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Possessed of excellent administrative ability, shrewd, sharp & with sound judgment, he has all those characteristics which are considered necessary in the make-up of a successful railroader, & which are pre-eminently requisite for the proper fulfilment of the responsible position he occupies. His forte is railway management, which fact is easily seen by his rapid advancement from the ranks. Added to his other qualifications are a pleasing personal address, a courteous demeanor & affable manner, which have gained him a large measure of popularity, not only among his associates & subordinates on the railway, but among all classes of citizens. In Winnipeg, where he has lived in recent years, there is no man more popular or who enjoys to a greater degree public respect & esteem. His reputation for integrity & uprightness is so well established that his counsel is readily accepted by the public in any controversy.

The position which Mr. Whyte holds as Manager of the western portion of Canada's great trans-continental highway is no sinecure, indeed involves the greatest responsibilities. His duties are numerous & unceasing, the ordinary railway routine being the smallest portion of them. In the public affairs of Manitoba, British Columbia & the Canadian Northwest, in which the C.P.R. Co. is naturally very closely interested & connected, Mr. Whyte's tact & ability are frequently manifested. There have been difficulties between the great corporation & the public which few men would have been capable to deal with, & which fewer would have succeeded in overcoming. It has been in great & important matters that Mr.

Whyte has displayed those qualities which only statesmen & diplomats are supposed to possess. There have been such intricate problems as strikes; there was, a few years ago, the famous anti-monopoly or "disallowance" agitation, which bordered dangerously close on civil war, & in all these stormy & exciting times the Company relied largely on Mr. Whyte's judgement, a reliance which was well placed. His manly & determined line of ac-

tion in times of trouble & agitation, firmly but courteously carried out, has gained for him the admiration & personal approval of even those who have been opposed to the policy which the C.P.R. considered itself justified in pursuing.

In another way, too, has Mr. Whyte earned the admiration of a large class of citizens—in his efforts to minimize Sunday labor on the railway. He conscientiously abstains from

& morality—indeed is an ideal citizen of the greatest value to any community.

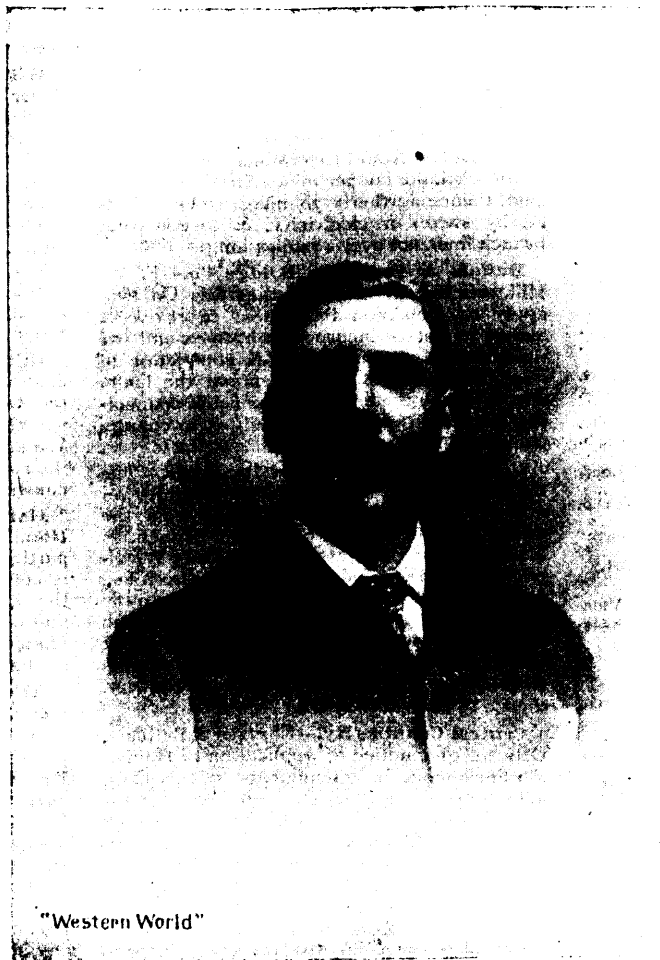
Busy man though he is, Mr. Whyte realizes fully the force of the adage that declares against "all work and no play." In all the boundless west there is no more enthusiastic sportsman than he, no greater lover of shooting, & no more ardent admirer of a good dog. In the grouse and duck seasons Mr. Whyte invariably takes his vacation, & he is credited

with being one of the best shots in Manitoba. Mr. Whyte began railway work at the age of 18, having been equipped with a good education & naturally possessing a fondness for railroad duties. He is a native of Charleston, Fifeshire, Scotland, where he was born Sept. 15, 1843, being now just 55 years of age, though in personal appearance he would pass for a much younger man. He was educated in the schools of his native town, & in 1861 entered the employment of the North British Ry. Co. It was in 1863 that he determined to emigrate to Canada. For two years after arriving he did not find a suitable opening in railway work; but then he received the appointment of freight clerk on the G.T.R. at Cobourg, Ont. In the same year he was transferred to the Co.'s freight office in Toronto, occupying a similar position till the early part of 1867, when he became Freight Foreman of the sheds. Afterwards he occupied the position of Yardmaster at Toronto & in 1870 was appointed Night Station Agent at the same city.

A year later, in 1871, he was at Stratford, occupying the dual position of Freight & Station Agent. It was here that Mr. Whyte got his first opportunity in the making of the enviable reputation he now enjoys. The gauge of the G.T.R. was then being changed, & all way-freight & passenger traffic was transferred at Stratford. Owing to Mr. Whyte's excellent management, matters were so well arranged that little delay & no blockade was occasioned, though the ordinary work was immensely increased. From 1874 to 1881 he managed the G.T.R. business at

London, Ont., & in the latter year he took charge of the freight offices and sheds at Toronto. In Nov., 1881, the Co. acknowledged his services by promoting him to the assistant superintendency of the central division of the system from Kingston to Stratford.

In Sept., 1883, he severed his connection with the G.T.R., to become General Superintendent of the Toronto, Grey & Bruce, which had been leased to the Ontario & Que-



WILLIAM WHYTE.

labor on Sundays himself, & while, of course, in a concern of such magnitude as the Canadian transcontinental route, entire cessation from labor at any time would be utterly impossible, thanks to Mr. Whyte's efforts the least possible work, consistent with the perfect efficiency of the service, is required of the army of employes on Sundays. Mr. Whyte has also always been foremost in works of Christian charity, in promoting temperance

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NEXT ANNUAL MEETING at Winnipeg, Oct. 13, 1899.

bec Ry. Co. before the completion of that Co.'s line. On the completion of the O. & Q. Ry. it, along with the Credit Valley & Toronto, Grey & Bruce, became a part of the C.P.R. system, & was designated the Ontario Division. Mr. Whyte being appointed General Superintendent of it in Aug., 1884. In May, 1885, he was appointed General Superintendent of the Eastern Division, in addition to the Ontario Division, with headquarters at Montreal, continuing to control the two divisions until, in

1886, he was transferred to Winnipeg as General Superintendent of the Western Division, in the administration of which he met with such marked success that, in May, 1897, he was appointed Manager of all the Co.'s lines from Fort William on Lake Superior to the Pacific Coast.

## RAILWAY PROJECTS.

**Algoma Central Ry.**—H. C. Hamilton, Sault Ste. Marie, Ont., gives notice of application to Dominion Parliament, for power to build from Sault Ste. Marie, Ont., to the Michipicoton River, thence northerly to the C.P.R. main line & southerly to Michipicoton harbor.

**Ashcroft to Yukon.**—Blake, Lash & Cassels, solicitors, Toronto, give notice of application to Dominion Parliament for an act authorizing the building of railway, telegraph & telephone lines from or near Ashcroft, B.C., to Dawson City, Yukon, & thence to the International boundary, & branch lines of telegraph & telephone from points on the main line to other points in B. C. & Yukon.

**Brandon & Southwestern Ry.**—J. S. Ewart, Winnipeg, gives notice of application to Manitoba Legislature for an amendment to this Co.'s act, authorizing it to construct a line from its projected line in township one or two, westerly to the western boundary of Manitoba.

**Bruce Mines & Algoma Ry.**—Hearst & McKay, Sault Ste. Marie, Ont., give notice of application to Ontario Legislature for power to build a line from Bruce Mines, northerly to the Rock Lake copper mines, in Coffin township, thence northerly 30 miles, to be operated by steam or electricity, & to construct branch lines not over 12 miles long.

**Buffalo & Fort Erie Bridge Co.**—F. W. Hill, solicitor, gives notice that this Co. will apply to Dominion Parliament to revive & amend its act of incorporation, to extend the times for the commencement & completion of its undertakings, & also to extend the limits within which the bridge or tunnel & connecting line of railway may be built, & to change certain of the incorporators.

**C.P.R. Western Division Branches.**—The Co. will apply to Dominion Parliament for an act authorizing it to build a line from the north terminus of its Stonewall Branch, in Manitoba, to the west shore of Lake Winnipeg between Gimli & Arnes; and also a line from a point on the one last named, to the east shore of Lake Manitoba, between Marsh Point & the north boundary of township 25; & also a line from Reston, on the Souris Branch, to the Moose Mountain District, thence to or near Regina.

**Central Counties Ry.**—Chrysler & Bethune, Ottawa, give notice of application to Dominion Parliament for amendments to this Co.'s acts, authorizing it to construct sec 2 of the railway from Hawkesbury, Ont., to connect with the Rockland branch of the Canada Atlantic, in Cambridge township. The C.C. Ry. Co., formerly the Prescott County Ry. Co., is leased to the Canada Atlantic. The proposed line from or near Casselman, in Cambridge township, to Hawkesbury, is to connect with the Great Northern Ry., now partly built between Quebec & Hawkesbury, (Jan., pg. 11).

**Copper River & Yukon.**—A bill has been introduced in the U.S. Congress to grant this Co. right-of-way & a subsidy of \$16,000 a mile for a railway in Alaska, from Valdes Inlet through the pass & along the mountains to the Copper River bottoms; thence up the west bank of the river to Slahna River & Mantasta Lake; thence through Mantasta Pass to the Little Tokio River, down the left branch & up the right; thence to & up Copper Creek as far as the mines extend. It is provided

that a branch line shall be built from east of Mantasta Pass down some stream to the Yukon River or the Canadian boundary. The projectors are C. C. Gilman, of Marshalltown, Iowa, & others.

**Dawson City.**—Eberts & Taylor, Victoria, B.C., give notice of application to Dominion Parliament to incorporate a company to build a railway from Dawson City to the forks of Eldorado & Bonanza Creeks, & from Dawson City to the divide or head of Dominion & Sulphur Creeks, with power to build branch lines therefrom not exceeding in any one case 30 miles in length.

**Edmonton Belt Line.**—Lougheed & Bennett, Calgary, give notice of application to Dominion Parliament for power to build a railway or tramway from Edmonton or South Edmonton, Alberta, by way of Clover Bar & Fort Saskatchewan to Victoria, thence by Beaver Lake to South Edmonton.

**Edmonton to Peace River.**—G. E. Kidd, solicitor, Ottawa, Ont., gives notice of application to the Dominion Parliament for the incorporation of a company to build a railway from or near Edmonton, Alta., via Athabasca Landing & Lesser Slave Lake to Peace River; also to own vessels & navigate the Athabasca River from Athabasca Landing to the mouth of Little Slave River & up the same into & through Lesser Slave Lake, & for other purposes.

**G.T.R. & St. John. N.B.**—A Calais, Me., paper recently stated that a movement was on foot to build a connecting line between the Washington County Ry. at Ellsworth & the G.T.R. at Lewiston, Me., so as to give the G.T. connection with St. John N.B. The route talked of is via Buckport to Augusta, thence to Lewiston, & would require the building of about 100 miles of line. We are officially informed that, while there has been a good deal of newspaper talk about the matter, the G.T.R. management has taken no interest in it.

**G.T.R. & Ottawa.**—There has been a good deal of newspaper talk about the likelihood of the G. T. R. building from Kingston, Ont., via Smith's Falls & Richmond to Ottawa. We are officially informed there is no truth in the rumor that the Co. is contemplating the construction of such a line.

**Hamilton & Caledonia Ry.**—W. Anderson, Hamilton, is secretary of this proposed Co., particulars of which were given in our Nov. issue, pg. 274. If the charter is granted by the Ontario Legislature it is said to be the intention to build the line between Caledonia & Hamilton, 14 miles first, and then 12 miles further to Cayuga.

**Klondike City Belt Line.**—MacCracken, Henderson & McGiverin, Ottawa, give notice of application to Dominion Parliament for power to build a railway or tramway from Klondike City along Klondike River to Bonanza Creek, along Bonanza Creek to the Divide, across the Divide to Dominion Creek, along Dominion Creek to Indian River, along Indian River to Yukon River, & along Yukon River to Klondike City. Also to construct branch lines on Hunker, Bear, Quartz, Sulphur Creek, Eldorado & other creeks.

**La Chute aux Iroquois to Lake Temiscamingue.**—T. P. Foran, Hull, Que., gives notice of application to Dominion Parliament for power to build a line from La Chute aux Iroquois, Labelle county, to Lake Nominique, thence to Lake Temiscamingue.

**The Lindsay, Haliburton & Mattawa Ry.** Co. will apply to Dominion Parliament for an extension of the times limited for the commencement & completion of its line.

**Manitoba.**—T. L. Metcalf gives notice of application to Manitoba Legislature to incorporate a company to build a line from a point between the Red River & the 1st Principal Meridian in Manitoba, on the International

boundary line; northwesterly to or near Portage la Prairie, thence westerly to or near Rapid City, thence northwesterly & westerly to township 13, in range 25 or range 26 west, thence northerly to or near Birtle, thence northwesterly to the west boundary of the province, together with a branch from or near Carman easterly to Red River; also a branch from range 11 or 12 on the said line to or near Gladstone; and also a branch from between range 15 & Rapid City on the said line to a point in or near Brandon.

**The Minneapolis Ry.** Terminal Co. has been incorporated with \$100,000 capital to build terminals there, the incorporators being W. D. Washburn, J. S. Pillsbury, M. B. Koon, H. Pellit & W. D. Hale. It is said the Co. has bought a strip of land, half a block wide, fronting east on Second street north from the tracks, extending north to Tenth avenue.

**Nepigon to Schrieber or Rosspoint.**—A. Ferguson gives notice of application to Dominion Parliament to incorporate a company to build a line from mining location 30 T. northeast of Nepigon Bay, Lake Superior, southerly to Lake Superior, crossing the C.P.R. at or near Schrieber or Rosspoint or some point between them.

**Nickel Range Ry. Co.**—H. C. Hamilton, Sault Ste. Marie, gives notice of application to Ontario Legislature to incorporate a company under this name to build a line from the Sault Ste. Marie branch of the C.P.R., in the townships of Graham or Denison, northerly through the township of Creighton to the main line of the C. P. R.

**North Lanark Ry.**—Creig & Jamieson, Almonte, give notice of application to Ontario Legislature to incorporate a company to build a line from the K. & P. Ry. at or near Mile Lake, Renfrew County, passing through the townships of Darling and Pakenham, to the C.P.R., or O.A. & P.S. Ry., at or near Arnprior. The route has been surveyed by A. Bell, C.E., of Almonte, acting for a number of persons interested in iron mining. J. Bell, of Arnprior, one of the promoters, states the matter is about to take practical shape. It is proposed to build a tramway capable of running a light train, and, while passengers will be carried, the main object of the construction is the transportation of mineral products. The country through which the road will pass, particularly Darling township, is rich in iron ore & other minerals, & it is proposed to transport this ore to Arnprior to be smelted.

**Pontiac Pacific Jet. Ry.**—This Co. will apply to Dominion Parliament to extend the times for commencing & completing its extensions already authorized from its present terminus at Waltham to Sault Ste. Marie, via Pembroke, from Waltham northwesterly to a point in the county of Pontiac, & from its present terminus at Aylmer to Hull, & thence over the Ottawa River to Ottawa; & also for commencing & completing the bridges authorized to be constructed over the Ottawa River at Allumette Island.

**Portage la Prairie Westerly & Northwesterly.**—J. S. Ewart, solicitor, Winnipeg, gives notice of application to Manitoba Legislature to incorporate a company to build a line from Portage la Prairie, northwesterly & westerly between the lines of the C.P.R. on the south & the Manitoba & Northwestern & the Great Northwest Central on the north, to near Hamiota, thence northerly & northwesterly to or near Birtle, thence northerly to the north boundary of the Province; & a branch running from the main line, in range 18 or 19 west, to Brandon.

**Portage du Fort & Bristol Branch Ry.**—This Co. gives notice of application to Dominion Parliament for an act to declare it to be in work for the general advantage of Canada; also to authorise the extension of the line from or near Quyon, Pontiac County, through the

townships of Onslow, Eardley & South Hull, to Hull, & to any bridges connecting the cities or Ottawa & Hull, with power to make running arrangements over the bridges into the city of Ottawa; to acquire the rights, &c., of the Deschenes Bridge Co., to construct a line from or near Deschenes Rapids into Ottawa; to erect a railway & general traffic bridge across the Ottawa River at or near Portage du Fort; also to authorize the extension of the line of railway through the townships of Ross, Westmeath & Pembroke, to Pembroke.

**The Red Deer Valley Ry. & Coal Co.** will apply to Dominion Parliament to extend the line for commencement & completion of the railway.

**Revelstoke to the 53rd Parallel.**—Bradburn, Dumbleton & Innes, Victoria, give notice of application to B. C. Legislature to incorporate a company to build a line from or near Revelstoke, northerly, following the valleys of the Columbia & Canoe Rivers up stream to the 53rd parallel of latitude.

**Russell, Dundas & Grenville Counties Ry.**—Wallace, Leslie & Palmer, Winchester, Ont., give notice of application to Dominion Parliament to incorporate a company under this name to build a line from South Indian, through the townships of Cambridge, Russell, Winchester, Mountain, Matilda & Edwardsburg to Prescott.

**St. Catharines & Niagara Central.**—Blake, Lash & Cassels, solicitors, Toronto, give notice of application to the Dominion Parliament to incorporate a company having power to acquire from the purchasers thereof the railway heretofore owned by the St. C. & N.C. Ry. Co., & to extend the line to Hamilton, Toronto & the Niagara River, with a branch to Lake Ontario, & with the usual powers conferred upon railway companies.

**The Saskatchewan Ry. & Mining Co.** will apply to the Dominion Parliament for power to commence construction of branch lines prior to construction of the main line & at such junction or crossing of the main line by any other railway as may be approved by the Governor-in-Council; also for power to extend its line from Humboldt eastward to any point on the lines of the Canadian Pacific, the Great Northwest Central, or the Lake Manitoba Railway & Canal Co.'s railways, approved by the Governor-in-Council, and westward from Battleford to the Rocky Mountains.

**The Sault Ste. Marie & Hudson's Bay Ry. Co.** will apply to the Ontario Legislature for an act extending the time for commencement & completion of the Co.'s undertakings, empowering the Co. to run & operate a stage & waggon road from the C.P. Ry., near Missanibie Station to navigable water on Moose River, changing the name of the Co., & enabling it to amalgamate with or make traffic & other arrangements with other companies having powers to operate railways, or navigation connections, with or beyond Hudson's Bay.

**The Smith's Falls, Rideau & Ottawa Ry. Co.** will apply to the Ontario Legislature for an act amending its act of incorporation, by extending the time for the commencement & completion of the railway; by authorizing the extension of its railway to Gananoque; by authorizing it to construct & operate a system of elevated railways in conjunction with the system of surface railways as authorized by its act of incorporation & its proposed extension; by authorizing it to operate its road by compressed air or steam, as well as by electricity.

**Thessalon & Grand Portage Ry.**—F. E. Williams, Thessalon, gives notice of application to Ontario Legislature to incorporate a company under this name to build a line from Thessalon, Algoma, northerly to the Grand Portage on the Mississauga River, thence northerly about 30 miles.

**Toronto, Lindsay & Pembroke Ry.**—J. G. Forgie, Pembroke, gives notice of application to Ontario Legislature for incorporation of a company to build a line from Golden Lake to some point on the Irondale, Bancroft & Ottawa Ry., or the Central Ontario Ry., in the County of Hastings. The Pembroke Southern is already built from Pembroke to Golden Lake. From the other end of the proposed line the I. B. & O. Ry. or the C. O. Ry. will be used to connect with the Midland Division of the G.T.R., thus affording a short route to Toronto. P. E. Strickland, Manager of the Pembroke branch of the Quebec Bank, says the promoters of the scheme are practically the same as those who control the Pembroke Southern.

**Trail to Salmon River.**—A Nelson, B.C., correspondent writes us: "The parties who are applying to the B.C. Legislature for a charter are all largely interested in mining properties in the Salmon River district. Many of these properties are in a forward state of development & many others, especially in the Southern part of this district, are lying idle owing to an entire lack of transportation facilities. The object of this railway will be to place all the mining camps of the Salmon River district in connection with the C.P.R. smelter at Trail by the most direct & feasible route. The main line, following the valleys of the Columbia, Beaver & Salmon Rivers, will encounter no difficulties. The branch lines up the different creeks will have heavier grades and more curvature, but these will not exceed those in use on the railway between Trail & Rossland. The C.P.R. is not at the back of the project, the company being composed of mining men anxious to develop their properties & to gain a connection with the C.P.R. smelter & track system at Trail."

**White Pass to Tagish Lake, &c.**—R. Cassidy, Victoria, gives notice of application to B. C. Legislature for an act to incorporate a company to build a line from Log Cabin, on the White Pass, in B. C., to the Taku Arm of Tagish Lake, thence to Atlin City, and thence to Telegraph Creek.

**Worthington & Onaping Ry.**—Hearst & McKay, Sault Ste. Marie, give notice of application to Ontario Legislature to incorporate a company under this name to build a line from Worthington, Algoma, northerly near the Inez mine, Drury township, thence north-easterly to the Sultana nickel mine in the Township of Trill, thence northerly & easterly about 50 miles, crossing the main line of the C.P.R. at or near Onaping.

### Georgian Bay—Toronto Railway.

At a recent public meeting in Toronto the following resolution was adopted: "That this meeting is of opinion that the best way of transporting the agricultural products of the Canadian & American northwest will be by the construction of a railway from the Georgian Bay to Toronto, & that this meeting is further of opinion that such a railway should be constructed & operated by the Federal Government as an independent line in connection with our canal system, deepened & improved, & that it is therefore resolved that 6 gentlemen be named by this meeting to cooperate with the City Council committee & 6 members of the Board of Trade to take such action in connection with other organizations as they may deem fit to speedily realize the construction of such a national line."

This is the result of the agitation which has been going on for several months with a view to placing Toronto on the ocean bound grain route from the northwest. It is not likely that the movement will have the desired effect. The geographical position of Toronto is against it to begin with & it is not on the natural route for this traffic. In the next place, there are already several railway lines from

the Georgian Bay to Toronto, owned by the C.P.R. & G.T.R., in which a large amount of capital has been invested. The Dominion Parliament would not be justified in building another line to take away the business from the lines of those companies & to ruin their properties, which would be the practical result of an air line such as is proposed. Another & a very important consideration is the fact that the people generally—outside of those having town & city interests to be directly benefited—are not in favor of the Government owning any more railways. The experience in the operation of the Intercolonial & Prince Edward Island Railways, with their actual loss in working, has shown conclusively that Government railways cannot be successfully operated in Canada. This is no reflection on the permanent officials in charge of them, but is owing to the fact that successive Governments—it makes no difference whether they are Liberal or Conservative—use these lines as a part of their political machinery & exploit them for the benefit of their respective parties without any regard to business principles.

### Detroit River Bridge.

The bill introduced in the U.S. Senate by Senator McMillan provides that the Detroit River Bridge Co., which is incorporated under the laws of Michigan & of Canada, may build & maintain a bridge over the Detroit River at or near the city of Detroit. Following are the principal provisions of the bill:—The plan, location & elevation of the bridge, so far as the interests of navigation are concerned, shall be recommended by a board of 3 officers of the Corps of Engineers, which shall be selected by the U.S. Secretary of War, & the Secretary of War shall determine the plan, location & elevation of the bridge, which shall be constructed for the use of all connecting railroads on either side of the river on equal terms, & for other purposes. Any bridge built under the act shall be a lawful structure, & shall be recognized as a post route. The bridge shall be made with not more than 3 unbroken & continuous spans between the bulkhead line on the Detroit side of the river & the bulkhead line on the Canadian side. The length of the main channel span shall not be less than 1,200 ft. in clear width between the masonry piers, measured at a point 25 ft. below extreme low water, & shall be located by the Secretary of War. The height of the superstructure shall not be less than the height recommended by

the board of engineers above mentioned; & the bridge shall be at right angles to & its piers parallel with the current of the river. The bridge shall be located on the Detroit River between the northeasterly limits of the city of Detroit & a point not more than 2½ miles southwesterly from the present southwesterly limits of the city. No bridge shall be erected or maintained which shall at any time substantially or materially obstruct navigation; & if any bridge when so erected shall, in the opinion of the Secretary of War, prove to be such an obstruction, he is authorized to cause such alteration to be made as will obviate such obstruction, & if necessary, may cause the bridge to be removed. Alterations to be made & bridge removed at expense of owners. All railway companies in the U.S. or Canada desiring the use of the bridge shall be entitled to equal rights & privileges relative to the passage of trains over it & its approaches, & the rates charged for the use of the bridge & approaches shall be the same for all companies alike. The bridge is to be commenced within 3 years from the going into effect of this act & to be completed within 6 years from the same date. Construction shall not be begun until the Dominion Government has authorized the construction & maintenance of that part of the bridge which will occupy the portion of the river which is under the jurisdiction of the Dominion.

### RAILWAY APPOINTMENTS, &c.

**Canadian Pacific.**—S. Phipps, Acting Road Foreman, has been appointed Assistant Master Mechanic, with jurisdiction from Fort William to Swift Current. Headquarters, Winnipeg.

J. Cardell, Trainmaster & Locomotive Foreman at Canmore, has been appointed Assistant Master Mechanic, from Swift Current to Laggan, & to Kootenay Landing, B.C.

F. E. Hobbs has been appointed Assistant Master Mechanic of the Pacific Division, with headquarters for the present at Vancouver. Communications heretofore addressed to A. Stronach, Acting Master Mechanic, will be directed to Mr. Hobbs, as Mr. Stronach is returning to Winnipeg, where he formerly acted as General Foreman.

The Vancouver World recently gave currency to rumors that W. Whyte, manager of the Western Lines, would be transferred to Montreal to a more important position in connection with the general management, and that the jurisdiction of G. McL. Brown,

Executive Agent in B. C., would be extended over the Western Division. We do not think there is anything in either of these rumors. Mr. Whyte's present position is about the most important in the service, outside of those occupied by members of the board of directors, embracing, as it does, the control of the vast interests of the Company in Northwest Ontario, Manitoba, the Territories & British Columbia, & there is no position in sight in Montreal which is of more, or even equal importance. It is hardly likely that at this juncture the vast western interests of the Co. will be intrusted to other hands. Mr. Brown, as Executive Agent for B. C., has special duties necessitating his frequent presence in Victoria, & there does not appear to be any necessity for the extension of his jurisdiction east of the Pacific Division, the diplomatic matters of the Western Division being handled from the western headquarters at Winnipeg.

J. Osborne's removal to Winnipeg to take the General Superintendency of the Western Division, has been postponed until Vice-President Shaughnessy's return from Europe.

It is rumored that F. W. Jones, Assistant to the Manager at Winnipeg, will be transferred to an important position at Montreal, but we have been unable to obtain any information on the subject.

The office of the Superintendent of Bridge Construction on the C.P.R. Western Division, has been removed from Winnipeg to Moose Jaw.

**Grand Trunk.**—R. Patterson has been appointed Master Mechanic of shops at Stratford, Ont., vice J. D. Barnett, resigned, & J. E. Muhlfeld, Master Mechanic of Western Division, headquarters at Fort Gratiot, Mich., vice R. Patterson, transferred.

C. F. Neild having resigned, B. Stimson is appointed Locomotive Foreman at Stratford. J. R. Donnelly, of Palmerston, is appointed Foreman at York, in place of B. Stimson, transferred.

J. Hodgson is appointed Master Car Builder at Fort Gratiot, Mich.; F. Sutherland, Master Car Builder at Montreal, and S. King, Master Car Builder at London, Ont.

A. W. Davis has been appointed Locomotive Foreman of the G.T. & Wabash shops at St. Thomas, Ont., vice J. Armitage who goes to Palmerston, Ont.

The widow of C. Giles, a C.P.R. Roadmaster, who was killed in a collision in the Crow's Nest Pass last Aug., is suing the Co. for \$25,000.

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### Personal Mention.

General Traffic Manager Reeve, of the G. T. R., has had a severe attack of la grippe.

F. S. Forrest has been appointed Assistant Superintendent of the Spokane Falls & Northern system.

Land Commissioner Hamilton, of the C. P. R., & Mrs. Hamilton, have gone to Europe for an extended trip.

Vice-President Shaughnessy, of the C. P. R., left Feb. 6, on a trip to Europe, expecting to be absent about a month.

C. W. Graves has been appointed District Freight & Passenger Agent of the Great Northern Ry. (U.S.A.) at Toronto.

R. L. Middleton, of Brantford Railway fame, has been put in the dungeon at Kingston Penitentiary for mutinous conduct.

A. Onderdonk, the well-known railway contractor, who resides at Hamilton, Ont., is seriously ill at the Manhattan Club, New York.

During Lady Laurier's recent visit to Montreal luncheons were given in her honor by Lady Van Horne, Mrs. Jas. Ross & Mrs. D. D. Mann.

Miss May Belle, youngest daughter of President J. R. Booth, of the Canada Atlantic, died Jan. 23, aged 23, of lung trouble, after several years illness.

J. M. Hannaford, General Traffic Manager of the Northern Pacific, has been appointed 3rd Vice-President, & will continue in charge of traffic as heretofore.

J. H. McClure, an engineer on the Wabash, has been appointed Road Foreman of engines for the eastern division of that road from Detroit, Mich., to Buffalo, N. Y.

E. T. Galt, President of the Alberta Ry. & Coal Co. at Lethbridge, is staying with his mother, Lady Galt, in Montreal. He has been in poor health for some time past.

Lord Mount Stephen is seeking to rent the London residence of Lord Curzon, Viceroy of India, No. 1 Carlton House Terrace, which his father-in-law, Mr. Leiter, recently presented him.

The widow of G. T. R. Fireman Cleary, who was killed in the Murray Hill disaster, has settled her suit against the Co. for \$6,000, & costs amounting to \$400. The suit was for \$10,000.

W. Keating, formerly Toronto City Ticket Agent for the G. T. R., has been appointed Freight & Passenger Agent for the Canadian Steamship Co., the Paspebiac-Milford Haven line, with headquarters at Toronto.

The old rumor that Sir Wm. Van Horne would shortly resign the presidency of the C. P. R. was current in Montreal recently. When Sir William was asked about it he smiled & said, "There is nothing in it."

Dr. H. A. Beatty, son of H. Beatty, formerly of the C. P. R. Steamship Department, a graduate of the Toronto School of Medicine, has successfully passed the examinations for the M. R. C. S. & L. R. C. P. degrees in England.

The names of H. G. McMicken, European Agent of the Great Northern Ry., & Miss McMicken, appear among the list of guests at a Cinderella dance given by the Colonial Club at the Hotel Cecil, London, Eng., recently.

C. S. Cunningham, G. T. R. Trainmaster at Portland, Me., while on a visit recently to London, Ont., where he was stationed until lately, was presented by his former associates with an address & a Knight Templar & Shriner emblem, & with a silver service of 6 pieces for Mrs. Cunningham.

Robt. Johnston, who died in Toronto Jan. 30, aged 70, entered the G. T. R. service in 1857, & ran a train between Toronto & Strat-

ford. He was one of the first conductors to run a passenger train between Toronto & Detroit when the line was opened in 1859. He retired from the Co's. service about 15 years ago.

J. W. Kendrick, General Manager of the Northern Pacific, has been appointed 2nd Vice-President, & will continue in charge of the duties heretofore performed by him. He has been connected with the N. P. for 25 years, & has been General Manager since 1893, previous to which date he was for 5 years Chief Engineer.

E. G. McMicken, heretofore General Agent of the Great Northern Ry. at Seattle, has been appointed General Freight & Passenger Agent of the North American Trading & Transportation Co., with headquarters at Seattle, Wash., in place of F. P. Searle, General Freight Agent, & M. J. Bissel, General Passenger Agent, resigned.

S. Barker, of Hamilton, Ont., has been elected President of the St. Louis, Kansas & Southwestern Ry., & J. N. Young, formerly of the T. H. & B. Ry., Vice-President & Manager. The railway is 60 miles long, & was recently bought by Mr. Barker for \$150,000, he representing the Canadian holders of bonds to the value of \$800,000.

A contemporary says: Alex. Gibson, "King of the Nashwaak," is one of the largest commercial operators in Canada. He was born in St. Andrew's N. B., in 1819, a poor boy, & now he owns hundreds of square miles of valuable timber lands in the Nashwaak, & employs 1,000 men & 1,200 horses in the lumber trade alone. In the town of Marysville, N. B., all the citizens are in his employ. He controls the Canada Eastern Ry.

In retiring from the General Managership of the Soo line to take a similar position with the Baltimore & Ohio, F. D. Underwood issued a letter to all the employees, in which he said: "After having been a co-laborer with you for a period of more than 12 years, I am about to leave the service. For your constant support & loyalty to the Co. & myself I have not words to express gratitude. For my successor, who has been with the Co. from the first, I bespeak your most cordial co-operation."

C. R. Hosmer, Manager of the C. P. R. Telegraphs, & Mrs. Hosmer have been unfortunate of late. In December, a day or two after they returned from Paris, where they left Miss Hosmer in an educational establishment, they received a cable that she had typhoid fever, & at once went back. Fortunately the attack was mild, & Miss Hosmer is now recovering, but in the middle of Jan. Mrs. T. D. Bigelow, mother of Mrs. Hosmer, died at Mr. Hosmer's Montreal residence, of la grippe.

Sir C. Rivers-Wilson recently distributed the prizes at the Crystal Palace, Sydenham, Eng., to the students of the School of Engineering, & delivered an interesting address, in which he dwelt on the career of his old friend, the late M. Lesseps, who, he said, had overcome obstacles in the construction of the Suez canal which had seemed insuperable to every professional engineer, by dint of obstinacy and genius which was superior to all training. He spoke also of the reconstruction of the Victoria bridge at Montreal, & hoped to see some of the Crystal Palace students at its opening next spring.

A recent despatch from Ogdensburg, N. Y., stated that E. J. Chamberlin, General Manager of the Canada Atlantic, would be appointed General Manager of the Rutland & Ogdensburg & Lake Champlain Rys. Mr. Chamberlin informs us there is no truth whatever in the report, & that so far as he is concerned the matter has not even been under discussion. A few days later a Montreal des-

patch said C. W. Spencer, General Superintendent of the Eastern Division of the C. P. R., was to succeed Mr. Chamberlin on the Canada Atlantic. Mr. Chamberlain's denial, above referred to, disposes of this rumor also.

### The Late W. R. Campbell.

There was interred in Highgate Cemetery, London, Eng., Jan. 10, W. R. Campbell, General Manager of the Dominion Atlantic Ry., who died Jan. 8, at the early age of 49. He was one of the brilliantly clever young men educated by the North British Ry. over 30 years ago, when it was not the system of to-day. That band of young men included the Hon. D. Hunter, General Manager of the South African Government Rys., & his brother, J. Hunter, Assistant General Manager of the same property; J. Thallon, Manager of the Queensland Government Rys., & now a commissioner of railways in Australia; more notable still, D. McNicholl, Passenger Traffic Superintendent of the vast C. P. R. system; & lastly, W. R. Campbell, who, from being secretary of a small line in the fruit-growing districts of Nova Scotia, became General Manager of the well-known Dominion Atlantic system of Canada, which links New England & the Maritime Provinces of the Dominion together by a Pullman car service, & the fastest twin-screw passenger fleet in the whole of North America. W. R. Campbell was born in Edinburgh Sep. 25, 1849. He was educated in Edinburgh, went through his apprenticeship in the North British Ry., joined the Brecon & Merthyr Ry., & then at the early age of 21, took up what proved to be his life work in connection with the Dominion Atlantic Ry. & its kindred institutions, with which he was connected for 28 years. A man of exquisite taste, a passionate lover of music, a railway lawyer who won one of the most difficult cases ever presented to the Privy Council, he was the esteemed friend of many Canadian & U.S. statesmen, & was as well known in London as in Canada. He was in some degree the cause of a friendly reciprocity between Canada & the U.S. He originated that vast stream of tourist business which now turns like a tide every summer from the Eastern States to the Maritime Provinces, & Nova Scotia & New Brunswick owe to him much of their present development & prosperity.—Canadian Gazette.

### FINANCE, MEETINGS, & C.

**Atlantic & Lake Superior.**—The prospectus of the Canadian Steamship Co., which is to run vessels between the Atlantic terminus of this line at Paspebiac, Que., & Milford Haven, Wales, has been issued in London, Eng. The share capital of the Co. is fixed at £150,000, & it is divided into 100,000 6% cumulative preference shares, & 50,000 ordinary shares, all of £1 each. The ordinary shares credited as fully paid seem to be taken by the Atlantic & Lake Superior Ry. Co. as part payment of £300,000 (the balance is in cash) for "six suitable steamers." Of the preference shares it is stated 25,000 have been taken up. The interest & principal of the 75,000 preference shares left to be taken by the public are secured by the A. & L. S. Ry. Co.

**The Bedlington & Nelson Ry. Co.** gives notice of application to Dominion Parliament for an act to declare it to be a body corporate within the jurisdiction of the Parliament of Canada, & its railway to be a work for the general advantage of Canada, also to authorize the Co. to exercise running powers over other railways, & to make such arrangements for conveying or leasing the Co.'s railway & its rights, &c., as is usually given to railway companies in their acts of incorporation.



**B.C. Railway Legislation.**—In all railway bills going through the B.C. Legislature this session it is provided, at the instance of the Government, that the railways shall be bound to carry over their lines, without charge, all persons whose transportation would otherwise be a charge against the Provincial Government, also all members of the Legislature.

**Calgary & Edmonton.**—At last session of the Dominion Parliament this Co. was authorized to extend its line from its then terminus at West Macleod across the Old Man River to connect with the C.P.R. Crow's Nest Branch, & was empowered to issue bonds at the rate of \$18,500 a mile. A special meeting of shareholders was held Jan. 18 to authorize the issue of bonds for the distance built, which was slightly under a mile. The bonds have been placed privately.

**Canada Eastern.**—It is again rumored that the Dominion Minister of Railways will submit a measure next session to buy the Canada Eastern Ry. & make it a branch of the I.C.R. The line runs from Fredericton, N.B., to Loggieville, 125 miles, A. Gibson being the President. The shareholders recently decided to sell the road to the Alex. Gibson Ry. & Mfg. Co., & if this sale is carried out the Government will have to deal with the new company. The proposed purchase price by the Government is said to be in the neighborhood of \$1,000,000. The Moncton, N.B., Transcript, a Government organ, says:—"The absorption of the C.E. Ry. by the I.C.R. is rather pressing in its importance." (Jan., pg. 4.)

**Canada Southern.**—A New York despatch says that although technical denials are issued regarding what is known as the New York Central deal, the denials do not go so far as to dispute the correctness of the recent statements that the Canada Southern property is soon to be merged into the N. Y. C. along lines similar to those followed in the Lake Shore & Michigan Central consolidation.

**The C.P.R. Aylmer Branch** from Hull, Que., to Aylmer, 75 miles, which has been under lease to the Hull Electric Co. for several years, & has been electrified by it, has been sold to that Co. for \$100,000. Application will be made to the Dominion Parliament for an act ratifying the sale.

**Central Ontario.**—On Feb. 1 the Bank of Ottawa obtained judgment by default against this Co. for \$308,193.39, amount due on coupons on debenture bonds held by the bank. (Jan., pg. 4.)

**Central Vermont.**—In the U. S. Circuit Court at Brattleboro, Vt., Jan. 30, Judge Wheeler ordered the sale at foreclosure of this railway. E. L. Waterman, of Brattleboro, is appointed master to make the sale. This is an important step toward the control of the C.V. system by a new company, incorporated by the Vermont Legislature, with a capital of \$3,000,000, & to issue bonds to the amount of \$12,000,000 more to take up the debts of the present C.V. Co., according to the agreement of the creditors at a meeting held in Boston last September. (Jan., pg. 4.)

**Cumberland Ry. & Coal Co.**—At the recent annual meeting of this Co. in Montreal the following officers were elected: President, R. Cowans; Vice-President, Hon. G. A. Drummond; General Manager, J. R. Cowans; Sec.-Treas., H. R. Drummond; other directors, D. Morrice, E. S. Clouston, W. J. Morrice, E. McDougall, W. J. Crossen.

**Dominion Atlantic.**—Receipts for 1898 \$547,533, against \$512,955.

**Eastern Extension.**—The Government of Nova Scotia has applied to the Dominion Government for a refund of the Provincial subsidy towards the building of this line, which is now a part of the I.C.R.

**Irontdale, Bancroft & Ottawa.**—The Hudson Improvement Co., of Jersey City, has issued a notice dated New York City, stating that it is entitled to the whole or a large pro-

portion of the bonds of the I., B. & O. Ry. Co., & a first lien thereon, & also upon the whole property of the Ry. Co., under contracts made between the two companies & cautioning people against negotiating the same. A letter from this office to the Hudson Improvement Co. remains undelivered, the New York Postmaster stating the Co. is not known there & is not mentioned in the directory. (Jan., pg. 5.)

**Manitoba & Northwestern.**—A. M. Nanton, Winnipeg, & R. A. Smith, Toronto, have been appointed trustees for the debenture holders, vice G. Hague & W. M. Ramsay, Montreal.

**Ogdensburg & Lake Champlain.**—The Rutland Ry. Co. took possession of the O. & L. C. Ry., Feb. 2. It is said the price paid for the road was over \$4,000,000. P. W. Clement has assumed charge of the O. & L. C. as President.

**Qu'Appelle, Long Lake & Saskatchewan.**—With reference to this Co.'s 1st mortgage sterling bonds, it was recently announced that the Dominion Government subsidy for the 6 months ended Dec. 31, 1898, together with the net earnings of the Co. for the 6 months ended Nov. 30 would permit of a distribution of 2½% in respect of interest due Feb. 1, 1899, & that payment of such interest would be made on & after that date at the offices of Morton, Chaplin & Co., London, Eng.

**Quebec & Lake St. John** net earnings for Nov., \$2,842 more than for corresponding month.

**Thousand Island Ry.**—J. Bell, of Belleville, Ont., Trustee, gives notice that a mortgage dated Feb. 20, 1894, made by this Co., & by him as trustee, has been deposited in the office of the Secretary of State, Ottawa.

**Toronto, Hamilton & Buffalo.**—The original directors & shareholders of this Co. are still in litigation for the enforcing of the terms of the agreement under which the road was

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Average yield per acre.	Average yield per acre.
WHEAT..... 27.86 bushels	WHEAT..... 14.33 bushels
OATS..... 46.73 "	OATS..... 28.25 "
BARLEY..... 36.69 "	BARLEY..... 24.80 "
FLAX..... 16.08 "	FLAX..... 12.30 "

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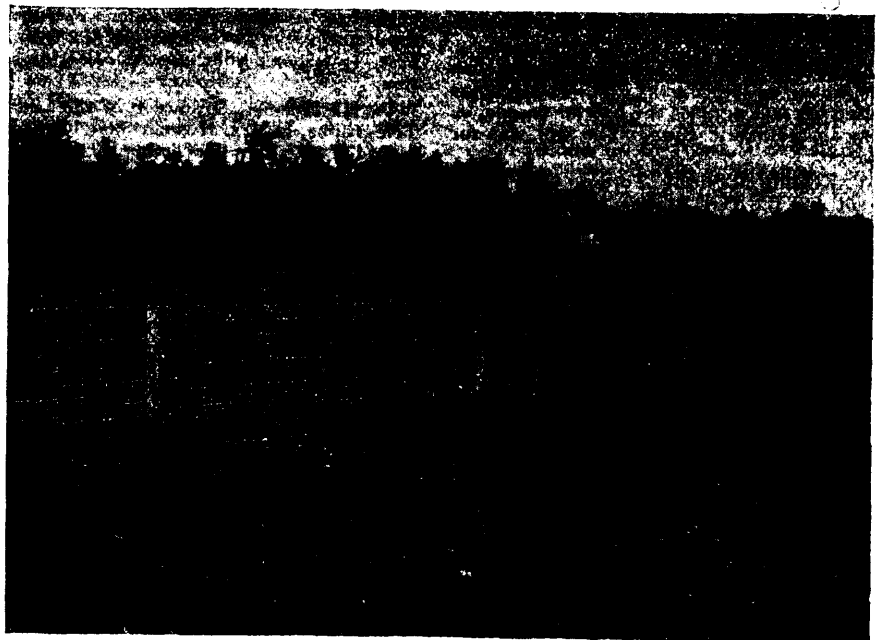
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taken over by the present company. A writ has been issued in the name of D. Maconachie, of Welland, one of the original directors, & A. Nelson, an original shareholder, for \$35,000 cash, & \$100,000 in stock, which, it is claimed, the agreement calls for. The present officers of the T., H. & B., J. H. Young & Co., of Chicago, brokers, & F. C. Helm, contractor, are the defendants, a concurrent writ being issued to cover those domiciled in the U.S. The original suit was instituted some 4 years ago, but owing to complications arising from abortive attempts at settlement, the prosecution was not waged sufficiently, & it was dismissed by the Master in Chambers.

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

On Feb. 10 the directors announced a dividend at the rate of 4% per annum on the guaranteed stock & of 3% per annum on the 1st preference stock, with £4,000 carried forward. The statement showed an increase of over £10,000 in the traffic returns. The announcement was received buoyantly on the London Stock Exchange & the stock rose from 5/8 to 1 1/2. This is the 1st dividend on the 1st preference stock since 1890.

The following statement of earnings supplied from the Montreal office, includes the G. T. of Canada, the Chicago & G. T., & the Detroit, Grand Haven & Milwaukee Rys:

	1899	1898	Decrease	Increase
Jan.....	\$1,956,281	\$1,916,332	.....	\$39,949

The following figures are issued from the London, Eng., office:

**RECEIPTS OF THE SYSTEM.**

From Jan. 1 to 31, the receipts were:

	1899.	1898.	In-crease.	De-crease.
Grand Trunk.....	£315,423	£318,730	.....	£3,307
Chicago & G.T.....	71,993	66,618	£5,375	.....
D., G. H. & M.....	14,590	14,418	172	.....
Total.....	£401,976	£399,766	£2,210	.....

**DETAILS OF GRAND TRUNK RECEIPTS.**

Aggregate July 1 to Dec. 31:

	1898.	1897.
Passengers, number.....	3,823,823	3,584,715
" amount.....	£ 580,999	£ 615,997
Immigrants, number.....	7,026	5,365
" amount.....	£ 3,960	£ 3,542
Mails, express, &c.....	£ 105,883	£ 112,100
Freight, tons.....	4,735,549	5,091,178
" amount.....	£1,383,144	£1,486,775
Miscellaneous receipts.....	£ 63,491	£ 30,388
Total receipts.....	£2,137,477	£2,248,805
Decrease.....	£ 111,328	.....

**C.P.R. Earnings & Expenses.**

The gross earnings, working expenses, net profits & increases or decreases over 1897 from Jan. 1, 1898, are as under:

	Earnings.	Expenses.	Net Profits.	Increase or decrease.
Jan.	\$1,672,372.04	\$1,156,744.45	\$ 515,627.59	\$142,284.49+
Feb.	1,494,596.98	1,070,929.62	423,667.36	38,844.28+
Mar.	2,079,479.06	1,346,245.55	733,233.51	233,020.67+
April	1,958,461.88	1,241,371.19	717,090.69	89,973.35+
May	2,252,999.16	1,326,336.85	926,662.31	51,092.47+
June	2,138,110.04	1,320,714.67	817,395.37	68,731.93+
July	2,051,363.27	1,320,674.48	730,688.79	183,670.08-
Aug.	2,210,895.29	1,327,838.41	883,056.88	121,380.23-
Sep.	2,396,385.29	1,393,871.63	1,002,513.66	32,622.62+
Oct.	2,688,739.39	1,432,884.90	1,255,854.49	158,092.79-
Nov.	2,524,497.06	1,443,988.20	1,080,508.86	109,223.74-
Dec.	2,671,116.67	1,392,005.56	1,279,111.11	225,656.62+
	\$26,138,977.13	\$15,663,605.51	\$10,475,371.62	\$17,159,573.3+
	+ Increase.	- Decrease.		

At a meeting of directors Feb. 6, the following statement was submitted as the result of 1898 business:

Gross earnings.....	\$26,138,977
Working expenses.....	15,663,605
Net earnings.....	\$10,475,372
Income from other sources.....	423,397
Total net income.....	\$10,898,738
Fixed charges, including interest on land bonds.....	6,774,321
Net revenue available for dividends.....	\$4,124,417

Out of this a dividend of 2% on the preference, & 2% on the common stock for the June half year was paid in Oct. last. At the meeting on Feb. 6, a further dividend of 2% on the preference & 2% on the common stock was declared, making 4% for the past year. After payment of dividends now declared, the surplus for the year carried forward is \$1,051,708.

Approximate earnings for January, 1899, were \$1,864,000, against \$1,673,000 in January 1898, an increase of \$191,000.

**SUBSIDIARY LINES.**

**DULUTH, SOUTH SHORE & ATLANTIC.**—The approximate earnings for Jan. were \$152,056, as compared with \$114,128 for the corresponding period, an increase of \$37,928.

Net earnings for 11 months to the end of Nov., 1898, \$551,299 compared with \$483,812.

**MINERAL RANGE, HANCOCK & CALUMET.**—The approximate earnings for Jan. were \$27,264, as compared with \$23,509 for the corresponding period, an increase of \$3,755.

**MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.**—The approximate earnings for Jan. were \$240,589, as compared with \$259,782 for the corresponding period, a decrease of \$19,193.

**Canadian Pacific Railway Land Sales.**

	Acres.	Amount.		
1899	1898	1899	1898	
Jan.....	14,718	22,044	\$46,411.35	\$72,924.83

Land Commissioner Hamilton has had prepared a statement showing the number of land sales made to settlers from the U.S. during 1898. He regards the showing made as being very satisfactory evidence of the activity displayed by government immigration officials & by agents of the Co. The following list shows the States from which different purchasers, 201 in number, originally came: Arkansas, 2; California, 5; South Dakota, 15; North Dakota, 43; Illinois, 12; Indiana, 1; Iowa, 11; Idaho, 5; Kansas, 12; Michigan, 31; Massachusetts, 5; Minnesota, 15; Montana, 2; Missouri, 8; Maine, 5; New Hampshire, 1; Nebraska, 12; New York, 6; Oregon, 18; Virginia, 3; Washington, 7; Wisconsin, 12. Of all those who purchased land from the Co. last year, one was in the Province before 1870, 75 before 1880, 523 before 1890, 677 before 1898, & 230 went to Manitoba last year.

**Western Elevator Capacity.**

The grain elevator accommodation in Canada west of Thunder Bay on Jan. 1 last was as follows:—

	Bushels.
C. P. R. Main line.....	10,654,000
" Pembina branch.....	2,411,500
" Souris.....	1,250,000
" Pipestone.....	249,000
" Southwestern branch.....	1,272,000
" Emerson.....	237,000
" Other branches.....	641,000
Total.....	16,714,500
M. & N.W. Ry.....	1,284,500
Northern Pacific Ry.....	1,295,000
Lake Manitoba Ry. & Canal Co.....	230,000
Great Northwest Central Ry.....	434,000
Total.....	19,985,000

On Jan., 1898, the total elevator capacity was 18,378,500; the net gain during the year was, therefore, 1,579,500.

W. Whyte, Manager of the C.P.R. Western Lines, spent some time in Montreal at the end of Jan. & beginning of Feb. arranging with the President & Vice-President for the appropriations for this year's betterments, extensions, etc., on the Western & Pacific divisions

**Surveys, Construction, Betterment, &c.**

**Canada Atlantic & Ottawa, Arnprior & Parry Sound Rys.**—President Booth recently said 1,600 ft. more dockage will be built at Depot Harbor this year for the accommodation of grain vessels. He added that the improvements are not yet nearly completed.

**Cassiar Central.**—We are officially informed that a survey has been made from Glenora, which is the highest point that can be conveniently reached by large river steamers on the Stikine River. Glenora is about 150 miles from Wrangle, Alaska, & during ordinary stages of the river, & in fact during most of the open season, there is no great difficulty in reaching it by steamers 150 ft. long. This size of stern wheel steamer should have powerful engines, & thus equipped can carry something over 100 tons of freight per trip up stream. The point selected for the railway terminals is on the lower town site owned by the C.C. Ry. Co. From this point a survey has been made up the valley of the Stikine & across to the head of Dease Lake.

The first part of the route rises as rapidly as possible along the side of the Stikine valley, & considerable detours are required to cross the Tahltan & Tooya Rivers. These rivers enter the Stikine through deep canyons, & to cross them at more favorable points it is necessary to ascend each river some miles. Until both of these points are crossed there is a fair amount of heavy work to be done. From Cariboo camp to Dease Lake the country to be traversed is much easier, & advantage can be taken of several large valleys. The route proposed passes above the present site of Telegraph Creek & near the old town site of Glenora. In general the first part of the road may be said to involve the usual difficulties met in such construction work in the foot hills of the Rockies. The total height, however, to be ascended is here not great. Telegraph Creek & Glenora are probably about 500 ft. above sea level. Dease Lake is about 2,600 ft. In addition to surveys, construction of camps, offices, warehouses, etc., for the Co., a force of prospectors were in the field last season, & the map & geological notes of the district have been made. The entire work of prospecting, including the geological survey, was in charge of E. D. Self, recently a consulting mining engineer in Johannesburg. The general management of all the Co.'s business in the Cassiar district was also in Mr. Self's charge. In terms of the Co.'s concession a number of claims have already been staked, & 2 mineral blocks have been designated. Preparations are now being made to carry on the work of exploration & railway construction. (Jan., pg. 11.)

**Central Ontario.**—We are officially informed that it is the intention of this Co. to extend its present line next season from Ormsby, 5 miles from the northern terminus at Coe Hill, to Bancroft, & thence northerly to a connection with the O. A. & P. S. Ry. near Barry's Bay. If this intention is carried out it will probably considerably interfere with the line which is talked of as an extension of the Pembroke Southern from Golden Lake southerly, & which is referred to elsewhere in this issue.

**Edmonton District.**—Two of the engineers despatched by the Dominion Government last summer to make a reconnoissance survey for a railway from Edmonton towards the Yukon, are engaged in the Department of Railways at Ottawa, preparing their reports. Mr. Dwyer had charge of the western division, Mr. Dupont of the eastern, & Mr. Dibble of the central division. The latter is wintering in the country. His territory extended from the Parsnip River to a point west, at which he was to meet Mr. Dwyer's party coming from Telegraph Creek, on the Stikeen, towards the Rockies. Mr. Dupont surveyed the line from Edmonton west to the Parsnip

River. Until their reports have been made public it will of course be impossible to say what the success of the survey has been, but from what has been reported it is probable a fairly easy line has been found between Edmonton & the Parsnip River, & even some distance beyond that point.—(Nov. '98, pg. 238).

**Intercolonial.**—Connolly Bros., of Montreal, who have the contract for the wharfs, &c. at St. John, N.B., have taken there from Philadelphia, a dipper dredge 120 ft. long, 36½ ft. wide, & 10½ ft. deep. In clay it is said it can lift 3,000 yards in 10 hours. Work is to be started at once.—(Jan., pg. 11).

The employment of heavier engines necessitates the laying of heavier rails, & it is said 90 lbs. steel is to be put on all curves & bridges, replacing the present 57 lbs. rails, & that as soon as they can be procured 90 lbs. rails will be laid all over the line where there is heavy traffic. The last tenders invited by the Department of Railways called for 80 lbs. rails.

**Lake Manitoba Ry. & Canal Co.**—It is proposed to merge this line into a new company, the Canadian Northern Ry. Co., under which name it will be extended to Hudson's Bay. Speaking at Carberry, Man., recently, the Manitoba Minister of Public Works said he hoped that in the near future there would be found an outlet by way of Hudson's Bay, & so long as they were extending in that direction, making a colonization road as well, they would be assisting in the construction of the Hudson's Bay road in the hope that the difficulties in regard to navigation would be overcome, & they were going to go right on in that direction.—(Jan., pg. 12).

The settlers in the Gilbert Plains district of Manitoba are desirous of having a branch built westward from Dauphin to serve their settlement.

**Manitoba & Southeastern.**—In consequence of the decision to build this line for some distance through Minnesota, it will be necessary to procure authority therefor from that state.—(Jan., pg. 13).

**Michigan Central Hotel.**—There is a rumor that this Co. will build an hotel on its property at Niagara Falls, on the Canadian side, in the near future.

**Midland of Nova Scotia.**—This Co. has purchased about 5,800 tons of steel rails for the 60 miles now being built between Windsor & Truro.

The Co. has invited tenders for the construction of the substructure of the Shubenacadie bridge, including the crib-work on the western side, all the foundations, abutments, pedestals, piers, & all other works necessary to the completion of the works, preparatory to placing the superstructure, including the building in or preparing for all anchor bolts between stations 337.34 & 349.75 (local chainage).—(Jan., pg. 13).

**Northern Pacific.**—The Souris River branch was built last year from a point on the Brandon branch 3 miles from Belmont, to a point 46½ miles west, & it is now being operated with a regular service to Elgin, 38 miles west of the Junction. There are 3 trains a week, & a train is run to the end of the track from Elgin, whenever business will justify it, the portion of line west of Elgin being operated as a spur at present. It has not been announced what the intention is as to the extension of this line this year.—(Jan., pg. 13).

**Kootenay Ry. & Navigation Co.** B. C. papers think work will be started in the spring on the extension of the Kaslo & Slocan line from the present terminus at Sandon to Slocan Lake. It is also said that the right-of-way is being secured. As stated in our Jan. issue, pg. 12, this Co. is, through subsidiary companies, building from Bonner's Ferry, Idaho, to Kootenay Lake, B.C. South of the

international line the work is being done by the Kootenai Valley Ry. Co., & north of the line by the Bedlington & Nelson Ry. Co. The latter Co. has applied to the Railway Committee of the Privy Council for running power over about 15 miles of the C.P.R. Crow's Nest Pass branch from near Creston to Kootenay Landing. The application, which will be heard Feb. 22, is made under the Crow's Nest Pass Ry. Subsidy Act of 1897, which provides that the Railway Committee may grant running powers over that railway & all its branches & connections, or any portions thereof, & all lines of railway owned or leased by or operated on account of the C.P.R. Co. in B.C. south of the Co.'s main line of railway, & the necessary use of its tracks, stations & station grounds, to any other railway company applying for such grant upon such terms as the committee may fix & according to the provisions of the Railway Act & of such other general acts relating to railways as are from time to time passed by Parliament, but nothing herein shall be held to imply that such running powers might not be so granted without the special provision herein contained. (Jan., pg. 12.)

**Ontario & Rainy River.**—The contractor for the first 20 miles has had about 150 men engaged on rock work since the severe weather set in. The 5 surveying parties are nearing one another, & it is expected that before the end of this month there will be a connected survey line through to Rainy Lake. The bridge over the Kaministiquia is still under consideration. The work generally has been made very difficult by the exceptionally severe cold. W. Mackenzie recently stated that he expected 150 miles of the line would be built this year, if additional aid is secured from the Dominion Government. (Jan., pg. 13.)

**Ottawa & Gatineau Valley.**—Press dispatches from Ottawa recently stated that this line would be extended this year from its present terminus at Gracefield, 60 miles from Ottawa, to Maniwaki, 28 miles. The General Superintendent advises us that at present he is unable to say when the work is to be gone on with.

It is said that in the spring the Co. will commence work on the approach to the central depot from the new interprovincial bridge. The line, which will be double track, will be constructed on the strip of land between Major's Hill Park & the canal, & every precaution will be taken to prevent the disfiguration of the park. The Co. expects to run trains into the central station as soon as the interprovincial bridge is built, & will not wait for the construction of the union station.

About 75 men are now employed on the interprovincial bridge, & but one more pier remains to be put up. The stone work will easily be completed in the summer & the iron work will be put up early in the fall. There will be a double railway track, a roadway for the electric cars, one for general traffic & a walk for pedestrians.

**Ottawa & New York.**—A Cornwall dispatch says this Co. does not intend to take any more chances with the foundations of the bridges at Cornwall. It is understood on good authority that, as a result of the investigations carried on in the south channel of the St. Lawrence last fall, pier no. 3, the only one left standing in deep water after the collapse of the bridge, will be torn down & rebuilt as soon as the river is clear of ice in the spring. The construction company is determined that the bridge will not be handed over for traffic until everything is perfectly substantial & satisfactory. Of course this will cause considerable delay. No contracts have been let for either masonry or superstructure. The Co., however, will prepare a lot of stone for the foundations, which it will turn over to the contractors, or use itself if the tenders for the

work do not prove satisfactory. There are a couple of sections of the O. & N.Y. built through a very wet swamp, which will be reconstructed next spring. These sections, which comprise in all about 3,000 yards, are near Newington and between the Post Road & Black River. They will be strengthened by corduroy, for which purpose the Co. is now getting out logs. These logs will be 25 ft. long & will be laid crossways in the embankment. (Jan., pg. 13.)

**Ottawa Union Station.**—President Booth, of the Canada Atlantic system, has notified the Dominion Government of his desire to obtain possession of the militia stores building at the earliest possible moment in order to begin the erection of the central depot. It is said the plan for the station has been practically decided upon, & that it will be built of stone. It will be 4 stories in height, & will extend back to Sapper's Bridge. The entrance will be from a level with the street or bridge. The 2nd floor of the station, which will be on the level of the street, will contain a large general waiting room, capable of accommodating 1,000 people, with ladies' parlors adjoining, also restaurant & ticket offices. The train sheds & baggage room will be on the ground floor, & elevators will carry passengers to & from them to the waiting rooms. Six tracks will enter the train sheds. The Booth Companies' offices will be in the 3rd & 4th floors. A library for the employees of the road will be located on the 3rd floor. Already \$2,000 has been subscribed for the procuring of books, etc. The station will be after the design of the Chateau Frontenac, Quebec, & will likely be constructed of Nepean sandstone, of which the Parliament buildings were built.

In connection with the foregoing, it may be mentioned that there is a proposition on foot for the formation of a terminal station company, the shareholders of which would be the City of Ottawa, to the extent of \$50,000, which it is to contribute towards the erection of a union station, & the various railway companies.

The various companies are at present using the Canada Atlantic premises under an order of the Railway Committee of the Privy Council. The expense of operating & maintaining the station property is divided between the companies using it on a wheelage basis, the rental has not yet been determined.

**Pontiac Pacific Jct.**—At present this line extends from Aylmer to Waltham, Que., 71 miles, & secures connection with the C.P.R. at Hull by the latter's Aylmer branch, which since being leased to the Hull Electric Co. a couple of years ago, has been electrified & has now been sold to the Hull Co. The P.P.J. Co. has decided to extend its line from Aylmer to Hull, about 9 miles, & will build between the Hull-Aylmer electric line & the Ottawa River on the Quebec side. The contract has been let to the President of the P.P. Jct. Ry., H. J. Beemer, of Montreal. All the ties, rails & other material are on the ground, & work will start as soon as winter is over.

**Rutland.**—In our Dec. issue, pg. 261, we stated that a survey party was at work on the Canada Atlantic right-of-way at Swanton, Vt., & that the new line would connect with the C.A. either there or at Alburg Springs, Vt. Now that the Rutland Co. has purchased the Ogdensburg & Lake Champlain Ry. it is probable the lake shore will be followed to Rouse's Point & that connection will be made with the C.A. at or near Lacolle. (Jan., pg. 13.)

**Toronto, Hamilton & Buffalo.**—We were officially informed on Feb. 6 that the building of a spur line to the factories, &c., in the northeast part of Hamilton had not then been decided on. The City Council has agreed to give the Co. a rebate of \$1,000 a year on its taxes if the spur is built. It is not very certain that the line will be built if there is much

opposition to it from the G.T.R., whose tracks would have to be crossed, & from property owners asking too high a price for their property. (Jan., pg. 13.)

**Quebec Bridge.**—An item which has been going the rounds of the daily press to the effect that the Dominion Government has invited tenders for a bridge over the St. Lawrence at Quebec is incorrect. The tenders have been asked for by the Quebec Bridge Co., the time for receiving them being extended to Mar. 1. We understand several large bridge builders are preparing designs, & will submit tenders. (Jan., pg. 13.)

### Canadian Pacific Betterments, etc.

**Mattawamkeag to Princeton.**—A press dispatch from St. John, N.B., recently said: "It is reported that the C.P.R. has a surveying party at work on the route from Mattawamkeag, Me., to Princeton, Me., to connect with the Washington County Ry. The C.P.R. has a 91 years' lease of the portion of the Maine Central between Mattawamkeag & Vanceboro, & it is understood a survey will also be made from Tomak station, in Washington Co., to Princeton, a distance of 21 miles, while the former route is about 60 miles. The C.P.R. has a wide-open eye on the possibilities of the transportation business from the west in connection with the grain elevators to be built at Eastport." We are officially informed that the C.P.R. management has no knowledge of any line from Mattawamkeag to Princeton.

**St. John Terminals.**—Ex-Mayor Robertson, of St. John, N.B., visited Montreal last month to ascertain the C.P.R. management's intentions in regard to the port. In a report to the City Council on his return he said Mr. Shaughnessy admitted that further facilities are required at Sand Point if the trade at St. John is to develop. Mr. Robertson pointed out to Mr. Shaughnessy that the C.P.R. was by its agreement morally & legally bound to provide facilities & to encourage trade. The reply was that the C.P.R. had already made large expenditures to that end & would continue them. This referred to the track building, the elevator, the improvement of the Short Line, the fact that it carried freight in competition with Portland, & had done much other work to help St. John. Mr. Robertson said he urged the construction of wharves down the bar, & Mr. Shaughnessy said when they considered it advisable they would provide the wharves. He left the impression that the Co. intended to do something. Mr. Shaughnessy intimated to him the opinion that St. John might well ask federal aid to assist in the work of providing accommodation for the trans-continental trade. Mr. Robertson then pointed out that 3 berths could be provided on the opposite side of the Sand Point slip. He thought the government would do the dredging, & asked if the C.P.R. would give a grant to help in the wharf building. Mr. Shaughnessy emphatically declined, but said if the business warranted it, they would lease the wharves, & if another elevator was required they would provide it. He pointed out that to satisfactorily handle the business the Co. would soon have to undertake the lowering of the grade on the Short Line.

**Windsor St. Station, Montreal.**—The Co. is buying land on the south side of the tracks between this station & Atwater Avenue, & the intention is to extend the terminal facilities. The strip, which is being purchased, averages about 100 ft. in width. This will allow of laying more tracks, & will tend to greatly benefit the service. This property is not considered particularly valuable; in fact, is good for little else than the uses to which it will be put. The passage of trains so near has made the property undesirable for residential purposes.

**Grand River Bridge at Galt, Ont.**—This bridge was built by the Credit Valley Ry. Co.

some 20 years ago. It consisted originally of 5 spans pin-connected iron deck trusses, each 150 ft. long on masonry piers, & wooden trestle approaches, in all 1,120 ft. long, & about 70 ft. high. The wooden approaches & the deck on the iron spans were renewed in 1891 by the C.P.R. In the spring of 1898 it was deemed advisable to rebuild the bridge on account of the increased weight of the rolling stock. The new bridge will consist of 5 spans steel pin-connected deck trusses, resting on the old masonry piers, 2 span steel plate deck girders at the west end, & 1 span steel plate girder at the east end; each girder being about 93 ft. long, making a total length of new bridge of about 1,130 ft., or about 90 ft. shorter than the old bridge. In connection with the renewal of the bridge it was decided to improve the grade by raising the track over the bridge 5 ft. The old piers will be built 10 ft. higher, & 2 new masonry abutments & 1 new pier have been constructed, 1 of the new trusses has been erected & the work of placing the plate girders is now going on. The work was commenced late last summer, & it is expected that it will be completed next summer. The cost is estimated at about \$70,000. The total cost of the new bridge, new station building & improving the grade, will amount to \$100,000. The work is being carried out under the direction of A. L. Hertzberg, Division Engineer.

**Galt Station.**—The station being built at Galt to replace the original structure is 80 ft. long & 30 ft. wide, & contains on the ground floor, general waiting room 28 ft. square, ladies' waiting room 16x20 ft., ticket office 16x15 ft., & baggage & express room 16x20 ft. There are women's & men's lavatories, & stairs to the basement where the hot water boiler & fuel cellar is placed, the flue for the former being arranged to ventilate the 2 lavatories on the ground floor. The inside finish will be in clear pine varnished, & rough plaster above the wainscot. The waiting room will be provided with seats, & the building will be lighted with electric light. The construction will be of stone up to the ground floor sill level, & above that of pressed brick, & the roof will be of slate. The architect is E. Maxwell, Montreal. The same plans are to be used for the new stations at Arnprior & Almonte on the Eastern Division.

**Sault Ste. Marie Canal Bridge.**—The alterations in the crossings of the canal by the tracks of the "Soo" Branch, necessitated by the removal of the pier in the channel, which has been such a serious obstacle to navigation, are making satisfactory progress. The 2 abutments for the new railway bridge are built, & the iron work will be placed in position before spring.

**Western Division.**—West of Fort William a very large amount of work will be done this year, continuing the work of previous years in the way of improvements. On the Wabigoon section just east of Hawk Lake, about ½ a mile of track will be built to reduce curvature. At Keewatin a 70 ft. ½ thro' steel girder bridge will be built over the Lake of the Woods Milling Co.'s race. Just west of Cross Lake a 10 ft. masonry arch will be put in over a creek. At Whitemouth River 2 spans of 80 ft. thro' steel truss will be put in on masonry abutments & pier. A thro' steel truss, 100 ft. span, on masonry abutments, will be built over Brokenhead River. Between Pasqua & Moose Jaw a 15 ft. masonry arch will be built. Just west of Bowell, a 93 ft. wooden bridge will be replaced by a 2 ft. iron pipe & permanent fill. Just east of Cluny, 2 large wooden bridges, respectively 201 & 232 ft. long, by 51 & 58 ft. high, will be replaced by two 3 ft. iron pipes in each case & permanent fills. The 2 steel bridges at the 2nd crossing of the Bow River, about 7 miles west of Calgary, now rest on wooden abutments which will be replaced by stone. Similar work will be done at the 3rd crossing just

west of Mitford. At the crossing of the Kananasais, 3 miles west of Morley, a steel deck truss span of about 150 ft. will be put in to replace a lighter one now in use. At Devil's Head, near Anthracite, a considerable amount of crib work will be put in to protect the embankment & the bridge abutments. In addition to the works specially enumerated above, on the prairie sections, both main line & branches, a large number of wooden bridges will be replaced by iron or vitrified earthenware pipes & filled in, not only improving the track, but also reducing danger from fire. On the southwestern branch, near Treherne, where there is a wooden trestle 633 ft. long & 61 ½ ft. high, the grade will be cut down & the material used to fill up the structure. The reduction of the grade will permit the hauling of much heavier loads between Holland & Winnipeg, & will enable a 17x12 cylinder locomotive to haul 8 more cars than at present.

East of Winnipeg the policy of building a considerable number of long sidings will again be followed so as to facilitate the prompt handling of the heavy east-bound grain traffic. As in previous years they will be so located as to form part of the double track which will be necessary between Fort William & Winnipeg in the near future. A number of sidings will also be put in on the prairie lines west of Winnipeg at points where grain shipments have considerably increased & where there is now only one side track to accommodate local shipments & the crossing of trains. If satisfactory arrangement can be made with Rat Portage Town Council it is probable a handsome station will be built there & that a considerable sum will be spent in remodelling the divisional yard. At Winnipeg there is urgent need of more tracks, especially at the passenger station, & these are likely to be put in. The Calgary divisional yards will be completed & coal pockets will be put in at Eagle River, Moose Jaw, Bassano & Maple Creek. A station will be built at Virden to replace the one destroyed by fire.

Between Fort William & Winnipeg the line is now all laid with 72 or 73 lbs. steel rails, except the last 15 miles west of Honor. This portion will be done this year. A considerable amount of ballasting will be done between Fort William & Winnipeg & some on the prairie.

A steam launch is to be placed on Devil's Lake near Banff, & considerable improvements will be made there in the way of roads, paths, &c.

A bridge 1,700 ft. long is being erected over the tracks in Winnipeg yard about 10 blocks west of Main St. It is supported on 20 sets of steel pillars.

**The Stonewall Branch** extension from Stonewall to Foxton, 18 miles, completed last season, has passed the Government inspection. As will be seen by reference to pg. 34 the Co. has given notice of application for power to extend this line to the west shore of Lake Winnipeg between Gimli & Arnes, some 20 or 30 miles from the present terminus, but it is not expected that the line will be gone on with this year. (Dec. '98, pg. 264.)

**The Pipestone Branch** extension west of Reston was graded for about 30 miles last season, & track laid on 3 miles. Track laying will be continued in the spring, & it is probable that a further 45 or 50 miles will be built to Moose Mountain on the way to Regina. (Dec., '98, pg. 264.)

**Pacific Division.**—The work of removing the wooden bridges & replacing them by masonry arches where practical, & by steel bridges, will be continued on a very extensive scale. There will also be a large amount of improvement work in increased protection to track by dressing slopes & cuttings, building retaining walls, riprapping & cribwork wharfing along the toes of embankments where they are subject to be affected by water. There

will be considerable ballasting over the whole main line on this division, & considerable extension of sidings. Among the principal works may be mentioned the replacing of the 5 wooden bridges over the Kicking Horse River between Palliser & Golden by steel on masonry abutments. In the Black Canyon, about 3,000 ft. of the track will be raised. At Emory Creek the trestle approaches to the bridge will be filled. Eight trestles will be filled between Wharnock & Kanaka Creek. A large amount of ballasting will be done on the main line. About 50 miles of track in the mountains, principally on grades & curves, are laid with 72 & 73 lbs. steel, & it is the intention to complete the main line on this division with these weights, on account of the heavy engines now being used.

At the Lakes in the Clouds, near Laggan, a number of shelter houses are to be erected for the accommodation of tourists who may be overtaken by storms, & numerous paths are to be cut, as well as at Glacier. Mountain guides have been engaged in Switzerland, & will come out in the spring.

On the Columbia & Kootenay branch, between Nelson & East Robson, a considerable sum will be spent in straightening & otherwise improving the alignment.

Wharves & passenger platforms are to be built at East Robson & Nelson, a barge dock at Kaslo & permanent ways for steamers at Nelson.

A handsome station is to be built at New Westminster at once, to replace the one destroyed by fire. The plans are being prepared by E. Maxwell, Montreal. The track in front of the station will be ripped up to protect it from the Fraser River. A station & hotel is to be built at Sicamous, to replace the station recently burned, & a small station is to be built at Savonas. A large addition containing some 150 bed-rooms is to be made to the Hotel Vancouver, but the details have not yet been determined.

**Vancouver Terminals.**—The Vancouver station, described & illustrated in Nov. issue, pg. 235, will be completed next summer. Under the agreement between the Co. & the city other important improvements are being carried out. The wharves have been extended 500 ft. easterly & additional warehouses erected. In the near future the wharves will be extended 1,000 ft. still farther to the east to join the Co.'s Abbot St. wharf. All the Co.'s wharves are to be made permanent by sea walls in front & earth filling behind, which will extend to the shore, thus giving the Co. an esplanade in front of

the town about  $\frac{3}{4}$  mile long by 400 ft. wide, on which it is intended to lay a network of sidings with an engine-house, &c.; so that ordinary trains, either passenger or freight, will not need to cross the town to the False Creek yard. The Co. has also agreed to give a flag station at the east end of the town, near the sugar refinery. Under the agreement, which gives the Co. exemption from taxation for a considerable period, on property actually used for railway purposes, the Co. undertakes to expend \$700,000 on terminal buildings, wharfage, &c., by the end of 1900. The terminal buildings will be completed in 1899, but the wharves & water-front improvements will probably not be fully constructed for several years, the work being done gradually as increasing trade requires it.

**Trail to Rossland.**—In connection with the standardizing of this line, track has been laid between Trail & the smelter, & the whole work to Rossland is expected to be completed by May.

**New Westminster to Vancouver.**—The surveys for this new route for the main line have been completed. From Vancouver a line was run from south of the sugar refinery to the head of False Creek, thence under the trestle bridge & southeast to Central Park. From New Westminster another party ran a line from the station down the North Arm & thence north to Central Park. It is understood that a good grade has been found. The distance will be about 10 miles. There is nothing definite as to when the line will be built, & parliamentary authority may have to be obtained. (Nov. '98, pg. 236.)

**Crow's Nest Railway.**—The construction offices have been moved from Macleod, Alta., to Montreal, where the business in connection with the building of the line from Lethbridge, Alta., to Kootenay Landing, B.C., is to be closed up.

A tri-weekly passenger service, both ways, has been established between Dunmore Jct., Assa., & Kootenay Landing. A considerable force is at work ballasting between Cranbrook & Kootenay Landing.

A considerable amount of westbound freight is already being carried to Kootenay Landing, & thence by transfer barge to Nelson.

All the stations between Macleod & Kootenay Landing are to be equipped with The Acton Burrows Co.'s enamelled iron station names, white letters on blue ground.

The Nelson Miner recently announced that the construction of the western section of the line from Kootenay Landing to Nelson would be commenced at an early date. We have

been unable to verify this, & do not think any decision has yet been come to as to whether work will be proceeded with this year or not. The agreement with the Government does not require the completion of the line till the end of 1900. A plan & profile of the line as located from the western end at Nelson, 21.74 miles has been deposited in the registry office at Victoria. The work on this section will be very heavy, as there is a large amount of rock to be gone through.

**Columbia & Western.**—On the line now building from West Robson to Midway, track has been laid from West Robson westerly 11  $\frac{1}{2}$  miles. Grading is practically completed to Cascade, except the big tunnel at the 22nd mile, which will take 6 or 7 months yet. A temporary track, by means of switchbacks, will be used over the mountain. Between Cascade & Upper Grand Forks there are about 3 miles of light work yet to be done, which can be completed in a month after frost is out of the ground. Between Upper Grand Forks & Eholt Summit, the latter point being 80  $\frac{1}{2}$  miles from West Robson, grading is well advanced, except about 2  $\frac{1}{2}$  miles near Fisherman's Creek, or Niagara, where the work is exceptionally heavy, & will probably take till the beginning of June to complete. Between Eholt Summit & Midway grading has only just been commenced, but the work generally is not very heavy, & can be completed in 3 or 4 months. Owing to the exceptionally severe winter, & the fact that all material for bridges between the present end of track & the big tunnel has to be brought up by rail, it is not expected very rapid progress will be made with tracklaying until after the track gets over the switchbacks above referred to. The severe weather has delayed work considerably.

P. A. O'Farrell writes in the Globe: "In view of the advent of the C. & W. Ry. into the Boundary country, it will be instructive to briefly sketch that district. Boundary is a misnomer. The country is the country drained by the Kettle River. On its right bank Rock Creek & Curlew Creek are its principal tributaries. McKinney Creek flows into Rock Creek, & Curlew Creek comes north to join Kettle River from the Republic district. On the left bank Boundary Creek, Fourth of July Creek, & the North Fork are the principal tributaries. Boundary Creek is, therefore, but the name of a small district of a great country. Eholt Creek is a branch of Boundary Creek. The new railway passes over from Arrow Lake to Christina Lake, & thence up Kettle River to Grand Forks. Thence it

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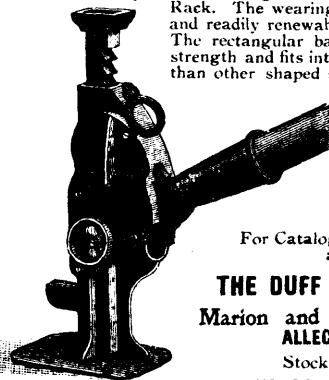
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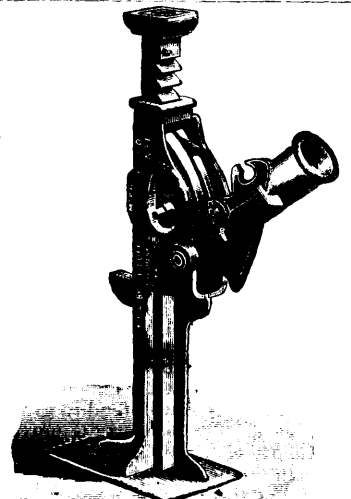
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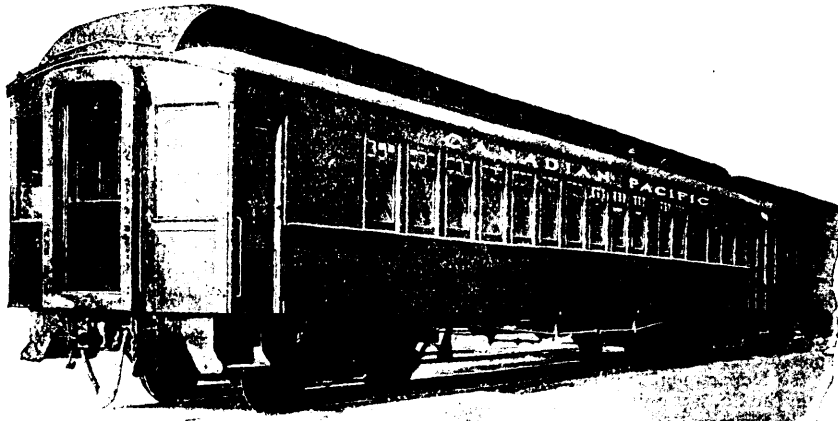
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branches off by the North Fork to Eholt Creek, & thence to Greenwood City & down Boundary Creek to Midway, where it again strikes the Kettle River."

It is said that it has been decided to extend the line this year beyond Midway 15 miles, to Rock Creek, where some rich mines will be served, & that this work will also be done by Mann, Foley Bros. & Larsen.

**Duluth, South Shore & Atlantic.**—It is said surveys are being made for an extension of 25 miles between Baraga, Mich., & Rockland, on the C. M. & St. P. Ry.



INTERIOR C.P.R. TOURIST SLEEPER.

**Minneapolis, St. Paul & Sault Ste. Marie.**—It is said surveys are being made with a view to an extension to Fargo, N.D.

**Grand Trunk Betterments, etc.**

**Motive Power Offices.**—The new offices on Congregation Street, Montreal, facing Wellington Street, are about completed & ready for occupation. They have been equipped with all the latest improvements, making them desirable for the clerks who have had to work in a very unsuitable building for some time past. The new building is built of red pressed brick, with light-colored sandstone trimmings.

**Lakefield Branch.**—Last month we published a rumor that this branch, which runs from Peterboro to Lakefield, 9 miles, will be extended n.e. about 35 miles to connect with a proposed extension of the Pembroke Southern at St. Ola, so as to materially shorten the distance between Toronto & Pembroke. General Manager Hays is absent from Montreal, & there is nothing known among the other officials there regarding this rumored extension.

**Midland Elevator Accommodation.**—A recent press report stated that some of the G.T.R. officials had recently been at Midland in regard to increasing the grain elevator ac-

commodation there. We are officially informed the report had no foundation.

**Collingwood Dock.**—The renewal of the sections of this dock destroyed by fire last fall is now in progress. The track piles have been driven, & work has been started on the freight shed, which will be 250x80 ft.—82 ft. longer than the one destroyed—with necessary offices, waiting & baggage rooms. The new dock will be 2 ft. lower than the old one, which will be found much more convenient for loading & unloading vessels.

**Maitland River Bridge.**—The Railroad Gazette, New York, recently stated that the G.T.R. was taking tenders for erecting a superstructure of a steel bridge over a branch of the Maitland River, about 4 miles from Clinton, Ont., of seven spans, 23 ft. from bed of stream to floor, & 6 ft. roadway. The Chief Engineer, the Superintendent of the Middle Division, & the Master of Bridges & Buildings of the Middle Division, all inform us they have heard nothing of the matter, so it is evident the Railroad Gazette has been misinformed.

**Sarnia & Port Huron Roundhouses.**—Work on the roundhouses at the tunnel is being pushed ahead with all possible vigor, & the indications are that the Sarnia structure will be completed in advance of the one building at the Port Huron tunnel station. At Sarnia 2,500 piles were driven in 100 days.

**Canadian Pacific Tourist Cars.**

The C. P. R. Passenger Department has issued an illustrated pamphlet "Travelling



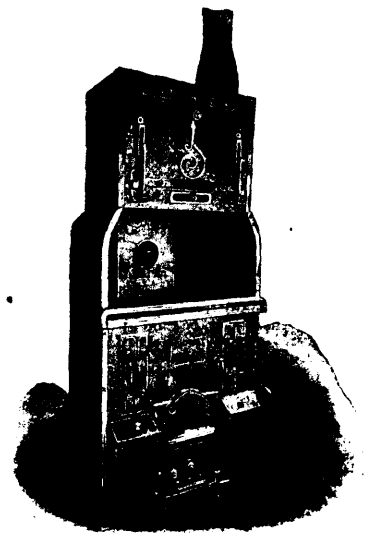
SECTION C.P.R. TOURIST SLEEPER

Comfort," describing the Co.'s new tourist sleeping cars, 20 of which have recently been put in service. It states they are strongly constructed of the best material, & claims they are higher, wider & heavier than those in general use, & that the substantial structure reduces swinging to a medium. The special features of the new cars are wide vestibules (full width of car) latest car range, double standard lamps & the general arrangement of the interior. The wheels are of steel, 40 ins. diameter, with steel axles. Each tourist sleeper contains 14 sections, each section having double lower & upper berths. At night the sections are divided by wooden partitions, & enclosed by curtains as in the palace sleepers. Each tourist sleeper has 2 toilet rooms, with car range in kitchen in a compartment in the centre. The sleepers are equipped with mattresses, comforters, pillows & linen. The seat frames are of wood, & the cushions & backs of the seats are upholstered in corduroy. Each berth is provided with hooks. The



TOURIST SLEEPER TOILET ROOM.

aisle is carpeted. In addition to steam heat from the engine, each car is equipped with a heater for emergency use. Detachable side leaf tables are provided for meals, &c. Each car is accompanied by a uniformed porter. Some of the illustrations from the pamphlet are reproduced on this page. The pamphlet, which is terse & forcible, was written by J.G. Brignall, of Assistant General Passenger Agent McPherson's Office, Toronto, & was printed most effectively by the Mail Job Printing Co., Toronto.



TOURIST SLEEPER RANGE.

**Cariboo-Ontoneca Chartered Co.**—The B. C. Legislature has passed a bill amending this Co.'s act of incorporation passed in 1897, by taking away the power to build & operate railways. This will not affect the Co.'s right to build the Cariboo Ry., of which it recently acquired the charter. (Jan., pg. 11.)

**Canadian Pacific Equipment.**

Following are the general dimensions of the consolidation locomotives being built for the C.P.R. by the Baldwin Locomotive Works, Philadelphia :

CYLINDERS.—Diameter.....	20 in.
“ Stroke.....	26 in.
“ Valve.....	Balanced.
BOILER.—Diameter.....	62 in.
“ Thickness of sheets.....	3/8 in. and 11-16 in.
“ Working Pressure.....	180 lbs.
“ Fuel.....	Soft Coal.
FIRE-BOX.—Material.....	Steel.
“ Length.....	109 7/8 in.
“ Width.....	42 3/4 in.
“ Depth, front.....	45 in.
“ Depth, back.....	57 in.
“ Thickness of sheets, sides.....	5-16 in.
“ Thickness of sheets, back.....	3/8 in.
“ Thickness of sheets, crown.....	3/8 in.
“ Thickness of sheets, tube.....	1/2 in.
TUBES.—Number.....	255
“ Diameter.....	12 in.
“ Length.....	11-16 in.
DRIVING WHEELS.—Diameter, outside.....	51 in.
“ Diameter of centre.....	45 in.
“ Journals.....	8 1/2 x 10 in.
ENGINE TRUCK WHEELS.—Diameter.....	30 in.
“ Journals.....	5 x 8 in.
WHEEL BASE.—Driving.....	14 ft. 10 3/4 in.
“ Total engine.....	42 ft. 6 1/2 in.
“ Total engine and tender.....	50 ft. 7 1/4 in.
WEIGHT.—On drivers.....	about 133,000 lbs.
“ On truck.....	about 17,000 “
“ Total engine.....	about 150,000 “
TENDER.—Diameter of wheels.....	33 in.
“ Journals.....	5 in. x 9 in.
“ Tank capacity.....	4,000 gals.
SERVICE.—Freight.....	

As a sample of the railway news published by the daily press, we may quote a Toronto dispatch, recently published, stating that the C.P.R. authorities have decided that they could build freight cars more cheaply than they could repair old cars, & for that reason

85 men had been discharged from the car repairing shops at Toronto Junction. This is enough to make the old cars' sides sore with laughing. As a matter of fact, the men were simply laid off on account of slackness of work.

The Canmore, a combined sleeper & 1st class car, has been put on the Crow's Nest line between Dunmore Jct. & Kootenay Landing. It has 6 double berths, the remaining space being seated.

An item is going the rounds of the press to the effect that when the Co. recently imported 15 locomotives from the U.S., the officials omitted to present the invoice detailing the royalties on them, which are assessable for customs duties, to the Customs Department, & that the Department is endeavoring to collect from the Co. not only the regular amount of duty on the royalty but, in addition, a similar amount for the failure to comply with the laws.

Superintendent Leonard denies a rumor that the shops are to be moved from Toronto Jct. to North Toronto.

**Intercolonial Railway Equipment.**

Mechanical Superintendent Joughins recently issued a circular to locomotive foremen, showing the miles run by 10-wheel express engine no. 125 on the Northern Division, from May to Nov., 1898, in order to illustrate what may be done in the way of getting a large mileage out of engines. The mileage was as follows : May, 5416 ; June, 6172 ; July, 6711 ; August, 7365 ; Sept., 6900 ; Oct., 7316 ; Nov., 6998.

Most of the 20 heavy freight locomotives ordered from the Baldwin Locomotive Works have arrived, & are giving great satisfaction.

Rhodes, Curry & Co., Amherst, N.S., recently delivered 100 platform cars equipped with air brakes.

**Equipment Notes.**

The Kent Northern Ry. recently purchased a locomotive from the I.C.R.

The report that the Ottawa & New York Ry. is in the market for 500 freight cars, is, we are officially informed, erroneous.

E. & J. Stehelin, proprietors of the Weymouth & New France pole railway in Digby County, N.S., have ordered another locomotive.

It is said the Sydney & Louisburg Ry. is about to add to its equipment 2 freight & 1 passenger locomotives, 3 passenger cars & fifty 50-ton steel freight cars.

The Master Car Builders' Association will convene at Old Point Comfort, Va., June 14. The American Railway Master Mechanics' Association will meet at the same place June 19.

The General Manager of the Canada Atlantic Ry. recently informed us that the Co. was contemplating building 1,000 box cars, & was getting up plans for same, but that details had not been settled.

It was recently reported that the establishment of locomotive works in Ottawa, Ont., had been decided on, & that the money would be furnished from Ottawa & Toronto. So far the rumor lacks confirmation.

**C. P. R. LANDS.**

The Canadian Pacific Railway lands consist of the odd-numbered sections along the Main Line and Branches, and in Northern Alberta and the Lake Dauphin District. The Railway Lands are for sale at the various agencies of the company in Manitoba and the North-West Territories at the following prices :

Lands in the Province of Manitoba average \$3 to \$6 an acre.

Lands in Assiniboia, east of the 3rd meridian, average \$3 to \$4 an acre.

Lands west of the 3rd meridian, including the Calgary District, generally \$3 per acre.

Lands in Northern Alberta and the Lake Dauphin District, \$3 per acre.

**TERMS OF PAYMENT.**

The aggregate amount of purchase money and interest is divided into ten instalments, as shown in the table below ; the first to be paid at the time of purchase, the second two years from the date of purchase, the third in three years, and so on.

Interest on the outstanding purchase money is payable in one year, except in case of an actual settler who breaks up at least one-sixteenth of the land within that time. No rebate of interest is allowed on hay or grazing lands.

The following table shows the amount of the annual instalments on a quarter section of 160 acres at different prices under the new conditions :

160 acres at \$3.00 per acre, 1st instalment \$71.90, and nine equal instalments of \$60.
160 acres at \$3.50 per acre, 1st instalment \$83.90, and nine equal instalments of \$70.
160 acres at \$4.00 per acre, 1st instalment \$95.85, and nine equal instalments of \$80.
160 acres at \$4.50 per acre, 1st instalment \$107.85, and nine equal instalments of \$90.
160 acres at \$5.00 per acre, 1st instalment \$119.85, and nine equal instalments of \$100.
160 acres at \$5.50 per acre, 1st instalment \$131.80, and nine equal instalments of \$110.
160 acres at \$6.00 per acre, 1st instalment \$143.80, and nine equal instalments of \$120.

DISCOUNT FOR CASH. If land is paid for in full at time of purchase, a reduction from price will be allowed equal to ten per cent. of the amount paid in excess of the usual cash instalment.

Purchasers paying any instalment, or more, one full year before the date of maturity, will be allowed a discount on the amount of the instalment or instalments so paid at the rate of six per cent. per annum.

Interest at six per cent. will be charged on overdue instalments.

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**F. T. CRIFFIN,** - Asst. Land Commissioner.

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General Waiting Room	Men's Toilet	Freight Office	Lunch Room
Ladies' Waiting Room	Baggage Room	Ticket Office	Smoking Room
Men's Waiting Room	Agent's Office	Telegraph Office	No Admittance

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BRANCH OFFICES—197 Lombard Street, Winnipeg S. A. Erskine, Resident Agent ;  
28 Broad Street, Victoria, B.C. D. H. Macdowall, Resident Agent.

The Pembroke Southern Ry. between Pembroke & Golden Lake, Ont., has been operated since Jan. 1 with equipment loaned by the Ottawa, Arnprior & Parry Sound Ry. It is said the P. S. Co. is having equipment built.

Early in Feb. an order was given for the construction of 500 box cars to be constructed at once at the G.T.R. Co.'s shops at Montreal. This will mean that there will have to be considerable additions to the already large staff of car builders in the employ of the Co. The new cars will have a capacity of 60,000 lbs. Work is progressing satisfactorily in the Montreal shops on the passenger & freight locomotives, of which 25 are under order.

The Great Falls & Canada Ry., & the Alberta Ry. & Coal Co. have added some sleeping cars to the equipment of their route from Great Falls, Mont., to Lethbridge, Alta. The cars, which are narrow gauge, were built some years ago by the Pullman Co., & have recently been remodelled at the Denver & Rio Grande shops at Denver, Col. The whole interior is finished in ash, with green plush upholstery. There are 10 sections in each car, with lower berths only, making them much more comfortable than the regular standard sleepers.

**Grand Trunk Shop Kinks.**

A very ingenious way to machine the flanges of a dome saddle—that is, the surface bearing on the boiler shell—and also the caulking edge of the vertical flange, has been devised & is in successful operation at the G.T.R. shops, Montreal. In fact, two separate & widely differing mechanical ideas are involved in reaching the results noted above. How this is done is clearly shown in the accompanying illustrations.

Fig. 1 represents the saddle on a planer, while being treated for the boiler fit, by means of a tool bar having a radial movement transversely of the planer. This radial action is obtained by means of an auxiliary crossrail which is bolted to the housings, & which has at its center a swiveling clamp whose function is to hold the tool bar. It is plain that the distance from the center A of this clamp to the end of the cutting tool determines the radius of the curve cut by the tool, & its use in other directions is apparent. The lower end of the bar passes free, but without shake, through a block that also swivels, but takes the place of the tool clamp on the regular saddle of the machine, & furnishes support to the tool bar. The tool is fed over the concave

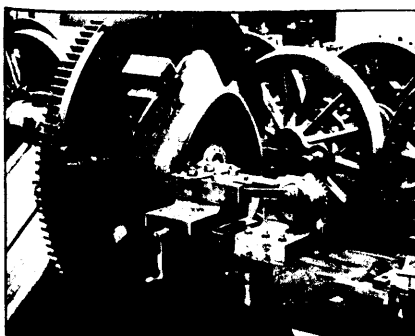


FIG. 2. FACING EDGES OF FLANGE.

surface of the job by the feed screw through the lower crossrail.

The same dome saddle is shown on the face plate of a lathe, in figs. 2 & 3, during the operation of facing up the caulking edge of a flange, which is seen to be concentric with the face trued up in fig. 1. To face such a surface it is evident that the cutting tool must have a reciprocating movement equal to the distance from the highest to the lowest point on the surface to be trued. Fig. 2 shows the

operating side of the lathe & the crank mechanism to obtain the back & forth tool movement, & fig. 3 shows the rear side with the system of gearing to drive the crank & tool. These shop kinks, which give proof of a resourceful acquaintance with mechanical principles, were evolved & put into practice by J. Millington, Foreman of the Montreal machine shop. The G.T.R. has long been noted for clever schemes in labor saving devices & special tools for handling work, & the latest efforts in that line do not appear to be materially behind the former ones in reaching results. —Locomotive Engineering.

**Canadian Freight Association.**

At a general meeting of the Association at Montreal, Jan. 12, the following were elected active members:—G. W. Robins, Lotbiniere & Megantic Ry.; W. R. Russell, Quebec, Montmorency & Charlevoix Ry.; G. H. Pugh, Atlantic & Lake Superior Ry.; E. G. Evans, Central Ry. of N.B.; J. Brignell, Central Ry. of N.S.; W. K. Sanderson, Maine Central Ry. (vice M. Prescott, deceased).

Chairman Earls reported that the new classification no. 11, already adopted, had been

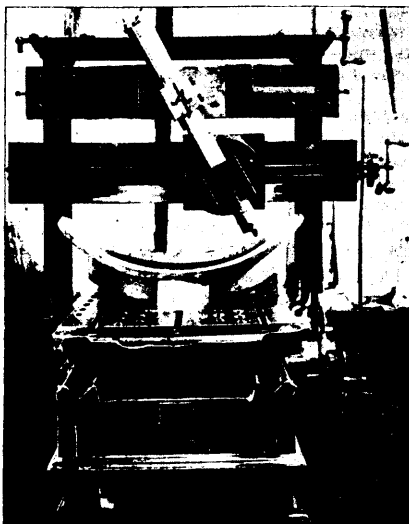


FIG. 1. PLANING DOME SADDLE.

submitted to the Governor-in-Council, but had not yet been approved. He also reported a number of additions & amendments to the new book, these amendments to be incorporated in the new classification if possible; if not, to be promulgated as a supplement by the Committee.

Reports were made by the Freight Inspection, Executive & Car Service committees.

The Sec.-Treas. reported having obtained from all the principal roads in the Association copies of their freight transportation forms, & found that they were not all uniform. The matter was referred to a special committee consisting of Messrs. Woollatt (convener), Bulling, Chittenden, Hardwell, Backus, Mcmillan, Collins & Cunningham, to report at next meeting.

The Sec.-Treas. stated he had written the roads which had been participating in the expenses of freight weighing, inspection, car service, etc., also to some other roads which had not yet participated, with a view to a more equitable assessment, & that with few exceptions they had concurred in the change. After discussion most of the objections were withdrawn, & the new plan was generally adopted. The opinion, however, was expressed that all roads in the Association, parties to the Canadian Joint Freight Classification, should contribute something to the general expenses, & the Sec.-Treas. was instructed to

communicate with parties concerned with a view to bring that about if possible.

The President having explained that it was frequently impossible to get a fair majority of members of standing committees together when meetings were called, business being delayed thereby, G. H. Watson was appointed to the Freight Inspection Committee, vice M. Burton. W. Woollatt was appointed

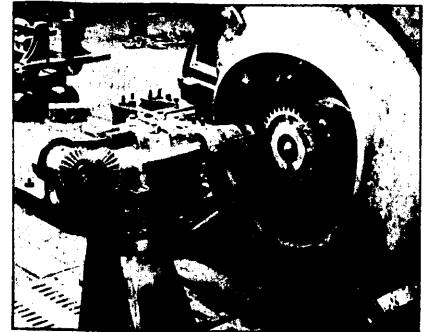


FIG. 3. HOW THE TOOL IS DRIVEN.

to the Car Service Committee, vice E. H. Edwards.

A meeting of the Freight Committee was held at Toronto Jan. 26, when special rates & arrangements 1517 to 1535 were agreed to.

**Miscellaneous Freight Matters.**

The C.P.R. recently carried 10,000 lbs. of chickens from Montreal to Vancouver, en route for the Yukon.

About 1,000,000 bushels of grain were handled at the C.P.R. elevator at Owen Sound, Ont., last season.

C.P.R. Elevator B. at Fort William, Ont., has been set aside for the storage of damp grain after it is dried.

Lumber trade is very brisk on the Booth lines, about 1,000 logs being shipped daily from Madawaska to Ottawa.

Large quantities of smelts are being shipped over the Canada Eastern Ry. from Loggieville, N.B., en route to New York.

President Muir, of the Winnipeg Grain Exchange, calculates that in the near future the Canadian North-West will export a hundred million bushels of wheat annually.

The White Pass & Yukon Ry. Co. has temporarily suspended its freight classification & made a flat rate of \$2.75 per 100 lbs. for all classes of goods from Skagway to the summit of White Pass.

C.P.R. returns of cattle shipments show that 40,000 head were shipped in 1898 from the North-West to Eastern Canada, 2,000 less than in 1897. Forty thousand stockers were forwarded, one-half to the U.S.

The str. Bruce is doing a good freight traffic between North Sydney, N.S., & Port aux Basques, Nfld., taking from 8 to 10 carloads each trip. It is said R. G. Reid will put on a special freight boat in the spring.

The G.T.R. is said to have just closed an extensive contract in connection with the Lehigh Valley to carry Swift & Armour's provisions from Chicago to the seaboard. The contract is said to be for about 7,000 carloads, which is equal to about 182,000,000 lbs.

The rates in the C.P.R. special local tariff on general merchandise between Pembroke, Ont., & eastern division stations as designated in the tariff of May 9, '98, will not apply on shipments, ex connecting lines. Unless authorized to the contrary full mileage tariff rates will govern.

A Montreal dispatch of Feb. 20 says: "Private advices received here to-night from Lon-



don state that the G.T. & C.P. railways are considering a joint arrangement for a general advance in rates. The authorities of the two companies, when seen to-night, said they knew nothing about any such arrangement.

Formerly the arrangement with the C.P.R. for stopping Manitoba grain at North Bay for orders was that demurrage of \$2 a car was charged when detained over 24 hours waiting orders. The time has been extended to 48 hours, & when this has expired demurrage at the rate of \$1 a car will be charged, instead of \$2.

The following figures show how alive the people of British Columbia are to the possibilities of the fruit trade in the Pacific Province. In 1897, the C.P.R. carried 5,700 packages, or 75 tons. In 1898 55,000 packages were carried, or 386 tons. This is only a beginning, & in the near future the development of this industry will no doubt assume more marked features.

The Customs Department is completing arrangements for the transit of goods to the Yukon over the White Pass Railway in bond. Trains are now running from Skagway to nearly the Canadian border, & as soon as the line reaches Canadian territory a sealed car will be placed on the route to carry Canadian bonded shipments from Skagway across the disputed strip.

The G.T.R. has defeated the plan of some of the eastern U.S. roads to increase the minimum weights of carloads of provisions. These lines made an agreement, to go into effect Feb. 1, whereby carload weights were to be 30,000 lbs. instead of 24,000. The G.T., however, notified these lines that it proposed to fix the weight for provisions at 26,000 &, in the face of this, the other lines were compelled to do the same.

H. Corby, M.P., recently interviewed the G.T.R. Traffic Manager, urging that the Co. build a large grain elevator at Belleville, so that grain could be taken there from Midland, & sent on to Montreal in barges. Mr. Reeve informed him it was the policy of the road to develop the all-rail route from Midland to Montreal & Portland. The Co. did not intend at present to encourage proposals to transship at Toronto or Belleville.

The G.T. & C.P. railways have decided that in future anyone ordering a palace horse car must deposit \$10 before the car will be supplied. The reason is that parties would often order a palace horse car, & when it had been sent to the place ordered they would change their minds & not accept it. Under the new rule, when the car is accepted the deposit will be included in the freight

charges; when the car is refused the deposit will become forfeited.

The G.T.R. & C.P.R. have issued a circular putting into effect a new tariff on alcohol, high wines, pure spirits & whiskey shipped from all points in Ontario to Kootenay points. The rate will be \$1.80 per 100 lbs., with the minimum weight of a car load at 24,000 lbs. The same rate will be put into force on the I.C.R. The first named roads have also announced a new rate on the above articles from all points in Ontario to all points on the Pacific Coast, making the rate \$1 per 100 lbs.

The Municipal Council of Petite Cote, near Montreal, has granted power to E. Lefebvre & a syndicate to establish a stockyard within the limit of the municipality, to be connected with the C.P.R. The syndicate, which is composed largely of western cattle dealers, is to acquire 200 acres & expend \$100,000 on the land & buildings within a stipulated period. It is stated work will be commenced at once, & that efforts will be made to make it a joint stockyard. At present there are cattle sold at St. Henri, Point Ste. Charles, Hochelaga, the civic abattoirs & Bonsecours Market, Montreal.

A reduction in the rate on corn from Detroit to Hamilton & Toronto is announced by the C.P.R. The new rate is 8c. per 100 lbs. A new rate has gone into effect on beans in car lots, minimum weight, 30,000 lbs., to New York, Philadelphia & Baltimore, for export only. The rate is 19½ cents per 100 lbs. from the following points: Appin Jct., Arkwood, Belle River, Caradoc, Chatham, Elmstead, Hyde Park, Haycroft, Komoka, Kent Bridge, Longwood, Melrose, North Glencoe, North Newbury, North Bothwell, North Thamesville, Ringold, St. Joachim, Tilbury, Walker-ville Jct.

The charter of the Manitoba South-eastern Ry. provides for a maximum rate on saw logs & cordwood. On pine & spruce saw logs, for 150 miles, or from the point where the railway touches Rainy River, to Winnipeg, the rate must not exceed \$2.50 per 1,000 feet b.m. The rate on cordwood is fixed at 2½c. per 100 lbs. for 25 miles, or less, 3c. for 50 miles, 3½c. for 75 miles, 4c. for 100 miles, 4½c. for 200 miles or less. It is this special rate on saw logs which will permit the establishment of saw mills at Winnipeg, the logs to be taken by rail from the Lake of the Woods.

A reduction in the freight charges on Manitoba wheat from points in Manitoba to Ontario has been made by the Northern Pacific. The new rates apply from all points in Manitoba touched by the N.P. to stations on the G.T.R. west of & including Montreal, Ottawa,

Valleyfield & intermediate stations on the Canada Atlantic. From Emerson, Winnipeg, Portage la Prairie & Miami the rate per 100 lbs. is 36 1-2c., & from Wawanesa & Brandon it is 37 1-2c. A rate of 20c. per 100 lbs. from Duluth to the same points in Ontario has also gone into effect, which is the same as the Fort William & North Bay rate to Montreal.

A reduction in the tariff on flour & grain to Newfoundland is announced by the G.T.R., from all points in Ontario, & in Quebec, west of Montreal, & including points on the Lake Erie & Detroit River Ry. To get the benefit of the reduction the freight must be routed by way of North Sydney, & the str. Bruce, which makes connection with the Newfoundland Ry. at Pointe aux Basques. The reduction is 2½c. per 100 lbs. from the previous tariff that was in effect. From Toronto the old rate was 30½c., now it is 28½c. The G.T.R. has also put in a new rate on beans from points west of London & St. Thomas to Newfoundland of 32c. per 100 lbs., in car lots, minimum weight 30,000 lbs., to be routed via North Sydney & str. Bruce.

Freight traffic on the Canada Atlantic system increased remarkably during 1898. There passed through Ottawa to Montreal 12,000,000 bush. of grain for export. The through freight traffic of the line, east & west, shows a good increase, 72,000 tons of freight having been carried east, & 65,000 west. The local freight traffic has increased at a good rate, especially in live stock, dairy, & cereals. The movement of lumber has been about the same as in previous years, & shows little increase. An Ottawa dispatch reports President Booth as saying, he would make "Montreal one of the chief grain centres of America." From various sources come the reports that in carrying out his plan he is building 2 large steamers to carry Manitoba wheat from Fort William to Parry Sound, the U.S. vessels he employed last year being prohibited by the coasting laws from engaging in this trade. Last year Mr. Booth's route carried only 500,000 bush. of Canadian wheat which came through in bond by way of Duluth. At a Toronto Board of Trade meeting recently, it was stated the C.A.R. had quoted a through rate from Chicago to Montreal of 3½c. a bush., which is about ¼c. lower than the lowest rate of last year, which was one of unprecedentedly low rates.

General Superintendent McGuigan, on returning from a recent inspection of the Western Division of the G.T.R. said: The volume of freight now being carried breaks all records since the new management took charge. "We have," he said, "been handling on an average over 700 cars daily at Niagara Falls,

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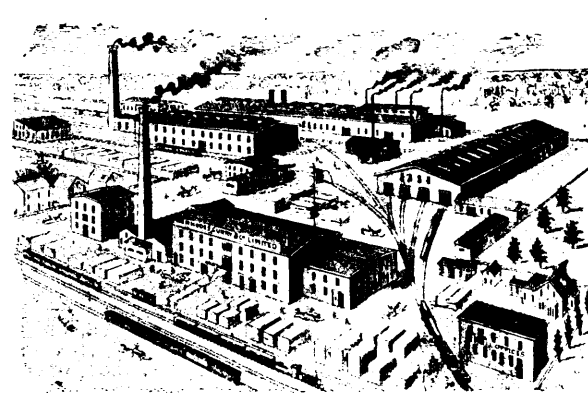
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both ways, & from 500 to 600 cars daily at Black Rock. About 80% at Black Rock is our own, & probably 65% at Niagara Falls, & the rest comes from the Wabash." He added that there was at present more stuff at some of the Atlantic ports than the steamers could handle. "We are handling," he continued, "from 25 to 40% more business at Niagara Falls than at any period since I have been connected with the G.T.R. For instance, at that point we handled 17,000 more cars during Nov. & Dec. than during the corresponding months of 1897, which fact shows most plainly that there is a general increase in trade." Mr. McGuigan also gave figures to prove that the export business at Portland is likewise very heavy this winter. At the present time, he says, the Co. has no less than 2,500 loaded cars at that port, awaiting shipment, & besides this there are from 1,200,000 to 1,400,000 bush. of grain in the Co.'s two elevators, & still stuff is constantly going forward. These exports consist of grain, merchandize of all kinds, & cotton."

### Grades of Grain for Export.

The Trunk Line Association, New York, has given notice that only a certain number of grades of grain to be exported from Canada will be received at New York, Philadelphia, Baltimore or Boston, & that such grain will be received at the frontier junction point only when each car is accompanied by a proper certificate from a duly appointed inspector at the point of shipment or at the frontier, showing it to be one of the grades, specified below. The grades agreed upon by the railways, & the Boards of Trade of Winnipeg, Toronto, & Montreal are as follows:—

From Manitoba (7 grades), nos. 1 & 2 special Manitoba wheat, no. 1 hard wheat; no. 1 northern wheat, no. 2 northern wheat, no. 2 white oats, no. 2 mixed oats.

From Ontario & Quebec (8 grades), nos. 1 & 2 white winter wheat, nos. 1 & 2 red winter wheat, no. 2 spring wheat, no. 2 goose wheat, no. 2 white oats, no. 2 peas.

### Passenger Traffic Matters.

The C.P.R. will have cinematograph exhibitions of Northwest views given in the British Isles this year by S. Coryn.

At a railway & steamship conference at Syracuse, N.Y., at the end of Jan., at which a number of Canadian representatives were present, very few alterations were made in the summer tourist rates, which remain practically the same as last season.

As a result of negotiations that have been in progress for several months, immigrant rates to Pacific coast points, from both Atlantic & St. Lawrence river ports, have been restored to tariff, & all disputes between the interested lines, both east & west, have been effectually settled.

The G. T. R. city ticket office in Toronto which has been at the southwest corner of King & Yonge streets for about 25 years will on March 1 be moved to the new Lawlor building on the northwest corner immediately opposite, where much better accommodation has been secured.

The Ottawa & New York railway, since the opening of its line from Ottawa to Cornwall, July 29 last to Dec 31, carried 25,391 passengers, a remarkably good showing considering that the road is a new one, & that the line is incomplete. The traffic has been almost wholly of a local nature, & is showing a gratifying increase.

A conference of railway & steamboat men was held in Ottawa, Jan. 24, to arrange rates for the current year. Representatives from all over the country were present. C. J.

Smith, of the Canada Atlantic, was appointed chairman, & J. Wells, of the C.P.R., secretary. It was decided to make the rates for the season the same as last year. The next meeting will be held in Hamilton.

The Wabash recently gave notice that it would withdraw from the Western Passenger Association, but would continue as a member of the Mileage Bureau & the Clergy Bureau, both of which are adjuncts of the Association. In referring to the action taken General Passenger Agent Crane, of the Wabash, stated that as the Chicago & Alton had not been a member of the Association for some months, the Association, as it now exists, is incomplete, & it should either be entirely reorganized or abandoned.

The trip across the continent by the C. P. R., which Miss Shaw, Colonial Editor of the London Times, took on her way to Dawson City from London, the whole journey being accomplished in the record time of 31 days, presents, to use her own words, "a dream of beauty which never can be forgotten. An incense of clover for 400 miles, then a labyrinth of lakes and woods, & noble waterways opening vistas of forests to right & left. A thousand miles of roses on the prairies, mellowing with their faint sweet scent the keen sweep of continental air, & afterwards the superb scenery of the Rockies, the Selkirks, the Gold & the Cascade ranges, through which the train leaps from pass to pass on its journey to the hop-gardens & orchards of the Pacific Coast." The Yukon River is by no means always to be associated with ice and snow. "When I passed down the river in July," said Miss Shaw, "pink willow herb was flowering in sheets upon the hillsides, & in combination with the frequent fir-woods recalled in general effect the scenery of the Scottish Highlands. The weather at mid-summer was much like that of England."

Although the tourist traffic to Muskoka was last year the largest the G. T. R. ever experienced, it seems probable that the travel next summer will be greater than ever. The Co. proposes to make the charms of Muskoka as well as other points along the system widely known through the large cities of the U. S., & with that idea in view, its special exhibition car, containing photographic views of leading places on the system, is being sent on a tour. The pictures, over two hundred in number, depict the scenic beauties of Gorgian Bay, Lake of Bays, as well as the White Mountains & the Maine seaside resorts. There are a number of specimens also of stuffed brook trout & other trophies of rod & gun, so that altogether picturesque Canada will be well displayed. Handsome pamphlets will be distributed wherever the car visits. It is the intention to keep the car out till about the middle of June, & among the points to be touched at are Chicago, Memphis, New Orleans, Louisville, Indianapolis, Cincinnati, Columbus, Cleveland, Pittsburgh, Detroit, Buffalo, Rochester, Syracuse, Albany, New York, Philadelphia, Baltimore, Washington, Wilkesbarre & Scranton.

The C.P.R. will run the first of its spring settlers' excursions to the Northwest on March 7, and during March & April special excursions will be run out of Toronto every Tuesday, the special colonist cars leaving at 9 p.m. The fare from Sharbot Lake west to Winnipeg will be \$21. Most of those going west on the excursions have already taken up land there & are going out with their effects to settle on it. From the reports received by the Co. the western excursions this year will be heavier than ever. Enquiries are being daily received from all parts of Ontario from parties who are anxious to settle in the Northwest, the C.P.R. officials having received thousands of such enquiries. Up in the Huron & Bruce districts & in the northwest part of the province, the emigration to

the Northwest bids fair to be particularly heavy. Alberta & Saskatchewan are the districts in the west that seem to be particularly favored by the prospective settlers. There will be a settlers' train service to the west this year, inasmuch as all the business has to be routed over the northern division of the G.T.R., & all settlers' effects will go the same way. The U.S. lines this year, as a result of the settlement of the rate war, will not be in a position to compete for this western business at all. They cannot quote a \$21 rate into Winnipeg, so that the entire traffic will be divided between the C.P.R. & G.T.R.

### C.P.R. Arrangements with I.C.R.

At the end of Jan. & beginning of Feb. a number of conferences were held in Montreal between the General Manager and other officials of the I.C.R., & the Vice-President of the C.P.R., in regard to the latter Co. running its trains over the I.C.R. between St. John, N.B., & Halifax. The Minister of Railways was present at one of the meetings. It is said the C.P.R. proposal is that it shall be allowed to run its engines & other rolling stock over the I.C.R. track between the two termini, as at present, but at an increased price for the privilege. This is more than the I.C.R. is willing to concede. Mr. Pottinger's proposition is said to be that the C.P.R. engines & rolling stock shall no longer be allowed to run over the I.C.R. upon any terms whatever, in other words that the I.C.R. trains alone shall handle the traffic between Halifax and St. John. He, however, was willing that a C.P.R. sleeper should be attached to the Intercolonial trains from Halifax to St. John & vice versa. A settlement of the question has been deferred until after Mr. Shaughnessy's return from Europe.

### Grand Trunk Telegraphers & Agents.

In our last issue, pg. 8, we gave the award of the arbitrators, but were then unable to give the order of reference under which the arbitration was held, & which is really necessary to a proper understanding of the award. It is as follows:—

ARTICLES OF AGREEMENT between the G. T. R. & Committee representing the telegraphers, covering arbitration of matters in dispute between them:—

1. Mr. Hays, for the G.T.R., & Mr. Powell, for the telegraphers, will name each the other, within 10 days from this date, their respective arbitrator; the two so chosen to select a third.

2. Each party will pay the expense of its own arbitrator, & the expense of the third arbitrator shall be borne jointly between the two parties—each paying one-half.

3. That the arbitrators shall convene at Toronto Jan. 6, 1899, & proceed to the selection of a third arbitrator; the sessions to be daily & continuous, until such arbitrator is chosen.

4. That after the third arbitrator is chosen, the course of procedure shall be determined by the arbitrators, & that the sessions of the arbitrators shall be daily, until the matter is definitely settled.

5. That the decision of the arbitrators shall be binding on both sides commencing at a date to be fixed by the arbitrators, & continuing for a period of one year & thereafter from that date, subject to change upon a notice of 30 days from either party to the other desiring a change in the same.

6. That the present members of the Committee be allowed to return to the stations left by them before coming to Montreal, without prejudice, & resume their work at once, if desired.

7. That any reasonable number of witnesses desired by the telegraphers, who are employes

of the G.T.R. shall be relieved without unnecessary delay for such purpose, on request to the General Manager, & furnished transportation to the point of arbitration & return, provided that the lost time incurred by such employes shall not be borne by the G.T.R.

8. That the past actions of the men, in what they believed to be the proper support of their Committee, will not militate against them in any way in the future.

9. That the following clause (no. 10) shall be submitted to the arbitrators for their decision, as to whether it is a proper matter for them to pass upon.

10. That in the event of the Committee being unable to agree with the Co., as to the reinstatement of E. O'Malley, Mechanic Falls; J. Leroux, Dorval; D. L. Shaw, London East; E. Ball, Newbury; D. Ray, Toronto, who have been discharged, as is now believed by the telegraphers, without sufficient cause or justification, that these, too, shall become a matter for arbitration, & the award of the arbitrators shall be final.

11. The matters in dispute between the parties hereto are rules nos. 20, 21, 22 & 26 of the schedule presented by the telegraphers, with the list of salaries paid at stations.

It will be remembered that in reference to clause 10 above the arbitrators decided that it was a proper matter for them to pass on, but that by agreement & settlement of the parties they had been relieved from doing so.

In referring to the award the official organ of the Order of Telegraphers says: "The officials have expressed themselves as satisfied to live up to the award in every way and the telegraphers will do the same. Men discharged on account of over staying leave of absence, etc., were reinstated in their positions. Thanks are due to Bro. Sargent for his efficient & faithful work on behalf of the telegraphers, and the fairness & liberality exhibited by Sir Wm. Meredith & B. B. Osler will be appreciated by telegraphers everywhere. Space forbids publishing the full text, as it is a lengthy document, suffice it to say that salaries were raised appreciably, a minimum salary agreed upon, over time allowed, extra pay for tending switch & semaphore lamps allowed, & many other things that go to make the life of a telegrapher more endurable. The G.T.R. should be recognized as fair & friendly to organized labor and our members should see that it gets its fair share of business."

In a paper read before the Royal Colonial Institute in London, Eng., recently, Miss Shaw, Colonial Editor of the Times, speaking of the Yukon, said she did not think the new Eldorado would speedily fizzle out, calling for note in years to come only as a region of unfulfilled expectations. Far from it, in Miss Shaw's view. For, as she proceeded to show, the transport problem, which is the key to the whole situation, is in a rapid process of solution.

## MISCELLANEOUS RAILWAY NOTES.

**The Brandon & Southwestern Ry. Co.** has applied to the Railway Committee of the Privy Council for permission to cross with its proposed line the C.P.R. Southwestern Branch near Carrol, Man., & the C.P.R. Pembina Mountain Branch near Deloraine. The application will come up at Ottawa, Feb. 22. There is no news as to the prospects of construction of this line. (Jan., pg. 11.)

**B.C. Railways.**—That usually well informed paper, the Canadian Gazette, of London, Eng., says in a recent issue:—"The accounts of the British Columbia Government railway system for last year show a deficit of \$212,466." Will it surprise the Canadian Gazette to learn that the B.C. Government has no railway system?

**Calgary & Edmonton net earnings** for Dec., \$13,345.40, compared with \$23,013.89.

**Canada Atlantic Ry. & Rutland Ry.**—In a recent interview, President Booth speaking of the rumor that the Rutland was to be managed by the C. A. R. Co., said such was not the case. The C. A. R. Co. will have nothing to do with the road further than the handling of its freight for ten miles. About 2 years ago the Rutland R. Co. purchased the line between Rouse's Point & Ogdensburg. The terminus of the Rutland line was at the lower end of Lake Champlain, & the Co., wishing to get control of the trade between New York & Ogdensburg, decided to connect the lines by building a road across the Islands Grand & Hero in Lake Champlain & connecting the two roads at Alburgh. The C. A. R. Co. had a year previous to this move extended its line across the Richelieu River to Alburgh. Now, what the managers of the Rutland road propose doing is to run their line up the C. A. tracks as far as Lacolle Jct., 10 miles, & from there to St. John on the East Richelieu Valley road. From St. John they will run into Montreal on either the C. A. or the G. T. R. Mr. Booth thinks the line, by being a shorter route by some 15 miles from Montreal to New York, will affect the Canadian produce & lumber trade.

**Green Lights for All-Clear.**—At the last meeting of the American Railway Association, an officer of the New York, New Haven & Hartford stated that, in consequence of the accident at Whittenton Junction, a few months ago, in which the lantern on a gate was mistaken for a white semaphore light, the road would change its semaphore lamps so that the color indication for all-clear at night shall be green. We understand active preparations have been begun to carry out this change. —Railroad Gazette.

**Intercolonial Business.**—In a recent interview in Montreal, General Manager Pottinger said:—"Business on the I.C.R. is booming. In fact I can not recall a period in the history of the road when it has been so good. We re-

cently received 20 freight locomotives from the Baldwin Locomotive works, Philadelphia, & orders for several hundred box & freight cars are being rapidly executed at Amherst, N.S., & elsewhere. The outlook is exceedingly bright for the coming season. A new feature in recent years is the large number of tourists attracted by the scenic beauty of our route. The I.C.R. is on a paying basis, & I have every reason to believe that it will show a surplus at the end of the fiscal year in June next.

**International Traffic.**—A Washington, D.C., dispatch says a statement has been prepared at the Treasury Department which shows that during 1898 the number of cars loaded with goods shipped through the U.S. from one point in Canada to another was 10,966, the contents of which weighed approximately 209,000 tons. The records of the department show that during 1897 (the figures for 1898 not being available), the number of cars loaded with U.S. goods shipped through to Canada from one point in the U.S. to another was 460,269, the contents of which weighed 5,637,173 tons. According to this statement the quantity of U.S. goods hauled by Canadian roads was about 27 times greater than the quantity of Canadian goods hauled by U.S. roads. We presume, however, that in this statement is included the traffic of lines in Canada like the Canada Southern, which is entirely owned in the U.S.

**Just What We Propose to Do.**—W. McWood, Superintendent Car Department, G.T.R., Montreal, in remitting his subscription for THE RAILWAY & SHIPPING WORLD, says: "I find your paper abounds in railway news & if you keep on improving as you have been doing since the commencement, you will, in my opinion, be quite equal to the best railway papers in the United States."

**Lang's Valley, Man., Westerly.**—J. A. Mather gives notice of application to Manitoba Legislature to incorporate a company to build a railway & telegraph line, commencing west of Lang's Valley, thence southwesterly to or near Deloraine, thence southwesterly to Township 1, Range 24, west of 1st Principal Meridian, thence to Waskada & western boundary of Manitoba.

**Newfoundland, Northern & Western.**—R. G. Reid has issued notice that lands along the line of railway will be granted for agricultural purposes free of cost, under the conditions, as to cultivation, prescribed in the Crown Lands Act. Formerly these lands were sold to settlers at 30c. an acre on the same terms as are granted Crown lands. Now Mr. Reid offers them free to bona fide settlers, so that any one can obtain 160 acres free of all charges. The settler may also avail himself of an act passed last year, which offers a bonus of \$20 an acre, payable to the extent of 3 acres, for clearing land, which then belongs to the settler. Mr. Reid has contracted with the New-

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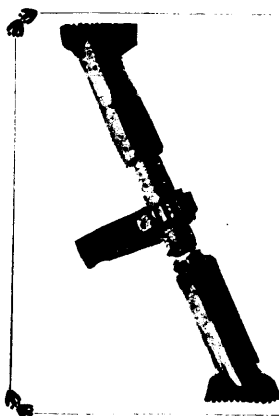
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foundland Government to build & run 7 steamers, one to ply direct between St. John's & Labrador, the others on the large bays, to connect with the railway at various points. By this coastwise steam service every fishing village & town will participate in the benefits of the railway, & all will be connected with St. John's.

**Northern Pacific & Manitoba Ry. Co.**—Notice is given of application to Dominion Parliament for an act to amend chap. 58 of 52 Victoria respecting the incorporation of the Co.; to extend the time for completing the Co.; to extend the time for completing the lines & extensions authorized by that act, & by the acts therein recited & confirmed, with the right to construct the same in sections, & for other purposes.

**Northern Pacific, Winnipeg Terminal.**—This building which comprised the Manitoba Hotel, the station & the divisional offices of the railway, was totally destroyed by fire on the night of Feb. 7. The building was erected in 1891. The hotel portion, 7 stories high, had a frontage of 216 ft. on Main st., & 212 ft. on Water st., & had accommodation for over 300 guests. The divisional offices extended along Water st. south of the hotel & there was a large train shed in rear of the hotel. The building, furniture, etc., was valued at about \$600,000, & it is said the Co. did not carry any insurance. Guests lost effects valued at nearly \$100,000. Nothing definite can be learned of the intention of the Co. as to rebuilding the hotel. The station & offices are likely to be rebuilt on the old plan.

**Ottawa and New York.**—H. W. Gays has been appointed General Manager of this Co., & of the New York & Ottawa R.R. Co., with headquarters at Ottawa. Mr. Gays has left the General Managership of the Chicago, Peoria & St. Louis Ry., with headquarters at St. Louis, Mo., to accept the Ottawa position. C. B. Hibbard will confine himself to the duties of President in future, handing over the General Managership to Mr. Gays.

**Portage la Prairie Westerly.**—M. B. Jackson gives notice of application to Manitoba Legislature to incorporate a company to build a line from or near Portage la Prairie westerly north of the main line of the C.P.R. to the western boundary of Manitoba, with branch lines to or near Neepawa or Gladstone, & to or near Brandon or Carberry, & northwesterly or southwesterly to the western boundary of Manitoba.

**Qu'Appelle, Long Lake & Saskatchewan** net earnings for Dec., \$1,482.75, compared with \$2,094.37.

**Quebec Central** traffic receipts for Jan., \$27,129.61, compared with \$24,303.82 for Jan., 1898.

**Richmond, Nicholasville, Irvine & Beattyville Ry.**—The sale of this line to G. P. Magann, of Toronto, & others, on Oct. 6 last for \$160,000, has been set aside, Judge Barr's decision to that effect having been upheld by the U. S. Circuit Court of Appeals.

**Rockland, Ont., to Prescott.**—Press reports say J. S. Ross & others, of Winchester, are promoting a scheme for the construction of a line from Rockland, Ont., south about 42 miles via Winchester & Moorewood, to Prescott.

**The Shedden Forwarding Co., Ltd.**—R. Mackay, J. Beattie, H. Paton, D. Macmaster, Montreal, & C. MacKenzie, Toronto, have given notice of application under the Dominion Companies Act for incorporation under this title, with a capital of \$700,000.

**Yukon Routes.**—L. Coste, Chief Engineer, Dominion Public Works Department, who is now in Europe, was recently interviewed for the Canadian Gazette in London, which says: "Mr. Coste went out to the Yukon country last March by the Stikine-Teslin route. His mission was to inquire more particularly into

the navigability of the rivers which for some time yet must necessarily form the principal means of access to the Yukon owing to the non-construction of the railway from Stikine River to Teslin Lake. Mr. Coste does not, however, hold that the route he took is the best. 'The best available route,' he believes, 'is via Skagway & the White Pass to Lake Bennett, & thence by the Lewes & Yukon rivers to Dawson City.'"

General Manager Hays, of NORTHERN PACIFIC HOTEL AND STATION, WINNIPEG, BURNED FEB. 7, 1899. Mrs. Hays, arrived at Nice Feb. 12. They will visit London at an early date.

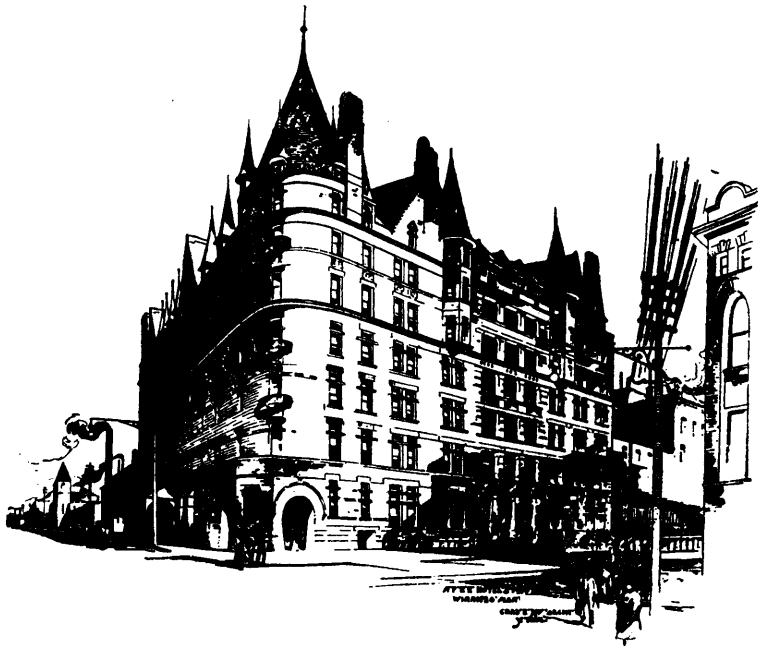
### The Electric Lighting of Trains.

By Robert A. Ross, E. E.

Electric train-lighting is occupying the attention of the larger railway companies on this continent at present to a large extent, & in a number of cases has been adopted for the better class of train service. In Europe the development has been much more rapid & on many lines it has or is in process of displacing the oil & gas formerly in universal use. The reason for the change is not far to seek. The public demands the utmost luxury when traveling, & having been educated to the advantages of electric lighting at home is quick to appreciate the same advantages on the railways where at the present time it is counted a luxury, but will soon become a necessity. The public recognizes the fact that as the electric lamp is free from flame there is no risk of fire & no vitiated atmosphere to breathe & it has an illuminant & not a mere gloom disperser as with oil & gas. Its ready adaptability to being placed where wanted makes possible the use of reading lights in the seats & in other positions where any other form of illuminant would be impossible.

The railway companies are not slow to appreciate these advantages, but naturally wish to be assured that electrical illumination will not be more costly & less reliable than other methods. As regards the cost, from recent experiences of different companies it appears that it is at least as cheap as gas & more expensive than oil. That this inferiority in point of cost as compared with oil will not hinder its introduction is evident, for oil has superseded candles although more costly, & even if electric lighting were more expensive than gas its acknowledged superiority would render its use advisable. As regards reliability, which is certainly equally important with cost, the apparatus used in all systems of electric lighting is practically identical with that used for the illumination of buildings & should be as reliable in operation.

Storage batteries at the present time are thoroughly commercial, as are the dynamos & generating apparatus. In the case of axle driving some complication in the regulating apparatus may exist, & it is particularly at this point that a careful selection of apparatus is



essential. The several systems in practical operation may be divided into two general classes, the first where each car on the system is independent & capable of taking care of itself, & the second where each car is dependent upon some method of charging located either upon the train or at certain points along the line. The first class necessitates the use of an axle-driven dynamo under each car with sufficient storage battery capacity to carry the lights over the periods when the train is not in motion or running too slowly to enable the dynamo to light the car. Generally speaking the operation of this equipment is as follows: When the train is at rest or running under 15 to 20 miles an hour the battery operates the lights, when the speed mentioned is reached the dynamo having attained the proper voltage is automatically connected to the lights & battery through the operation of a governor or electro magnetic mechanism, & the battery is charged & the lights operated from the dynamo. To regulate the voltage which would increase in proportion to the increase of speed of the train if not controlled, two general methods are adopted, either by keeping the speed of the dynamo constant or by regulating its field strength. The first is attained where the machine is belt-driven by allowing the belt to slip, the amount of slip being governed by some form of belt-tightening arrangement. This, while apparently unmechanical at first sight, works well in practice & has the merit of extreme simplicity. Where the dynamo is rigidly geared to the axle the system of the regulation of the field strength to vary in inverse proportion to the speed is adopted, which may be done either by an automatically controlled resistance in the shunt field, by changing the resistance of the magnetic circuit of the field magnet, or by a system of differential field winding. By the above system each car is a separate & self-contained unit & may be attached to any train on any line. Under the second class, where each car is not a separate unit but is dependent upon outside assistance, there are two general systems, the first where the car equipment consists of storage batteries alone, which are charged at suitable stations along the line, & second, where either an engine & dynamo unit driven by steam from the locomotive boiler or a separate boiler in the baggage car, or an axle driven unit for the entire train is located in the baggage car. Where the simple storage system is used each car is dependent upon obtaining charged batteries at regu-

lar intervals, & its travel is limited by this consideration. Where the baggage car equipment is used, the train is a unit, & except for short intervals determined by the capacity of the battery installed on each car the unit must be maintained intact, & the entire train must be wired, at least for the main conductors for through connection to the last coach. In the case of through trains, where the amount of disconnection is small during long runs, the batteries might be dispensed with & dependence placed upon the generating unit in the baggage car, or a single set of cells used in the baggage car or last car of the train to carry the lighting over the periods of disconnecting of the engine or baggage car.

As regards the initial cost of these several systems the writer, after a careful investigation of what has actually been done and what can be done at prevailing prices, has come to the conclusion that the order of cost is about as follows, beginning with the cheapest: 1. Engine & dynamo unit in baggage car without batteries. 2. Engine & dynamo unit in baggage car with batteries, under each car. 3. Single axle unit in baggage car with cells under each car. 4. Battery equipments under each car with charging stations at intervals. 5. Separate axle units & batteries under each car.

The last two are not far apart in initial cost per car. It may be pointed out, however, that allowance has been made for charging stations on the understanding that they are not used for other work, but in many cases the companies have lighting plants already established which are available for charging, which would diminish the cost of the charging station plan considerably. As regards reliability any of these systems to be commercially successful must be capable of being placed in the hands of the train crew, the supervision of experts being only available at large terminal points, & the expert supervision necessary should not be great even when available, & this will be secured by the use of the system which requires the least apparatus on the cars. This condition is best met by the charging station system, where the batteries are inspected after each run, & the charging apparatus is under competent supervision. The chances of failure are greatest on the systems employing the axle units for charging, but even in this case, from the reports of several companies, the failures are few. Regarding the comparative cost of operation of the various systems, it is impossible to speak generally, as each is dependent upon the local conditions on the particular railway system under consideration. It may, however, be pointed out that the interest & depreciation accounts, if properly allowed for, will be the largest item in the cost, & the investment in the original installation will to a large extent govern the annual cost per car for its operation. This

acts against the charging station scheme because of the large number of batteries used, & on them the depreciation is larger than on the rest of the apparatus.

The voltage employed where batteries are used should be kept as low as possible with due regard to the wiring losses, to take advantage of high efficiency lamps, & to reduce the weight & cost of the batteries as much as possible. In practice the voltages range from 24 to 60, & in many cases 2.5 watt lamps are adopted; the decreased life of these being compensated for by the smaller size of battery & charging apparatus. Where axle units are used the problem to be met approximates in a small way to that of street railway motors, which are operating under the floor of a moving car, & subject to the shock & disturbance of the motion, but the amount of attention which they will receive while operating is less than in the case of the motor.

To sum up the relative advantages of the several systems in a general way, we may say that the system employing a steam unit in the baggage car without batteries is the cheapest, & is very simple in operation, but when the locomotive is uncoupled the lights are extinguished, for which reason batteries under each car are a necessity unless the train is never broken. The batteries need, however, be but small. A single axle unit in the baggage car is in a good position for operation without chance of failure, but requires somewhat larger batteries on each car than the steam unit system to carry the lights while the train is stopped or running slowly. Each of the above systems requires that the train be wired throughout from car to car. The advantage of the separate axle unit under each car is that each is independent & no through wiring is necessary, but the initial cost is higher, & the necessary supervision greater than those previously mentioned. The charging station plan is simpler in operation, but its initial cost is high, & its operating costs probably higher than any of the others for the same conditions. It may be pointed out that where any road is contemplating the use of electric light, the natural course is to proceed cautiously & invest as little as possible until success has been demonstrated, & for this reason the separate axle unit has an advantage, as only those cars upon which the system is to be tried need be fitted up, while with the other systems expense has to be incurred for wiring all cars or establishing charging stations.

These are merely general views, & should not be applied indiscriminately to all cases, as the local conditions of each road will modify the above conclusions profoundly, each case requiring a careful study of existing conditions to ensure that the best system is adopted to meet the requirements. Under the varied conditions of traffic each of the above systems has its place, & with the possible condi-

tions met by such varied systems it is not too much to hope that the train of the immediate future will be the electrically lighted. — Canadian Engineer.

**The Late Hugh Ryan.**

Hugh Ryan, who died in Toronto Feb. 13, was born in County Limerick, Ireland, in 1832, & came to Canada with his parents in 1841. In 1850 he began railway work on the St. Lawrence & Atlantic Ry., which subsequently became the first link in the G. T. Ry. Ever since the construction of the St. L. & A. R. Mr. Ryan was engaged, with the exception of about three years, in the construction of public works. In 1856 H. & J. Ryan took the contract for a portion of the Brockville & Ottawa line, from Smith's Falls to Perth. They also took part of the same road from Arnprior to Bonnechere, which is now part of the main line of the C.P.R. Contracts in Michigan followed; then for a time Mr. Ryan was carrying out contracts in Illinois on a road which now forms part of the Chicago & Alton system. Afterwards he pursued his railway building in Kentucky. He went to Nova Scotia in 1867, & with Mr. Brooks built the heaviest portion of the Pictou Railway along the Salmon River. The same firm built a large part of the European & North American line through part of New Brunswick, & the Pope line, from Lennoxville, Que., towards the boundary, now a part of the C.P.R. short line. Next Mr. Ryan was engaged in building section 20 of the I.C.R., including the heavy bridges across the Miramichi River. In 1876 Purcell & Ryan took the contract for the C.P.R. from Fort William west to Eagle River, 227 miles. After this Mr. Ryan had the management of the building of the line from Toronto to Perth for the Ontario & Quebec Ry. syndicate. Next, in company with M. J. Haney, he started to build the Red River Valley Ry. from Winnipeg, which was completed by the Northern Pacific. Then Hugh Ryan & Co. took the contract for the building of the Sault Ste. Marie Canal, & six years were spent on that.



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**CHAS. D. TAPRELL, Manager.**

**CANADA LIFE ASSURANCE COMPANY.**

**The Record of Another Successful Year.**

There was a large number of shareholders present at the annual meeting of the Canada Life in Hamilton, Feb. 14. At the close of the Company's 52nd year, the directors have to submit their annual report along with the usual statements of the year's receipts & payments, & the assets & liabilities, as at the 31st Dec. last.

During 1898 the applications for assurances were 2,989 in number for the sum of \$6,152,764.75. Of these 181 were declined, for \$368,600, the lives not being deemed desirable for the Company's acceptance, & 159 for \$310,845 not being completed, the actual issue of the year was 2,649 policies for \$5,473,319.75. This amount is an advance upon the business of the past 2 years, & as it is doubtless an indication of the increased prosperity of the country, it may also be mentioned that the new assurances of the current year at this date are in excess of those of recent years.

The total business in force at the 31st Dec. last, was \$75,256,241.35 of assurances under 34,733 policies, upon 25,464 lives. The amount paid to policyholders, or their representatives, for policies which became claims by death during the year was \$881,808.88, & for endowment policies which had matured, \$120,693.67. In addition to these sums there were paid on policies by way of profits, \$194,353.53, & for surrendered policies, \$107,376.59, making the total payment to policyholders \$1,304,232.67.

The reserve necessary on account of all the Company's policy risks, & all other liabilities & capital stock, as shown by the general abstract, with the addition of \$225,000, set aside as a special voluntary provision towards the higher reserve basis to which the lower rates of interest now obtainable makes it prudent to look forward, & adding \$30,000 to the contingent account, there is left a surplus over all liabilities, amounting to \$1,818,747.89.

During the past year the Company sustained a very great loss by the death of Col. Sir Casimir S. Gzowski, K.C.M.G., who had been on the Board of Directors for 25 years. His wise counsel & earnest readiness to at all times promote the best interests of the Company were invaluable to it, & his courteous & gracious bearing towards his colleagues, warmly endeared him to them.

**FINANCIAL ABSTRACT FOR YEAR 1898.**

(On basis of Government Returns.)

Premium Income (Net).....	\$ 2,167,488 72
Interest, rents, etc.....	868,960 72
	<u>\$3,036,449 44</u>
Paid policy-holders*.....	\$ 1,295,370 45
Expenses, taxes, etc.....	438,304 76
Balance.....	1,302,774 23
	<u>\$3,036,449 44</u>

**ASSETS, JAN. 1ST., 1899.**

Ledger assets.....	\$19,225,660 01
Other assets.....	813,157 32
Total assets.....	<u>\$20,038,817 33</u>

**LIABILITIES.**

Assurance Reserve Fund (4 per cent.).....	\$17,212,216 00
Special Reserve towards higher standard.....	225,000 00
All other liabilities.....	373,853 44
	<u>\$18,220,069 44</u>
Surplus over all liabilities.....	1,818,747 89
	<u>\$20,038,817 33</u>

Assurances in force over 75,000,000.00.

\*Exclusive of \$8,862.22 received for Reassurance.

Company's fifty-second year. It is the twenty-fourth year in which I have had the honor as President of submitting a report to you, & it is with the same satisfaction & confidence as I have happily had upon all these occasions, & indeed during all the forty years of my connection with the Company, that I am able to point to the success & the sound position which the Company occupies. In again congratulating you, I would call your attention to some of the figures to which the report alludes. The new business during the year was in excess of that of the previous year, & looking to the increased number of companies, all eagerly competing for business, some of them purchasing it at a greater cost than we have thought prudent or safe, or beneficial to the true interests of those already assured, such a result speaks well for the public confidence which the Company enjoys. Our new business having been obtained without undue expense, & with a scrupulous care not to mislead applicants, will prove of a more enduring character, & of more real profit & advantage, than would a larger business otherwise secured, upon systems which our Company has not thought desirable.

"In speaking about new business, I would like to give you a few remarks from a very excellent paper read the other day before the Actuarial Society of Glasgow. The author says that while all know that the health of a man will be impaired by too much food, especially if it be rich & costly, there are few who understand that it is possible to injure a life office by giving it too much new business, no matter at what cost it may have been obtained. He pointed out that it is not by any means surprising that a big new business is so highly prized, & its advantages so greatly exaggerated, for it is the big new business that raises the fees of Directors, that raises the salaries of the Presidents, Managers, & Officials, & causes the annual rejoicing on the day of the annual meeting. Reserves may be inadequate, funds badly invested, expenses of management may be ruinous, & bonuses may be infinitesimal, but, if there is a large new business to report, everybody is congratulated on being connected with such a highly-prosperous concern. The big new business is like charity in covering a multitude of sins, but a big new business is not so much a matter of merit as a matter of price.

"There are already indications that companies which have been unduly expanded & differently conducted from the Canada Life, not following the conservative & economical principles by which it has been guided, are suffering the effects of their different course, & can only avoid its consequences by not holding that full reserve which we do for the protection & safety of our policyholders; & while I am alluding to these effects of undue expansion & undue expenditure, I may point you to the fact that the great companies whose business is of the largest amount, & whose enormous growth makes them apparently of the most progressive & prosperous character, are just those who have been the most conspicuous in the decline of the profits or surplus which they have been able to give their policyholders. During the past ten years the profits of these very progressive companies have been so reduced that the greatest & largest of them is now paying its policyholders, by way of profits, less than one-half the percentage to premiums they were paying ten years ago.

"The ratio of our Company's expenses to its income is of a moderate amount. It was last year 13.61 per cent., & I would, without alluding to any other company in particular, invite those who are interested in doing so to compare that with the corresponding ratio of any other company doing business in Canada. Mere magnitude of business without regard to its cost is a distinct & direct injury & injustice to our older policyholders, whose advantage

& security should be our first care. As the report states, our assurances in force, which were ten years ago forty-seven million dollars, are now seventy-five million dollars. The payments for profits, claims by deaths, & for endowments maturing last year, were, it will be seen, \$1,106,856.08, & as an evidence of the Directors' care & sagacity in the selection of the lives assured, I may mention that the year's mortality was largely under what was anticipated & provided for. The sum added to the assets of the Company during the year was larger than had ever before resulted from any year's operations. The new premiums of the year's new business were \$200,919.42, & I may explain that the total year's premiums would have exceeded the large amount shown by the accounts, but that so many of our policyholders having very prudently in past years taken their policies on the system of premiums ceasing after a limited number of years, they have now completed their payments, & their policies are free from future premiums to the Company. The Directors have each year for some time back called your attention to the decline in the rate of interest obtainable upon satisfactory investments, & I am sorry to have to repeat that that decline still continues to be experienced by this & all other investing companies & it has to be added that, in our opinion, & in that of every one who has given consideration to the question, there is no prospect of any permanent improvement in that respect, but rather the reverse. Under such circumstances and looking to the fact that a Life Assurance Company's obligations are based upon an assumption of interest to be obtained during very long periods, extending up to, say, fifty years in the future, it is a matter of prudent regard for the solidity & safety of the Company & its policyholders that we should prepare to still further strengthen our reserves upon policies. With that view, it will be observed by the accounts, that a sum of \$225,000 has been set aside as a special fund towards a higher valuation standard. The wisdom & prudence of this course will, I am sure, commend itself to you & all interested in the Company."

Mr. F. W. Gates, Vice-President, seconded the adoption of the report, which was unanimously carried.

Messrs. Campbell Ferrie, J. H. Plummer, & W. F. Findlay were appointed scrutineers of the meeting.

On motion, a vote of thanks to the President & Directors for their attention to the interests of the Company during the year was unanimously carried, & briefly responded to by President Ramsay. Mr. Adam Brown moved the thanks of the shareholders be tendered to the agents, officers, medical & legal advisers of the Company, to whose exertions in the interests of the Company its remarkable success is in a great measure due. This was unanimously carried.

A full discussion took place upon the proposed removal of the Head Office of the Company to Toronto, & it was moved by Hon. Geo. A. Cox, seconded by Z. A. Lash, Q.C., that in the opinion of this meeting it would be in the interests of the Canada Life Assurance Company that its chief place of business should hereafter be in the city of Toronto, & that the Board of Directors be & are hereby requested to take such action as may be deemed necessary to carry out the object of this resolution. An amendment to this resolution having been defeated by a vote of 1,353 shares against, & 954 for, the original motion of Messrs. Cox and Lash was carried upon the same vote. At an earlier stage of the meeting a deputation of citizens was heard, Mr. Samuel Barker stating their reasons against the proposed removal of the Company.

The following Directors were elected to fill the places of those retiring:—Messrs. A. G. Ramsay, Adam Brown, William Gibson, M.P.,

The President, Mr. A. G. Ramsay, in moving the adoption of the report, said:—  
"The annual report by the Directors & the accompanying statements tell the story of the

J. W. Flavelle, John Hoskin, Q.C., Z. A. Lash, Q.C.

At a subsequent meeting of the Directors, Mr. A. G. Ramsay & Mr. F. W. Gates were unanimously re-elected President & Vice-President, respectively.

### C.P.R. Operating Notes.

On the Crow's Nest Pass Ry. the change from mountain to Pacific standard time will be made at Cranbrook, B.C.

Now that regular mixed trains have been established on the Rat Portage & Wabigoon sections of the Western Division for the handling of local business, the practice of carrying passengers on freight trains will be discontinued unless on special orders from the Manager or his Assistant.

The Assistant to the Manager of the Western lines has issued the following circular: "This Co.'s expenditure for the purchase of temporary & repairs of permanent grain doors still continues abnormally large. The attention of agents is called to the fact that they are required to exercise great care to prevent the removal of temporary grain doors or damage to permanent ones, & to report all cases where cars which have been equipped with permanent grain doors have any portion of the equipment missing or broken. Conductors of freight trains will report any missing side, end, or ice box doors on cars in their trains to their Superintendent by first mail, stating number of train, date, car number, initials, & where car lifted from. Agents will make same report about all cars set out at their stations. Missing doors must be sent to the nearest car repairing point so that they may be reapplied to cars as opportunity offers. Sectionmen must see that all doors found lying along the track between stations are picked up & taken into stations for shipment to car repairing points."

The Manager of the Eastern lines has issued the following circular: "The use of cold water to cool hot boxes undoubtedly has an injurious effect on axles, & therefore this practice, now very generally followed, must be discontinued except when necessary to avoid delay to an important passenger train, & then the conductor must report the fact to the car inspector at the next terminal so that

the axle may be either removed or marked for scrap to be removed at first opportunity."

The Manager of the Eastern lines has issued the following circular: "If on account of severe weather or other unavoidable cause, it is found impossible to keep the rear car or cars on a passenger train at the proper temperature by steam heat from the locomotive, Baker heaters should then at once be started & kept going while necessary to maintain the proper temperature in such car or cars, the steam heat during such time being shut off from them. It will be the duty of the train conductors to see that this is done & that proper temperature is always maintained in passenger cars."

There have been many rumors about faster transcontinental service, but nothing appears to be settled, & it is likely the matter will remain in abeyance until Vice-President Shaughnessy makes his annual trip to the Pacific Coast in April. One proposal is to run a special train, to be called "The Imperial Limited," twice a week each way, making the run between Montreal & Vancouver in about 90 hours. Another idea is to relieve the Pacific & Atlantic expresses west of Winnipeg of all local traffic between Winnipeg & Medicine Hat, & to serve that territory by a second daily train each way, which would also run over the Crow's Nest Line between Dunmore Jct. & Kootenay Landing.

It is reported that trouble is brewing between the Co. & its locomotive engineers in consequence of the expected criticisms from headquarters about their methods of utilizing fuel, but not even an echo of this coming trouble has yet reached headquarters. From a railway point of view it is difficult to see what ground the engineers have for complaint. It is no doubt true that for some time past circulars have been issued from headquarters in Montreal explaining to the engineers the steps they ought to take to get the best results from coal. They were frankly told that they were not getting as good results from the use of their coal as they might, but there was no intention on the part of the management that the inference should be drawn that they were not treating the Co. fairly. They have been called upon to make explanations where it was believed that they had been extravagant in the use of coal, but it is explain-

ed by the management that it is necessary that the most rigid economy should be exercised in the use of fuel, which is the greatest single item of expenditure that the railways have to meet. It is said that a committee of engineers will be appointed to interview the management on this question, & it is exceedingly probable that the management will be glad to have the opportunity of meeting the men & placing the position clearly before them.

The Canadian Ex. Co. has extended its service over the Ottawa & New York, the Tilsonburg, Lake Erie & Pacific, the Detroit & River St. Clair, & the Pembroke Southern railways.

W. Stitt, Chief Clerk of the C.P.R. Passenger Department at Winnipeg, who is at Los Angeles, Cal., at present, is improving very much in health, & it is hoped he will be able to resume his duties towards spring.

### SHIPPING MATTERS.

#### Notices to Mariners.

The Dominion Department of Marine has issued the following notices:

No. 3, Jan. 24, Ontario.—1. Weller's Bay range lights. 2. Removal of the wreck of the Monitor in St. Mary's River.

No. 4, Jan. 26, Nova Scotia.—Change in position of Brooklyn pier light.

No. 5, Feb. 10, Nova Scotia.—Louisburg buoys adrift.

No. 6, Feb. 18, British Columbia.—Change in character of Fiddle Reef light.

No. 7, Feb. 20, Ontario.—1. No light at Port Bruce. 2. Michipicoten Island fog bell discontinued.

#### General Shipping Notes.

Goderich, Kincardine, & other ports on the south-east shore of Lake Huron are trying to secure a steamship line for that route. Since the wreck of the Cambria and the withdrawal of the Carmona the Windsor-Soo route is vacant.

W. H. Moore, solicitor, Toronto, gives notice of application to Dominion Parliament for an Act incorporating a company to con-

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### IMPROVED AND WILD LANDS...

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## Baldwin Locomotive Works.

SINGLE EXPANSION AND COMPOUND LOCOMOTIVES.

Broad and Narrow Gauge Locomotives; Mine and Furnace Locomotives; Compressed Air Locomotives; Steam Cars and Tramway Locomotives; Plantation Locomotives; Oil Burning Locomotives.

Adapted to every variety of service, and built accurately to gauges and templates after standard designs or to railroad companies' drawings. Like parts of different engines of same class perfectly interchangeable.

*Electric Locomotives and Electric Car Trucks with  
Approved Motors.*

**Burnham, Williams & Co., Philadelphia, Pa., U.S.A.**

struct & operate steam & other vessels between Canadian or other ports, & with other powers.

The Quebec Board of Trade has petitioned the Dominion Government to carry out Sir Wm. Van Horne's proposal for a first-class trans-Atlantic steamship service, urging that it will pay the country even if it should cost \$1,000,000 a year.

A significant circumstance in connection with the question of shipping from Canadian ports is that the Allan S.S. Co. has placed orders for 5 steamers—one of 8,800 tons & 14 knots, two of 10,000 tons & 15 knots, & two cargo steamers of 8,000 tons & 12 knots.

The shipping season of 1899 at Montreal promises to be a record-breaker. R. Reford & Co., who have for many years controlled some of the leading freight steamship agencies there, have added the Lord line of steamers which will trade with Cardiff. There is a probability of Reford & Co. establishing a Dublin service, but as yet it is indefinite.

Up to the middle of Feb. steamers had this season carried away from St. John, N.B., cargoes to the aggregate value of about \$3,500,000. The quantity of grain is not as large as was expected, but nearly 1,500,000 bushels have been shipped. The importation of wheat has been larger than last winter to this date. The total value of shipments is much greater than for the same period last season.

Great interest has been manifested in England in Sir Wm. Van Horne's Quebec speech on the fast steamship service. The papers commenting on it emphasize the strategic importance to the Empire of the C.P.R. route to the far East. If the Atlantic journey be reduced by a 22-knot service to, say 6 days, & the Quebec-Vancouver journey to, say 3 days, & the Vancouver-Hong Kong journey to 18 days, or 12 days, leaving out stoppages, it would be possible to go from Euston to Hong Kong in 22 days, & most of the way through British possessions; whereas the journey via the Suez canal, which is liable to be blocked in time of war, now takes about 40 days.

#### British Columbia Shipping Matters.

A. L. Brownlee's 100-ft. stern wheeler on Dog Lake has been burned.

The Union S.S. Co.'s str. Comox is being overhauled at Victoria, after which she will again go on the Vancouver-Shoal Bay run.

The Canadian-Australian line is carrying large cargoes from Vancouver, Canadian agricultural implements being the heaviest shipments.

The Big Bend Transportation Co., Ltd., has been incorporated under the B.C. Companies Act, capital \$125,250; headquarters, Revelstoke.

The Northern Lakes & Rivers Navigation Co., Ltd., has been incorporated, under the B.C. Companies Act, with headquarters at Victoria. Capital \$50,000.

There are rumors that both the Peninsular & Oriental S.S. Co. & the North German Lloyd will put on steamships between the Pacific coast & Japan & China.

The B. C. Marine Ry. Co. has installed an electric light plant on its ways at Esquimalt. A similar plant will be installed on the Vancouver ways, on which work is being pushed.

The str. Mananeuse, which has been the cause of a lot of litigation recently, is to be run under the agency of R. Ward & Co.; she will probably make the northern trip from Victoria about every 10 days.

The C.P.R. Co. is about to build at Nelson a 3rd transfer barge, with 15 cars capacity, to be used between Kootenay Landing & Nelson. Another is to be built at Nakusp for use between East & West Robson.

It is said Cap. McPhaiden, one of the directors of the Union S.S. Co., & Manager Darling have gone to Portland & San Francisco to purchase another steamer to run between Vancouver & Shoal Bay. The new vessel will, it is expected, cost from \$50,000 to \$60,000.

It is said an order for 160,000,000 ft. of lumber has been placed with mills at Vancouver for the Chinese railway. Additional mills will be erected to increase the output. Australia has also ordered more lumber than B.C. can supply. This means great activity in shipping.

The C.P.R. Co.'s str. Athenian has been overhauled at Hong Kong, being made into a large freight carrier. The forward part of her passenger accommodation has been taken out & that part of the ship given over to increase the room for freight. The Tartar will probably be treated in the same way.

The Yukon trade very favorably affected the shipbuilding industry of Victoria during the past year. Of the 22 steamers built in

1898 in B.C. 12 with a tonnage of 4,944 tons were built in Victoria. The majority of these were river steamers for the Northern rivers. In repairing the Mananeuse, \$34,000 were expended. The Islander, Tees, Charmer, & a number of other vessels had very extensive alterations made in them. During 1898 5,458 vessels entered & cleared from the port of Victoria against 5,023 in 1897.

The C.P.N. Co.'s str. Tees, hitherto used almost entirely for freight, has been repaired & largely altered, so as to fit her for passenger traffic also. A new deck has been put on, & cabins have been constructed on this & below, which will provide accommodation for 70 1st & 60 2nd-class passengers without encroaching on the space hitherto reserved for freight. Previously only 28 passengers could be carried, & the accommodation for these was indifferent, owing to there being no thorough system of heating the vessel. This has been overcome by the installation of a donkey engine & of steam-heaters throughout the vessel. The kitchens have been removed below. Another feature is the clear deck amidships, a promenade deck being provided aft & another on the bridge. Among other improvements is a thorough overhauling of the boiler-room, the complete repair of the ship's bottom in dry dock, & the accommodation provided for the carriage of horses, either between decks or in the lower hold.

The narrows between Upper and Lower Arrow Lakes are being improved by the Dominion Department of Public Works. This is one of the most important waterways of the Kootenay district, providing a stretch of navigation, 125 miles long, on which the C.P.R. steamers ply at the rate of 18 miles an hour. These narrows are the only point at which navigation is at all obstructed, & a force is engaged building wing dams, so as to confine the water to one main channel. This work was begun a year ago, & the result was that, during the last period of low water, steamboat traffic was not once delayed, as it had always been before. Work is also being done on the Upper Duncan River, where snags, rocks & other obstructions extend for 18 miles. When this channel is improved, navigation will be opened into the Lardo-Duncan country, which is one of the most promising of the Upper Country mining districts. At present, prospectors & miners have great difficulty in passing the accumulations of driftwood, even with small

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boats, but very soon there will be a clear stretch of navigable water for 40 miles from Kaslo. Work has been commenced improving the channel of Kootenay River, between Fort Steele & Wardner, where the river is crossed by the Crow's Nest Pass Ry. When this work is completed there will be easy access, by water, to the railway for the people in & about Fort Steele. On the Columbia River, above Revelstoke, obstructions are being removed from the canyons between Revelstoke & La Porte, to facilitate the navigation of the stretch of the Columbia, leading into the Big Bend Country, this being the only present means of communication.

### Maritime Provinces Shipping.

C. R. Burgess, Wolfville, N.S., & others have been incorporated as The Ship Kings County Co., Ltd.; capital, \$32,000.

C. F. Libby has been appointed Manager of the International Steamship Co. at Portland, Me., vice J. B. Coyle, deceased.

The government str. Stanley arrived at Georgetown, Feb. 18, after being delayed 16 days in ice between there & Pictou, N.S.

The Dominion Coal Co. has chartered a number of steamers to carry coal from Louisbourg to Halifax & Boston during the winter.

At the recent annual meeting of the Yarmouth Marine Ry. Co. the business of the year was reported satisfactory, a dividend was declared, & the directors were re-elected.

It is said the business done by the Yarmouth Steamship Co. in 1898 exceeded that of the previous year, & that the management is perfectly satisfied with what has been accomplished.

About the middle of Jan. the SS. Yarmouth, of the Yarmouth Steamship Co.'s fleet, was chartered by the Plant Steamship Co. for 3 months, & is now on that Co.'s route between Tampa & Havana.

The repairs being put upon the D.A.R. str. Prince Rupert will, it is expected, be completed by Mar. 1. She will then proceed to Halifax to go into dry dock. As soon as she goes on the Digby route again the Prince Edward will be overhauled.

Another steamship has been ordered by the Plant line, to run between Boston & Halifax. She is to be a twin-screw ship, 400 ft. long & with a contract speed of 18 knots. It is expected her passenger accommodations will be the most complete of any steamer ever built on this side, with the exception of the St. Paul & St. Louis.

A company is being formed in North Sydney to purchase a large steamer for freight and passengers to run between there & Montreal during summer. If the Co. succeed in raising the necessary amount a steamer will be immediately purchased to run between North Sydney & Montreal during summer, and South in winter.

Some time ago a news item went the rounds of the press to the effect that owners of Nova Scotia schooners engaged in the Porto Rican trade had decided to transfer their register to the U.S. as a means of competing on equal footing with U.S. craft. A recent Treasury ruling at Washington says that a U.S. register cannot be obtained by Canadian craft except under special legislation by Congress, & that the owning of the vessels by U.S. citizens does not alter the case. U.S. register will be given to no vessel which has not been built in U.S. waters.

A committee of the Fredericton Board of Trade has had a conference with President Baird of the Star Line Co. on the up-river steamboat service, about which there has been much complaint. Mr. Baird said the irregular service was due to the str. Aberdeen being unable to make more trips between Fredericton & Woodstock because of shallow water. If the Provincial Government will give a small additional subsidy the Co. will next season put on a steel steamer of light draft that will be able to maintain a continuous service throughout the summer. The Board of Trade will back the Co. in petitioning the legislature for an increase on the present subsidy, which is \$900.

The winter str. Stanley, owned by the Dominion Government, which runs between Pictou, N.S., & Georgetown, P.E.I., was built in 1888. Her gross tonnage is 914 tons. In the 10 years she has been running the highest no. of trips made in a season was 89—in 1891-2, & the lowest 47—in 1897-8. The greatest no. of packages of freight carried was 94,519—in 1893-4, & the lowest 21,620—in 1891-2. The greatest no. of passengers was 2,317—in 1890-1, & the lowest 1,240—in 1897-8. The earliest date of starting running was Dec. 1, in 4 different years—'91, '92, '94 & '95; & the latest Dec. 25—in '97. The earliest date of ending was Apl. 9, '89, & the latest May 9, '94. The highest gross earnings were \$15,339.04—in 1890-1, & the lowest \$6,476.60—in 1891-2. The greatest no. of days stuck in ice was 85—in '88, and the lowest 10 days—in '89.

### Ontario & the Great Lakes.

Capt. Trowell, of the str. Ocean, is again able to move round without crutches.

On Feb. 14, the Niagara River was frozen over from Lewiston to Youngstown, the first time in 20 years.

The Donnelly Salvage & Wrecking Co. has purchased the str. Eurydice for wrecking work. She was formerly the str. Hastings.

Mr. Lumas, of Cincinnati, Ohio, is having a 50 ft. steam yacht built at Kingston, Ont., for use on Muskoka Lake, where he has an island.

It is said F. A. Knapp, of Prescott, the inventor of the roller boat, has found financial backing in Chicago, & that a large roller boat will be built from his design.

Two large steamers, Canadian bottoms, will be built for the Canada Atlantic Ry. system, to carry grain from Duluth & Fort William to Depot Harbor, Ont.

W. G. Denesha, of Morrisburg, is having built at Kingston, for use on canal contracts, a tug 60 ft. long, engine high pressure 14x16 with return flue marine boiler. Cost \$3,500.

The str. Flora is being rebuilt and refitted at Sandwich by the Cleveland-Rondeau route. About \$25,000 is being spent on her by the L. E. & D. R. Ry. Co. The engines of the revenue cutter Andrew Johnson will be placed in the Flora.

The L. E. & D. R. Ry.'s car ferry Shenango no. 1 stuck in the ice near Clear Creek, Lake Erie, early in Feb. Up to Feb. 23 she was still there, but no danger to her is anticipated. Efforts to release her by dynamiting the ice proved unsuccessful.

The Great Northern Transit Co.'s steamer to replace the burned Pacific, is to be built at Collingwood. She will be 190 ft. long, 32 ft. beam & 11 ft. deep, & will cost between \$60,000 & \$70,000. The Co. will buy a steamer to replace the burned Northern Belle on the North Shore route.

The steamers of the American line, consisting of the New York, Empire State & America, are undergoing a general overhauling, & improvements & alterations are being made to the boilers & wheels, which is expected to materially increase their speed. More state-rooms are being added to the New York & Empire State.

At the recent annual meeting of the Niagara Navigation Co., the General Manager's report, which was very satisfactory, was unanimously adopted. The following board was elected: President, Sir Frank Smith; General Manager, John Foy; other directors, W. Hendrie, E. B. Osler, J. J. Foy, R. H. McBride, B. Cumberland.

The steamer being built at Pictou, & in which the engines & boilers of the str. Empress of India are being placed, is to be called the Argyle. There has been a great deal of speculation as to her route. The latest report is that she is to run between Toronto & the Thousand Islands as a Western connection for the American Line.

Hamilton City Council has decided to petition for these improvements: The dredging of the channel at the piers from 20 ft. at the lake end, to 15 ft. at the bay end; the piers extended easterly into Lake Ontario until 20 ft. of water is reached; the south pier extended 300 ft. in a southwest direction, & a good distinguishing range light at or near the west end of the south pier.

The str. Empress of India having gone off the Toronto-Port Dalhousie run, the Lakeside Navigation Co. will put on the str. Greyhound in addition to the str. Lakeside. Both boats are being overhauled at St. Catharines. It is said the Lakeside Co. will put another boat

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on the Toronto-Oakville run. Capt. J. Towers, formerly captain of the str. Ocean, will have charge of the Greyhound.

At the annual meeting of the Canadian Marine Engineers' Association, the following officers were elected: Hon. President, O. P. St. John; President, H. Parker; 1st Vice-President, A. J. Woodward; Secretary, S. A. Mills; Treasurer, H. Brownley; Inside Guard, H. Bowler; Auditors, D. L. Foley & E. J. O'Dell; Council, T. Good, W. Horwood, R. Binch, P. J. Carr & J. E. Kane.

The Polson Iron Works, Toronto, is building a composite steam cutter for G. Gooderham, of that city, to act as tender to his yacht Oriole. She will be 36 ft. long, 9 ft. beam, 3 ft. deep, with verticle engine 6"x7" & Clyde boiler 45"x66" long & 150 lbs. pressure. She will have steel frame & be planked with clear B.C. pine. She will be powerful enough to tow the Oriole if necessary. She was designed & is being built under the superintendence of W. E. Redway, naval architect, Toronto, & will cost about \$1,500.

The Polson Iron Works, Toronto, is building a handsome steel passenger steamer for the Richelieu River Navigation Co. of St. John's, Que., to be called the Majestic. She is 112 ft. long, 22½ ft. beam & 6 ft. deep, having vertical compound jet condensing engines, 14"x28", with 18" stroke, large Fitzgibbon boiler containing 1,400 ft. heating surface, with 150 lbs. pressure. She will be fitted with electric light throughout, including a powerful search light, & is to be finished by June 21 next. The guaranteed speed is to be 15 knots. The cost is in the neighborhood of \$20,000.

**Province of Quebec Shipping.**

The Canada Atlantic Transit Co. is organizing a barge line in connection with the Co-teau Landing elevator, & is building floating elevators to transfer the grain at Montreal.

The widening & deepening of the ship channel between Montreal & Quebec, the increase of pilots, & the abolition of the contract system of buoys is being urged on the Dominion Government by the Montreal Board of Trade.

Notice is given of application to Dominion Parliament for an act amending the act incorporating the Quebec Steamship Co. by granting power to the Co. to buy & sell fruit & other goods & merchandise, & to carry on the business of general merchants, & for other purposes.

In response to a request of the Montreal Board of Trade for the establishment of an Admiralty Court in that city, the Minister of Justice proposes to establish a deputy registrar there whose emoluments will be derived from the fees in the cases, & Judge Routhier will attend to the actions themselves.

D. M. Robertson has been appointed captain of the Ottawa River Navigation Co.'s str. Empress, to succeed the late Capt. Bowie. Capt. Robertson was for several seasons purser of the str. Empress, & in 1897 was purser of the str. Sovereign. During the years he served as purser for the Co. he studied medicine at McGill University, & in 1898 obtained the degree of M.D., passing with honors. At present he is attached to the staff of the Royal Victoria Hospital, Montreal.

The Ottawa River Navigation Co. is having a wooden propeller built at Toronto by M. Simpson, to ply on the Ottawa River. Her dimensions are: Length, 100 ft.; beam, 21 ft.; depth, 7 ft. She will be fitted with fore and aft jet-condensing engines, cylinders 10x20 in., with 16 in. stroke; usual feed donkey-engine pumps; boilers, 120 in. long, 66 in. diameter; steam pressure, 160 to the sq. in. The contract speed is to be 14 knots. The machinery is being built by the Polson

Engine Works. The boat is to be completed by May 1, & will run between Ottawa & Thurso daily. Her passenger capacity will be 300.

**Yukon & Northern Navigation Matters.**

Capt. J. Irving, of Victoria, B.C., is about to build a steamer on Lake Bennett.

Capt. R. A. Talbot is building 3 steamers at Seattle for the Alaska trade, to cost about \$20,000 each. They are to be flat bottomed, 120 ft. long, 23 ft. beam, 12 in. draft light and 3½ ft. loaded, each to accommodate 400 passengers and 200 tons freight.

The Gold Mining Steamship Co., with headquarters at Victoria, B.C., is going to have built there 2 stern wheel steamers, 130 ft. long, 28 feet wide and 4 ft. deep. One is to be ready by May 1 and is to be sent to St. Michaels for service on the Yukon, the other will be sent north in sections and is to be ready to leave Lake Bennett when navigation opens.

It is reported that marine insurance underwriters have become alarmed over the plans of steamship companies to cut down the time on the run to Alaskan points and are seriously considering the question of calling a halt. The rates on vessels in that service during the last two years have been from 2 to 5% higher than on other coastwise vessels. Last year, when the great rush to the north was on and boats of all descriptions were pressed into the service, the premiums paid in some instances were fabulously high. Even the Pacific Coast S. S. Co., which has been running steamships to Alaska for 40 years and whose vessels have been constructed with full knowledge on the part of the owners of the necessities for ships in that service, had to pay largely increased rate.

At a meeting in Seattle, Jan. 16, of representatives of all companies operating steamers between British Columbia & Puget Sound ports & southwestern Alaskan ports the following rates were fixed:

Passengers.	1st Class.	2nd Class.
To Wrangel & points south.....	\$17	\$10
To Juneau.....	20	12
To Skaguay and Dyea.....	25	15
Wrangel to Skaguay.....	10	

General merchandise—to Wrangel, \$8; to Juneau, \$9; to Skaguay and Dyea, \$10.

Horses & cattle, in lots of less than 3, to all Alaskan points, \$22.50 each; in lots of more than 3, \$20 each. Dogs, to all points, \$5.

Dressed meat, 2½ times the rate on merchandise. Live hogs, 4 times the merchandise rate. Sheep, merchandise rate, estimated at 500 lbs. each.

Lumber, per thousand ft., to Skaguay & Dyea, \$9; to Juneau, \$8; to Wrangel, \$7.

Hay, per ton—to Skaguay & Dyea, \$15; to Juneau, \$11.50; to Wrangel, \$10. The last rate may be slightly varied.

All the foregoing rates are now in force.

A budget of news from the frozen-in Yukon river steamers has been received from the lower river. Parts of the Sovereign's machinery became broken & others were worn out. Some of the parts could not be replaced, but could be repaired provided they were taken to a foundry. Mate Tritton was allotted the task of bringing out the heavy pieces, & lately reached Skaguay. He started from Circle City, with a dog team, in a blizzard, for the perilous trip to Skaguay. For 18 days he struggled over the frozen surface of the lower Yukon to reach Dawson. The river below Dawson is entirely different from the river above. The upper Yukon is frozen smoothly & makes a good sledding track. The lower river congealed in bunches and is as rough as the top of a miniature mountain range. Over this ice Tritton struggled with his heavy load. The fact that he was but 2 days longer on the trip from Dawson to Skag-

way than from Circle to Dawson shows what he had to contend with. The Sovereign has been pulled up on the bank at Circle City & the Victoria is between her and the river. The Tacoma, of the Empire line fleet, is almost as good as wrecked. She is in a very open position in the middle of the Yukon, 12 miles below Circle. The ice is piled up high around her. The Seattle, of the same fleet, has very little chance of getting free. She is some distance above Circle and to a certain extent protected by an island. The impression is that, at least, 20 steamers will be broken up when the ice moves.

The Canadian Development Co., with headquarters at Victoria, B.C., commenced operations last year & constructed 3 large steamers, the Victorian, Canadian & Columbian, which are now in winter quarters on the upper Yukon river. These steamers are 150 ft. long by 33 ft. beam, & have a speed of 15 miles an hour, & each is fitted with 14 water-tight compartments. Electric lights are fitted throughout. Each steamer has berths for 250 passengers, & a freight capacity of 200 tons weight. After arrival at Dawson in Aug., 1898, the Columbian & Canadian were placed upon the route between Dawson City & the White Horse rapids, & made several trips. The Co. is reconstructing & fitting with powerful boilers & machinery the Anglian, a somewhat smaller steamer, which will be placed in condition for the carriage of passengers and freight. In course of completion at Dawson City are 2 fast & powerful steel steamers of medium size & modern design, which were constructed in England, & will be used in connection with the larger steamers. To handle the through traffic from the temporary terminus of the White Pass Ry. at the head of Lake Bennett to the White Horse rapids, where connection is made with the steamers to & from Dawson City, the Co. has under construction in the East a fast packet steamer for the lake work. This boat is being built of steel, with a length of 115 ft. & 24 ft. beam. She will have 3 fore-and-aft and 7 transverse water-tight compartments. The boiler is of the Yarrow water-tube type, & the engines are of great power, giving the boat an ordinary working speed of 15 miles an hour. She will be fitted with electric lights, including search-lights, & will be equipped for the accommodation of passengers. She will be completed at an early date, & put into service immediately upon the opening of navigation. The Co. has made arrangements for warehouse & wharfage facilities at Dawson City & other important Yukon points, & has secured fuel for the entire season. A New York despatch says the Canadian Development Co. has bought the steamships Werra & Fulda, & will put them on the Alaska route. Sometime since it was stated these vessels had been sold to the Canadian Steamship Co., to run between Milford Haven and Paspebiac, Que.

**Richelieu & Ontario Navigation Co.**

The following report was submitted at the annual meeting, Feb. 14:—Your Directors submit herewith a statement of the Co.'s business for 1898:

	1898.	1897.
The gross receipts were.....	\$728,913.97	\$688,026.09
Operating expenses.....	590,936.51	552,950.94
Fixed charges.....	25,979.89	26,945.09
Net profit.....	\$112,027.55	\$108,130.06

Two semi-annual dividends of 3%, each amounting together to \$104,400, were paid, leaving \$7,627.55 to be carried to surplus. The earnings show a continued increase, notwithstanding that the 2 large railway companies made a reduction of 50% in their passenger rates throughout the entire season, & that owing to the Spanish-American war, the tourist traffic was very light up to the

end of July, & that there were greater delays than usual to navigation in the canals. The increase in operating expenses is mainly due to the large extra improvements made in a number of the steamers. The business of the hotel at Tadousac has been very satisfactory. The hotel has been operated on a liberal scale with a view to increase travel. In consequence of its continued inability to accommodate the guests offering, another enlargement of the building was made in Oct. & Nov. last, the grounds about the hotel improved, & golf links added to the other amusements. A complete electric light plant will be added. The directors regret that the new steamer Toronto was not ready for service on the Western route in Aug. last, as expected. She will be in commission on the opening of next season. It is the intention to equip the entire service between Toronto & Montreal with new steamers of the largest size practicable, & to enlarge the steamers on the other principal routes, as the increasing business requires. Parliament will be asked, at its next session, for power to increase the Co.'s capital for that purpose. It is also the intention to place 2 steamers on the Hamilton route during the ensuing season, & a daily service on the Saguenay route. In conformity with the deed of trust securing the Co.'s Bonds, issued in 1895, 40 bonds of £100 each, amounting to \$19,466.66, have been withdrawn & cancelled, making a total to date of \$55,479.98 out of the original issue of \$571,883.33. The Co.'s steamers & the property have been kept in a first-class & improving condition. The directors are pleased to report that their relations with the railways, on both sides of their line of navigation, are of the most cordial character.

FINANCIAL STATEMENT YEAR ENDED DEC. 31, 1898.

ASSETS.	
Steamers, real estate, buildings, wharves, etc.	\$2,369,842.09
Coal, stores, provisions, etc.	66,683.61
Accounts receivable.	63,091.84
Cash in bank.	7,520.36
	<b>\$2,537,138.80</b>
LIABILITIES.	
Capital stock.	\$1,740,000.00
Bonds 5% sterling.	\$571,833.33
Less cancelled.	\$55,479.98
In treasury.	15,086.68
	<b>70,566.66</b>
Accounts payable.	501,266.67
Unclaimed dividends.	56,360.58
Accrued interest on bonds.	219.00
Surplus.	8,605.88
	<b>230,686.67</b>
	<b>\$2,537,138.80</b>
INCOME ACCOUNT.	
Two dividends 3% each, paid May 2 & Nov. 2, 1898.	\$104,400.00
Carried to surplus Dec. 31, 1898.	7,627.55
Net income over & above expenses, fixed charges & interest, for year ended Dec. 31st, 1898.	<b>\$112,027.55</b>

After the adoption of a by-law regarding the issuance of stock certificates, President Forget asked the approval of the action of the directors as regards the application to the Legislature to amend the charter & give the right to issue additional stock & also to give power to take up the management of hotels. This was granted.

The following directors were elected: Senator Forget, W. Wainwright, R. Forget, Col. F. C. Henshaw, W. Hanson, J. K. Osborne, H. McKenzie, C. O. Paradis, E. B. Garneau,

J. Lewis & Major Pellatt, the latter replacing J. Swift, of Kingston.

I. McL. Spackman wished to know the basis of cost of the Co.'s vessels. Was the cost as shown in the statement based on the original cost of the fleet? Was it based on the price the vessels would bring to-day? or was there a present estimated value placed upon the fleet? These were questions which in his mind had much to do with the present price of the stock in comparison with other stocks in the market. It was often said on the Street that the Co.'s steamers were placed at altogether too high a valuation, & this story, which had persistently gone around for years, had done much toward preventing the stock from climbing upward at a rate which the shareholders thought was warranted by the earnings.

Senator Forget said that some years ago when he took hold of the Co. a board of experts was appointed, & it was their estimate which had been followed in making out the valuations of the different steamers of the line.

Lt.-Col. Henshaw said he was well aware that this had been a source of annoyance for years. At the time that Senator Forget became the President of the Co., J. Cantin, of Montreal, & G. Davis, of Quebec, & one other disinterested man were appointed a board of experts to give a proper valuation to the steamers, & he considered that the present valuation was very low indeed.

The General Manager said the str. Quebec was valued on the books at \$175,000, & the str. Montreal was valued at \$130,000. The contract price of the new str. Toronto was \$240,000, & the extras would amount to another \$30,000. The earning power of the old steamers, combined with their first-class condition, placed them in a very enviable position as compared with the new steamer.

W. McNally asked what the prospects were for the American Line this year. W. Wainwright said that the Richelieu was on the best of terms with the New York Central, but as regarded the American Line he could give no information.

Senator Forget was re-elected President, & W. Wainwright, Vice-President.

"Investor" writes from Montreal to the Monetary Times as follows:—"At the annual meeting of the R. & O. N. Co., held here this week, the President of the Co. is reported to have stated, in answer to an inquiry from a shareholder, as to the value of the Co.'s property, that the Co.'s vessels were worth more than they cost; that a good steel hull would last for 100 years; that the steamers of the R. & O. Co. increased in value every year; he was certain that most of them were worth one-third more than their estimated value, & at any rate could not be replaced for what they had cost. Lieut.-Col. Henshaw is said to have stated that the steamers were worth twice what they had cost; he thought the President undervalued them. General Manager Gildersleeve gave the cost of the 3 most expensive of the Co.'s boats, concluding with the new Toronto, just being completed, at a cost of \$270,000. 'That will show you what steamers cost,' said Lieut.-Col. Henshaw, in the published reports of the meeting, '& we have 25 of them.'

"Now, on behalf of the investing public, I would like to ask, are these numbers to be understood as showing that the directors of the

R. & O. N. Co. are writing the words of a new comic opera to take the place of H.M.S. Pinafore, or do they thus place themselves on record as responsible men in control of the finances of a great company? Can Senator Forget repeat his statements with a straight face, & assure us that the Algerian for instance, so often re-built, is worth what she cost the Co. And if steel hulls have a life of 100 years, why has the Cunarder Adriatic, built in 1871, been condemned to the scrap heap during the past few days. As to replacing those boats at cost price, I agree with the President that it is impossible, because any board of directors, letting contracts for such boats at such prices would be immediately subject to examination, de lunatico inquirendo by their next of kin. The evidence offered in the dialogue between Mr. Gildersleeve & Mr. Henshaw is rather conclusive. To reduce the matter to a more concise statement, if the 3 best boats are worth \$575,000, what is the value of the worst one? The answer may be any amount the reader feels competent to decide upon. What a Klondyke the ark would have been, if it had only been registered in the R. & O. fleet, & kept in commission."

It is said the str. Toronto will commence running between Toronto & Prescott June 1. The running of the Co.'s lake steamers will differ somewhat from last season. Stops will not be made at Bowmanville, Port Hope & Cobourg, & a U.S. city of large size will be touched at instead. With the present business revival & the abundance of money, together with the new steamer, the directors state they expect the gross receipts to turn the million mark in the season of 1899.

## ELECTRIC RAILWAYS.

### Halifax Electric Tramway Company.

At the third annual meeting, Feb. 13, the following report was presented:—The business of the Company for the year ended Dec. 31, 1898, shows a net profit, after the payment of all fixed charges, of \$54,784.54 as against \$49,808.77 of 1897. From the profits of this year 4 quarterly dividends of 1½% have been paid, leaving \$6,784.54 to be carried forward to profit & loss account. The gross earnings were \$197,830.46, an increase over 1897 of \$4,450.78. There was an increase in operating expenses of 5.35% for the first 6 months of 1898 over that of the corresponding 6 months of 1897, & a decrease in operating expenses for the last 6 months of 1.45%. The increase in the operating expenses for the first 6 months of 1898 was due to the cost of removal of unusually large quantities of snow. The power & electric light plants have received careful attention, & are in a condition of high efficiency. The rolling stock has been increased by the addition of 2 open & 2 box cars. The construction work in the power house commenced in 1897 has been completed during the past year, & in addition a rotary transformer has been added to increase the available power for railroad purposes. Double track & turnouts have been laid on Barrington, South Park, Pleasant & Hollis Sts., in consequence of which the Co. has been enabled to operate 18,591 more car miles, & thus render better service. The property adjoining the power house, containing 21,420 sq. ft. of land,

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has been acquired, & a substantial car house, with a capacity for storing 20 cars, has been erected thereon, the basement of which has been fitted up & furnishes accommodations for store house & stables. In order to meet public demand, workmen's tickets, 10 for 25c. between 6 & 8 a.m. were issued during May, & although this did not have the effect of increasing our revenue, yet the increased traffic counterbalanced the reduction in tariff. After careful consideration to further popularize the service & to increase the business the directors decided to issue tickets at a reduced rate of 6 for 25c., & 25 for \$1 from Dec. 1. Experience has demonstrated the wisdom of this decision, as there were 23,042 more passengers carried in Dec., 1898 than during Dec., 1897, & the returns for Jan., 1899, show an increase of 29,468 passengers over Jan., 1898. The total number of passengers carried during 1898 was 2,419,268, showing an increase of 84,308 over 1897. Convenient & suitable offices have been erected adjoining the power house, & now the entire staff of the Co. is accommodated at the works.

STATISTICAL STATEMENT.

Passenger, railroad and miscellaneous receipts	1898. \$120,568.17	1897. \$117,845.00
Increase '98 over '97, 2.39%	2,723.17	
Lighting and power and sundry receipts	77,262.29	75,534.68
Increase '98 over '97, 2.15%	1,727.61	
Operating expenses and interest	113,081.92	112,570.91
Increase '98 over '97, 0.5%	511.01	
OPERATING EXPENSES—		
Per cent. of total earnings, first 6 months	59.06%	57.11%
Increase '98, first 6 months	66.65%	61.30%
Per cent. of total earnings last 6 months	5.35%	
Increase '98, last 6 months	51.47%	52.92%
Decrease '98, last 6 months	1.45%	
Passengers	2,419,368	2,334,900
Average receipts per passenger	4.93	4.99
Cars run per day—average	13	13
Car mileage	593,608	575,017
Incandescent lamps instal. Dec. 31	14,225	11,497
Arc lamps	309	299
Horse-power of Motors	216	139
Meters installed	680	506

FINANCIAL STATEMENT.

ASSETS.

Property	\$1,385,145 87
Construction account	50,747 89
Accounts receivable	17,002 19
Supplies on hand	8,138 22
Suspense accounts	5,241 63
Deposit with City	500 00
Cash on hand	34,591 47
	<u>\$1,501,367 27</u>

LIABILITIES.

Capital stock	\$ 800,000 00
Five per cent. bonds	600,000 00
Accounts payable	21,344 32
Suspense accounts	1,927 23
Securities for light accounts	52 38
Tickets outstanding	295 15
Bond interest	15,000 00
Quarterly dividend due Jan. 1, '99	12,000 00
Surplus account, Dec. 31, '98	50,747 89
	<u>\$1,501,367 27</u>

INCOME ACCOUNT.

Operating expenses	\$ 113,081 92
Coupons	30,000 00
Four dividends	48,000 00
Surplus	6,748 54
	<u>\$ 197,830 46</u>

Passenger receipts	\$ 119,468 17
Light and power earnings	74,959 32
Sundry railway earnings	11,000 00
Sundry receipts	421 64
Interest and discount	1,881 33
	<u>\$ 197,830 46</u>

Toronto Railway Litigation.

Interesting questions have recently been litigated between the City of Toronto & the Toronto Ry. Co., in the efforts to compel the Co. to equip its cars with rear end vestibules. The Ontario Act of 1894 authorizes municipal councils to require proper & sufficient vestibules to be placed upon the cars of electric railway companies during Nov., Dec.,

Jan., Feb. & Mar. to protect the motorman & persons in charge of the cars from exposure to the cold, rain, snow & sleet while engaged in operating the cars. The Toronto Ry. system is operated by single motor cars, which have but one vestibule, at the end occupied by the motorman. In Nov. last the City of Toronto laid an information before the Police Magistrate, charging the Ry. Co. with a breach of by-law in not having a rear end vestibule. Proceedings before police magistrates against corporations had not been common, & it was held in the case of indictable offences that the Magistrate had no power to summon corporations. The Toronto Ry. Co. endeavored to prohibit the Magistrate from hearing the complaint against it, & the case dragged its way through the courts until Jan. 24, when it was heard before Police Magistrate Denison. J. S. Fullerton, Q.C., & W. C. Chisholm, appeared for the City, & J. Bicknell for the Ry. Co. The principal questions involved are: (1) Is a conductor a person intended to be protected by the Act? (2) Is the conductor engaged in operating the car? (3) Is it necessary that a vestibule should be placed upon the cars to protect conductors? (4) Is the Toronto Ry. Co. subject to the jurisdiction of the Provincial Legislature or the Dominion Parliament as to vestibules? Several conductors were called, & their evidence showed that vestibules were unnecessary. The Police Magistrate expressed the opinion that the Act did not require vestibules to protect the conductors, but thought it safer to allow the case to go to a higher court. This could only be done by inflicting a nominal fine upon the Co., & he therefore fined it nominally \$5. Notice of appeal has been served for the General Sessions, which commence Mar. 7.

The appeal by the Toronto Ry. Co. to the Court of Appeal, to be allowed to put in new evidence to reduce the assessment of its plant in Ward 1, as in the other wards in the city, has been disallowed. Since the completion of Ward 1 assessment, & before those of the other wards, decisions were made by courts in Toronto & in Hamilton, adjudging that street railway plants should not be assessed as belonging to a going concern, but simply on the basis of the market value of the material intrinsically. On this basis the rest of the assessment of the Toronto Ry. was made, & great reductions resulted. Ward 1, however, still remained at the old figure, & the Co. has been endeavoring for some time to put it on the same footing for 1898. The Court of Appeal, in its judgment, says that no case has been made out, & that the new evidence should have been put in to the court below when the assessment appeal was first made. In Wards 2, 3, 4, 5 & 6 the Co.'s assessment was reduced to \$900 a mile, which made a total reduction of \$450,000.

Methods of Increasing Traffic.

By W. Banks, of the Toronto Railway Co.

Electric railways, like the steam roads, have found that traffic will not come by merely opening the road, so it has been found necessary to have a staff to cater for traffic. At present the Toronto Ry. Co., with more than 80 miles of tracks, has only one park under its absolute control, but the beauty of that one park, its fine location on the prettiest and healthiest part of Lake Ontario, makes it one of the most attractive & pleasant of summer resorts. It is known as Munro Park, & is a very short distance outside the eastern city limits. By arrangements with the owners, the Co. has access to Victoria Park, Long Branch, & other pleasure resorts, while the whole of the many extensive & beautiful city parks are all located on the routes of the company.

The summer traffic is limited to May, June,

July, Aug. & Sep., but fully five-sixths of it to June, July & Aug. Owing to the necessary improvements in Munro Park not being quite finished, the T. Ry. Co. was compelled to confine its entertainments last summer to band concerts & minor attractions. All of these, however, were very profitable, & the Co. is preparing for a busy season this year. This city has an extensive water front & beautiful island summer resort within the city limits, & it is anticipated that at no distant date boat trolleys will be placed in operation along the water front by our Co. to carry passengers to & from & around the island.

Admission to our park & pavilions being free, we have to look to the passenger traffic for a return of our expenditure on entertainments in the park & in the grounds to which we have access. Our attractions will be of a very high class, & there will not be a single performance to which the most refined cannot come. We also endeavor to avoid entertainments deserving close attention for any length of time, our desire being to amuse the groups of picnickers, none of whom care to sit for even half an hour closely watching a performance. We propose also trying the experiment of giving financial aid to any first-class entertainment to be given on grounds close to our car routes, & to issue round trip tickets to include admission to such entertainments. Where we give financial backing our own staff will sell tickets & control the finances. We have, of course, absolutely no control over the city parks, but we reap some benefit from traffic caused by a series of band concerts in these parks, for which the city council pays. The municipality is not always the best caterer for the public, so we are anxious to see a higher class of concerts, & the convenience of the public better provided for by the erection of more pavilions & greater facilities for obtaining necessary refreshments, cooling drinks, etc. All these details may appear commonplace to many managers, but on them a very great deal of our traffic depends.

The private car & moonlight excursion traffic grows in popularity, & we have done a good deal to foster and encourage it; our circulars have been sent to every clergyman, Sunday-school superintendent, secretary of church society, & to all the secret, fraternal, national & labor organizations in the city & within an area of 10 miles around. Our charter compels us to carry passengers from any part of the city to any other part at a single fare; fixes the fare at 5c., & also fixes the prices of tickets bought in quantities, & requires us to give workmen's tickets at the rate of 8 for 25c., available during certain hours in the morning & evening. We have not, therefore, much room for special cheap excursion rates, yet we have devised means for this description of traffic, & small or large parties can have a percentage on a certain class of tickets, while we ourselves run three nights per week cheap excursions to Long Branch.

Many of our storekeepers give street car tickets as bonuses to their customers, & find it a most successful plan for securing business. When a customer knows that car fare from & to any part of the city can be had at a store, the distance from such store is no drawback, but, especially in fine weather, is an added inducement to patronizing that place. The storekeepers get no discount on the tickets they buy for this purpose.

Almost all plans for increasing traffic successfully tried by other managers are now, or shortly will be, in vogue on the T. R. Co.'s lines, except reduced prices for lunch, & we are endeavoring to perfect plans for sharing in the steam railway & steamboat traffic. We have all around our city, villages, towns & cities, from which we propose to arrange for excursions by boat or rail, as the case may be. The tickets for such excursions will, of course, include our charges for special cars to meet

parties at the wharves or depots, convey them to our park & back in the evening, including a trip around the city. There are immense possibilities in this traffic, which will, of course, require a good deal of hard work & attention to make it a success. We also propose arranging with those railways in the U.S. which have through booking rates to Toronto to keep us posted on all excursions announced for this city, so that we can arrange for special trips. Many of these excursionists are often in the city for only a few hours, & would gladly avail themselves of our cheap, pleasant & speedy mode of seeing the sights. We are putting ourselves in communication with excursion agents everywhere, with a view to developing this traffic.

Many star singers, actors, lecturers & public entertainers visit Toronto, & the railways frequently run excursions from neighboring towns on the occasion of such visits. The traffic thus brought in, we also desire to handle, & make arrangements for special cars, & for the attaching of our passenger coupons to entertainment tickets, railway tickets, entitling the holder to ride on our cars to & from the depots or steamers. We are always prepared to deal liberally with good circuses & big shows of any kind.

One of the drawbacks supposed to exist in Canada to electric railway excursion traffic is the alleged long & severe winter, popularly associated in the U.S. & Great Britain with this Dominion. No greater mistake ever existed than that about the Canadian winter. Of course, if a person go north as far as the Hudson's Bay regions he will enjoy a long, bracing winter, but here we seldom see snow until Dec., & scarcely ever have a heavy fall until after Christmas, & by the middle of Mar. there is very little of the snow left. The "oldest inhabitant" has stories of long winters, but these have evidently disappeared since the introduction of railways. It is a rare event for the street car traffic of this city to be seriously interfered with for more than an hour or two any winter. To us, however, the winter brings no cessation in our work of catering for traffic. Theatrical performances, concerts, skating carnivals, hockey matches, ice-

boat racing, curling, sleighing, snow-shoe racing, & all other winter sports, are utilized for our benefit. A series of matches for valuable prizes has been arranged for this winter, always on grounds or in rinks on our routes. We contemplate giving some winter in our park realistic plays, showing Nansen's famous journey in search of the pole, the Peary expedition, and from England we may bring some genuine Franklin relics, to be shown in a series of performances illustrating the last voyage of that famous explorer. We also hope to secure the presence in the city of the most noted skaters and snow-shoe racers of the world, & intend to give in our grounds "The Bells," the play made famous by Irving, making the sleigh ride a great feature. Then there are the possibilities of the ice palace, with the many attendant attractions it would give opportunities to present.

The intense love of everything British, which characterizes our people here, is a valuable asset of the electric railway, for in the winter it will enable us to present to the present generation realistic exhibitions of the Crimean campaign, securing for the purpose the co-operation of the three volunteer regiments of the city as well as that of the permanent force. This will insure an interest in the performance of more than 2,500 men, & the same rule applies to all performances of a military nature. The British spirit of our people induced us to try & get Piper Findlater, of Dargai fame, to visit Canada under our direction. Should he come here with several of his comrades of the famous Gordon Highlanders we can put the show in enclosed grounds, & give a round-trip ticket from any part of the city, including a reserved seat on the grand stand, for 25c., & we have no fear that the numbers attending will be less than 25,000 daily. We can sell round-trip tickets with numbered reserve seat coupons attached at our offices throughout the city until 2½ hours before each performance, after that a special man on each car on the main routes will sell the tickets. This will leave our regular staff free to deal with the ordinary traffic. A similar plan can be pursued in other cases where large crowds may be expected.

This is an outline of the leading features of the plans adopted or in contemplation for the encouragement of traffic on this road. There are many other ideas constantly cropping up, but from this it will be seen that we do not propose laying out expensive racing grounds or bicycle tracks. My opinion is that we should bend our own energies to securing each first-class attraction as soon as it is in evidence, leaving private parties to speculate in grounds for sports. Of course, wherever such grounds are convenient for our cars we are always ready to assist in making such sports successful.

We may give our U.S. visitors a treat on an early date by showing on the lake in front of our park exactly how Santiago was captured. We will have the work done under the direction of a naval officer of known ability. This reminds me that the location of Munro Park enables us to present land and water fêtes with equal success. We are able to turn the water front into a fine amphitheater, from which 10,000 to 20,000 people can witness "Pinafore," "Billie Taylor," or other performances of a naval character, and the stage will be a floating pontoon. We can reverse that order, & place our audiences on the pontoon, with our stage at the water's edge.

Of course, all descriptions of canoe, boat & yacht racing has our attention, with water polo, etc. With a first-class shore for bathing purposes, we will derive revenue by providing the best accommodation for bathers at nominal charges.

I have left myself little space to speak of plans for carrying into the city farm, dairy & garden produce to storage warehouses under our own control. All this, however, is receiving attention. I am not at all afraid of the horseless carriage—auto-car, or by whatever name the much-discussed vehicle may be known. It seems to me that the vehicle can only be a success when used in connection with electric cars. There are in all large cities streets on which tracks will never be laid, although the routes thereon would be profitable, & there are others on which it will not pay to lay tracks, but from which a good deal of traffic can be obtained. If the auto-

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## Canadian Pacific Railway Company.

Dividends for the half year ended December 31st, 1898, have been declared as follow :

On the Preference Stock two per cent.  
On the Common Stock two per cent.

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

The Preference Stock dividend will be paid on Saturday, April 1st, to Shareholders of record at the closing of the books at the Company's London Office, 1 Queen Victoria Street, London, E.C.

The Common Stock transfer books will close in London at 3 p.m. on Tuesday, February 28th, and in Montreal and New York on Friday, March 10th. The Preference Stock books will close at 3 p.m. on Friday, March 10th.

All books will be re-opened on Thursday, 6th April.  
By order of the Board.

**CHARLES DRINKWATER,**  
Montreal, February 6th, 1899. Secretary.

## Notice to Shareholders.

The Eighteenth Annual Meeting of the Shareholders of this Company for the election of Directors and the transaction of business generally, will be held on Wednesday the fifth day of April next at the principal office of the Company at Montreal, at twelve o'clock noon.

The Common Stock transfer books will close in London at 3 p.m. on Tuesday, February 28th, and in Montreal and New York on Friday, March 10th. The Preference Stock books will close at 3 p.m. on Friday, March 10th.

All books will be reopened on Thursday, April 6th.

By order of the Board.

**CHARLES DRINKWATER,**  
Secretary.

Montreal, 6th February, 1899.

car can be cheaply & neatly constructed & easily managed, I would use it on such routes as those referred to as traffic feeders for the cars, & I would be prepared to convey one or more persons by these vehicles to church or weddings, or any other place or service, more speedily, cleanly & promptly than the liverymen now do such work.

In concluding, I am satisfied that the possibilities of electric railway traffic are practically inexhaustible, & that when the traffic & entertainment managers of these roads hold their next convention it will be the convention of men standing at the beginning of a great & successful movement, such as few other undertakings can expect to attain.—Street Railway Journal.

**The Lewiston Suspension Bridge.**

The suspension bridge which is being built across the Niagara River just above Queenston, Ont., & Lewiston, N.Y., is on the site of the old suspension bridge built in 1851 & 1852, which was destroyed by a gale in Feb., 1864. Many will remember having seen the cables swinging from the towers any time in the last 35 years. The new bridge is building for the Queenston Heights Bridge Co. of Canada & the Lewiston Connecting Bridge Co. of New York state. It is being built primarily to carry an electric railway, which will make it possible to complete a belt line around the Gorge. The principal dimensions of the new bridge are: Span from tower to tower, 1,040 ft.; span of stiffening truss, 800 ft.; width, center to center of trusses, 28 ft.; width of roadway, 25 ft. The bridge will carry a single track for electric cars, with a roadway on either side. No footwalks are provided, inasmuch as there will be very little travel of that sort over the bridge. The flanking span on the New York side will be 34 ft. 6 in. long, & that on the Canadian side 19 ft. 6 in. The towers on the New York side are 26 ft. high, & those on the Canadian side 18 ft. On the New York side the towers were placed 28 ft. back from the edge of the bluff, & on the Canadian side 15 ft. Much of the stone of the old towers was used in the foundations of the new ones. The inscription stones in those towers were saved & placed in the new towers.

There will be 4 cables, each made of 14 2 1/2 in. steel wire ropes. These ropes are from the cables of the upper suspension bridge at Niagara Falls. These cables were so long that it has been possible to cut them in two & use them for the new bridge, but to get sufficient length about 75 ft. at each end of each cable will be made up of eye-bars. The versed sine of the cables will be 87 ft., & they will be anchored in the solid rock about 150 ft. back from the edge of the bluff.

From the dimensions given it will be seen that the truss stops 120 ft. short of the tower at either end, & here the traffic will pass from the fixed flanking spans on to the suspended structure. At each of these points a rocker bent is introduced, supported on a shoe below & going up to the cables above. This bent is hinged at the shoe, the end of the truss & the cables.

The clear height of the bridge above high water will be 65 ft. The cables will weigh 200 tons, & about 800 tons of metal will be used in the superstructure. The bridge will be designed to handle the heaviest trolley cars & to carry a uniformly distributed load of 40 lbs. to the sq. ft.

There will be considerable incidental masonry in connection with the work. Face walls have been built along the approaches to save the shale from weathering. On the New York side the face wall is about 19 ft. high at the highest point & runs down to 2 ft. Its length is 800 ft. Other walls will be built on the east end of the New York approach for a distance of 150 ft. & over all these a growth of vines will be encouraged.—Railroad Gazette.

**British Columbia Electric Railway Co.**

Earnings and expenses for December:

	1896-7.	1897-8.	INCREASE
GROSS EARNINGS.	18,967.	18,978.	
Railway—Vancouver.....	\$4,475	\$5,866	\$1,391
Victoria.....	6,098	7,419	1,321
Westminster.....	4,844	5,824	980
Lighting—Vancouver.....	9,668	15,265	5,657
Victoria.....	5,550	7,268	1,718
Total gross earnings.....	\$30,575	\$41,642	\$11,067
Working expenses.....	\$20,615	\$23,980	\$3,374
Net profits.....	\$9,960	\$17,653	\$7,693
Aggregate Gross Earnings from April 1 to Dec. 31.....	\$216,316	\$307,829	\$91,513
Aggregate Net Profit from April 1 to Dec. 31.....	\$67,582	\$126,487	\$58,905

The aggregate gross earnings and net profit for 1896-97 are from April 15 only.

**Maritime Province Lines.**

**Dartmouth.**—The town council is asking power from the Nova Scotia Legislature to issue \$150,000 of bonds for the purpose of operating an electric street railway in the town & vicinity. A bill will also be submitted empowering the issuing of bonds for \$50,000 to establish an electric light plant for lighting the streets and public buildings.

**The Halifax Electric Tramway Co.** has increased its capacity to a large extent. It has increased its track & overhead equipment by completing single track loops, double tracking sections & putting in several new turnouts. It has increased its rolling stock by adding 2 box cars, with all latest improvements, such as electric heaters, electric headlights, etc.; 2 open bulkhead cars, 2 box trailers & 1 snow sweeper. These cars were all built by Rhodes, Curry & Co., at Amherst, N.S. During the year just closed the Co. purchased adjoining property & erected an additional brick car shed, 60 by 100 ft., in the basement of which are the Co.'s stables. The offices have been enlarged by a brick addition, & in the station a large quantity of new machinery has been put in, including the latest alternating machines, rotary transformers & tandem compound engines. Mechanical stokers are being installed. During the past year alternating incandescent arc lights have been introduced throughout the city. The Co. has over 14,000 incandescent lamps installed, over 300 arc lamps & 100 alternating arc lamps. There are also a great many motors for manufacturing & elevator purposes. The number of regular employes is about 150, although this number is largely increased from time to time as the work demands.

**Moncton St. Ry.**—B. F. Pearson, a director, & F. Huntress, Manager of the Halifax Electric Tramway Co., recently visited Moncton, a local paper stating that their visit was in connection with a proposition to take over the Moncton line. Mr. Huntress recently advised us that they were requested to make a report on the Moncton line & to see if some arrangement could be made to extend it & to put it on a better footing, but that nothing had resulted when he wrote.

**Yarmouth, N.S.**—The street railway is said to be making considerable improvements in its cars & to have ordered several up-to-date motor cars.

**Lines in Ontario.**

**Belleville Traction Co.**—The extensions & improvements proposed to be made by this Co. last year were not carried out, as the issue of \$70,000 5% 20 year 1st mortgage bonds was not successful. The Co. hopes to be in a position to go on this year with the work, which will include an extension of the line

from Front St. west to the cemetery, and to a park adjoining it. (May, '98, pg. 80.)

**Cornwall Electric Street Ry. Co.**—Under a judgment recently given by Chief Justice Armour, in the action of the trustees for the bondholders, the Sun Life Assurance Co., of Montreal, against this Co., the road has passed into the possession of the bondholders, for the present at all events, & is being operated by them. The claim of the Sun Life against the Co. was for bonds of the par value of \$100,000 with interest. They are 1st mortgage 5% 20 year bonds. The whole issue was taken by the Sun Life, & the trustees proceeded owing to the interest being in default. According to the statement of the Ry. Company issued in Sep., 1898, the total assets amounted to \$234,956.10. This, however, is believed to be somewhat in excess of the real value. The capital stock of the Co. issued & taken up amounted to \$117,000, out of an authorized capital of \$150,000. A large share of this stock is held in Montreal, & a good portion of it is said to be in the broker's offices. The officers of the Sun Life state that the judgment of the court will cut out all shareholders & unsecured creditors, & that they will have no claim whatever upon the Co. This means that the stock will not be worth more than the value of the paper upon which it is engraved.

One of the leading shareholders of the Ry. Co. ridicules the idea of the unsecured creditors being left out in the cold, & states that it is not by any means certain that the shareholders will be cut off, as the judgment lately handed down by Judge Armour, & under which the Sun Life claims it can squeeze out the present stockholders of the Co., & the various creditors, was merely a decision as to whether the Co. had the legal right to have the mortgage deed specially designate whether or not it covered the property acquired since the time of its execution. The shareholders claim that the decision is a very vague one, & in fact, implies a doubt as to whether the defendants in the case were legally privileged to carry on such action or not, & further states that the judgment is anything but decisive. For this reason some of the stockholders decided to appeal from the decision. It is claimed by the directors of the Ry. Co. that a short time ago, wishing to make further extensions in Cornwall, & to complete an amalgamation with the Gas & Electric Light Companies, which would place the road on a dividend payment basis, an arrangement was drawn up with the holders of the bonds to provide further funds for these extensions, & it would likely have been put into effect had not the mortgagors stipulated that they could not be responsible for the unsecured creditors of the Co. Among the latter were some of the principal stockholders, who had stood by the road in its infancy, & whom the Co. considered should be protected. The bondholders objected to this, with the result that several of the principal creditors brought action against the Ry. Co., & instituted a seizure on some of the Co.'s rolling stock & other properties acquired after the execution of the mortgage. It was then decided to test the validity of the legal action, as to the proper interpretation of the mortgage deed. This action, it is contended, can have no effect whatever on that which has been instituted on the Ry. Co. by its creditors, which comes up some time in March.

Mr. Talbot, of the Sun Life office in Montreal, is in charge of the road for the present. It has 7 miles of track & an equipment of 6 motor cars, 2 trailers, 1 freight locomotive & 1 sweeper. The line was built in 1886.

**Galt, Preston and Hespeler.**—At the 7th annual meeting, Jan. 31, the following were elected:—President, H. McCulloch; Vice-President, M. Todd; Sec.-Treas., W. H. Lutz; other directors J. W. Leonard, J. D.

Moore, F. Clare & D. Spiers. The report showed last year to be ahead of the previous one in both freight & passenger business & the prospects indicate a further increase this year.

**The Hamilton, Chedoke & Ancaster Electric St. Ry. Co.** will apply for an amended charter, giving it power to build to Brantford, to change the name to the Hamilton, Ancaster & Brantford Ry. Co., & to increase the capital stock from \$100,000 to \$300,000.

**Hamilton, Grimsby & Beamsville.**—A deputation from Vineland recently asked the Co. to extend its line to that place, which is 5 miles from Beamsville. The directors have decided they will not consider any proposition to extend the line to Vineland unless the Co. gets right of way to St. Catharines, & the St. Catharines people build a bridge over the canal.

**Hamilton Street Ry.**—At the recent annual meeting the following directors were elected: E. Martin, President; J. A. Bruce, Vice-President; W. Gibson, B. E. Charlton, I. Beer, W. J. Harris & F. W. Fearman.

**London St. Ry.**—Total gross earnings for 1898, \$113,811.73 against \$101,365.94 in 1897. Passengers carried in '98, 2,841,568; miles travelled, 1,074,302; gross earnings per capita of population, \$2.95. The old board of directors has been elected. H. A. Everett is President, T. H. Smallman is Vice-President, replacing E. W. Moore.

The Co. is suing the city for \$20,000 in connection with the recent strike. The claim is "for inciting riots, causing damage to the plaintiffs, & for neglect of duty & for breach of duty."

The appeal of the Co. to have its property assessed as personal, has been allowed by the Court of Appeal. The City contended that the plant of the Co. was realty, & as such should be assessed. The case went through the lower courts, ending with a decision in favor of the City. This the Court of Appeal judgment reversed, & decided the poles, rails, wires, etc., should be assessed as personalty.

The Co. was recently mulcted at the Assizes in three amounts, of \$800, \$600 & \$2,500 by reason of claims for injuries.

G. Whitaker, of Toronto, has been appointed Assistant Superintendent.

**Metropolitan St. Ry.**—A special committee of York County Council recently reported having come to an agreement with the Council of Aurora regarding the extension of the road from Richmond Hill to the latter place. The gauge is to be 4 ft. 8½ in., & the road to be built to the satisfaction of the County Engineer.

At a recent meeting of a committee of Toronto City Council City Engineer Rust explained that at present the gauges of the Toronto Ry. Co. & the Metropolitan were the same, about 4 ft. 11 ins., but that a change to 4 ft. 8½ ins. had been suggested on the northern line. He had heard that the explanation of this lay in the desire of the C.P.R. to carry its

freight cars down the line, so as to compete with the G.T.R. It would make it awkward if the Metropolitan made the change.

A. H. St. Germain is agitating for a cancellation of the 15 years' extension of franchise given the Metropolitan Co. over a year ago by York County Council, on the ground that the Co.'s undertakings have not been performed.

**Nepigon Electric Ry. Co.**—T. A. Gorham, Port Arthur, gives notice of application to Ontario Legislature to incorporate a company under this name, to build a line from Nepigon station, on the C.P.R., to the shores of Lake Nepigon, with branch lines not exceeding 12 miles in length.

**Ottawa Electric Ry.**—The illustration on page 61 shows a car which gladdened the hearts of thousands of children in Ottawa on Christmas eve. The idea of the Santa Claus car originated with W. Y. Soper, of Ahearn & Soper, who, under the nom de plume of Santa Claus, had letters in the local daily papers for several days before Christmas. These letters were dated from various points between the North Pole & Ottawa, & announced that on the afternoon & evening of the day before Christmas Santa Claus, attended by a suite of brownies, would go through the streets of the city upon the top of an electric car, & would distribute oranges to the children as he passed. The last letter gave a time table of the hours at which the car would reach various points on its route. The jolly saint, blowing a tally-ho horn, & surrounded by brownies, passed through the streets on the afternoon & evening of Dec. 24, & very large crowds turned out to see him. The car was decorated on each side with appropriate Christmas mottoes, framed in evergreens & incandescent lights; on the front dashboard was the date, 1898, & on the rear 1899; the windows were filled up with toys & boxes in bright colored wrappings. During the trip about five thousand oranges were thrown out to the children. The car was in no sense an advertisement, but was solely for the purpose of giving an afternoon's amusement to the youngsters of Ottawa. It was a most liberal & commendable treat.

**Parry Sound.**—The local Board of Trade has recommended the construction of an electric railway between Parry Sound & Depot Harbor. The cost is estimated at \$25,000. (Dec., '98. pg. 272.)

**The St. Catharines & Niagara Central Ry.**—The notice of application to Dominion Parliament, detailed in our Dec. issue, pg. 273, has been withdrawn & another one substituted which states that application will be made for an act incorporating a company having power to acquire from the purchasers thereof the railway heretofore owned by the St. C. & N.C.R. Co. & to operate it, & with power to extend it to Hamilton & Toronto & to a point on the Niagara River, with a branch to a point on Lake Ontario, & with the usual powers conferred upon railway companies. This road, which was closed for traffic some months

ago, the Dominion Government Engineer having reported it unsafe, was sold under foreclosure proceedings to M. Neelon, of St. Catharines for \$35,000, subject to certain prior liens, amounting to about \$15,000, on land that was taken over by the road & never paid for. The purchaser paid \$3,500 down, but the period for the payment of the balance of the money has been extended by the Master-in-Ordinary several times to permit of the completion of negotiations for the transfer of the property to Haines Bros., of New York City, & others. The road now runs from Niagara Jct. on the M.C.R. to St. Catharines, 12 miles. Since the sale to Mr. Neelon it has been temporarily repaired, & is again being operated by steam. It is the intention of the new owners to electrify it, & it will probably be extended 3½ miles to Port Dalhousie, to connect with the boats. S. B. Colvin, of Glen Falls, N.Y., Treasurer of New York State, & J. A. Powers, banker, Albany, N.Y., are said to be interested with Haines Bros. in the scheme.

**The St. Thomas St. Ry. Co.** is advertising for a manager, "a man with business experience & knowledge of electricity preferred; must be a hustler."

**Smith's Falls, Rideau & Southern Ry.**—We are officially informed that \$75,000 of the capital stock of this Co. having been subscribed & 20% paid in, the permanent organization was proceeded with at a recent meeting of shareholders. The following are the officers: President, J. M. Clark; Vice-President, M. Ryan; other directors, J. R. Lovell, R. J. Brodie, A. Patterson; Sec.-Treas., R. A. Bennett. The affairs of the Co. were reported to be in a very satisfactory manner, & bright hopes are entertained for the future, the early commencement of the work of construction being looked for. The idea is to construct a street railway for the town of Smith's Falls, to handle passengers & also transport freight to & from the various mills & manufactories of the town & the C.P.R. The manufacturing industries of the town being in a very flourishing condition, will readily take advantage of the improved facilities for transporting their goods by electricity instead of horse power, & thus lessen the cost of production. So soon as the line has become established in the town, it is the intention to extend it in the direction of the Rideau Lakes, & thus open up a section of country at present without railway facilities, & also bring within easy reach the famous lakes of the Rideau, which for "lovely scenery & delightful sport fishing" cannot be excelled, & which only requires satisfactory means of access to make them a favorite resort during the summer months.

**Toronto Suburban St. Ry.**—Notice is given of application to Ontario Legislature for an Act confirming agreements between the Co. & the Village of Weston, the Township of York, the Town of Toronto Junction, & other municipalities.

**Toronto Railway.**—Gross earnings for Jan., \$95,690.12, compared with \$86,562.36 in Jan., 1898; increase \$9,127.76.

### To the Land of Sunshine.

Take the Sunshine Route from Chicago to Los Angeles, San Francisco and other points in California, and escape the rigors of winter in the East and North.

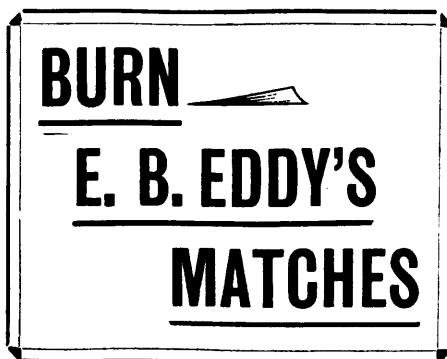
Pullman Tourist Cars for first and second class passengers leave Chicago every Saturday at 2 o'clock p.m. via the Chicago, Milwaukee and St. Paul Railway to Kansas City, thence to California via the Atchison, Topeka and Santa Fe Railway—a real Sunshine Route.

This is the earliest afternoon train leaving Chicago for the West after arrival of morning trains from the East, thus avoiding tedious delay.

The Sunshine Route is essentially the best and most patronized through car-line for men, women and children. Every attention paid to the needs of passengers en route.

Send for a Sunshine Route time-table folder. It costs nothing.

Address A. J. Taylor, Canadian Passenger Agent, 8 King Street E., Toronto, Ont.



Notice is hereby given that The British Yukon Mining, Trading & Transportation Company will apply to the Parliament of Canada, at the next session thereof, for an Act authorizing the said company to construct & operate a line of railway from a point at or near Fort Selkirk to a point at or near Dawson City; thence westerly to the one hundred & forty-first Meridian; also to construct & operate lines of railway from a point at or near Cariboo Crossing or from or near Tagish Houses to Teslin Lake or River & to Atlin, & with the consent of the Governor in Council, to construct & operate branch lines in the Yukon District not exceeding fifty miles in length: to change the name of the company to "The British Yukon Railway Company," & to divide the undertaking of the company into sections, & to borrow money separately upon each of said sections, or on any two or more of them combined; also to confirm the proceedings taken upon the organization of the company; & to further amend the Act incorporating the company.

CHRYSLER & BETHUNE.

OTTAWA, 10th November, 1898.

A conference on radial electric railway accommodation for Toronto was held recently between a special committee of the city council and Manager Keating, of the Toronto Ry. He said he had looked into the question, & had made enquiries as to the probable receipts of radial railways. To the east a line has been surveyed & examined as far as Highland Creek, & as far west as Etobicoke Creek a line had been laid out. He was not prepared definitely to commit the Co. to carry out these projects, but he believed it would be in the interest of the Co. to do so. The matter had been brought before the board, & would be further considered. When the market plans were published he had gone to the City Hall to see that provision was made for these railways. The idea was to carry fruit, eggs, butter, poultry & basket packages generally. What traffic could be got was a matter of speculation. It probably would not pay the first year, but he was convinced it would in the

**Quebec Lines.**

The Hull Electric Co. has bought for \$100,000 the C.P.R. Co.'s Hull-Aylmer branch, which it has had under lease for some time past, & which it has electrified.

**Montreal Island Belt Line Ry.**—This Co's line from Bout de l'Isle is being utilized to haul 300 to 400 carloads of ice from the Ottawa River to Montreal.

J. Rowley, Supt. of the Co., has been appointed manager of the Bout de l'Isle hotel, which has been taken over by the Co.

The Co. is applying for power to extend its present line of 13 miles for 40 miles.

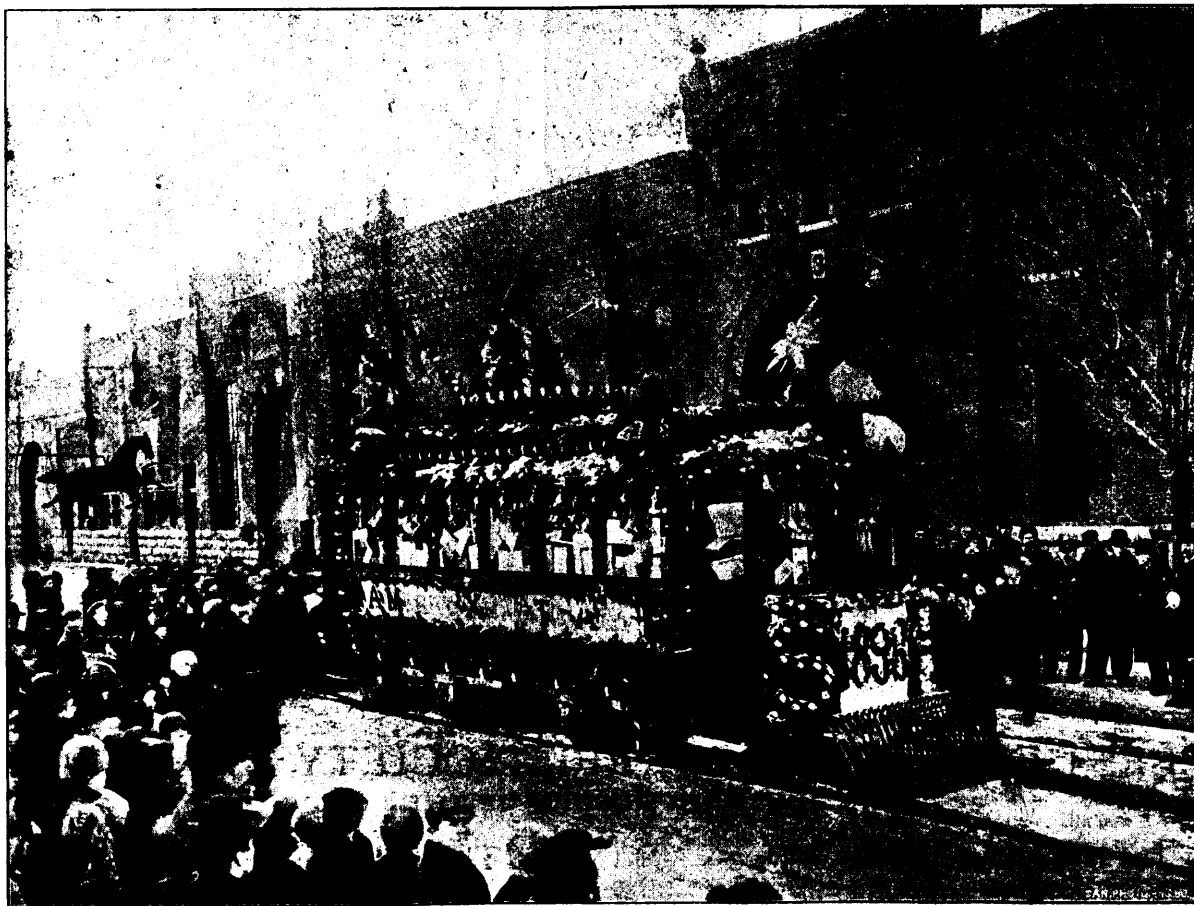
**Montreal St. Ry.**—The gross earnings are as follows:—

	1898-9.	1897-8.	Increase
Oct.....	\$133,419.69	\$116,093.09	\$17,326.60
Nov.....	125,125.10	110,668.98	14,456.12
Dec.....	127,678.00	113,029.33	14,648.67
Jan.....	125,276.04	113,155.96	12,120.08

The Co. declared a dividend of 2½% for the

Eighteen months ago the Co. gave notice to the Postmaster-General that the agreement for carrying the letter carriers for the lump sum of \$200 a month would be terminated on Dec. 31, 1898. The Co. kept a record of the fares represented by the travelling of the letter carriers during both winter & summer months, & found they aggregated from \$1,000 to \$1,500 a month, and concluded that \$200 a month was too little compensation. The Postmaster-General is reported to have said that the Department was indifferent as to whether the contract was terminated or not, as he thought the carriers rode too much anyway, & a satisfactory agreement was not reached.

**Sherbrooke St. Ry.**—It is reported that this line has been sold to F. Thompson & Co., bankers & financial agents of that city, & that they have also acquired the Brompton Falls water power which will enable them to extend the line & increase the number of cars, which



OTTAWA ELECTRIC RAILWAY SANTA CLAUS CAR.

long run, & he advocated the work before the board. The work of construction did not present very serious difficulties. There were two rather large gorges to the east, one at Highland Creek & another at the Rouge, that would have to be spanned by iron trestle work. In the west, the crossing at Etobicoke Creek, the boundary between York & Peel counties, was the principal difficulty. It would be necessary to get the consent of the councils of both counties to this crossing, & in June last he began correspondence to that end. He had recently seen the York Council, & anticipated no serious difficulty in arranging terms. Authority would probably be obtained to extend the abutments of the present bridge, & add a special span to the superstructure for the passage of the cars.

The Co. has notified the City Council that it does not acknowledge liability to grant transfers from day to night cars.

quarter ended Dec. 31 last, payable after Feb. 1.

The Co. will apply to Quebec Legislature for power to increase its stock from time to time, & to authorize the extension of its lines to any point within 10 miles of Montreal.

The 2-mile extension on Rachel St. & up the Papineau Road to the C.P.R. crossing has been completed.

The Co. having decided to concentrate its car building & repair shops at Hochelaga, recently gave rise to a report that \$500,000 would be expended there in new works, & that not only would cars for the Montreal line be built there, but also cars for the Toronto, London, Winnipeg & St. John, N.B., lines. We are informed there is no truth in this. Some additional buildings are to be put up to permit of a concentration of work, but their cost will not exceed \$100,000, & the shops, &c., will be for the use of the Montreal line, & not to build for the other lines above mentioned.

could not be done with the present water power. This railway was opened about a year ago, & the earnings have been very satisfactory, exceeding the expectations of the Co. There are now 6 miles of road in operation, & it is probable that the line will be extended to North Hatley & other outside points.

The B.C. Electrical Supply Co., for the incorporation of which application is being made to the B.C. Legislature, asks for very extended powers, including the construction & operating of tramways, street railways & telephone systems.

**Winnipeg Electric St. Ry.**—The City Council has notified the Co. to build a line on Sherbrooke St. from Portage Avenue to Notre Dame Avenue, work to be commenced by May 15 next, & to be finished within a year thereafter. The Council wants the Co. to equip its cars with fenders.



ASSESSMENT SYSTEM.



THE BEST FRATERNAL BENEFIT SOCIETY IN THE WORLD.

THE SPLENDID RECORD OF THE I. O. F.

The Magnificent Benefits Paid.

Benefits paid last Year (1897).....	\$ 992,225 60
Benefits paid last Five Years.....	3,401,515 92
Benefits paid last Ten Years.....	4,395,353 72
Benefits paid from organisation to 31st Dec., 1897.....	5,103,867 70

The Growth of the Membership.

Membership 1st July, 1881.....	369	Date of Reorganization.....	
Membership 31st December, 1881.....	1,519	Increase in Six Months.....	650
Membership 31st December, 1886.....	5,804	Increase in First Five Years.....	4,785
Membership 31st December, 1891.....	32,393	Increase in Second Five Years.....	26,499
Membership 31st December, 1896.....	102,838	Increase in Third Five Years.....	70,535
Membership 31st December, 1897.....	124,685	Increase during Year 1897.....	21,847

The Expansion of the Surplus.

Surplus 1st July, 1881.....	\$ 0	Date of Reorganization.....	
Surplus 31st Dec., 1881.....	4,568 55	Increase in Six Months.....	\$ 4,568 55
Surplus 31st Dec., 1886.....	53,981 28	Increase in 1st Five Years.....	49,412 73
Surplus 31st Dec., 1891.....	408,798 20	Increase in 2nd Five Years.....	354,816 92
Surplus 31st Dec., 1896.....	2,015,484 38	Increase in 3rd Five Years.....	1,606,686 18
Surplus 31st Dec., 1897.....	2,558,832 78	Increase during Year 1897.....	543,348 40

The Members and Their Assurance.

At 31st December Each Year.

Year.	Total Membership.	Insurance Carried.	Total Surplus.	Surplus per Capita.	Death Rate per 1,000.
1881	1,019	\$ 1,110,000	\$ 4,568 55	\$ 1 48	4.50
1882	1,134	1,276,000	2,967 93	2 61	11.00
1883	2,210	2,490,000	10,857 65	4 91	4.73
1884	2,558	2,923,000	23,081 85	9 01	4.23
1885	3,642	4,283,000	29,802 42	8 18	7.76
1886	5,804	6,764,000	53,981 28	9 30	4.85
1887	7,811	9,120,000	81,381 41	10 44	5.78
1888	11,800	13,714,000	117,821 96	9 98	6.43
1889	17,349	20,078,000	188,130 36	10 84	5.85
1890	24,604	28,498,000	283,967 20	11 54	5.18
1891	32,393	39,395,000	408,798 20	12 65	6.40
1892	43,024	53,243,000	580,597 85	13 49	6.25
1893	54,484	67,781,000	858,857 89	15 76	5.47
1894	70,055	86,500,500	1,187,225 11	16 94	5.47
1895	86,521	108,027,500	1,560,373 16	18 03	5.67
1896	102,838	128,791,000	2,015,484 38	19 60	5.50
1897	124,685	154,510,000	2,558,832 78	20 52	5.56

For Further Information Respecting this Great Fraternal Benefit Society, Apply to

Oronhyatekha, M.D., S.C.R., Toronto, Ont.  
James Marshall, 24 Charing Cross, London, Eng.

John A. McGillivray, Q.C., S.S., Toronto, Ont.  
A. E. Stevenson, 6436 Kimbark Ave., Chicago, Ill.

Or Any Officer or Member of the Order.

## TELEGRAPHS &amp; CABLES.

## Canadian Pacific Ry. Co.'s Telegraphs.

This department, on behalf of the Commercial Cable Co., announces that on and after Mar. 1 the rates to Holland & Belgium will be the same as the rates to Great Britain, France & Germany, viz: 25c. a word. The Holland rate will be reduced by 7c. a word, & the Belgium rate by 5c. a word.

## The Pacific Cable Scheme.

Sir Sandford Fleming's recent letter to Colonial Secretary Chamberlain regarding the establishment of an Imperial cable system, of which the trans-Pacific line between Canada & Australia would form one of the main links, has aroused considerable interest in Great Britain & has been widely & favorably commented on by the press. The London Daily Telegraph says of it:—

"Not from commercial, still less from financial, but from patriotic considerations the announcement which has been made by the Ottawa correspondent of the Times as to the Pacific cable scheme is of supreme interest & importance. The project, in popular language, is to lay down an "all-British cable from the Pacific Coast of the Dominion of Canada, say from Vancouver, across the Pacific to the Australian Colonies." Thereby Canada & Australasia would be put in communication by means of a cable which touched no foreign territory, & would join at Nova Scotia with the Atlantic cables, which come direct to Great Britain. In this way there would be practically secured independent telegraphic communication with the outlying parts of the Empire. The political advantage of this is obvious, but apart from the inherent merits of the Pacific scheme its completion would secure the probability of Great Britain speedily possessing a cable system which no foreign country could control, girdling the globe & connecting our Colonies, dependencies, coaling stations & naval bases.

"The beneficence of the Pacific scheme has been conceded, but hitherto its realization has been impeded by various difficulties. It may be stated at once that there is no notion that the Pacific cable should supersede the present Eastern routes. Its advocates only claim that it should be an alternative route, & they argue that, as the companies who are now doing the work are highly subsidized, it would be impossible for a new and independent organization to compete with them unless they were correspondingly aided by the countries benefited. For some years the question, who should bear the cost, and in what proportion it should be contributed by the interested communities, has been a matter of discussion & negotiation. It has been generally accepted as a fair basis of settlement that the money should be found by the three countries which would be connected by the scheme—Great Britain, Canada & Australasia. The Imperial Government has always been ready to bear its share of the cost, as has also the Canadian Government, but hitherto the proportion to be relatively contributed has not been settled. As to Australasia there have been greater difficulties to surmount, because any arrangement suggested had to be ratified by the Governments of the different Colonies—a process which has necessarily taken a good deal of time. It is now announced that Australasia has fallen into line, & has undertaken to provide four-ninths of the cost of this cable, while the Imperial Government & Canada have agreed to find, in equal proportions, the remaining five-ninths. Should this news be confirmed, there is a strong prospect of the Pacific cable being constructed with the utmost possible despatch.

"The idea is that the line should not be worked by a subsidized company, but should

be a Government-owned cable, managed by the three Governments who have found the capital. The cable is, indeed, a part of the scheme of Sir Sandford Fleming, of Ottawa, who is the pioneer of the agitation for a round-the-world system of cables under British control, & who has recently written to Mr. Chamberlain a long letter, giving at length the arguments in favour of his proposal. In regard to the Pacific line, it is contended that if Great Britain & the Governments associated with it were to retain the ownership of the cable, they could borrow the money required for its construction on such easy terms that they could adopt a very moderate scale of charges for the transmission of messages. A cheap system of telegraphic communication in such a case means closer union between the countries which it connects, the development of their mutual commerce, & the conferring of many social advantages.

Referred to as an expert to T. Skinner, Chairman of the Halifax & Bermuda Cable Co., & of the Direct West India Cable Co., & a director of the Commercial Cable Co., a representative of the Daily Telegraph was assured that the Pacific scheme was a matter of great importance, especially in connection with an all-round-the-world British cable system. The experience of any one Government owning cables was, he pointed out, almost nil, and unless a country had the command at both ends & at all the places touched by it, a cable in time of war would be useless. If the all-round-the-world British scheme was realized, the cables would only touch the different parts of the Empire connecting them all by a system of which they would be joint owners & with which no foreign country could interfere, unless, of course, as the result of a successful invasion, or by cutting the cable at sea. Mr. Skinner explained that his object had been to aid this linking together by a telegraphic chain the different parts of the British Empire. "The British Government," he said, "subsidized the Halifax & Bermuda Co. to extend the telegraphic communication from the Atlantic end at Nova Scotia to Bermuda, which is an important harbour for the British North American fleet, & it was the object of several years' agitation to demonstrate to the Government that the Co. should be assisted to get on to Jamaica, & so to place that island & the West Indies generally in direct communication with the mother country. All that we put before the Government was demonstrated at the time of the Venezuela crisis by the fact that when that crisis arose Great Britain was not able to communicate with Jamaica & the other parts of the West Indies, except through the United States. After that experience the Government & Parliament gave us a subsidy to lay a cable from Halifax to Jamaica. That cable was laid in 6 months, & it was just completed in time to enable the Spanish Government during its war with the U. S. to be in communication with Cuba & its other dependencies without its messages being subjected to the surveillance of the U. S. Government."

## Telegraph Connection with Atlin.

J. W. Bridges, who has been up the Northern Pacific coast looking into the question of building a telegraph line to Atlin, said in a recent interview:—"So far as I have been able to see, there will be numerous difficulties to overcome. The country is exceedingly rugged & broken, & there are several lakes to cross which will necessitate the use of submarine cables. Some of these lakes, I understand, are both deep & broad, all of which increases the cost of construction. While ordinarily a fair estimate could be made as to the cost per mile for construction, in this case it would require a careful investigation of every foot of the ground to be covered, streams, lakes, depth of water, etc., before

anything like approximate figures of cost could be given. Then, also, the cost of maintaining a line, winter & summer, must be considered, especially in winter. The snows in your mountains are deep, & avalanches & slides are not uncommon at exposed points, so that a line constructed along the side of a mountain, which it appears to me will be necessary in order to get there for repairs, will be liable to injuries every winter.

"The parties that I represent propose a capital of \$50,000 to begin with. This will insure the construction of lines to Atlin & other camps; also an extension south to Juneau. While going up from Juneau, I attempted to follow the appearance of the coast along which a line should be constructed, but owing to the snowstorm I was unable to do as well as I had hoped to. I saw enough, however, to enable me to form an idea of the task of such an undertaking. There are many openings, canyons, creeks, etc., to cross; & the most practical plan, perhaps, will be to follow the shore line as close as possible, which will put the line in easy reach of the linemen in case of a break. The matter of a line from Juneau south to connect with the line at Victoria or some other point, has not yet been taken up, & will not be until we have the line into Juneau, which of itself will be a great step taken towards reaching the outer world."

—Victoria Colonist.

**Canadian, B.C. & Dawson City Telegraph Co.**—The Secretary of this Co., in London, Eng., informs us that the construction of the proposed lines will be in charge of E. G. Woodford, late State Mining Engineer, Transvaal. In regard to some criticisms on the Co's. prospectus made in a letter from us, the Secretary says:—"The estimate of 200 telegrams a day was arrived at by the directors after mature consideration, & they are well within the mark. The prospectus, as you say, did not contain any estimate of the proposed line. That would not be necessary, inasmuch as the directors had already concluded a contract with a responsible firm of contractors to construct the line."

We regret being unable to agree with the Secretary. In our opinion, the cost of construction should have been given in the prospectus, more especially as a contract had been let.

**Halifax & Bermudas Cable Co.**—The report for the year ended June last, presented at the recent annual meeting, says: "Since the last report the Co. contracted with the British Treasury to lay a cable to connect Bermuda with Jamaica, via Turk's Islands, & the Direct West India Cable Co. was formed to undertake the work. The contract was signed Aug. 2, 1897, & the cable was open for traffic Jan. 31, 1898. This extension greatly improves the position of your Co. by giving it through traffic. The receipts in the past year were £10,154, as compared with £3,742 in 1896-7. This increase is due to the opening of the Jamaica cable, & to the interruption of other routes during the Spanish-American war. The net result is a profit of £6,655, as compared with £951, an increase of £5,703. It is proposed to make a distribution of profits for the year by declaring a dividend of 5%, amounting to £2,500, leaving £4,155 to be carried forward. Offers for the sale of debentures to the trustees were invited in Dec. & June last, & £4,989 was paid for £5,100 of debentures, which amount has been written off capital expenditure."

**On H. P. Dwight's Retirement** recently from the Ontario Game Commission, of which he had been a member since its inception, the Commissioners unanimously passed the following resolution: "That the Commissioners desire to place on record their appreciation of the valuable services that have been rendered by Mr. Dwight as a member of this board, & at the same time to express the sin-

cere regard which their uniformly pleasant relations with him have inspired & the deep regret which they feel upon the occasion of his retirement."

### TELEPHONE MATTERS.

#### The Bell Telephone Co.

Full particulars of the hearing of this Co.'s appeal against the assessment of its plant in Toronto were given in our Jan. issue, pg. 31. The Board of County Judges made a sweeping reduction, as will be seen by the following figures showing the assessment as made by the city & as reduced by the judges:—

	Before appeal.	After appeal.
Poles, wires & conduits .....	\$377,992	\$53,900
Temperance Street switchboard .....	177,174	12,000
Yorkville Avenue & Parkdale switchboards .....	50,733	3,900
Land & buildings .....	32,750	32,750
Total .....	\$638,649	\$102,550

The figures on the land & buildings were not disturbed, an arrangement having been arrived at between the parties. The governing decision was the much-discussed decision of the Court of Appeal in City of Hamilton v. Bell Telephone Co., by which the attachments of the Co. were assessed as scrap metal, instead of as a part of a growing concern. The basis of judgment of the Court of Appeal is understood to be a clause in the statute which provides that the property of such concerns shall be assessed separately in each ward, from which the court concluded the wires or poles of the Co. in one ward would be valueless except for their raw material. It is said the Toronto City Council will make an effort to secure an amendment to the law from the Ontario Legislature.

The Co. has decided to place more of its wires in Hamilton, Ont., underground. At present the underground system runs from the headquarters along Hughson St. to King William St., thence over to John St., on Main St. from Hughson to Macnab St., & from the Co.'s offices along Hughson south to Jackson

St., altogether about ½ mile. The idea is to extend this system south to Hannah St., east to Wellington St., & west to Bay or Hess Sts. The extension may possibly also include a duct northward to Merrick St.

The Megantic Telephone Co., Thetford Mines, Que., has been dissolved.

The Victoria & Inverness Telephone Co., of which A. H. Sutherland, Baddeck, N.S., is Sec.-Treas., is arranging to build lines in Inverness & Victoria Counties, Cape Breton, the proposal being to connect Northeast Margaree, Middle River, Big Baddeck, Baddeck, Nyanza, & Whycomagh with Orangedale on the I.C.R. Professor Bell, who has a summer house at Baddeck, Cape Breton, is said to be interested in the undertaking.

The British Columbia Telephones, Ltd., has been authorized to carry on business in B.C. The head office of the Co. is at Huddersfield, Eng. The capital is £100,000, divided into 3,000 preference shares of £10 each, & 7,000 ordinary shares of £10 each. The head office in B.C. is at Vancouver, W. Farrell, representative in B.C. of the Yorkshire Guarantee & Securities Corporation, being attorney for the Co.

The British Columbia Legislature has appointed a committee to enquire into the number of hours the female employes at the central office of the Victoria & Esquimalt Telephone Co. in Victoria are employed each day, the number of days that constitute a week's work, & the remuneration paid each employe, together with any information connected with the working of the system that may be deemed necessary by the committee; with power to send for persons & papers, & examine witnesses under oath. In moving for the committee Mr. Smith, of Nanaimo, said that complaints had been made to him by some of the employes of the Co., & as it was a chartered company the house had a right to obtain the information.

A New York despatch says the remarkable possibilities in the utilization of the long distance telephone were strikingly demonstrated on Feb. 4 by a novel plan carried out by the

alumni of the Massachusetts Institute of Technology. Simultaneously the local alumni societies in New York, Boston, Philadelphia, Chicago & St. Louis, sat down to their annual banquets, & one toastmaster presided over the scattered festivities. The banquet halls in the five cities were put upon one grand circuit of a long distance telephone, whereby each heard the speeches delivered in all the others. At each plate was placed a tiny oblong telephone receiver, & immediately after the punch was served, the diners, by holding the little instruments to their ears, listened to after-dinner speeches hundreds of miles away.

### Express Companies Items.

The Dominion Ex. Co. has issued a new list of officers & mileage table.

The Alaska Pacific Ex. Co. will, General Manager Hall informs us, continue its service over the White Pass & Yukon Ry., although the latter has organized the White Pass & Yukon Express Co.

The New York Sun complains about the systematic opening of parcels sent by mail. This kind of tampering with both parcel & letter post matter is practised to an extent not generally suspected. It drives much & will drive more mail business to the express companies.

The B.C. Ex. Co. carried gold to the value of \$216,040.30 out of Cariboo in 1898. The total output for Cariboo for the year was over \$250,000. It is estimated that about \$50,000 was brought down by Chinese & other individual miners, which was not included in the figures above.

The Dominion Ex. Co. gives notice that the restrictions which heretofore limited the amount of special collections, notes, drafts, accounts or bills, to \$100 have been removed! Collections in any amount may be received to be returned at the special rates, between all points on this Co.'s lines & the lines of Canadian Express Co. in Canada & the U.S. To & from points on American Express Co.'s lines in Canada the present limit of \$100 will apply.

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AND ACCOUNT BOOKS.

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## W. G. BLYTH,

Agent for Canada,

29 Melinda St., - Toronto

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ON THE

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197 Lombard Street, Winnipeg—S. A. Erskine, Resident Agent.

# The Purchasing Agents' Guide

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

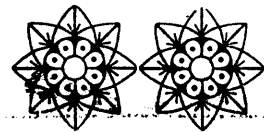
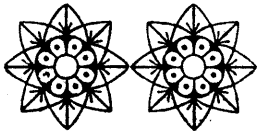
<b>Accident Insurance</b>	Canadian Ry. Accident Ins. Co. .... Ottawa, Ont.	<b>Foghorns</b>	Rice Lewis & Son. .... Toronto.	<b>Rope</b>	Rice Lewis & Son. .... Toronto.
	Travelers' Insurance Co. .... Montreal.	<b>Forgings</b>	Rhodes, Curry & Co. .... Amherst, N.S.	<b>Semaphore Arms</b>	Acton Burrows Co. .... Toronto.
<b>Aerated Waters</b>	E. L. Drewry. .... Winnipeg.	<b>Gates</b>	Page Wire Fence Co. .... Walkerville, Ont.	<b>Shafting</b>	Rice Lewis & Son. .... Toronto.
<b>Air Brakes &amp; Fittings</b>	Westinghouse Mfg. Co. .... Hamilton, Ont.	<b>Grease</b>	Eureka Min. Wool & Asbestos Co. .... Toronto.	<b>Shipbuilders' Supplies</b>	Rice Lewis & Son. .... Toronto.
<b>Ales</b>	E. L. Drewry. .... Winnipeg.		W. C. Wilson & Co. .... Toronto.	<b>Ship Carpenters' Tools</b>	Rice Lewis & Son. .... Toronto.
<b>Aluminum</b>	Rice Lewis & Son. .... Toronto.	<b>Half Tones</b>	Acton Burrows Co. .... Toronto.	<b>Ships</b>	Polson Iron Works. .... Toronto.
<b>Anchor</b>	Rice Lewis & Son. .... Toronto.	<b>Hardware</b>	Rice Lewis & Son. .... Toronto.	<b>Shovels</b>	Rice Lewis & Son. .... Toronto.
<b>Anti-Friction Metal</b>	Canada Metal Co. .... Toronto.	<b>Headlights</b>	Noah L. Piper & Sons. .... Toronto.	<b>Signal House Numbers</b>	Acton Burrows Co. .... Toronto.
<b>Axles</b>	Rhodes, Curry & Co. .... Amherst, N.S.	<b>Hose</b>	Rice Lewis & Son. .... Toronto.	<b>Signals</b>	Noah L. Piper & Sons. .... Toronto.
<b>Babbit</b>	Canada Metal Co. .... Toronto.	<b>Illustrations</b>	Acton Burrows Co. .... Toronto.	<b>Signs</b>	Acton Burrows Co. .... Toronto.
	Rice Lewis & Son. .... Toronto.	<b>Iron</b>	Rice Lewis & Son. .... Toronto.	<b>Snow Ploughs</b>	Rhodes, Curry & Co. .... Amherst, N.S.
<b>Beams</b>	Rice Lewis & Son. .... Toronto.	<b>Iron Signs</b>	Acton Burrows Co. .... Toronto.	<b>Solder</b>	Canada Metal Co. .... Toronto.
<b>Bellows</b>	Rice Lewis & Son. .... Toronto.	<b>Japans</b>	McCaskill, Dougall & Co. .... Montreal.	<b>Speed Indicators</b>	Rice Lewis & Son. .... Toronto.
<b>Bells</b>	Rice Lewis & Son. .... Toronto.	<b>Lager Beer, &amp;c.</b>	E. L. Drewry. .... Winnipeg.	<b>Spikes</b>	Rice Lewis & Son. .... Toronto.
<b>Belting</b>	Eureka Min. Wool & Asbestos Co. .... Toronto.	<b>Lamps</b>	Rice Lewis & Son. .... Toronto.	<b>Springs</b>	Rhodes, Curry & Co. .... Amherst, N.S.
	Rice Lewis & Son. .... Toronto.	<b>Lanterns</b>	Noah L. Piper & Sons. .... Toronto.	<b>Station Name Signs</b>	Acton Burrows Co. .... Toronto.
<b>Block &amp; Tackle</b>	Rice Lewis & Son. .... Toronto.	<b>Launches</b>	Rice Lewis & Son. .... Toronto.	<b>Steamboats</b>	Polson Iron Works. .... Toronto.
<b>Bolts</b>	Rice Lewis & Son. .... Toronto.		Polson Iron Works. .... Toronto.	<b>Steamboat Signs</b>	Acton Burrows Co. .... Toronto.
<b>Bout Fittings &amp; Hardware</b>	Rice Lewis & Son. .... Toronto.	<b>Life Insurance</b>	Independent Order of Foresters. .... Toronto.	<b>Steam Whistles</b>	Rice Lewis & Son. .... Toronto.
<b>Boiler Covering</b>	Eureka Min. Wool & Asbestos Co. .... Toronto.		Travelers' Insurance Co. .... Montreal.	<b>Steel</b>	W. G. Blyth. .... Toronto.
	Mica Boiler Covering Co. .... Toronto.	<b>Locomotives</b>	Baldwin Locomotive Works. .... Philadelphia.		Rice Lewis & Son. .... Toronto.
<b>Boilers</b>	Polson Iron Works. .... Toronto.	<b>Lubricators</b>	Rice Lewis & Son. .... Toronto.	<b>Switch Targets</b>	Acton Burrows Co. .... Toronto.
<b>Boiler Tubes</b>	Rice Lewis & Son. .... Toronto.	<b>Matches</b>	E. B. Eddy Co. .... Hull, Que.	<b>Telegraph Office Signs</b>	Acton Burrows Co. .... Toronto.
<b>Bolts</b>	Rice Lewis & Son. .... Toronto.	<b>Milepost Numbers</b>	Acton Burrows Co. .... Toronto.	<b>Telegraph Spoons</b>	Rice Lewis & Son. .... Toronto.
<b>Bridge Numbers</b>	Acton Burrows Co. .... Toronto.	<b>Mohair</b>	Lister & Co. .... Manningham, Eng.	<b>Telephone Office Signs</b>	Acton Burrows Co. .... Toronto.
<b>Buckets</b>	Rice Lewis & Son. .... Toronto.	<b>Numbers</b>	Acton Burrows Co. .... Toronto.	<b>Tie Plates</b>	F. E. Came. .... Montreal.
<b>Bunting</b>	Rice Lewis & Son. .... Toronto.	<b>Oakum</b>	Rice Lewis & Son. .... Toronto.	<b>Tollet Paper</b>	Rice Lewis & Son. .... Toronto.
<b>Cars</b>	Rhodes, Curry & Co. .... Amherst, N.S.	<b>Oils</b>	Eureka Min. Wool & Asbestos Co. .... Toronto.	<b>Tools</b>	Rice Lewis & Son. .... Toronto.
<b>Car Wheels</b>	Rhodes, Curry & Co. .... Amherst, N.S.		Galena Oil Co. .... Franklin, Pa.	<b>Track Jacks</b>	Duff Manufacturing Co. .... Allegheny, Pa.
<b>Castings</b>	Rhodes, Curry & Co. .... Amherst, N.S.	<b>Office Signs</b>	W. C. Wilson & Co. .... Toronto.	<b>Track Tools</b>	Rice Lewis & Son. .... Toronto.
<b>Chains</b>	Rice Lewis & Son. .... Toronto.		Acton Burrows Co. .... Toronto.	<b>Trucks</b>	Rice Lewis & Son. .... Toronto.
<b>Cuts</b>	Acton Burrows Co. .... Toronto.	<b>Packing</b>	Eureka Min. Wool & Asbestos Co. .... Toronto.	<b>Uniform Caps</b>	W. H. Coddington. .... Hamilton, Ont.
<b>Door Signs</b>	Acton Burrows Co. .... Toronto.		W. C. Wilson & Co. .... Toronto.	<b>Valves</b>	Rice Lewis & Son. .... Toronto.
<b>Electric Car Route Signs</b>	Acton Burrows Co. .... Toronto.	<b>Pipe</b>	Rice Lewis & Son. .... Toronto.	<b>Varnishes</b>	McCaskill, Dougall & Co. .... Montreal.
<b>Electric Car Trucks</b>	Baldwin Locomotive Works. .... Philadelphia.	<b>Pipe Covering</b>	Eureka Min. Wool & Asbestos Co. .... Toronto.	<b>Vessels</b>	Polson Iron Works. .... Toronto.
<b>Enamelled Iron Signs</b>	Acton Burrows Co. .... Toronto.		Mica Boiler Covering Co. .... Toronto.	<b>Waste</b>	Rice Lewis & Son. .... Toronto.
	Rice Lewis & Son. .... Toronto.	<b>Porter</b>	W. C. Wilson & Co. .... Toronto.		Eureka Min. Wool & Asbestos Co. .... Toronto.
<b>Engines, Stationary &amp; Marine</b>	Polson Iron Works. .... Toronto.	<b>Plushes</b>	Lister & Co. .... Manningham, Eng.		Noah L. Piper & Sons. .... Toronto.
<b>Engraving</b>	Acton Burrows Co. .... Toronto.		E. L. Drewry. .... Winnipeg.	<b>Water Meters</b>	Westinghouse Mfg. Co. .... Hamilton, Ont.
<b>Express Office Signs</b>	Acton Burrows Co. .... Toronto.	<b>Portland Cement</b>	Rice Lewis & Son. .... Toronto.	<b>Wheelbarrows</b>	Rice Lewis & Son. .... Toronto.
<b>Fencing</b>	Page Wire Fence Co. .... Walkerville, Ont.	<b>Printing</b>	The Hunter, Rose Co. .... Toronto.	<b>Wire &amp; Wire Rope</b>	Rice Lewis & Son. .... Toronto.
<b>Ferry Signs</b>	Acton Burrows Co. .... Toronto.		Mail Job Printing Co. .... Toronto.	<b>Yachts</b>	Polson Iron Works. .... Toronto.
<b>Flugs</b>	Rice Lewis & Son. .... Toronto.	<b>Pumps</b>	Rice Lewis & Son. .... Toronto.		
		<b>Rails</b>	Rice Lewis & Son. .... Toronto.		
		<b>Rivets</b>	Rice Lewis & Son. .... Toronto.		
			Rice Lewis & Son. .... Toronto.		

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INCORPORATED 1870



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 LETHBRIDGE  
 MACLEOD  
 MATTAWA  
 MORDEN  
 NELSON  
 PINCHER CREEK  
 PORTAGE LA PRAIRIE  
 PORT SIMPSON  
 PRINCE ALBERT  
 QU'APPELLE  
 QUESNELLE  
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