Systems. 130 Railroads in the United States are using these systems of Heating—applied on over 14,500 cars.

AUTOMATIC STEAM TRAPS.

STRAIGHT PORT COUPLERS.

# CANADIAN OIL CO., LIMITED

—HEAD OFFICE, —TORONTO—

Refiners and Manufacturers of High Grade Illuminating and Lubricating Oils of the celebrated **STERLING BRAND.**

—RAILWAY SIGNAL OIL a specialty—

- |               |             |                 |                    |
|---------------|-------------|-----------------|--------------------|
| Cylinder Oils | Engine Oils | Sterling Paints | Sterling Varnishes |
| Valve Oils    | Car Oils    | Linseed Oil     | Turpentine         |
| Axle Oils     | Fuel Oils   | Shellacs        | Japans             |
|               |             | Gasolines       |                    |

STERLING RAILWAY COACH PAINTS AND VARNISHES ABSOLUTELY GUARANTEED

CORRESPONDENCE SOLICITED

J. D. George has been appointed Contracting Freight Agent at Montreal, succeeding F. G. Adams.

P. Brass, heretofore Assistant Master of Bridges and Buildings, London, has been appointed Master of Bridges and Buildings, Southern Division, succeeding J. Wilson, resigned. Office, St. Thomas, Ont.

The following agents have recently been installed: J. R. Hodgins, Longford, Ont.; W. H. Blair, Port Dalhousie, Ont.; W. H. Oliver, Belsay, Mich.

**Intercolonial Ry.**—It is reported that on the transfer of the Canada Eastern Ry. to the I.C.R., Newcastle will be made the headquarters of a new division, the new division to include the Canada Eastern line, and the I.C.R. between Newcastle and Moncton, at present in charge of Supt. Evan Price.

**Montreal Street Ry.**—N. Grayburn, heretofore Assistant Superintendent, has been appointed Master Mechanic. He will be in charge of the mechanical and winding shops of the company, excepting the carpenter and paint shops, and will have general supervision over the repairs to cars and equipment.

D. B. Blair has been appointed Superintendent of Rolling Stock. He will be in charge of all repairs to cars and equipments; the repair shops at Hochelaga, St. Denis St., St. Henri, and Cote St.

**Pere Marquette Rd.**—R. Harding, heretofore Vice-President and General Manager, Missouri Pacific Rd., has been elected President of the P.M.Rd., succeeding F. H. Prince, resigned.

The office of T. Marshall, General Agent, Buffalo Division, Pere Marquette Rd., has been removed from Walkerville to London, Ont.

**Sydney and Glace Bay Ry.**—A. N. McLennan, at one time Superintendent Sydney and Louisburg Ry., etc., has been appointed Manager, S. and G.B.Ry.

**Temiskaming and Northern Ontario Ry. Commission**—H. W. Pearson, heretofore Accountant to the Commission, is acting as Secretary-Treasurer, pending the appointment of a successor to P. E. Ryan, appointed Secretary to the Commission, having charge of the construction of the National Trans-Continental Ry.

**Turbine Steamship Co.**—G. D. Ellis, Manager, has resigned and J. Moody, President, has taken over the duties of Manager. Office, Hamilton, Ont.

### Canadian Northern Ry. Construction.

**Roundhouse Points.**—The regular divisional roundhouse and repair shop points on the Canadian Northern Ry. are situated at Port Arthur, Atikokan, Rainy River, Ont.; Winnipeg, Dauphin, Brandon, Man., and two-stall engine houses at Emerson, Man., and Erwood, Sask. A regular roundhouse is in process of erection at Kamsack, and during the year another will be built at Melfort, Sask. The divisional points are: Port Arthur, Atikokan, Rainy River, Ont.; Winnipeg, Dauphin, Brandon, Emerson, Learys, Delta, Oak Point, Belmont, Hartney, Swan River, Man.; Kamsack, Assa.; Erwood, Sask.

**Winnipeg Terminals.**—We are informed that the time for accepting the proposition made by the city council in connection with the rearrangement of the terminals, including the construction of an hotel, has not expired, and until this matter is settled it will be impossible to say anything as to what will be done. At the visit of the Board of Railway Commissioners to Winnipeg, Hon. A. G. Blair expressed the opinion that the C.P.R. and the Canadian Northern Ry. should get together and arrange for the construction of a Union Station, on such terms as would

enable the G. T. Pacific Ry. and any other railway to come in at a future time.

**Grand View to Edmonton.**—A temporary bridge has been erected over the Saskatchewan river at Clark's Crossing, Assa., for construction purposes, pending the completion of the permanent bridge. Another temporary bridge has been built over the North Saskatchewan river at the Big Bend, and the line will cross the river again six miles west of Battleford. Grading gangs are at work all along this stretch, and gangs are also employed west of Battleford through Lloydminster, Sask. It is expected if the fall remains open to have the grade completed to within about 100 miles of Edmonton, before work is suspended. Contract has been let for the steel superstructure of a bridge for the second crossing of the Saskatchewan river, at a point northwest of Battleford, Sask. The bridge will consist of eleven spans, approximately 1,870 feet in length, excluding the approaches. The weight of the steel entering into the structure will be 1,750 tons. The contract has been given to the Canada Foundry Co., Toronto. (Aug., pg. 283.)

### Mackenzie, Mann & Co.'s Offices.

The building on the north side of King St. E., at the corner of Toronto St., east side, is now occupied by the Canadian Northern Ry., Mackenzie, Mann & Co., and a number of companies closely allied with the C.N.Ry. The first section of the office to be occupied was the top flat, in which D. B. Hanna, Third Vice-President, and general staff of the C.N.Ry. have been located for a year, and the corner office on the ground floor occupied by the General Eastern Agent. When the other offices in the building were vacated the whole of the interior was rearranged and decorated on an elaborate scale. The rooms on the first floor are now occupied by Mackenzie, Mann & Co., whose offices have hitherto been located in the offices of the Toronto Ry. Chambers. The offices located on the first floor are: Accountants' Department; Resident Engineer's Department; Secretary Canadian Northern Ry., etc.; General Eastern Agent, C.N.Ry.; second floor: offices of Mackenzie, Mann & Co. (Ltd.), with private offices of W. Mackenzie, D. D. Mann, L. Lukes, and the legal department. On the third floor in addition to the offices of the Third Vice-President C.N.Ry., there are the offices of the Treasurer C.N.Ry., and of the Halifax and South-Western Ry. and the James Bay Ry. In the office at the corner of King and Toronto Streets heretofore occupied by the General Eastern Agent, the C.N.Ry. Land Agent will be located. The other offices with street frontage have not all been completed, but very soon will be. One has been rented to the Standard Fuel Co. of which W. Mackenzie is President, the others are to be rented.

**C.P.R. English Offices.**—The offices of the London Secretary and Registrar at 1 Queen Victoria Street, London, Eng., have been closed. New offices have been established in the C.P.R. building, 62 Charing Cross, Trafalgar Square, London, S.W. To avoid confusion with correspondence intended for other branches of the business carried on in the same building, it is requested that letters for the departments of the London Secretary and Registrar may be addressed accordingly, and not merely to the company. The change affects also the London offices of the following railway companies:—Ontario & Quebec, Manitoba South-Western, New Brunswick, Calgary & Edmonton, Minneapolis, St. Paul & Sault Ste. Marie, and the Canada North-West Land Co.

We are advised that there is no truth in the press reports recently current that it was the

intention of the American Locomotive Co. to remove its Cooke plant from Paterson, N.J., to Montreal.

A regular train service was inaugurated on the Lindsay, Bobcaygeon and Pontypool Ry., from Burketon, on the C.P.R. Toronto-Montreal line, to Bobcaygeon, Ont., Aug. 1. The line is being operated by the C.P.R., by which company it has been leased.

The C.P.R. exhibit at the Toronto Exhibition had as its main feature a pioneer's shack from the Rocky Mountains, and a pack train, as well as a party of Indians from Garden River. The whole was in charge of one of the company's guides from Field, B.C. The pack train made the circuit of the grounds daily, from the shack, while the Indians took visitors out for a paddle on the lake and caught fish.

The value of the estate of the late J. J. Long, of Collingwood, ex-President Northern Navigation Co., was declared for probate at \$486,849.06. It included \$2,500 in shares of the Northern Navigation Co., and \$1,400 in the City of Windsor, a steamer recently purchased at Owen Sound, to run between Georgian Bay ports in opposition to the N. N. Co. The General and Marine Hospital at Collingwood receives \$500, and \$25,000 is left for educational purposes of the Roman Catholic Church, about \$12,000 to charitable purposes, and the rest of the estate goes to relatives.

The last annual report of the Hudson's Bay Co. shows a profit on the year's trading to May 31, 1904, of £98,933 18s. 11d., the land sales bringing in £280,614 19s. 5d. An interim dividend of 10s. a share will be paid in Jan., 1905. The present value of the company's shares is about four times their par value, and the share capital is to be further reduced by the repayment of £1 a share. These results have been brought about not only by the enormous growth of the Northwest, but by the careful and capable management of the Commissioner, C. C. Chipman, Winnipeg, and his staff. John Coles, one of the directors of the company, was recently presented with the freedom of the borough of Tiverton, Devon, in recognition of his many gifts to the town since 1887, the last of which was a portrait of the late Archbishop Temple to Blundell's School, on the occasion of the celebration of the 300th anniversary of its foundation, June 20.

### Grand Trunk Railway Company of Canada

NOTICE is hereby given that the ORDINARY GENERAL HALF-YEARLY MEETING of the Grand Trunk Railway Company of Canada will be held at the CITY TERMINUS HOTEL, Cannon Street, London, E. C., on Thursday, the 20th day of September, 1904, at 12 o'clock noon, precisely, for the purpose of receiving a Report from the Directors and for the transaction of other business of the Company.

NOTICE is also given that at such meeting a resolution will be submitted for the approval of the proprietors authorising an agreement to be entered into providing for the acquisition of the franchises, property, and assets of the Canada Atlantic Railway, and particularly for a guarantee by the Company of the principal and interest on the bonds proposed to be issued by the Canada Atlantic Railway Company, and also authorising an application to the Parliament of Canada for the legislation required to make such agreement effective, and ratifying the same.

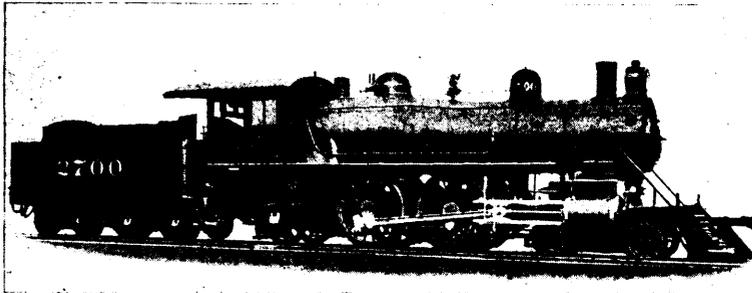
NOTICE is also given that the Transfer Books of the Company for all Stocks except the PERPETUAL FOUR PER CENT. CONSOLIDATED DEBTURE STOCK will be closed from Monday, the 5th day of September, to the day of Meeting, both days inclusive, and for the PERPETUAL FOUR PER CENT. CONSOLIDATED DEBTURE STOCK from Tuesday, the 20th September, to Thursday, the 13th October, 1904, both days inclusive.

By order,

C. RIVERS WILSON, President.  
H. H. NORMAN, Secretary.

Dashwood House, 9 New Broad Street,  
London, E.C., 26th August, 1904.

# Baldwin Locomotive Works



**BROAD AND NARROW GAUGE      SINGLE EXPANSION AND COMPOUND**

## LOCOMOTIVES

Mine, Furnace and Industrial Locomotives. Electric Locomotives with Westinghouse Motors and Electric Trucks.

# BURNHAM, WILLIAMS & CO.

PHILADELPHIA, PA., U.S.A.

CODE WORD—"BALDWIN" PHILADELPHIA

# DOMINION BRIDGE CO., Limited

MONTREAL, P. Q.

**BRIDGES      TURNTABLES : : : :**  
**ELECTRIC CRANES**  
**ROOF TRUSSES : : :**  
**STEEL BUILDINGS**  
**Structural METAL WORK of All Kinds**

Beams, Channels, Angles, Plates, Etc., in Stock

FURRIERS TO

## H. M. THE QUEEN

H. R. H.

## PRINCE OF WALES

Our Catalogue for 1904-5 will be ready September 1st.

It will be descriptive of new styles in Seal and Persian Lamb Jackets—Auto Coats—Evening Wraps—Sable and Fox Sets—and Men's Fur-Lined Coats.

If you give us your name and address we'll be glad to mail you one.

## HOLT, RENFREW & CO.

TORONTO      QUEBEC

## The Northern Navigation Company Of Ontario, Limited

### SUMMER SERVICE

**LAKE SUPERIOR DIVISION**

**Sailings from Sarnia** at 3 p.m., Mondays, Wednesdays and Fridays, for Sault Ste. Marie, Port Arthur, Fort William and Duluth. Monday and Wednesday steamers take Duluth passengers.

**GEORGIAN BAY AND MACKINAC DIVISION**

**Sailings from Collingwood** at 1.30 p.m., via OWEN SOUND Tuesdays and Saturdays, via PARRY SOUND Wednesdays and Fridays. For Georgian Bay Points, Sault Ste. Marie and Mackinac Is.

**PARRY SOUND DIVISION**

**Sailings from Parry Sound** at 5.30 a.m. Daily except Sunday for Midland and Penetang.

MOTTO—"A well-fed passenger the best advertisement."

For tickets and information apply to any railway ticket agent.

H. C. Hammond, Pres.    H. H. Cildersleeve, Mgr.  
TORONTO.                      COLLINGWOOD.

C. H. NICHOLSON, Traffic Mgr.  
SARNIA.

# CANADIAN SHIPBUILDING COMPANY, LIMITED.

DESIGNERS AND BUILDERS OF ALL TYPES OF

# STEEL SHIPS

General Offices: UNION BANK BLDG., Toronto, Ontario.

OUR SHIPYARD near BRIDGEBURG, ONT., opposite BUFFALO, on NIAGARA RIVER, is capable of building the largest vessels on the Upper Lakes.

ADDRESS ALL CORRESPONDENCE TO OFFICE OF GENERAL MANAGER, TORONTO.

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

Gross earnings, working expenses, net profits, increases or decreases over 1902-03, from July 1, 1903—

Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July \$4,398,833.95	\$2,949,181.81	\$1,449,652.14	\$1,311,125.02+

Approximate earnings for Aug.: \$4,394,000, against \$3,994,000 for Aug., 1903. Mileage increased to 8,329 in third week, and to 8,371 in the fourth week of the month.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for June, \$228,274.76; net earnings, \$74,705.17, against \$273,093.57 gross and \$113,009.05 net for June, 1903. Net earnings for twelve months ended June 30, \$74,155.95 against \$1,014,044.93 for same period 1902-03. Approximate earnings for July, \$235,761, against \$257,410 for July, 1903.

MINERAL RANGE RY.—Approximate earnings for July, \$56,134, against \$48,727 for July, 1903.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for June, \$651,828.70; net earnings \$317,307.80, against \$628,815.57 gross and \$286,617.50 for June, 1903. Net earnings for twelve months ended June 30, \$1,246,717.92 against \$3,517,341.65 for the same period 1902-03. Approximate earnings for July, \$597,744 against \$560,472 for July, 1903.

**Canadian Pacific Railway Land Sales.**

	Acres.		Amount.	
	1904-05	1903-04	1904-05	1903-04
July	36,425.75	267,647.32	\$177,473.94	\$1,020,404.70
Aug.	15,669.90	263,339.45	88,735.88	1,217,529.81
	52,095.65	530,986.77	\$266,209.82	\$2,237,934.57

**Grand Trunk Ry. Earnings, Expenses, &c.**

The following statement of earnings, supplied from the Montreal office, includes the G.T. of Canada, the

**DETROIT, GRAND HAVEN & MILWAUKEE RY. CO.**

Revenue for July:

	1904.	1903.	Increase.	Decrease.
Gross receipts	\$26,700	\$20,200	\$6,500	....
Working expenses	19,000	15,000	4,000	....
Net profit	\$7,700	\$5,200	\$2,500	....

**TRAFFIC RECEIPTS OF THE SYSTEM.**

Aggregate July:

	1904.	1903.	Increase.	Decrease.
Grand Trunk	\$517,491	\$544,068	....	\$26,577
G. T. Western	74,878	91,711	....	16,833
D. G. H. & M.	26,771	20,237	\$6,534	....
Total	\$619,140	\$656,016	....	\$36,876

**Railway Equipment Notes.**

The Pere Marquette Rd. has placed a number of new cars on its leased line, the London and Port Stanley Ry.

The Peterborough Radial Ry. has added a number of new cars to its equipment, fitted with Canadian General Electric Co.'s motors, for the re-opening of the old Peterborough and Ashburnham Ry.

The Minneapolis, St. Paul and Sault Ste. Marie Ry. has decided to adopt acetylene gas as an illuminant on its cars. The system to be adopted is the same which has been adopted on the C.P.R.

In addition to the amounts voted for equipment for the Intercolonial Ry. at the last session of the Dominion Parliament published in our Aug. issue, a sum of \$1,000,000 has been voted, of which \$519,000 is a re-vote.

We were advised Aug. 16 that it was not then contemplated to add observation cars to the equipment of the Ocean Limited run by

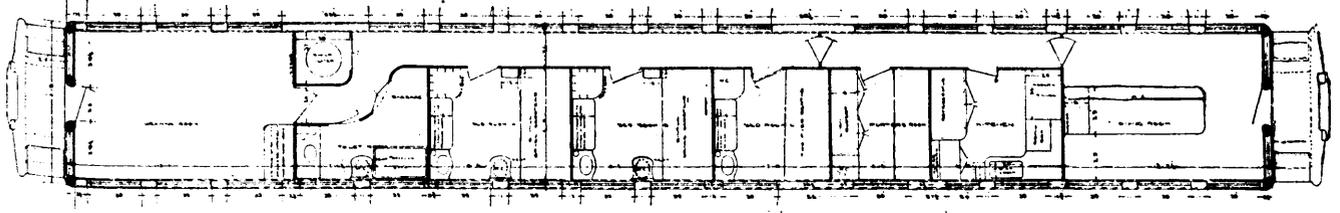
from its Farnham, Que., shops; and two steam shovels from the U.S.

The Michigan Central Rd. recently added to its equipment in Canada 20 merchandise cars, 80,000 lbs. capacity, and two low flat cars, 40,000 lbs. capacity, built at its St. Thomas, Ont., shops in June; and six merchandise cars, 80,000 lbs. capacity, built at its St. Thomas shops in July. No additional orders have been placed, and the company does not contemplate placing any further orders at present.

The Canadian Northern Ry. has adopted acetylene gas as an illuminant for its passenger cars. The system adopted is an improved storage one, and is reported to be giving every satisfaction. The lighting has been installed on a combined cafe car and coach, six coaches and three baggage and mail cars, recently delivered; on two official cars, and is being installed on six coaches and three baggage cars now under construction.

The Intercolonial Ry. placed orders for the following additional equipment between June 1 and Aug. 22: 12 passenger locomotives, Pacific type, three small switching locomotives, and 10 consolidation freight locomotives, with the Canadian Locomotive Co., Kingston, Ont.; a private car for the Governor-General, from Rhodes, Curry & Co., Amherst, N.S., and six standard sleeping cars, 10 sections and two drawing rooms, in the U.S.

The Intercolonial Ry. added to its equipment between June 1 and Aug. 22: six first-class vestibule day coaches, 175 platform cars, 60,000 lbs. capacity; 100 box cars, 60,000 lbs. capacity, and eight 4-wheeled hopper



FLOOR PLAN OF CAR FOR GOVERNOR-GENERAL, BEING BUILT BY RHODES, CURRY AND CO., AMHERST, N.S.

G.T. Western, and the Detroit, Grand Haven & Milwaukee Rys.

	1904.	1903.	Increase.	Decrease.
July	\$3,013,149	\$3,192,608	....	\$179,459
Aug.	3,108,137	3,201,511	....	93,374
	\$6,121,286	\$6,394,119	....	\$272,833

The following are supplied from the London, Eng., office:

Subject to audit, the accounts for the half-year to June 30, 1904, show the following results:

Gross receipts	£2,559,300
Working expenses	1,895,600
Net receipts	£ 663,700
Net revenue charges for the half year, less credits	519,700
Balance	£ 144,000
Deduct Detroit, Grand Haven and Milwaukee Ry. deficiency for the half-year	19,400
Surplus	£ 124,600

This surplus of £124,600 added to the balance of £2,700 from Dec., 1903, makes a total amount of £127,300 available for dividend, which will admit of the payment of the dividend for the half-year on the 4% guaranteed stock, leaving a balance of about £4,300 to be carried forward. The accounts of the Grand Trunk Western Co. for the year ended June 30, 1904, show a surplus sufficient to provide for the interest on the First Mortgage Bonds, and leave a balance of about £2,700.

**GRAND TRUNK RY. CO.**

Revenue for July:

	1904.	1903.	Increase.	Decrease.
Gross receipts	\$517,500	\$544,000	....	\$26,500
Working expenses	354,000	380,000	....	26,000
Net profit	\$163,500	\$164,000	....	\$500

**GRAND TRUNK WESTERN RY. CO.**

Revenue for July:

	1904.	1903.	Increase.	Decrease.
Gross receipts	\$274,900	\$291,700	....	\$16,800
Working expenses	74,400	81,100	....	6,700
Net profit	\$200,500	\$210,600	....	\$10,100

the Intercolonial Ry. between Montreal, Que., and Halifax, N.S., as stated in press reports.

The C.P.R. placed the following orders for equipment between July 14 and Aug. 12: three switching engines at its Angus shops, and two steam shovels (delivered) in the U.S. The company is not at present in the market for any additional rolling stock.

The G.T.R. added to its equipment between June 11 and Aug. 18: five 10-wheel passenger locomotives, 25 oil tank cars, six 1st class cars, three combination baggage and passenger cars, four cafe parlor cars, two dining cars and 10 baggage cars.

The American Locomotive Co. has issued an illustrated booklet descriptive of its exhibit at the St. Louis exhibition. The exhibit includes twelve locomotives, of which one—the four cylinder articulated compound for the Baltimore and Ohio Rd.—was described in our July issue.

The Simplex Railway Appliance Co. has acquired 40 acres of land lying between the G.T.R. tracks and the Lachine canal, Montreal, upon which it is proposed to build a factory and warehouse. The company at present occupies a leased plant on St. James St., St. Henri, which is not sufficiently large for its requirements.

The C.P.R. added to its equipment between June 14 and Aug. 12: six switching locomotives, from its Delorimier Ave. shops; two dining cars and three mail and express cars from its Hochelaga shops; 27 baggage cars from its Hochelaga and Angus shops; 40 box cars from its Perth, Ont., shops; 13 vans

cars, 30,000 lbs. capacity, from Rhodes, Curry & Co., Amherst, N.S.; seven second-class sleeping cars, built in Canada; five 10-wheel passenger locomotives and two switchers from the Canadian Locomotive Co., Kingston, Ont.

The Canada Car Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$3,000,000 to manufacture railway cars, passenger, freight and street cars, steel trucks, bolsters, truck frames and other products of iron and steel entering into the construction of railway cars. The head offices are at Montreal, and the provisional directors are: P. Davidson, P. M. Robertson, of Montreal; A. H. Larkin, of New York city.

The private car which has been purchased by the Board of Railway Commissioners is 72 ft. 6 in. long, and 9 ft. 8 in. wide over sills. The internal arrangement of the car shows from front to rear: observation room 9 ft. long finished with English oak, and provided with a sofa 4 ft. wide, arranged to make a bed; private room, vermillion finish, 6 ft. 3 in.; private room, mahogany finish, 6 ft. 3 in.; private room, maple finish, 9 ft. 6 in.; these three rooms open off a corridor 22 in. wide; dining room, vermillion finish, 13 ft.; two sections 6 ft. 2 in.; toilet and bathroom; section for servants, and kitchen.

The Intercolonial Ry. on June 30, 1903, had 14 cars lighted by the Pintsch gas, and during the year ended June 30, 1904, the apparatus was installed on six additional cars. An appropriation was voted for the installation of the apparatus on four more cars during the current financial year, and the Minister



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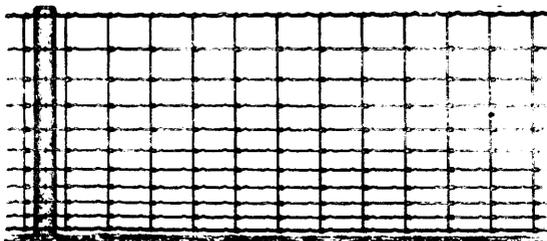
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DEPARTMENT OF AGRICULTURE AND IMMIGRATION

**MANITOBA**

NOTICE TO FARM LABOURERS

There are now daily arriving in this province numbers of young men from Eastern Canada and Great Britain who desire employment on Farms. Many of these are experienced farm hands and others are anxious to learn.

ALL SUCH ARE ADVISED

on arrival in Winnipeg to call upon the undersigned when all possible assistance will be given WITHOUT CHARGE in securing employment at farm work. A register is kept of farmers wanting men and of men wanting employment. This is a GOVERNMENT AGENCY and no charge of any kind is made for its services.

**J. J. GOLDEN,**

Provincial Government Immigration Agent  
617 MAIN ST., - - WINNIPEG

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Reserve - - - - - 2,500,000

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HEAD OFFICE, TORONTO.

D. R. WILKIE - - General Manager.  
E. HAY - - - - Asst. General Manager.  
W. MOFFAT - - - Chief Inspector.

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of Railways said it was intended to provide for the lighting of two additional cars with the system at a later date. In reply to questions, the Minister said a system of electric lighting had been tried on ten cars, but it was found to be too expensive and the equipment was removed five or six years ago. The cost of the electric lighting was about four times the cost of the Pintsch gas, and the cost of the gas was about double that of oil, which was the illuminant generally in use. The cost of equipping one car with the Pintsch system was about \$800.

The car for the Governor-General, an order for which has been placed with Rhodes, Curry & Co., Amherst, N.S., will be named the Alexandra. It will be 79 ft. 6 in. over platforms, and 9 ft. 8 in. wide over sills. At the front end will be the dining room, 12 ft. 2 1/2 in. long, behind which will be the kitchen, porter's room and linen closet. Then come three bedrooms, two 12 ft. long, and one 10 ft. 6 in. long; this latter will be fitted with two fixed berths, while the two larger ones will have single brass bedsteads. Adjoining bedroom A will be a bath and toilet room, compartment for baggage, and in the corridor a special heater. A drawing room 13 ft 1 in. in length completes the accommodations of the car. The car will be finished within and without in mahogany, and will be lighted by electricity generated from the axles. The car is expected to be ready in Dec. A sum of \$17,000 was voted at the last session of the Dominion Parliament for the construction of the car. A ground floor plan is given on page 329.

**Grain Elevator Notes.**

The Wolsley, Man., Farmers' Elevator Co. has decided to rent its elevator.

The grain elevator at Cartwright, Man., owned by McLaughlin & Ellis, was burned to the ground recently.

Application has been made for sites for no less than 24 elevators on the Arcola-Regina line of the C.P.R., recently opened.

C. C. Turner & Co., Winnipeg, Man., propose establishing an elevator at Melfort, Sask., on the Canadian Northern Ry.

The Northern Elevator Co. (Ltd.) has been granted powers under a

supplementary charter to aid by way of loan, guarantee of bonds or otherwise other similar companies.

The Empire Elevator Co. (Ltd.) has been given a license to carry on business in Ontario as an extra-provincial company. Z. A. Lash, K.C., Toronto, has been named its attorney.

The new elevator at Montreal was formally opened for business Aug. 1. Tests were made during July, and the scales, etc., passed. Some strengthening of the interspace bins is to be done at an estimated cost of \$2,500.

The Alexander Brown Milling and Elevator Co. (Ltd.) has been licensed to do business in Manitoba under the Foreign Corporations' Act, and H. J. J. Smith, whose offices are at Portage la Prairie, has been appointed its manager and attorney.

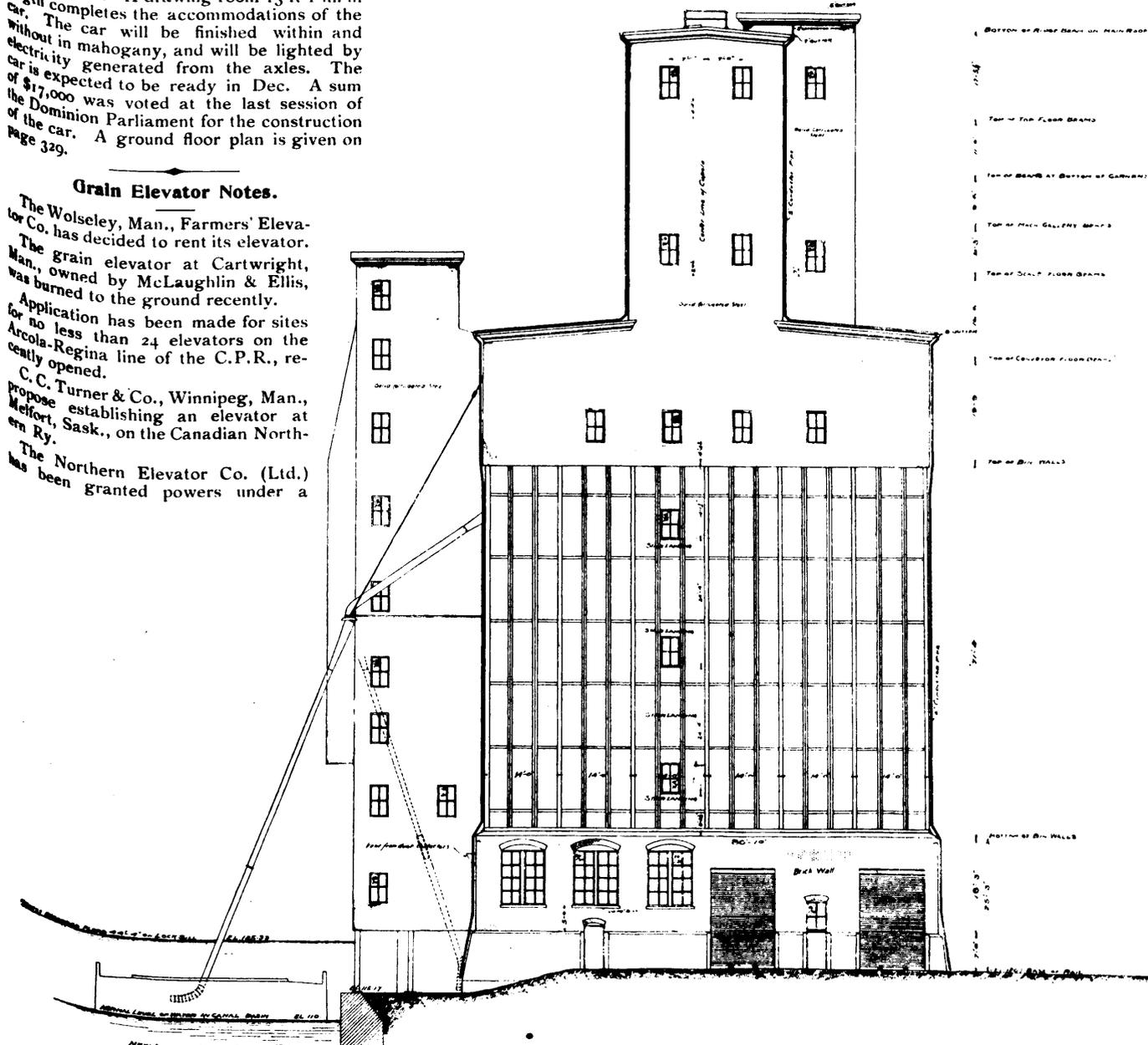
Application has been filed for a charter for the proposed new elevator company at Collingwood, Ont. J. J. Daly is the president of the provisional organization, P. Paton being secretary, and the other directors include F.

W. Churchill, C. E. Stephens and W. T. Toner. The proposed capital is \$250,000.

The Zenith Grain Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$25,000 to carry on a general elevator business. W. Ames, W. Ames, jr.; J. H. Barnes, H. T. Swart, of Duluth, Ont.; J. H. Munson, E. F. Haffner, of Winnipeg, are the provisional directors, and the offices are at Winnipeg, Man.

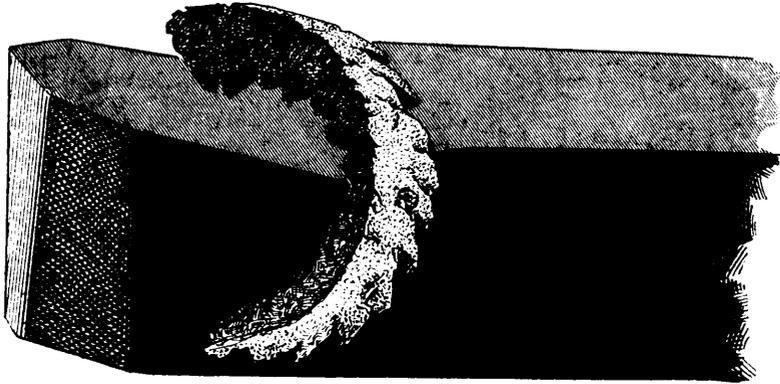
The R. W. Oliver Milling Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$100,000 to acquire the business carried on by R. W. Oliver under the name of R. W. Oliver Milling Co., at Montreal, with power among other things to construct elevators. The provisional directors are: R. W. Oliver, J. Ronald, W. J. Henderson, G. W. Macdougall, L. Macfarlane, of Montreal, and the offices are in that city.

We are advised that the Canadian Northern Ry. is not about to erect a 500,000 bush. cleaning and drying elevator at Port Arthur, Ont., as stated in the daily press and other papers. The company is, however, installing



G.T.R. WINDMILL POINT, MONTREAL, ELEVATOR, SOUTH ELEVATION. FOR DESCRIPTION SEE AUG. ISSUE PG. 291.

The **JESSOP** High-Speed . . . **TOOL STEEL**  
Self-Hardening



Is Unexcelled for Turning Locomotive Tires, Car Wheels, Shafting, Etc.

1/4-inch cut, 1-inch feed. Speed 20 to 40 feet per minute. Tools hardened by heating white hot and cooled in air.

**CAN NOT BE BURNED.**

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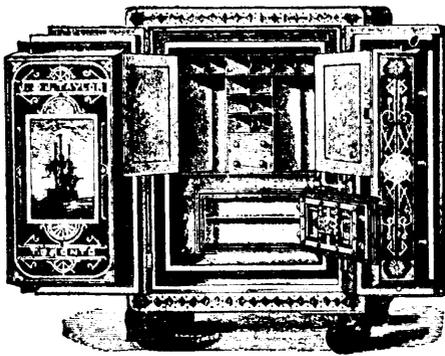
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**"EMPIRE STATE EXPRESS"** Arrives New York 10 p.m.

**Night Train** with sleeping car and dining car leaves Toronto 5.20 p.m., Hamilton 6.20 p.m., arrives New York 7.50 next morning.

**ONLY ONE** station in the City of New York, the Grand Central Station of the New York Central.

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**RICHELIEU AND ONTARIO NAVIGATION COMPANY.**

**"Niagara to the Sea."**  
**MAIL LINE STEAMERS**

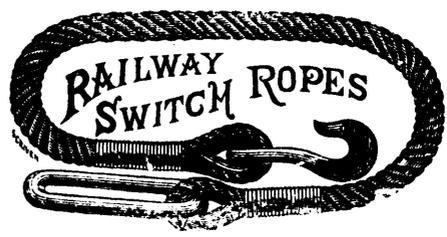
(Palatial Steel Steamers)  
Leave Toronto (from June 1st to 15th) Mondays, Wednesdays and Saturdays; thereafter daily, except Sunday, for Rochester, Kingston, Clayton, 1,000 Island Points and intermediate ports (including all the Rapids) to Montreal, where connection is made with steamers for Quebec, Murray Bay, Tadousac and points on the famous Saguenay River.

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Steamers leave Hamilton and Toronto east bound, Tuesdays, Thursdays and Saturdays and Montreal west bound, Mondays Wednesdays and Fridays. For further particulars apply to—

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JOS. F. DOLAN, C.P. & T.A., 128 St. James Street, Montreal;  
or,  
THOS. HENRY, Traffic Manager, Montreal.



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**STEEL AXLES, TYRES, AND SPRING STEEL.**

"PHENIX" Loco. Spring Steel is the accepted Standard in Canada.

SOLE AGENTS:  
**James Hutton & Co., Montreal.**

cleaning machinery at its new elevator, recently completed at Port Arthur, and is constructing a dry house. The new building will be constructed of fireproof brick on a pile and concrete foundation, and will be located between the elevator and power house. It will be 18 by 27 ft. on the ground and 47 ft. in height, and will be equipped with a complete grain-drying outfit.

**SHIPPING MATTERS.**

**Marine and Navigation Votes.**

The Dominion Parliament voted the following amounts on different accounts, at the last session for services connected with the marine interests of the country, in addition to the amounts given on pgs. 292, 293 of our August issue. The works for which the votes provide include repairs to existing wharves, piers and other structures, the completion of works for deepening and improving harbors and navigable channels, new work at many points at ocean and freshwater ports, and additional facilities for the canals:

Mail subsidies and steamship subventions.	\$ 500,193
Lighthouse and coast service, including maintenance and new construction, additional Marconi stations, etc.	468,000
Ocean and river service survey on northern coast.	78,100
Steamboat inspection.	20,000
Repairs to Government steamers.	96,566
Towards two icebreaking steamers.	425,000
Prince Edward Island, reconstruction of piers, repairs to wharves, etc.	100,125
New Brunswick, reconstruction of piers, repairs to wharves, etc.	255,063
New Scotia, reconstruction of piers, repairs to wharves, etc.	518,729
Maritime Provinces generally.	26,000
Quebec, reconstruction of piers, repairs to wharves, etc.	1,084,920
Ontario, reconstruction of piers, repairs to wharves, etc.	937,395
Manitoba, reconstruction of piers, repairs to wharves, etc.	39,600
Northwest Territories, reconstruction of wharves, repairs to piers, etc.	12,000
British Columbia, reconstruction of piers, repairs to wharves, etc.	114,300
Lewis and Yukon River improvements.	12,000
Harbors and rivers generally.	6,800
Quebec Harbor improvements.	80,000
St. Lawrence river ship channel.	479,400
Montreal Harbor improvements.	60,000
Fort Colborne Harbor improvements.	68,000
Port Arthur and Fort William improvements.	128,000
St. Andrew's rapids, Red River, improvements.	64,000
Repairs to dredges generally.	54,000
New dredging plant.	48,000
General dredging service.	4,000
Maritime provinces, dredging.	142,000
Quebec and Ontario, dredging.	60,000
Manitoba, dredging.	131,000
British Columbia, dredging.	66,000
Special vote for repairs to suction dredge J. I. Tarte.	16,000
Beauharnois Canal, works at Valleyfield.	65,000
Carillon & Grenville Canal, electric lighting, etc.	15,000
Chambly Canal, new work and improvements.	9,166
Cornwall Canal, new work and improvements.	21,885
Culbute Canal, damages.	110,200
Farran's Point Canal, enlargement and acetylene gas plant.	1,844
Galops Canal, improvements.	9,500
Galops Rapids, work at.	18,000
Galops Rapids - Adams Island, work on north channel.	153,100
Lachine Canal, renewals and repairs, electrical appliances, bridges and other improvements.	40,000
Murray Canal, house, etc.	271,441
Quebec Canals, remarking boundaries.	850
Rapide Plat Canal, enlargement.	1,500
Rideau Canal, building bridges, improvements and towards extension.	4,000
St. Ann's Lock.	69,000
St. Croix Lock wharf.	116
St. Peter's Canal, dredging.	6,500
Sault Ste. Marie shelter.	1,600
Soulanges Canal, damages, construction and enlargement.	1,500
Trent Canal, completion of works, improvements and further surveys and construction.	67,650
Welland Canal, improvements, new work, elevator at Port Colborne, repairs, etc.	352,900
Williamsburg Canal, providing gate lifter.	890,370
	10,000

**List of Canadian Shipping.**

The Department of Marine has issued the list of vessels remaining on the registry books of the Dominion corrected to Dec 31, 1903.

The total number of vessels remaining on the register books, including old and new vessels, sailing vessels, steamers and barges, was 7,020, measuring 683,147 tons register tonnage, being an increase of 184 vessels, and an increase of 30,534 tons register, as compared with 1902. The number of steamers on the registry books on the same date was 2,419, with a gross tonnage of 338,251 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada on Dec. 31 last would be \$20,494,410, against \$19,578,390 on same date 1902. Following is a summary showing the number of vessels and their tonnage by provinces:—

	Sailing ships and steamers.	Steamers.	Gross tonnage steamers.	Net tonnage of sailing ships and steamers.
New Brunswick.	929	136	10,523	59,508
Nova Scotia.	2,069	184	22,418	216,053
Quebec.	1,288	373	82,875	138,570
Ontario.	1,778	1,199	141,801	169,086
P. E. Island.	164	17	2,375	13,739
British Columbia.	639	391	67,020	76,215
Manitoba.	139	97	7,263	7,605
Yukon District.	14	13	3,376	2,281
Grand Total.	7,020	2,410	338,251	683,147

There are 77 ports of registry in the Dominion, an increase of two in the year, distributed as follows: Ontario, 38; Nova Scotia, 21; New Brunswick, 7; Quebec, 5; British Columbia, 3; Prince Edward Island, Manitoba, and Yukon Territory, one each. The two ports added during the year are Fort William and Midland, Ont. Since these returns were made up the registry office at Port Rowan, Ont., has been closed and the records transferred to Simcoe, where the collector's office is situated. Quebec city still retains its position as the port where the greatest number of vessels are registered, the number being 640 against 654 in 1902, while Montreal has the largest tonnage, 94,526, against 91,347 in 1902. Toronto has the largest number of steamers on her registry, 255, against 240 in 1902; Montreal comes second with 217 steamers, and Ottawa third with 204; the tonnage of the 217 Montreal steamers being nearly double that of the 205 at Toronto.

The number of new vessels built and registered in the Dominion during the year was 328, measuring 30,323 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$1,364,535 for new vessels. The new vessels were built and registered as follows:

	Vessels.	Tons.
New Brunswick.	24	1,708
Nova Scotia.	135	12,907
Quebec.	31	1,076
Ontario.	71	10,719
Prince Edward Island.	6	171
British Columbia.	56	3,494
Manitoba.	5	248
Yukon District.	Nil.	Nil.
Total.	328	30,323

A table is also given showing that during 1902 the names of 19 vessels were changed at 11 ports.

In point of ownership of net tonnage Canada stands eighth among the nations, those having over 100,000 tons being as follows:

British, including Canada and the colonies.	11,014,790
United States.	2,600,048
German.	2,254,308
Norwegian.	1,354,725

French.	1,156,170
Italian.	977,515
Russian.	919,864
Canadian.	683,147
Swedish.	609,208
Spanish.	548,199
Japanese.	523,389
Dutch.	493,506
Danish.	427,472
Grecian.	374,409
Austrian.	370,222
Turkish.	240,638
Brazilian.	157,106
Belgian.	108,553

**Notices to Mariners.**

The Dominion Department of Marine has issued the following notices to mariners:

No. 57. July 20.—New Brunswick—155. Chaleur bay, Shippigan flat, buoy.

No. 58. July 23.—Quebec—157. River St. Lawrence, Traverse of St. Roch, lower end, light and fog alarm established.

No. 59. July 26.—British Columbia—158. Howe Sound, shoal channel, beacon off Gibson's landing rebuilt. 159. Grenville channel, western entrance, Watson rock, beacon rebuilt.

No. 60. July 26.—Quebec—163. River St. Lawrence, Traverse of St. Roch, light-ship discontinued.

No. 61. July 27.—Quebec—164. River St. Lawrence, ship channel between Quebec and Montreal, Contrecoeur traverse, change in position of range lights, new range light buildings.

No. 62. Aug. 6.—Quebec—165. Gulf of St. Lawrence, off east end of Anticosti, lightship.

No. 63. Aug. 6.—Ontario—168. Detroit River, Amherstburg range lights, improvements in towers. 169. Detroit River, Fort Malden range lights, improvements of towers. 170. Lake Huron, east side, Stokes bay, range beacons replaced by lighthouses.

No. 64. Aug. 9.—Nova Scotia—171. West coast, St. Mary bay, Gilbert point, lighthouse established.

No. 65. Aug. 12.—British Columbia—173. Strait of Georgia, Nanoose harbor, shoal at entrance. 174. Strait of Georgia, Ballinac channel, uncharted rock. 175. Strait of Georgia, off the south Ballinac Island, uncharted shoal.

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

No. 30. July 23.—Lake Superior—1089. Duluth harbor entrance, electric lights established.

No. 31. July 30.—Detroit River—1126. Fort Malden range lights, improvement of towers. 1127. Amherstburg range lights, improvement of towers.

No. 32. Aug. 6.—Lake Superior—1162. Michigan, Torch Lake, Torch Lake Canal Co., cut. Lake Erie—1167. Conneaut harbor improvements.

**Maritime Provinces and Newfoundland.**

Jas. A. McMillan, of Wood Island, P.E.I., has been appointed a Receiver of Wreck for P.E.I.

Jas. Hall, of Halifax, N.S., has been appointed a member of the Pilotage Commission for the district of Halifax.

The str. Brunswick was seriously damaged by fire at Parrsboro, N.S., Aug. 8, and is now undergoing repairs at that port.

The owners of the marine railway at North Sydney, N.S., are considering an estimate of \$6,000 to put the plant in good condition.

The Star Line has had the str. Queen reconstructed and she was placed on the river route as the Champlain early in August.



The Department of Public Works is having constructed at New Glasgow, N.S., a steel bopper barge, 105 ft. long, 22 ft. beam and 9 ft. deep, as an addition to the dredging plant in the Maritime Provinces.

A contract for the supply of 30 submarine bell signals has been given to the Boston Submarine Signal Co., such signals to be placed off the coast of the Maritime Provinces and on the St. Lawrence river.

The differences between two bodies of shareholders of the Canada Atlantic and Plant Steamship Co., have been settled by the retirement of the President and Treasurer, and the election of A. W. Perry, Boston, Mass., as President and E. L. Wires of Boston as Treasurer.

The machinery for the new freight and passenger steamer for the Mahone Bay-Halifax route is being installed. The hull was built at Bridgewater and the machinery at Yarmouth, the dimensions being: Length 92 ft.; breadth 20 ft.; depth of hold 4 ft. 9 in. There is a deckhouse 46 ft. in length, 7 ft. high, 14 ft. wide, in which accommodation is provided for 40 passengers.

The Bertram Engine Works Co., Toronto, is building the steel hull for a ferry for the St. John, N.B., city council. The steamer is 140 ft. long over all, 114 ft. long from stem to stern post, 34 ft. moulded beam, 49 ft. over guards and 13 ft. deep. She will be built similar to ferry boats on the East and Hudson Rivers at New York. When ready for shipment it will take 20 cars to transport her to St. John. She will have double propeller with accommodation for passengers on guards and two open wagon roads, one on each side of the centre. The Phoenix Iron Works of St. John is building the engines and boilers and will do the carpenter and joiner work.

### Province of Quebec Shipping.

The Richelieu and Ontario Navigation Co.'s str. Carolina has resumed her place on the Saguenay route, after having undergone repairs at Levis. The injuries received by her running on a shoal were not so serious as were at first anticipated.

A contract has been awarded by the Dominion Government to the Interprovincial Navigation Co. for a steamship service between Gaspé ports, at \$12,500 a year for ten years, with an additional \$3,000 a year for a service in Dec. and Jan. each year.

The investigation into the circumstances attending the collision between the Black Diamond Line str. Cape Breton, and the Richelieu and Ontario Navigation Co.'s str. Canada by which the latter was sunk, with the loss of five lives, off Sorel in June, has been concluded at Montreal. Capt. Salmon, R.N.R., was chairman, with A. Reid and N. Lachance as assessors. The findings of the court will be submitted to the Department of Marine in due course.

The Dominion Coal Co. will be able to considerably increase its coal carrying fleet running into Montreal, in the event of the experiment with ice-breaking steamers in the river and gulf proving successful. A contract for one steamer has been placed in Scotland, and the launch is expected to take place early in Oct., and the Government will take delivery on the Clyde, Nov. 10. The contract price is \$272,500. The dimensions of the ice-breaker will be 200 ft. long, 18 ft. deep, and breadth 43 ft. There will be two sets of triple expansion engines.

The hull of the str. Canada sunk in the St. Lawrence, off Sorel, after collision with the Cape Breton, has been found to be more seriously injured than was at first anticipated. The work of raising the hull was let to Gagnon and Freres, Quebec, but the Richelieu

and Ontario Navigation Co. was not satisfied with the way the work was being done, and took the matter out of the hands of the contractors. The contractors threatened to undo the work they had done, but were restrained by injunction, and have started an action for \$5,000 damages for breach of contract.

### Ontario and the Great Lakes.

H. McInnes, Meaford, Ont., is having built at that point a 65 ft. tug for fishing purposes.

A new 50 ft. tug for J. Lapointe, Spanish Station, Ont., is under construction at Goderich, Ont.

The Rainy River Navigation Co., of Rat Portage, Ont., has increased its capital from \$99,000 to \$150,000.

The Richelieu and Ontario Navigation Co. commenced running its steamers from Toronto on Sunday, July 24.

A site for a new fog horn at the False Ducks, near Kingston, Ont., has been selected by the Department of Marine.

J. T. Matthews has been elected Chairman of the Toronto Board of Harbor Commissioners for the unexpired term of the late A. B. Lee.

The str. Edna, lured at Parry Sound, has been temporarily repaired and will engage in the log towing business for the rest of the season.

The tender of Battle & Conlon, of Thorold, Ont., has been accepted by the Dominion Government for the construction of a breakwater at Goderich, Ont.

The Farrar Transportation Co. (Ltd.), of Collingwood, proposes to raise a further sum of \$140,000 to purchase a second steamer for the grain carrying business.

The Knapp roller boat, after five or six years' ineffectual rolling, is to be converted into a barge, and is now undergoing alterations in the yards of the Bertram Engine Works, Toronto.

The present season is reported to have been the dullest that has been experienced in marine circles for some years, and a number of steamers and barges have been laid up a good part of the season.

W. L. and W. W. Visger have been finally successful in their appeal to the highest court of New York State in reference to the action brought against them by the Thousand Islands Steamboat Co. to restrain them from using certain docks in the U.S. waters along the Thousand Islands.

Survey parties, under the direction of E. J. Walsh, Ottawa, are engaged making surveys of the Trent Valley Canal. G. L. Law, C.E., is in charge of the party working between Port Hope and Rice Lake; and — Hetherington is in charge of the second party which is working between Lake Simcoe and Georgian Bay.

The U.S. str. H. B. Tuttle was arrested at Amherstburg, Ont., to answer a claim for \$1,500 damages to a swing bridge on Manitoulin Island, owned by the Ontario Government. The damage was done in 1902. The steamer left Amherstburg on the following day without clearing and subsequently went to Cleveland, Ohio, where her owner resides. The owner says he bought the steamer at Goderich, Ont., in 1903 at a Marshall's sale free of all claims.

The project of the Montreal, Ottawa and Georgian Bay Canal, to which the Hon. J. I. Tarte gave considerable attention when Minister of Public Works, is again receiving the attention of the Government. Under Mr. Tarte's direction a general survey was made of the French River and Lake Nipissing portion of the projected route, and out of a grant

made by the Dominion Government, Hon. C. Hyman, acting Minister of Public Works, is arranging to have the proposed route from North Bay to Montreal surveyed. It is proposed to place nine parties in the field, and to complete the work during the winter.

There passed through the Canadian canal at Sault Ste. Marie, Ont., during July 561 vessels having a registered tonnage of 596,721 tons against 650 vessels and 670,553 tons for July, 1903, while the actual freight carried in July was 791,876 tons against 523,936 tons for July, 1903. The total number of vessels using the Canadian canal for the season was 1,366, and the freight carried was 1,432,875 tons against 2,330 vessels and 2,602,496 tons for same period 1903. During the season the U.S. and the Canadian canals carried 9,198,203 tons of freight against 7,224,362 tons for the season of 1903 to July 31.

The Bertram Engine Works Co., Toronto, has practically completed the grain carrier Haddington, which it is expected will be placed in commission early in Sept. under the management of J. T. Matthews. The company has closed a contract with the Keewatin Lumbering and Manufacturing Co., Keewatin, Ont., for a tug, having the following dimensions: Length over all, 95 ft., being 86 ft. from stem to stern post; 19 ft. beam, 10 ft. 4 in. depth, with a draught of 8 ft. 6 in. She will have a steel frame and a steel deck with oak bottom planking; four steel bulkheads and a steel deckhouse with quarters for officers. On top will be a steel texas and pilot house and aft, below, the crew's quarters. The engine will be a 14 in. and 28 in. x 20 in. fore and aft compound condensing, built for a working pressure of 150 lbs. of steam and turning a 7 ft. cast iron propeller wheel. The boiler will be a 10 ft. diam. x 12 ft. Scotch return tubular boiler with duplex steam feed pump. This boat will be built in Toronto, taken apart for shipment, and re-erected at Keewatin. She is to be ready by May 1, 1905.

Work is progressing satisfactorily at the Polson Iron Works, Toronto, upon the new Dominion Government cruiser, the launch of which has been fixed to take place Sept. 10. The twin triple expansion engines and two Scotch boilers are so far ready that they will be placed on board directly she is afloat. The steam steering gear, steam windlass and other auxiliary gear are already under the sheer legs ready to be dropped on board. All the joiner work is well in hand, and she will be rushed to completion very quickly. Work throughout the departments is plentiful and enquiries for next season's delivery are coming in unusually early this year. There are one or two contracts almost closed, but are not in condition to be reported. The yacht Wawinet, built for W. McKenzie's use on the Kawartha Lakes, has fulfilled her expectations very satisfactorily in every way, especially as regards displacement, trim, speed, stability and accommodation. The yacht Scolopendra, a gasoline launch, 30 ft. long, has been causing many enquiries at these works during the past few weeks. She has a standard record of 18.2 miles an hour, and it is stated has made 20 miles. The duplicate of her is being built and will be ready in about a month.

### Manitoba and Northwest Territories.

Revillion Freres have had built 17 scows at Edmonton, Alta., and they are being used taking in supplies for the Canadian Northern Ry. construction camp at Battleford, Sask.

The new str. Marion, owned by Capt. Deacon & Son, Prince Albert, Sask., has passed the Government inspection; and the new str. for Capt. Coates, building at Edmonton, Alta., is nearing completion.

The Dominion Government has directed P. Paradis, its engineer at Regina, to enquire and report upon the navigability of Lost Mountain Lake, in the Qu'Appelle Valley.

The Government dredge on Lake Manitoba has been ordered to Delta, Man., to dredge a channel to the basin of sufficient depth to admit the largest steamers navigating the

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lake. The work is expected to be completed before the winter.

A steam launch belonging to the N.W. Mounted Police Department, and used by the men stationed at the mouth of the Mackenzie river, on the Arctic Ocean, was driven ashore and wrecked there Aug. 25, 1903. The news only reached Ottawa recently. The steamer was borrowed from a mission, and was valued at \$2,000.

The report of Major Moodie, who has been in Ottawa, from Hudson's Bay, states that the results of the observations made during the last year show that there should not be any trouble in specially constructed vessels getting in and out of the bay from June to about Oct. 10. The expedition established a port of entry at Fullerton Inlet, and took formal possession of a number of points in Lancaster Sound. The str. Erik will be relieved by the str. Arctic (formerly Gauss), under the command of Capt. Bernier.

**B.C. and Pacific Coast Shipping.**

The C.P.R. str. Tees has completed her repairs at Victoria, and has been again placed on the Northern B.C. route.

The North Vancouver Ferry Co.'s str. St. George was placed in service early in Aug., the launch having taken place some days previously.

The C.P.R. str. Princess Victoria has resumed her run, after having received repairs to her hull, which was damaged through striking on the rocks in the Narrows July 17.

A new six car barge has been completed on Trout Lake for the C.P.R. lumber trade between Trout Lake City and Gerrard, B.C. The C.P.R. tug Proctor has been placed on Trout Lake for towing purposes.

The Minister of Marine told the Vancouver city council recently that the harbor would be considerably improved, and that he would have a big new dredge constructed at once for the work.

The Department of Public Works is having built at Victoria a new steel tug 80 ft. long, 17 ft. beam, and 12 ft. 6 in. depth of hold, at a cost of \$30,000. The new tug will have engines of 280 i.h.p., which will give a speed of about 11 knots an hour.

A new tug, Peerless, recently launched at New Westminster, B.C., was given a trial trip Aug. 22. She is 120 ft. long and 21 ft. beam, and is fitted with triple expansion engines, cylinders 10 in., 17 in. and 28 in. by 20 in. stroke, taking steam at 180 lbs. pressure. Myers & Preston are the owners.

Pacific coast press reports state that the C.P.R. has decided to build three new steamers for its trans-Pacific fleet, to be of 9,000 tons register, and to have a sea-going speed of 17 knots an hour. No orders have been placed for any new steamers for this year, and no decision has been reached as to when new vessels will be added.

The U.S. Customs authorities have taken proceedings against the C.P.R. str. Princess Beatrice for a breach of the regulations by carrying passengers from one U.S. port to another. The particular case is that of a man who was sold transportation from Skagway to Seattle, and who travelled by the Princess Beatrice to Victoria, and thence by the Princess Beatrice to Seattle, Wash.

The Dominion cruiser Canada has reached Halifax, N.S., from Barrow-in-Furness, Eng., after having put in at St. Johns, Nfld., short of coal. She made 17 1/4 knots on her trial trip Aug. 18 in England.

The steamship companies located in Montreal decided not to tender for the Canada-

Mexico east coast steamship service, as the undertaking did not promise any profit on the conditions laid down.

Capt. McCuaig has been appointed a special inspector by the Department of Marine to examine into and report upon the life preservers and other safety appliances on board vessels plying in Canadian waters.

The C.P.R. has obtained judgment for £14,209 against the Elder-Dempster Co. on account of passengers carried on the company's steamers for which tickets had been sold by the Elder-Dempster Co. prior to the transfer of the line to the C.P.R.

The C.P.R. will, as last year, place a number of its steamers on the New Orleans-Liverpool route carrying cotton during the winter. A report, current recently, that the Upper Lake steamers would be transferred to the coast during the winter is officially denied.

It is reported that the Allan Steamship Line will place a number of steamers on the Pacific Ocean to trade from Vancouver to China and Japan, in connection with the Grand Trunk Pacific Ry. H. A. Allan, one of the partners of the firm and a director of the G.T.P. Ry. Co., said the matter has been under consideration.

The former White Star str. Germanic was twice announced to have had her name changed and placed on the Dominion Line run between Montreal and Liverpool, and the arrangement has been twice cancelled. The last cancellation was caused by the breakdown of the St. Louis of the American Line, the Germanic being placed on the New York-Southampton run in her stead.

**Among the Express Companies.**

The Levis County Ry. is preparing to establish an express service on its electric railway from Levis, Que.

The Canadian Northern Ex. Co. has opened offices at Kamsack, Assa.; Roblin, Greenway, and Stratton, Man.

The Newfoundland Express Co. is about to equip its office with enameled iron signs of a striking pattern, red letters on yellow ground. They have been supplied by the Acton Burrows Co., Toronto.

The Dominion Ex. Co. has opened a route on the Lindsay, Bobcaygeon and Pontypool Ry. between Burketon and Bobcaygeon, Ont., and has extended its route on the C.P.R. line from Yorkton to Sheho, Assa.

The Dominion Ex. Co. has opened offices at Ininger, Arcadia, Sheho, Springside, Theodore, Assa.; College Bridge, N.B.; Bobcaygeon, Lindsay, Ont., and has changed the names of its offices at Echo Bay, Ont., to Ekoba, and Stanley, Ont., to Espanola.

E. D. Smith, M.P., shipped some fruit from Aylmer, Ont., to Aylmer, Que., by the Canadian Ex. Co. to Ottawa, thence Dominion Ex. Co. At Ottawa the Dominion Ex. Co. declined to take the fruit, and Mr. Smith is now claiming damages from the Canadian Ex. Co.

H. M. Moir, formerly agent Dominion Ex. Co., and C.P.R. ticket agent at Aylmer, Ont., has been committed for trial on a charge of embezzlement. His accounts are said to be \$900 out. A. Carman, agent of the Dominion Ex. office, St. Mary's, Ont., is in temporary charge at Aylmer.

The officers of the Canadian Northern Ex. Co. are: President, W. Mackenzie, Toronto; Superintendent, Scott Griffin, Winnipeg, Man.; Auditor, W. C. Muir, Winnipeg; Route Agents, J. A. Hill, L. F. Munsey, Winnipeg; Agent at Winnipeg, W. T. Perry; Agent at Port Arthur, Ont., J. Phelan.

In urgent cases the Canadian customs authorities will allow export entries to be made with indelible pencil, and one of the duplicate copies may be a "carbon" copy, providing the writing is plain and distinct. This concession as to the use of carbon copy does not, in any case, apply to import entries.

The question of the express service over the Intercolonial Ry. was considered at a meeting of Boards of Trade in the Maritime Provinces held at Moncton, N.B., Aug. 17, and a resolution was passed asking that the Dominion Ex. Co. be given the same privileges as were granted to the Canadian Ex. Co. over the Government railway.

**Telegraph and Cable Matters.**

The Canadian Northern Telegraph Co. has opened offices at Kamsack, Assa; Roblin, Greenway and Stratton, Man.

The laying of the cable between Seattle, Wash., and Sitka, Alaska, has been completed by the U.S. cable str. Burnside, and the first messages were sent over it July 15.

The G.N.W. Telegraph Co. has closed its offices at Cheapside, Lochlin, Millington, Varna and Waverley, Ont.; Des Joachims, Que., and has opened offices at Agnes, St. Andre Jct. and Turner's Siding, Que.

The four stations on the Gulf of St. Lawrence, Fame Point, Heath Point, Point Amour and Belle Isle, which were to be equipped with the Marconi wireless telegraph apparatus, were placed in operation Aug. 15.

The C.P.R. Telegraph department will receive and transmit telegrams addressed to steamers of the Allan, American, Atlantic, Cunard, French, Hamburg-American, Italian, North German Lloyd and Red Star Lines, to be forwarded by Marconi wireless telegraph from the stations at Belle Isle, Heath Point, Point Amour and Fame Point.

The Newfoundland Court of Appeal has decided that the appointment of P. S. Archibald, C.E., Moncton, N.B., as "third" arbitrator in the case of the claim of the Reid Newfoundland Co. against the Newfoundland Government, in respect of telegraph lines on the island, stands, although the Government had not appointed a second arbitrator.

The arbitration proceedings in connection with Newfoundland telegraph lines in which the Government and the Reid Newfoundland Co. are interested, will be opened at St. Johns Oct. 27. The arbitrators are Hon. E. Blake, K.C., M.P., London, Eng., for the Newfoundland Government; D. McMaster, K.C., Montreal, for the Reid Newfoundland Co., and P. Archibald, C.E., Moncton, N.B., third arbitrator appointed by the court.

An interesting point is being argued before the Manitoba courts in connection with a libel action. A Winnipeg newspaper reporter sent to a U.S. newspaper an item of news respecting a minister of the town, which item is alleged to contain a libel, and in order to secure evidence a search warrant was obtained from the Police Magistrate to search the vaults of the C.P.R. telegraph department to secure the original message handed in. The telegraph department obtained an injunction enjoining the search, and the courts have the matter before them.

Some representatives of P.E.I. in the Dominion Parliament had a consultation with the Ministers of Finance and Public Works and representatives of the Anglo-American and other telegraph companies in reference to the cable communication between P.E.I. and the mainland. It was suggested that the present subsidy of \$2,000 a year should be increased

to \$5,000 a year, the telegraph companies arranging for lower rates and an all-night service. If this could not be arranged for the islanders asked that the Government take over the land lines and establish a new cable. The matter is under consideration.

After some negotiation a board of conciliation has been appointed to settle the differences between the G.T.R. and its telegraph operators. The board comprises H. Hall,

Toronto, representing the men; G. F. Shepley, K.C., Toronto, representing the G.T.R.; and Justice Teetzel, Toronto, appointed by the Minister of Labor. The board has been appointed under the terms of the Labor Disputes Act, 1903. The conciliation commission appointed to deal with the dispute between the G.T.R. and its telegraph operators, met in Toronto and discussed the matter, but failed to bring the parties together.

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### TEMISKAMING AND NORTHERN ONTARIO RAILWAY COMMISSION

Sealed tenders addressed to the undersigned at Toronto and endorsed “Tenders for Stations,” will be received by the Secretary-Treasurer of the Commission up to 5 o'clock p.m. of Friday, September 2nd, for the construction of stations at Temagami, at the 72nd mile, Halleybury, at the 106th mile, and New Liskeard, at the 112th mile north of North Bay, in accordance with plans and specifications prepared by the Chief Engineer of the Commission, which may be seen or obtained by application at the office of the Chief Engineer at North Bay. An accepted cheque on a chartered bank for \$1,000 payable to the order of the Chairman and Secretary-Treasurer of the Commission must accompany each tender.

The cheque of the party whose tender is accepted will be forfeited if such party fails or declines to enter into a contract satisfactory to the Commission, or fails or declines to give security to the satisfaction of the Commission for the due completion of the work at the rates and on the terms stated in the offer submitted.

The cheques of the parties whose tenders are not accepted will be returned to them on the contract being awarded.

The Commission is not bound to accept the lowest or any tender.

Dated at Toronto, this 18th day of August, 1904.

P. E. RYAN,  
Secretary-Treasurer.

### The Canadian Pacific Railway Company.

Dividends for the half year ended 30th June, 1904, have been declared as follows:

On the Preference Stock two per cent.

On the Common Stock three per cent.

Warrants for the Common Stock dividend will be mailed on or about 1st October to Shareholders, of record at the closing of the books in Montreal, New York and London respectively.

The Preference Stock dividend will be paid on Saturday, 1st October, to Shareholders, of record at the closing of the books at the Company's London office, No. 62 Charing Cross, London, S.W.

The Common Stock Transfer Books will close in Montreal, New York and London, at three p.m., on Thursday, 1st September. The Preference Stock Books will also close at three p.m. on Thursday, 1st September.

All books will be re-opened on Thursday, 6th October.

By order of the Board,

CHARLES DRINKWATER,

Montreal, 8th August, 1904.

Secretary.

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**NIAGARA NAVIGATION COMPANY**

### The Canadian Pacific Railway Company

#### NOTICE TO SHAREHOLDERS

The Twenty-Third Annual Meeting of the Shareholders of this Company for the election of the Directors to take the places of the retiring Directors, and the transaction of business generally, will be held on Wednesday, the 5th day of October next, at the principal office of the Company at Montreal, at Twelve o'clock, noon.

#### SPECIAL MEETING

The meeting will be made special for the purpose of considering, and if approved, of authorizing an increase of the present Ordinary Capital Stock of the Company by an amount not exceeding \$25,000,000 for the purposes of the Company—such increase of Stock to be issued from time to time according to the requirements of the Company and as may be determined by the Directors—and of adopting such resolution or By-law as may be deemed necessary in connection therewith in order to enable the Directors to give effect thereto.

The Common Stock transfer books will close in Montreal, New York and London at 3 p.m. on Thursday, September 1st. The Preference Stock books will also close at 3 p.m. on Thursday, 1st September.

All books will be re-opened on Thursday, 6th October.

By order of the Board,

CHARLES DRINKWATER,  
Secretary.

Montreal, August 25th, 1904.

## The BELL TELEPHONE CO. OF CANADA, Limited

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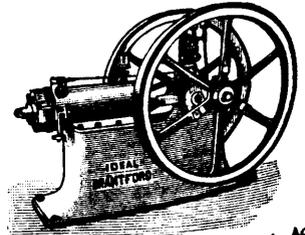
Rates may be obtained from any of the Long Distance Toll Stations of the Company.

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The question will now be submitted to arbitration.

The Pacific Cable Board announced recently that the deficit on the working of the all British trans-Pacific cable for the year was \$440,000. The Board has set aside £35,500 towards a renewal fund and other purposes, so that the deficit for the actual operation of the cable is not so large as it would at first appear. Sir W. Mulock, M.P., has been appointed by the Dominion Government a member of a commission to settle some complications between the partners in regard to the cable.

The following sums were voted at the recent session of the Dominion Parliament in aid of the Government telegraph service, in addition to the amounts given in our last issue: Deer Island and Eastport, Me., \$2,800; Quebec, Magdalene Islands and Anticosti Island lines, \$17,232. Pelee Island cable connection with mainland, \$4,800, and repairs, \$1,150. Northwest Territories: Lloydminster line, \$4,500; Athabaska Landing and Willowbunch extensions, \$6,400. B.C. lines: Ashcroft-Dawson line, balance of construction, \$5,513.38. The following amounts were voted on account of collection of revenue: Prince Edward Island and mainland, \$1,600; land and cable lines, lower St. Lawrence and Maritime Provinces, \$69,000; Northwest Territories, \$16,000; British Columbia, \$14,000; Ashcroft-Dawson line, \$160,400; telegraph service generally, \$2,000.

**General Telephone Matters.**

The Independent Telephone Co., of Chicago, Ill., is looking for a site for a factory in Canada, and has received an offer of one at Windsor, Ont.

The Union Telephone Co. has extended its lines from Woodstock to Hawkshaw and Canterbury, N.B., and has also constructed a short branch to East Knowlesville.

A committee of the London, Ont., city council has decided to recommend the granting of a five years' exclusive franchise to the Bell Telephone Co., to date from Dec., 1903.

The Bell Telephone Co.'s instruments have been removed from stations on the Buffalo division of the Pere Marquette Rd., owing to some differences between the two companies.

The Bell Telephone Co. has added 25 new subscribers to its Kingston, Ont., exchange during the summer and has replaced 200 of its old instruments with long distance equipment.

During a thunderstorm, Aug. 16, the telephone systems at Greenwood and Brougham, Ont., were much damaged, nearly a mile of posts and wire being destroyed near the latter place.

C.P.R. officials are reported to have been visiting Morden, Man., recently with a view of establishing a long distance telephone line to have connection with the local telephone exchange.

The Antigonish and Sherbrooke Telephone Co. (Ltd.) has installed an exchange at New Glasgow, N.S., through which connection is given with the long distance lines of the Nova Scotia Telephone Co.

The Toronto City Council is inviting tenders for a telephone system in the city upon the terms recently adopted. Tenders accompanied by a marked cheque for \$5,000 will be received up to Oct. 1.

The Kent Electric Co. is establishing telephone lines from Richibucto to Rexton, Buctouche, Harcourt and other points in Kent county, N.B., and along the line of the Kent Northern Ry. to Kent Junction.

The Bell Telephone Co. has practically completed the installation of its new switch-

board at Hamilton, Ont., and expects to begin putting in the new instruments, called for in its contract with the city, early in Sept.

A Peterborough, Ont., report states that the Canadian Machine Telephone Co. has completed its plans for its telephone system of 2,000 instruments in that place and expects to let a contract for the conduit work at an early date.

A Danish electrical engineer has invented an attachment for the telephone by which messages received during the absence of the subscriber from his office can be recorded and reproduced at desire. The new instrument is called the telegraphone.

La Compagnie de Telephone de Portneuf has filed a declaration at Quebec that it was duly incorporated at Quebec under the Companies' Act of the province June 23, 1903. Rev. J. G. McCrae, of St. Casimer, is President, and the offices are at St. Casimer, Que.

The board of arbitrators which was appointed to determine as to the validity of a patent for an automatic telephone switchboard, has decided that the application for a Canadian patent of J. H. and H. G. Lorimer has priority of those of E. A. Falton and J. W. Chisholm, and R. Callendar.

The Bell Telephone Co. is completing a large annex to its present main offices at the corner of St. John and Notre Dame streets, Montreal, in which a central energy switchboard is being installed. The switchboard will have a capacity for 10,000 subscribers, the capacity of the present one being 4,800.

H. W. Kent, of the New Westminster and Burrard Inlet Telephone Co., recently completed a trip over the proposed route of an additional telephone line to give connection between Vancouver and Victoria, B.C. The route just gone over was via Bellingham. A decision is expected to be reached as to the construction of the line at an early date.

The Judicial Committee of the Privy Council, London, Eng., has reserved judgment in the action of the Toronto City Council against the Bell Telephone Co. The question in dispute is as to the rights of the Bell Telephone Co. to use the city streets without the consent of the council. In the judgment in the Court of Appeal at Ottawa, the contention of the company was upheld.

The telephone line along the Temiskaming and Northern Ontario Ry. from North Bay to New Liskeard, Ont., has been completed, and a local line has been completed between Hailybury and New Liskeard, by the settlers. Local exchanges are being installed in the two places. The line along the railway is being utilized for operating the train service on the line as well as for other purposes.

The Chicago Telephone Supply Co. has offered to install a municipal system in Brantford, Ont., for \$37,500, and will supply new and modern instruments free of charge to users of the Bell Telephone Co.'s instruments, until contracts with that company expire. The telephone committee of the Brantford, Ont., city council has issued a circular inviting citizens to indicate a readiness to become subscribers to a municipal telephone system. The rates will be for business telephones \$25 a year, and for private telephones \$15 a year.

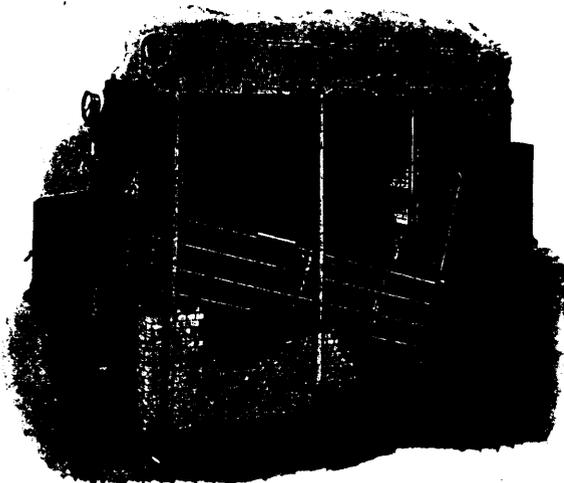
The Brantford, Ont., city corporation has before it offers or suggestions for a telephone service from the Bell Telephone Co.; the Canadian Machine Telephone Co., Toronto; the Stark Electrical System, Toronto, in addition to a number of U.S. companies which offer to supply instruments for a municipal system. It is estimated that the cost of establishing a suitable municipal exchange would be \$37,500, and the cost of maintaining it \$9,000 a year. The estimated earnings were placed at \$10,000 in addition to effecting a saving of \$3,750 a year for the subscribers.

**PURCHASING AGENTS' GUIDE.**

(Continued from third page of Cover.)

<b>Locomotives (Steam)</b>	Lima Locomotive and Machine Co..... Lima, Ohio.
	Locomotive and Machine Co. of Montreal
	The Saxon Engine Works, Chemnitz, Germany.
<b>Machinery, Mining</b>	The Bertram Engine Works Co..... Toronto
<b>Machine Tools</b>	W. Abbott..... Montreal.
	The Saxon Engine Works, Chemnitz, Germany.
<b>Machinery Repairs</b>	The Bertram Engine Works Co..... Toronto.
<b>Manganese Steel Castings</b>	Montreal Steel Works..... Montreal.
<b>Manhole Frames and Covers</b>	American Brake Shoe & Foundry Co.,
	.....Mahwah, N.J.
<b>Matches</b>	The Hudson's Bay Company.....
<b>Mats and Matting</b>	The Gutta Percha & Rubber Mfg. Co. of Toronto.
<b>Mechanical Draft Fans</b>	Babcock & Wilcox (Ltd.)..... Montreal.
<b>Millipost Numbers</b>	Acton Burrows Co..... Toronto.
<b>Milling Cutters</b>	W. Abbott..... Montreal.
<b>Milling Machines</b>	The John Bertram Sons Co..... Dundas, Ont.
<b>Mills, Boring and Turning</b>	The John Bertram Sons Co..... Dundas, Ont.
<b>Mohair</b>	The Hudson's Bay Company.....
<b>Numbers</b>	Acton Burrows Co..... Toronto.
<b>Nuts, Square and Hexagon</b>	Canada Foundry Co..... Toronto.
	Toronto Bolt and Forging Co..... Toronto.
<b>Oakum</b>	Rice Lewis & Son..... Toronto.
	The Hudson's Bay Company.....
<b>Oils</b>	Galena-Signal Oil Co.... Franklin, Pa., & Toronto.
	The Queen City Oil Company..... Toronto.
<b>Office Signs</b>	Acton Burrows Co..... Toronto.
<b>Packing</b>	The N. L. Piper Railway Supply Co..... Toronto.
<b>Packing, High Pressure Sheet</b>	The Gutta Percha & Rubber Mfg. Co. of Toronto.....
<b>Packing, Piston</b>	The Gutta Percha & Rubber Mfg. Co. of Toronto.
<b>Pinch Bars</b>	The N. L. Piper Railway Supply Co..... Toronto.
<b>Pipe Covering</b>	The James Morrison Brass Mfg. Co..... Toronto.
	Mica Boiler Covering Co..... Montreal.
<b>Planers</b>	The John Bertram Sons Co..... Dundas, Ont.
<b>Plushes</b>	The Hudson's Bay Company.....
<b>Porter</b>	E. L. Drewry..... Winnipeg.
<b>Portable Boilers</b>	Babcock & Wilcox (Ltd.)..... Montreal.
	Canada Foundry Co..... Toronto.
<b>Printing</b>	The Hunter, Rose Co..... Toronto.
	The Mail Job Printing Company..... Toronto.
<b>Pumps</b>	Canada Foundry Co..... Toronto.
	Rice Lewis & Son..... Toronto.
<b>Punching and Shearing Machines</b>	The John Bertram Sons Co..... Dundas, Ont.
<b>Rail Benders, Roller</b>	Montreal Steel Works..... Montreal.
<b>Railway Supplies</b>	The N. L. Piper Railway Supply Co..... Toronto.
<b>Rails (New)</b>	Drummond, McCall & Co..... Montreal.
	F. H. Hopkins & Co..... Montreal.
	J. J. Gartshore..... Toronto.
	W. H. C. Musson & Co..... Montreal.
<b>Rails (for relaying)</b>	F. H. Hopkins & Co..... Montreal.
	J. J. Gartshore..... Toronto.
	T. A. Morrison & Co..... Montreal.
	W. H. C. Musson & Co..... Montreal.
	Rice Lewis & Son..... Toronto.
	Jas. W. Pyke & Co..... Montreal.
<b>Reamers</b>	W. Abbott..... Montreal.
<b>Ribbons and Carbon Paper</b>	United Typewriter Co..... Toronto.
<b>Rivets, Boiler and Bridge</b>	Canada Foundry Co..... Toronto.
	Toronto Bolt and Forging Co..... Toronto.

<b>Rolls, Plate Bending</b> The John Bertram Sons Co. .... Dundas, Ont.	<b>Steam Hammers</b> The John Bertram Sons Co. .... Dundas, Ont.	<b>Turnbuckles</b> Montreal Steel Works ..... Montreal.
<b>Roof Trusses</b> Canada Foundry Co. .... Toronto. Dominion Bridge Co. .... Montreal.	<b>Steam Shovels</b> F. H. Hopkins & Co. .... Montreal. W. H. C. Mussen & Co. .... Montreal.	<b>Turntables</b> Canada Foundry Co. .... Toronto. Dominion Bridge Co. .... Montreal.
<b>Rope</b> Rice Lewis & Son ..... Toronto. The Hudson's Bay Company .....	<b>Steam Traps</b> The James Morrison Brass Mfg. Co. .... Toronto.	<b>Typewriters</b> United Typewriter Co. .... Toronto.
<b>Rubber Tiling, Interlocking</b> The Gutta Percha & Rubber Mfg. Co. of Toronto.	<b>Steel</b> W. Abbott ..... Montreal. F. H. Hopkins & Co. .... Montreal. Wm. Jessop & Sons ..... Sheffield, Eng. Rice Lewis & Son ..... Toronto.	<b>Typewriter Repairs</b> United Typewriter Co. .... Toronto.
<b>Sales</b> J. & J. Taylor ..... Toronto.	<b>Steel Buildings</b> Canada Foundry Co. .... Toronto. Dominion Bridge Co. .... Montreal.	<b>Typewriter Supplies</b> United Typewriter Co. .... Toronto.
<b>Safety Valves</b> The James Morrison Brass Mfg. Co. .... Toronto.	<b>Steel for Springs</b> James Hutton & Co. .... Montreal.	<b>Valves, Iron and Brass</b> Canada Foundry Co. .... Toronto. The James Morrison Brass Mfg. Co. .... Toronto.
<b>Screws, Coach and Log</b> Toronto Bolt and Forging Co. .... Toronto.	<b>Steel Plate</b> Jas. W. Pyke & Co. .... Montreal.	<b>Valves, Rubber</b> The Gutta Percha & Rubber Mfg. Co. of Toronto.
<b>Semaphore Arms</b> Acton Burrows Co. .... Toronto.	<b>Steel Tyres</b> James Hutton & Co. .... Montreal. Jas. W. Pyke & Co. .... Montreal.	<b>Varnishes</b> McCaskill, Dougall & Co ..... Montreal.
<b>Semaphores</b> The N. L. Piper Railway Supply Co. .... Toronto.	<b>Stop Cocks, Iron and Brass</b> The James Morrison Brass Mfg. Co. .... Toronto.	<b>Vessels</b> Polson Iron Works ..... Toronto.
<b>Sewer Pipe (Cast Iron)</b> Gartshore-Thompson Pipe & Foundry Co., ..... Hamilton, Ont	<b>Structural Metal Work</b> Canada Foundry Co. .... Toronto. Dominion Bridge Co. .... Montreal. Locomotive and Machine Co. of Montreal. Jas. W. Pyke & Co. .... Montreal.	<b>Waste</b> Rice Lewis & Son ..... Toronto. N. L. Piper Ry. Supply Co. .... Toronto. The Queen City Oil Co ..... Toronto.
<b>Shaking Grates</b> Babcock & Wilcox (Ltd.) ..... Montreal.	<b>Superheaters</b> Babcock & Wilcox (Ltd.) ..... Montreal.	<b>Water Pipe (Cast Iron)</b> Gartshore-Thompson Pipe & Foundry Co., Hamilton.
<b>Shaping Machines</b> The John Bertram Sons Co. .... Dundas, Ont.	<b>Switches</b> Montreal Steel Works ..... Montreal.	<b>Water Softeners</b> Babcock & Wilcox (Ltd.) ..... Montreal.
<b>Shipbuilders' Tools and Supplies</b> Rice Lewis & Son ..... Toronto.	<b>Switch Lamps</b> The N. L. Piper Railway Supply Co. .... Toronto.	<b>Wheelbarrows</b> F. H. Hopkins & Co. .... Montreal. Rice Lewis & Son ..... Toronto.
<b>Ship Lamps</b> The Holland Portable Light Works ..... Montreal. The N. L. Piper Railway Supply Co. .... Toronto.	<b>Switch Ropes</b> The B. Greening Co. .... Hamilton, Ont.	<b>Windmills</b> Ontario Wind Engine and Pump Co. .... Toronto.
<b>Ships</b> Canadian Shipbuilding Co. .... Toronto. Polson Iron Works ..... Toronto.	<b>Switch Targets</b> Acton Burrows Co. .... Toronto.	<b>Window Blinds</b> The Hudson's Bay Company .....
<b>Shipbuilders and Engineers</b> Canadian Shipbuilding Co. .... Toronto.	<b>Tanks and Tank Fixtures</b> Canada Foundry Co. .... Toronto. Ontario Wind Engine and Pump Co. .... Toronto.	<b>Wines and Liquors</b> The Hudson's Bay Company .....
<b>Shovels</b> F. H. Hopkins & Co. .... Montreal. The Hudson's Bay Company .....	<b>Telegraph and Telephone Office Signs</b> Acton Burrows Co. .... Toronto.	<b>Wire and Wire Rope</b> 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.
<b>Side Bearings</b> Simplex Railway Appliance Co. .... Montreal.	<b>Tobacco and Cigars</b> The Hudson's Bay Company .....	<b>Wire Cloth</b> The B. Greening Co. .... Hamilton, Ont.
<b>Signal House Numbers</b> Acton Burrows Co. .... Toronto.	<b>Toilet Paper</b> The Hudson's Bay Company .....	<b>Wire, Copper</b> E. F. Phillips Electrical Works, Ltd. .... Montreal. The Wire and Cable Co. .... Montreal.
<b>Signals</b> N. L. Piper Railway Supply Co. .... Toronto.	<b>Track Jacks</b> F. H. Hopkins & Co. .... Montreal. Montreal Steel Works ..... Montreal. W. H. C. Mussen & Co. .... Montreal. A. O. Norton ..... Coaticook, Que.	<b>Wire, Electric</b> Canadian General Electric Co. .... Toronto. E. F. Phillips Electrical Works, Ltd. .... Montreal. The Wire and Cable Co. .... Montreal.
<b>Signs</b> Acton Burrows Co. .... Toronto.	<b>Track Tools</b> Canada Switch and Spring Co. .... Montreal. F. H. Hopkins & Co. .... Montreal. Rice Lewis & Son ..... Toronto. Montreal Steel Works ..... Montreal. W. H. C. Mussen & Co. .... Montreal.	<b>Wire, Insulated Copper</b> Canadian General Electric Co. .... Toronto. E. F. Phillips Electrical Works, Ltd. .... Montreal. The Wire and Cable Co. .... Montreal.
<b>Slotting Machines</b> The John Bertram Sons Co. .... Dundas, Ont.	<b>Tramway Equipment</b> F. H. Hopkins & Co. .... Montreal. W. H. C. Mussen & Co. .... Montreal. J. J. Gartshore ..... Toronto.	<b>Wire, Telegraph and Telephone</b> E. F. Phillips Electrical Works, Ltd. .... Montreal. The Wire and Cable Co. .... Montreal.
<b>Snow Ploughs</b> Rhodes, Curry & Co. .... Amherst, N.S.	<b>Trucks (Electric Car)</b> Baldwin Locomotive Works ..... Philadelphia, Pa. Canada Foundry Co. .... Toronto. Montreal Steel Works ..... Montreal.	<b>Wire, Transmission and Trolley</b> The Wire and Cable Co. .... Montreal.
<b>Spikes, Railway and Ship</b> Toronto Bolt and Forging Co. .... Toronto.		<b>Wrought Steel Piping</b> Babcock & Wilcox (Ltd.) ..... Montreal. Canada Foundry Co. .... Toronto.
<b>Springs</b> Montreal Steel Works ..... Montreal.		<b>Yachts</b> Polson Iron Works ..... Toronto.
<b>Station Name Signs</b> Acton Burrows Co. .... Toronto.		
<b>Steamboats</b> Canadian Shipbuilding Co. .... Toronto. Polson Iron Works ..... Toronto.		
<b>Steamboat Signs</b> Acton Burrows Co. .... Toronto.		
<b>Steam Couplers</b> Safety Car Heating and Lighting Co. .... New York.		



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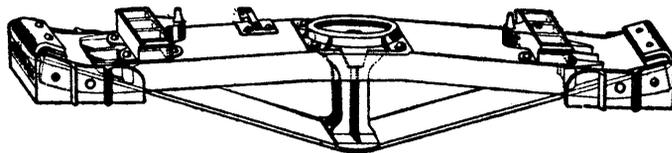
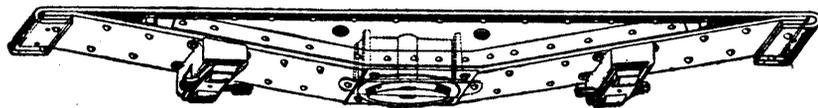
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# The Purchasing Agents' Guide

To the Manufacturers of & Dealers in Steam & Electric Railway, Steamship, Express, Telegraph & Telephone supplies, &c.

## Accident Insurance

Accident & Guarantee Co. of Canada, Montreal.  
Canadian Ry. Accident Ins. Co. . . . . Ottawa, Ont.  
London Accident & Guarantee Co. . . . . Toronto.

## Aerated Waters

E. L. Drewry . . . . . Winnipeg.

## Air Brakes & Fittings

Canada Foundry Co. . . . . Toronto.  
Canadian Westinghouse Co. . . . . Hamilton, Ont.

## Ales

E. L. Drewry . . . . . Winnipeg.

## Anchors

Rice Lewis & Son . . . . . Toronto.

## Axles

James Hutton & Co. . . . . Montreal.  
Jas. W. Pyke & Co. . . . . Montreal.  
Rhodes, Curry & Co. . . . . Amherst, N.S.

## Babbitt

Rice Lewis & Son . . . . . Toronto.

## Barges, Grain

The Bertram Engine Works Co. . . . . Toronto.

## Belting, Rubber

The Gutta Percha & Rubber Mfg. Co. of Toronto.

## Billing Machines

United Typewriter Co. . . . . Toronto.

## Blankets & Bedding

The Hudson's Bay Company . . . . .

## Block & Tackle

Dominion Wire Rope Co. . . . . Montreal.  
Rice Lewis & Son . . . . . Toronto.

## Boat Fittings & Hardware

Rice Lewis & Son . . . . . Toronto.

## Boats, Steel and Composite

The Bertram Engine Works Co. . . . . Toronto.

## Boiler Covering

Mica Boiler Covering Co. . . . . Montreal

## Boilers

Canada Foundry Co. . . . . Toronto.  
Polson Iron Works . . . . . Toronto.

## Boilers, Locomotive

The Bertram Engine Works Co. . . . . Toronto.

## Boilers, Stationary and Marine

Babcock & Wilcox (Ltd.) . . . . . Montreal.  
The Bertram Engine Works Co. . . . . Toronto.  
Canada Foundry Co. . . . . Toronto.

## Boiler Tubes

Jas. W. Pyke & Co. . . . . Montreal.

## Bolsters

Simplex Railway Appliance Co. . . . . Montreal

## Bolts, Bridge

Canada Foundry Co. . . . . Toronto.  
Toronto Bolt and Forging Co. . . . . Toronto

## Bolts, Carriage and Machine

Toronto Bolt and Forging Co. . . . . Toronto

## Bolts, Track

Canada Foundry Co. . . . . Toronto.  
Toronto Bolt and Forging Co. . . . . Toronto

## Book Typewriters

United Typewriter Co. . . . . Toronto.

## Brake Beams

Simplex Railway Appliance Co. . . . . Montreal.

## Brass and Copper Cloth

The B. Greening Co. . . . . Hamilton, Ont.

## Brass Castings

St. Thomas Brass Co. . . . . St. Thomas, Ont.

## Bridge Numbers

Acton Burrows Co. . . . . Toronto.

## Bridges

Canada Foundry Co. . . . . Toronto.  
Dominion Bridge Co. . . . . Montreal.

## Buoy Lighting

Safety Car Heating and Lighting Co., New York

## Cables, Electric and Feeder

E. F. Phillips Electrical Works, Ltd., Montreal.  
The Wire and Cable Co. . . . . Montreal.

## Car Brake Shoes

American Brake Shoe & Foundry Co.,  
Mahwah, N.J.

## Car Castings

American Brake Shoe & Foundry Co.,  
Mahwah, N.J.

## Car Heating

Safety Car Heating and Lighting Co., New York

## Car Jacks

F. H. Hopkins & Co. . . . . Montreal.  
W. H. C. Mussen & Co. . . . . Montreal.

## Car Lighting

Safety Car Heating and Lighting Co., New York

## Carpets

The Hudson's Bay Company . . . . .

## Cars

Rhodes, Curry & Co. . . . . Amherst, N.S.

## Car Wheels

Jas. W. Pyke & Co. . . . . Montreal.  
Rhodes, Curry & Co. . . . . Amherst, N.S.

## Castings (Steel)

Montreal Steel Works . . . . . Montreal.  
Rhodes, Curry & Co. . . . . Amherst, N.S.

## Cast-Steel Hammers

American Brake Shoe & Foundry Co.,  
Mahwah, N.J.

## Cast-Steel Track Tools

American Brake Shoe & Foundry Co.,  
Mahwah, N.J.

## Cast-Steel Wrenches

American Brake Shoe & Foundry Co.,  
Mahwah, N.J.

## Cement Machinery

Jas. W. Pyke & Co. . . . . Montreal.

## Chains

Rice Lewis & Son . . . . . Toronto.

## Coal Haulage Ropes

The B. Greening Co. . . . . Hamilton, Ont.

## Concrete Mixers and Rock Crushers

W. H. C. Mussen & Co. . . . . Montreal.

## Contractors' Plant

F. H. Hopkins & Co. . . . . Montreal.  
T. A. Morrison & Co. . . . . Montreal.  
W. H. C. Mussen & Co. . . . . Montreal.

## Conveyor Belts, Rubber

The Gutta Percha & Rubber Mfg. Co. of Toronto.

## Cross Arms, Top Pins & Slide Blocks

Canadian General Electric Co. . . . . Toronto.  
The Firstbrook Box Co. . . . . Toronto.

## Cross Arm Braces

Canadian General Electric Co. . . . . Toronto.  
Toronto Bolt and Forging Co. . . . . Toronto.

## Crossing Gates

The N. L. Piper Railway Supply Co. . . . . Toronto.

## Crowbars

Toronto Bolt and Forging Co. . . . . Toronto

## Culvert Pipe (Cast Iron)

Gartshore-Thompson Pipe & Foundry Co.,  
Hamilton, Ont.

## Curtains

The Hudson's Bay Company . . . . .

## Cuts

Acton Burrows Co. . . . . Toronto.

## Derrick Ropes

The B. Greening Co. . . . . Hamilton, Ont.

## Derricks

F. H. Hopkins & Co. . . . . Montreal.

## Door Signs

Acton Burrows Co. . . . . Toronto.

## Dredges

The Bertram Engine Works Co. . . . . Toronto.

## Drilling Machines

The John Bertram & Sons Co. . . . . Dundas, Ont.

## Drills

W. Abbott . . . . . Montreal.

## Dry Goods

The Hudson's Bay Company . . . . .

## Dynamo and Electric Castings

American Brake Shoe & Foundry Co.,  
Mahwah, N.J.

## Economizers

Babcock & Wilcox (Ltd.) . . . . . Montreal.

## Electric Car Route Signs

Acton Burrows Co. . . . . Toronto.

## Electric Cranes

Canada Foundry Co. . . . . Toronto.  
Dominion Bridge Co. . . . . Montreal.  
W. H. C. Mussen & Co. . . . . Montreal.

## Electric Ry. Brake Shoes

American Brake Shoe & Foundry Co.,  
Mahwah, N.J.

## Elevator Belts, Rubber

The Gutta Percha & Rubber Mfg. Co. of Toronto.

## Enamelled Iron Signs

Acton Burrows Co. . . . . Toronto.

## Engineers' Supplies

The Gutta Percha & Rubber Mfg. Co. of Toronto.  
The James Morrison Brass Mfg. Co. . . . . Toronto.

## Engines, Hoisting

The Bertram Engine Works Co. . . . . Toronto.

## Engines, Stationary & Marine

The Bertram Engine Works Co. . . . . Toronto.  
Canada Foundry Co. . . . . Toronto.  
Polson Iron Works . . . . . Toronto.

## Engraving

Toronto Engraving Co. . . . . Toronto

## Express Office Signs

Acton Burrows Co. . . . . Toronto.

## Feedwater Heaters

Babcock & Wilcox (Ltd.) . . . . . Montreal.

## Fencing

Canada Foundry Co. . . . . Toronto.  
Canadian Steel and Wire Co. . . . . Hamilton, Ont.  
Page Wire Fence Co. . . . . Walkerville, Ont.

## Flags

Rice Lewis & Son . . . . . Toronto.

## Flour

The Hudson's Bay Company . . . . .

## Foghorns

Rice Lewis & Son . . . . . Toronto.

## Gas and Electric Fixtures

The James Morrison Brass Mfg. Co. . . . . Toronto.

## Gas Pipe (Cast Iron)

Gartshore-Thompson Pipe & Foundry Co.,  
Hamilton, Ont.

## Gates

Canada Foundry Co. . . . . Toronto.  
Page Wire Fence Co. . . . . Walkerville, Ont.

## Gauges, Steam and Vacuum, etc.

The James Morrison Brass Mfg. Co. . . . . Toronto.

## General Supplies

The Hudson's Bay Company . . . . .

## Grain Elevators

John S. Metcalfe Co. . . . . Chicago, Ill.

## Groceries

The Hudson's Bay Company . . . . .

## Hardware

Rice Lewis & Son . . . . . Toronto.  
The Hudson's Bay Company . . . . .

## Headlights

N. L. Piper Railway Supply Co. . . . . Toronto.

## Hose

Rice Lewis & Son . . . . . Toronto.

## Hose, Air Brake and Steam

The Gutta Percha & Rubber Mfg. Co. of Toronto.

## Hose, Fire

The Gutta Percha & Rubber Mfg. Co. of Toronto.

## Hose, Suction

The Gutta Percha & Rubber Mfg. Co. of Toronto.

## Illustrations

Acton Burrows Co. . . . . Toronto.

## Injectors

The James Morrison Brass Mfg. Co. . . . . Toronto.

## Interlocking Signals

Montreal Steel Works . . . . . Montreal.

## Iron

Rice Lewis & Son . . . . . Toronto.

## Iron and Steel Castings

American Brake Shoe & Foundry Co.,  
Mahwah, N.J.

## Iron Signs

Acton Burrows Co. . . . . Toronto.

## Japans

McCaskill, Dougall & Co. . . . . Montreal.

## Journal Bearings

Canada Foundry Co. . . . . Toronto.  
Jas. W. Pyke & Co. . . . . Montreal.  
St. Thomas Brass Co. . . . . St. Thomas, Ont.

## Lager Beer, &c.

E. L. Drewry . . . . . Winnipeg.

## Lamps & Lanterns

The Holland Portable Light Works . . . . . Montreal.  
The Hudson's Bay Company . . . . .

## Lights, Dock

The Holland Portable Light Works . . . . . Montreal.

## Lights, Portable

The Holland Portable Light Works . . . . . Montreal.

## Linoleum and Floor Coverings

The Hudson's Bay Company . . . . .

## Locomotive-Brass Work

The James Morrison Brass Mfg. Co. . . . . Toronto.

## Locomotive Driver Brake Shoe

American Brake Shoe & Foundry Co.,  
Mahwah, N.J.

## Locomotives (Compressed Air)

American Locomotive Co. . . . . New York, N.Y.  
Baldwin Locomotive Works . . . . . Philadelphia, Pa.  
Locomotive and Machine Co. of Montreal

## Locomotives (Electric)

American Locomotive Co. . . . . New York, N.Y.  
Baldwin Locomotive Works . . . . . Philadelphia, Pa.  
Canada Foundry Co. . . . . Toronto.  
Locomotive and Machine Co. of Montreal

## Locomotives (Logging)

Lima Locomotive and Mach. Co. . . . . Lima, Ohio.

## Locomotives (Rack)

American Locomotive Co. . . . . New York, N.Y.  
Baldwin Locomotive Works . . . . . Philadelphia, Pa.  
Locomotive and Machine Co. of Montreal.

## Locomotives (Steam)

American Locomotive Co. . . . . New York, N.Y.  
Baldwin Locomotive Works . . . . . Philadelphia, Pa.  
Canada Foundry Co. . . . . Toronto.  
Canadian Locomotive Co. . . . . Kingston, Ont.  
F. H. Hopkins & Co. . . . . Montreal.