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STEAM RAILWAY AND GENERAL MATTER

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Horn, J. M.	245, 360d, 443	McFegan, D. J.	543	Murray, J. D.	349	Robinson, J. C.	761	Tait, H. M.	269
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Houston, P.	759	McGreevy, J. M.	127	Nelles, R. L.	915	Rosevear, W. H.	631	Taylor, J. G.	915
Howard, S. P.	879	McGuigan, F. H.	271, 833	Nelson, J. R.	127, 758	Ross, Jas.	41, 507	Taylor, T. G.	443
Howe, Carl	13	McHattie, T.	127, 271, 433, 555	Newcombe, D. W.	360d	Ross, J. J.	671	Taylor, W. F.	555
Howland, L. B.	631	McKay, J. M.	177	Newman, W.	595	Ross, W. Le B.	555	Tebbo, F. A.	515, 761
Huff, A. D.	505	McKay, O.	177, 189	Newman, W. H.	671	Rouleau, L. J.	435, 443	Temple, C. H.	511, 513
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J		McLurg, J. E.	349, 360d	Ogilvie, J.	761	Sadlier, F. W.	127, 443, 667	Tisdale, A. A.	759, 761
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Johnson, C. G.	97	McNicol, D.	245, 507, 587, 659, 757, 833	Pangborn, E. H.	671	Scott, D'Arcy	177, 271, 433, 507	Ussher, C. E. E.	507, 879
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Johnston, R.	443	Macdonald, C. A.	193	Patriarche, A.	915	Sewell, E. H.	177	Vaughan, H. H.	189, 879, 899
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STEEL RAILS IN CANADA.

By F. P. Gutelius, General Superintendent
Lake Superior Division, C.P.R.

Steel rails are manufactured in this country at Sydney, N.S., by the Dominion Iron & Steel Co., and at Sault Ste. Marie, Ont., by the Algoma Steel Co. The rails manufactured at Sydney are all basic open-hearth. The size of their ingots is 18 by 21 ins. In reducing the ingot to a finished rail the steel makes 30 passes through the rolls. At Sault Ste. Marie 75% of the product is acid Bessemer, and 25% basic open-hearth. In this mill 28 passes are given in reducing the steel from 16 by 17 ins. ingot to finished rail. The capacity of these two steel companies is about equal to the requirements for new steel in this country.

The method of manufacturing steel rails in Canada can best be described by reference to the C.P.R. specifications for the manufacture of Bessemer and open-hearth steel rails, which were prepared after an agreement with the mills had been made for 1908 rails, copies of which are hereto appended. The standard weight of C.P.R. rail for 1908 is 85 lbs. The section is known as the C.P.R. 1908 85-lb. rail section, as per diagram shown herein. (See pg. 3.) This new section can best be described by comparing it with the American Society of Civil Engineers 80-lb. section, which has 5-in. base, and is 5 ins. high. C.P.R. 1908 85-lb. rail has 1/8-in. added to the thickness of the base. The radius of the web has been decreased from 12 to 8 ins., thus giving a wider web where it joins the head and the base. The sides of the head are slightly inclined, and the radius of the top of the head is 8 ins., instead of 12. The new section, therefore, has a 5-in. base, and is 5 1/8 ins. high. It differs from the new section recommended by the American Railway Association in that the base has not been narrowed. I do not feel that in the redistribution of material in the new rail section, which all rail section designers consider is necessary, that the narrowing of the base is justifiable, as it makes the rail more unstable, introducing an element of danger which cannot be counter-balanced by the advantage that would be gained by the more uniform cooling of the half-inch narrower flange. The C.P.R. has had 85,000 tons of rails of this section rolled, which are now in the track. Following are tabulated particulars:

	VERTICAL INERTIA 29-492.		HORIZONTAL INERTIA 7-139.	
	AREA PERCENTAGES	COOLING PERCENTAGES	VERTICAL SECTION	HORIZONTAL MODULUS
HEAD	36.77	1.965	10.425	
WEB	22.21	3.081		
BASE	41.02	2.875	12.84	2.855
TOTAL	100.00	2.586		

The advantages of this section, from the mill standpoint, are that the finished rail, when approaching the hot saws, is of more even temperature in all parts of the section, and, as a result, the temperature of the head is very much less than in the old section, giving a finer grain of steel, therefore greater wearing quality. Second, the more equal distribution of material between the head and base exemplifies the cold straightening process to such an extent that the mill people



G. T. BELL

General Passenger and Ticket Agent G.T.R. and President American Association of General Passenger and Ticket Agents.

advise that the work of straightening is less than 40% of what was required in the old section. The straightening of rails under the cold press is a punishment which seriously impairs the strength of the rail, and frequently appears to open defects or starts fractures which would never be known in ordinary wear during the life of the rail.

In designing a rail for use in Canada the conditions of winter roadbed must be provided for. The roadbed, when frozen, is absolutely rigid, and, in the process of freezing, ties under which there is a quantity of moisture heave on account of the action of the frost to such an extent as to require wooden shims on the adjoining ties to maintain an even bearing for the rail, and give proper surface to the track. At the time the shimming becomes necessary the rails must bend

sufficiently to receive their proper support from the low ties, and, if the rail be too rigid, or too hard, it is liable to break. For this reason, we deemed it wise to limit the height of the rail to 5 or 5 1/8 ins., and place the additional strength on those portions of the rail which are most liable to crack or break. This conclusion was arrived at after an experience of seven years with about 50 miles of A. S. C. E. section of 100-lb. rail, in which, with an equal amount of heaving and equally rigid track, more square breaks occurred with the 100-lb. rails than did with an equal mileage of 80-lb. rails of the same section, handling the same traffic, under like climatic conditions.

The composition specified by the C.P.R., in which the average carbon for Bessemer rails is .58%, and for open-hearth rails is not less than .60%, gives a harder rail than that manufactured under commercial specifications, or demanded by most of the American railways, in which the carbon content is from 5 to 10 points lower. In the introduction of this additional carbon the C.P.R. has arranged to reduce the phosphorus in Bessemer to .085%, and in open-hearth to .06%, whereas the average American specification allows .10% phosphorus in Bessemer, and for open-hearth the standards are practically the same. This combination gives the C.P.R. rail greater hardness, and the same or greater toughness than is secured under the American specifications. The advantages are a better wearing rail and one which does not readily flatten at the joints under traffic. The reason for the difference in the carbon and phosphorus for open-hearth and Bessemer rails under the C.P.R. specifications is the inability of the acid Bessemer rail manufacturers in the United States to produce, at commercial prices, a low phosphorus rail, so that where phosphorus is .10% the carbon should be kept below .50%, whereas with phosphorus .085%, the carbon should not exceed .63%, and should average about .58%. It must be remembered, however, that the composition of steel in rails is not the only feature to be considered. In fact, my experience has shown that some of the best rails in service are of the poorest composition. In other words, the heat treatment which steel receives during its manufacture into rails is of greater importance than the exact chemical composition.

To insure as nearly as possible that railway companies receive rails of proper composition test analyses are being made continually, and pieces of finished rail are tested by means of a falling hammer, known as a drop-testing machine. If steel in rails were absolutely uniform and homogeneous, these tests would be sufficient to prove the quality of all rails manufactured, but unfortunately this steel is not absolutely uniform and homogeneous, which we note in our micro-photographs, in acid etchings, and in fractures, in the indi-

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vidual cross sections of any point of the rail. In practice we find this also to be true, for the reason that many rails, which break off square in the track and latterly have the pieces drop tested, bend double the specification requirements before breaking, so that our drop testings when rails are being purchased is very much more of a grab sample than is usually conceded by rail manufacturers or railway men. To overcome this feature as much as possible, railway companies employ expert inspectors, men who are familiar with the manufacture of steel in general, and the manufacture of rails in particular, who watch every detail of rail manufacture, discarding heats of steel, improperly-poured ingots, and imperfectly-rolled rails. In fact, it is not uncommon to have 25% of the output of the mill discarded in the cutting of the top of the ingot, the rail butts, and rejected-finished rails.

A great deal has been written and said recently in connection with broken rails, and the public and the railway world have become aroused on account of the danger in connection therewith. The term "broken rail" is a general one, which applies to rails having small cracks in the base, in the web, flange, or head, and are removed from the track on account of that defect, and of the total number of defective rails removed from the track, the number of those which break off square, like the stem of a clay pipe, is comparatively small. The most common defect in rails is the splitting of the head, which is caused usually by pipes therein. The second defect on the list is known as flange breaks. These consist usually of the breaking out of a cres-

cent-shaped piece at the base, started by a lap in the base, located usually near the centre, and running parallel with the axis of the rail. These laps are caused by defective rolling, and whilst there is a difference of opinion as to their origin, I am of the opinion that they are caused by the intermediate rolls producing more skin, or surface, than can be used in the finished rail, thus causing the skin, or surface, to double or lap, which opens and cracks under traffic, especially if cold-straightened at these points. The third defect, is breaks through the bolt holes. This is the result of a weak web, occasioned by improper rolling, possibly the stretching of the material beyond its elastic limit latterly in the rolls. There are other defects for which rails are removed from the main tracks, such as, indications of pipes in the head, flattened ends, and square breaks. I feel justified in saying that none of these defects ever occur in commercially sound, high carbon rails. It will doubtless be interesting to know what the railways are doing to insure safety of rails in the track, and, with that idea, appended hereto is a copy of the C.P.R. rules in connection with the laying and care of rails. It is my opinion that the remedy for defective rails is entirely in the hands of the manufacturer, and my belief is that the Canadian mills are alive to this fact, and that they are adopting the most modern methods. As to this is added the eternal vigilance of expert steel men to each detail of rail manufacture in the matters of composition, heat treatment, rolling, and straightenings, the number of defects is not sufficient to cause alarm, either with the railways or the public.

EXTRACTS FROM C.P.R. MAINTENANCE OF WAY RULES.

The standard length of new rail is 33 ft. Short new rails have ends painted green, seconds or defective new rails have ends painted white; seconds must not be laid in fast running main track.

Rail is the most expensive portion of the track, defects in which are usually permanent and apparent. They must be handled carefully before being put in the track, and must be uniformly supported after being placed there.

The rails may be distributed either from the ends or sides of car. If distributed from sides, both ends of rail must be dropped simultaneously. Skids will invariably be used whenever necessary to unload them into piles. In all cases the greatest care must be used to avoid injury to rails by dropping them on hard substances or uneven surfaces.

When necessary to make holes in rails for bolts they must be drilled with the proper tools furnished for that purpose.

Short rails are advisable only as a temporary expedient on tangents and on inside rail of curves. They must not be used on the outside of curves, and no piece shorter than 10 ft. should be used in main track.

When new steel is being laid all kinds must be taken out with the rail bender, and the track must be perfectly gauged. The spacing and renewal of ties and surfacing and lining of the track should follow as closely as possible.

The rails must be laid consecutively to line and gauge, throwing out the rails from the old track ahead as the new rails are laid. Split points will be used for closing track for passage of trains. Accurate expansion cannot be secured if long stretches of rail are fastened upon one side of the track and subsequently thrown into line.

Track centres will be furnished by the engineer every 200 ft. on tangents, and every 50 ft. or less on curves. The track must be laid to conform exactly to the line so established.

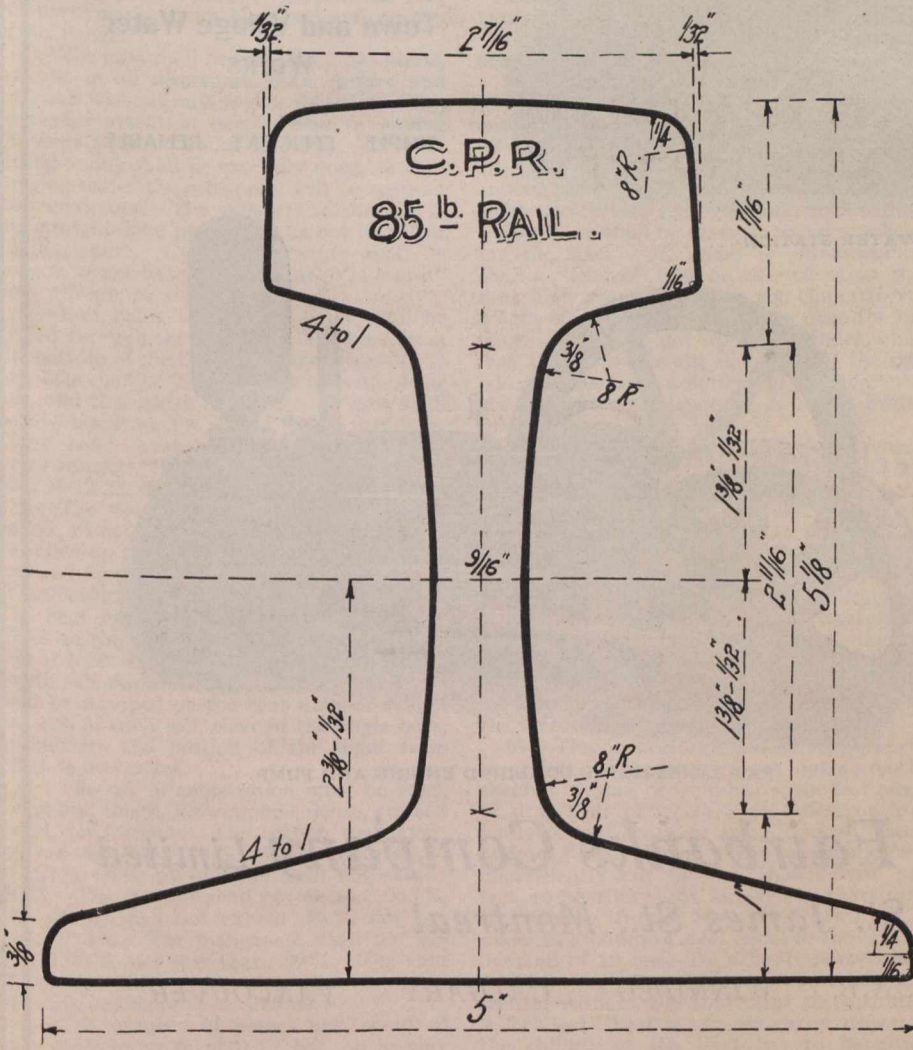
Roadmasters and section foremen must watch the flange wear of the outer rail on sharp curves, on account of the weakening of the rail and the extra width of gauge which this wearing will cause and change worn rails to the inside of the curve, or remove them from the main track entirely if they have been previously changed under the following conditions: 1. When the joint bars are being cut or struck by the wheel flanges. 2. When the rail is weakened by the side of the head being worn as much as one-eighth of its original width. 3. When the side of the rail head is worn to the slope of the wheel flange and fillet, over which wheels are liable to climb.

The position of the brand on the rail is immaterial, whether right or left, inside or outside, but its position must be uniform in the same line of rails. When new rails are being laid, different brands must not be mixed.

Rails having pieces of head or base broken out, or those having cracks, splits, pipes, and flaws, must be removed from the main track as soon as discovered, as such rails are liable to break. The discovery and removal of such rails is a most important feature of track inspection and maintenance. Track walkers, section foremen, and roadmasters must be constantly vigilant in this respect.

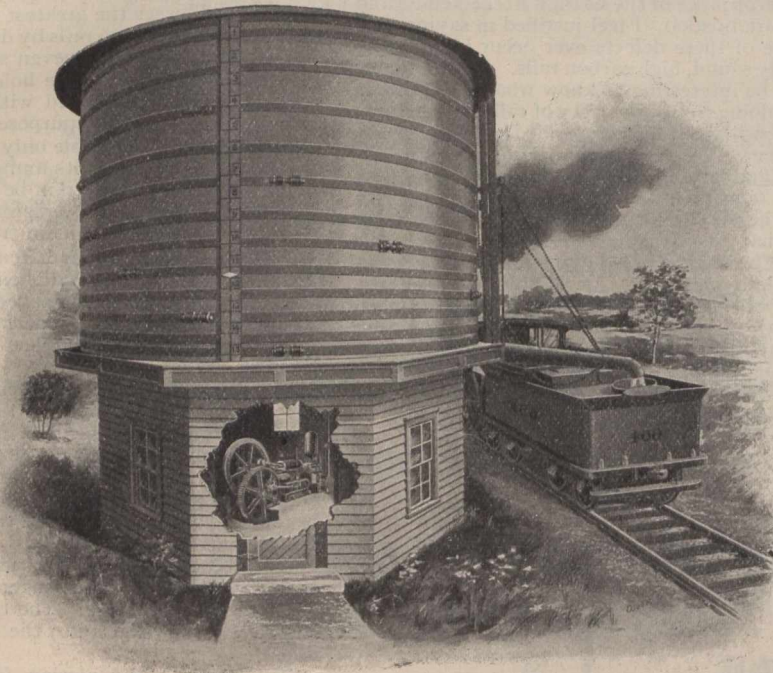
All rails for curves of over two degrees must be separately curved, by a rail bender, before being placed in the track. The slogging or dropping of rails on ties to curve them is forbidden.

Proper allowance must be made for expansion. The expansion space will be determined by ascertaining the average temperature of the rail by means of a C.P.R. track thermometer at the time it is being laid.



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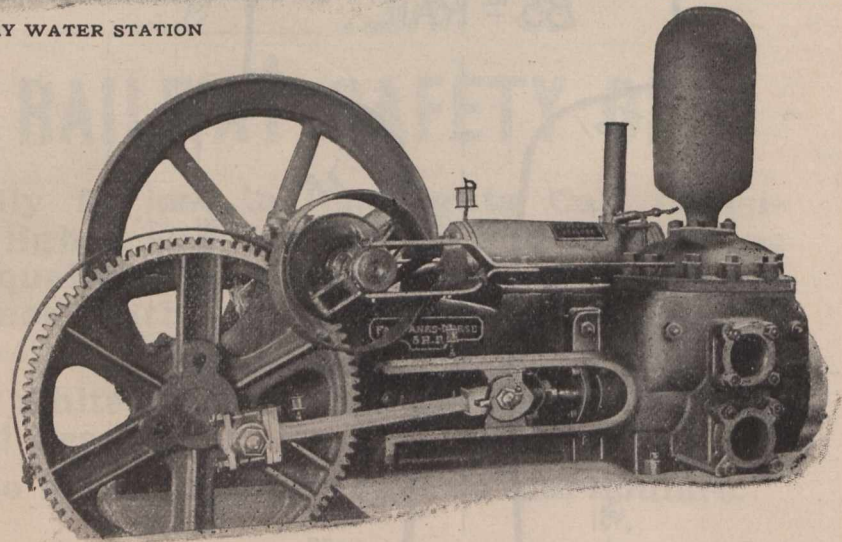
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TORONTO ST. JOHN, N.B. WINNIPEG CALGARY VANCOUVER

When the average thermometer reading on 30 ft. or 33 ft. rails is:

degrees Fahr., give	0" expansion space
90 to 90	1/16"
50 to 70	1/8"
30 to 50	3/16"
10 to 30	1/4"
00 to 10	5/16"

Rails must not be bumped together when being laid.

Proper expansion must be secured by using iron shims, according to the above specifications, except where track is laid on a steep grade, when sawn wooden shims of proper thickness will be provided. Wooden expansion shims must be left in place until track is full spiked, bolted, and anchored, then be removed.

C.P.R. CO. SPECIFICATIONS FOR 85-LB. OPEN-HEARTH STEEL RAILS, 1908.

1.—The section shall be the C.P.R. standard 85-lb. 1908 rail, in accordance with plans attached, with an allowance in height of 1/64 of an inch under, and 1/32 of an inch over. The fit of the fishing or "male" template shall be maintained perfect.

2.—The weight of the rail shall be kept as near 85 lbs. per yard as is practicable after complying with section 1.

3.—The standard length of rail shall be 33 ft. at a temperature of 60° Fahrenheit. Ten per cent. of the entire order will be accepted in lengths of 27 and 30 ft. All such short rails shall be painted green on both ends. A variation in length of 1/4 in. longer or shorter will be allowed.

4.—The rails must be free from all mechanical defects and flaws. They shall be sawn square at the ends, and the burrs made by the saws shall be carefully chipped and filed off, particularly under the head and on top of the flange.

5.—The rails shall be smooth on the heads, straight in all directions, both surface and line, and without any twists, waves or kinks, particular attention being given to having the ends without kinks or drop. The hot-straightening shall be carefully done, so that gagging under the cold-press will be reduced to a minimum. The supports of the rail in the straightening press shall be not less than 42 ins. apart. Cold-straightening shall be done so as not to injure the rails. "Lumpy" rails will not be accepted.

6.—Bolt holes 1 in. in diameter shall be drilled through the web at 2 11/32 ins. from the bottom of the flange. The centres of the first hole shall be 2 1/2 ins. from the end of the rail, and the centre of the second hole shall be 6 1/2 ins. from the centre of the first hole. These holes must be drilled accurately in every respect; all burrs to be removed. (See plan R-12-28, dated Jan. 22, 1908.)

7.—The weight per yard of rail, name of maker, month and year of manufacture, shall be rolled on the web of each rail in plain letters and figures, not less than 7/8-in. high and in sufficient relief for future identification. The heat numbers shall be stencilled three times on the web of each rail in distinct letters at least 9/16 ins. high, placed on the opposite side from the brand marks. A letter shall be stamped on the heat number side of the web of each rail, clear of the angle bars, to indicate the portion of the ingot from which it was rolled.

8.—The rail in composition must be hard, sound and tough, showing fine, dense, grained metal, on fracture. The carbon shall average not less than .60%, within limits of .56 to .66%. The phosphorus shall not exceed .06%. The sulphur shall not exceed .055%. The silicon shall not exceed .18%, nor less than .075%. The manganese shall not exceed 1.00%, nor less than .80%. The sum of sulphur plus copper plus other injurious elements not more than .075%.

9.—The number of passes and speed of train shall be so regulated, that, on leaving the rolls at the final pass, the temperature of the rail will not exceed that which requires a

shrinkage allowance at the hot saw of 6 1/4 ins. for 33 ft. rails, and no artificial means of cooling shall be used between the final pass and the hot saw.

10.—While the heat is being cast two test-ingots shall be made; the first from steel going into the first regular ingot, the other from metal taken from the last one. From each of these test-ingots a chemical analysis shall be made. These and all final analyses made by the works, relating to this contract, shall be furnished the C.P.R. Co. for its records.

11.—From each 50-ton heat three rail-butts shall be tested. Each butt must not exceed 6 ft. in length, and must be taken from the top end of the first, middle and last ingots cast of each heat. These butts shall be placed heads upwards on solid steel or iron supports, the distance apart of which, in the clear, shall be 4 ft., and upon it shall be dropped a weight of 2,000 lbs. (whose striking face shall have a radius of not more than 5 ins.) falling freely from a clear height of 20 ft. Should two of the tests stand and show a deflection of less than 3 1/4 ins. under such test, this heat shall be accepted. If two fail it shall be rejected. The anvil blocks shall weigh at least 20,000 lbs., and the supports shall be a part of, or firmly secured to the anvil. Butts shall be tested to destruction as requested by the inspector.

12.—After the ingots are cast, they shall be either constantly kept in an upright position until ready to be rolled, or else so maintained until the interior steel has had time to solidify.

13.—No "bled" ingots or ingots from "chilled" heats shall be used in the manufacture of rails under this contract.

14.—No ingots from badly-teemed heats shall be used.

15.—After cutting off or allowing for the "sand" or top-end of each ingot, at least 12 ins. more of seemingly solid steel shall be cut off that end of the bloom—a greater length than 12 ins. being preferred; and if, after cutting such length, the steel does not look solid, the cutting shall continue until it does.

16.—Care shall be taken to avoid overheating the steel, and, under no circumstances shall a "cinder" heat be allowed—that is, a heat high enough to cause the cinder to run off the steel as it is being drawn from the furnace. This does not apply to cinder which may be sticking to the underside of the steel when drawn from a horizontal furnace, or to the bottom of an ingot when drawn from a soaking-pit.

17.—Inspectors representing the purchaser shall have free entry to the works of the maker at all times while this contract is being filled, and shall have all reasonable facilities afforded to satisfy them that the rails are being made in accordance with these specifications. The makers shall furnish them with the carbon-determinations of each heat, and a sufficient number of complete analyses to represent the average steel of each day and night's turn. The drillings to be taken from the test-ingots. See sec. 10. On request, borings for check analyses shall be furnished the inspector by the manufacturer.

18.—The inspectors shall have authority to reject rails made from insufficiently-sheared blooms, or from heats, the test pieces or drop-tests of which have failed, or from badly-poured heats, or from "chilled" heats or from "bled" ingots. The rails made from insufficiently cut blooms, if otherwise perfect, to be afterwards received as short rails, if sufficient lengths have been sawn off to make an amount of steel equal to the original demand of 12 ins. By a badly-poured heat is meant one which from any cause has been teemed without the control of the operator. A "chilled" heat is one which by reason of the chilling of the steel has to be either pricked or poured over the top of the ladle. A "bled" ingot is one from the centre of

which the liquid steel has been permitted to escape.

19.—Imperfectly-drilled, straightened (except "lumpy" rails), or chipped and filed rails shall be rejected, but will be accepted after being properly finished.

20.—Rails failing to comply with sec. 1 will be rejected.

21.—All rails must be loaded in the presence of the inspector. Rails must be handled during manufacture, loading, and while in transit, in such a manner as not to bruise the flanges, or cause other injury.

F. P. GUTELIUS, Assistant Chief Engineer. Montreal, Jan. 23, 1908.

C.P.R. SPECIFICATIONS FOR 85-LB. BESSEMER STEEL RAILS, 1908.

These specifications are the same as those for open-hearth steel rails, with the exception of the following sections:

8.—The rail must be hard, sound and tough, showing fine, dense, grained metal in fracture. The carbon shall be within limits of .53% and .63%, and shall average between .57% and .59%. The phosphorus shall not exceed .085%. The sulphur shall not exceed .075%. The silicon shall not exceed .18%. The manganese shall be within limits of .80% and 1.00%. Copper and other injurious elements must not be more than traces.

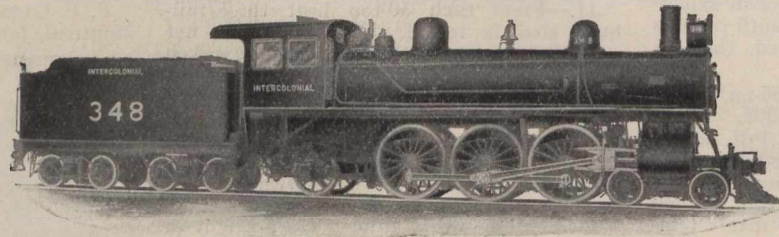
11. A rail-butt from every third heat shall be tested. The butt must not exceed 6 ft. in length, and must be taken from the top-end of the first ingot. All butts shall be placed heads upwards on solid steel or iron supports 4 ft. clear apart, and upon it shall be dropped a weight of 2,000 lbs. (whose striking face shall have a radius of not more than 5 ins.) falling freely from a clear height of 18 ft. Should the test fail or show a deflection of more than 3 1/4 ins. under such test, a second test shall be made. If it also fails, all rails made from that heat shall be rejected, but if the second test stands, then a third one shall be made, and if this be successful, the rails of that heat shall be accepted. Should the test from any heat fail, as above specified, similar tests shall be made from the preceding and succeeding heats, and if they fail as above specified, all rails from these heats shall be rejected. The anvil blocks shall weigh at least 20,000 lbs., and the supports shall be a part of, or firmly secured to the anvil. Butts shall be tested to destruction as requested by the inspector.

The foregoing paper was read before the Canadian Railway Club recently. A brief description of the C.P.R.'s 1908 85-lb. rail was published in our issue of March, 1908, from which the illustration on pg. 3 is reproduced.

Canadian Ticket Agents' Association.—At a meeting of the Executive Committee, held at Toronto, Nov. 27, it was decided that in consequence of representations having been made that the motion passing the annual subscription passed at the annual meeting in October was misunderstood, it would be advisable to leave the matter in abeyance until the next annual meeting, when it could be rediscussed, and that in the meantime, for 1909 at any rate, the subscription will remain as heretofore, viz., \$2 a year, which includes subscription to THE RAILWAY AND MARINE WORLD. The general opinion appeared to be that as long as \$2 a year would meet current expenses it should so remain, but the amount of entrance fee should be increased.

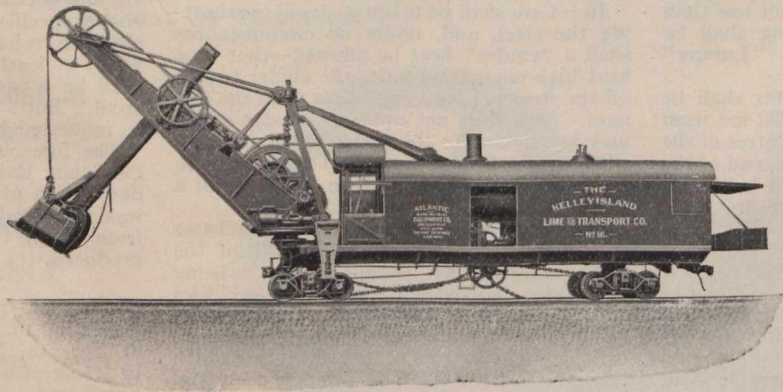
The I.C.R. Moncton, N.B., branch of the International Association of Machinists has elected the following officers for the current year: President, J. Delahunt; Vice-President, N. Davis; Secretaries, J. Blackwood and G. Kennedy; Treasurer, N. R. Baird. During the recent annual meeting, the President was presented with an address and purse of gold.

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Flag Stations and Stations with Agents.

J. P. Mabee, Chief Railway Commissioner, has given the following judgment on the application of the Winnipeg Jobbers and Shippers Association vs. C.P.R. Co., and Canadian Northern Ry. Co., and G.T. Pacific Ry. Co.: This matter seems to have been first brought to the attention of the Board at a meeting in Winnipeg in Sept., 1906, by the Board of Trade of that city, and in Feb., 1907, a formal complaint was lodged by the applicants. Several matters are involved in the complainants' petition, and amongst others they asked that the railway companies be ordered to (1) Where the traffic warrants it, erect a freight shed and appoint a permanent agent in charge of the business at that station. (2) Not reduce any regular station with an agent in charge to a flag station without an agent. (3) Not to close any regular or flag station without the Board's approval. All the railway companies have taken exception to the Board's jurisdiction to deal with these matters.

Sec. 284 (s.s. a) provides that the railway company according to its powers shall "furnish at the place of starting, and at the junction of the railway with other railways, and at all stopping places established for such purpose, adequate and suitable accommodation for the receiving and loading of all traffic offered for carriage upon the railway."

S.s. 3 empowers the Board to order such accommodation to be furnished having regard to all proper interests.

Sec. 258 provides—"Every station of the company shall be erected, operated, and maintained with good and sufficient accommodation and facilities for traffic.

"2. Before the company proceeds to erect any station upon its railway, the location of such station shall be approved of by the Board.

"3. In the case of any railway, whether subject to the legislative authority of the Parliament of Canada or not, subsidized in money or in land, after July 18, 1900, under the authority of an act of the Parliament of Canada, the payment and acceptance of such subsidy shall be taken to be subject to the covenant or condition, whether expressed or not, in any agreement relating to such subsidy, that the company, for the time being owning or operating such railway, shall, when thereto directed by order of the Board, maintain and operate stations, with such accommodation or facilities in connection therewith as are defined by the Board, at such points on the railway as are designated in such order, 3 E. VII., c. 58, s. 204."

It is argued first that because the above s.s. 3 deals specially with railways subsidized after July 18, 1900, the fair construction of the whole act is that the powers conferred upon the Board by this sub-section do not exist as to railways not so subsidized. I do not think this contention well grounded. This section, I think, was intended to extend the Board's jurisdiction, as to the matters covered by it, to railways not subject to the legislative authority of the Parliament of Canada, that is to railways incorporated under provincial statutes, and which had not been declared to be works for the general advantage of Canada; without this sub-section the power of the Board would not extend to such railways, whether subsidized either before or after July 18, 1900.

The second objection is that s.s. (a) of 284 only requires the railway companies to furnish accommodation at stopping places established for the purpose of "receiving and loading traffic," the contention being that "flag stations" were used for delivering or unloading, and not for "receiving and loading." I do not know that the expression "flag station" appears in the statute, but, of course, it has a well-known meaning.

S.s. (b) of 284 imposes upon the railway companies the duty of furnishing "adequate" and suitable accommodation for "the carrying, unloading, and delivering of all such traffic." Sec. 30, s.s. (g), provides that the Board may make orders "with respect to rolling stock, apparatus, cattle guards, appliances, signals, methods, devices, structures, and works, to be used upon the railway, so as to provide means for the due protection of property, the employes of the company, and the public. It seems to me perfectly clear that under these sections the railway companies are obliged

to provide suitable accommodation for unloading and delivering all traffic, and if they omit so to provide then the Board has power so to order, and in doing so may require the companies to erect and maintain platforms or freight sheds, or any other "structures or works" that might be deemed reasonably proper for the protection of property or the public. The statute seems to confer ample power upon the Board to deal with the subject matter of this application.

With respect to the first ground of the complaint, the companies all express their willingness to establish permanent agents "where the traffic warrants it." The difficulty is in saying when the traffic warrants such a step. Hitherto this and the other matters involved have been left entirely to the good judgment of those in charge of the management and operation of the railways, and they quite naturally object to interference; but if I am correct in my interpretation of the statute, it is clear that Parliament has placed these matters under the Board's control, and it has imposed upon it the duty of saying when the time has arrived for the appointment of permanent agents, if that is thought by the Board to be part of furnishing suitable and adequate accommodation for the delivery of traffic. It is also stated by the Chief Traffic Officer that in practice the companies receive freight in carload lots at these stopping points, as well as butter, cheese, and eggs, in which event they would be required under s.s. (a) to furnish suitable accommodation for such receiving.

The applicants submit a list of 30 flag stations upon the C.P.R. and 46 upon the Canadian Northern; doubtless now there are many more upon the Grand Trunk Pacific; this matter has been standing so long since originally brought before the Board that the conditions have greatly changed and it is impossible to deal with these stations or stopping places by name, and the matter must be disposed of upon general lines. I have read the evidence and fully considered all the arguments that appear upon the file. I feel myself handicapped by reason of not having been upon the Board during the progress of the proceedings, but am compelled to make the best disposition of the complaint that I am able and deem fair to all concerned. The operating assistant to the Chief Traffic Officer, in Oct., 1907, dealt with the details of establishing accommodation at stopping places, and later on the Chief Traffic Officer, on Nov. 15, 1907, reported to the Board as then constituted, in some respects agreeing and in others differing from the opinion of the operating assistant. Both of these reports I have carefully considered, and while I hesitate to set my judgment up against those of far greater experience in these matters, I am unable to say that I agree with either in all respects.

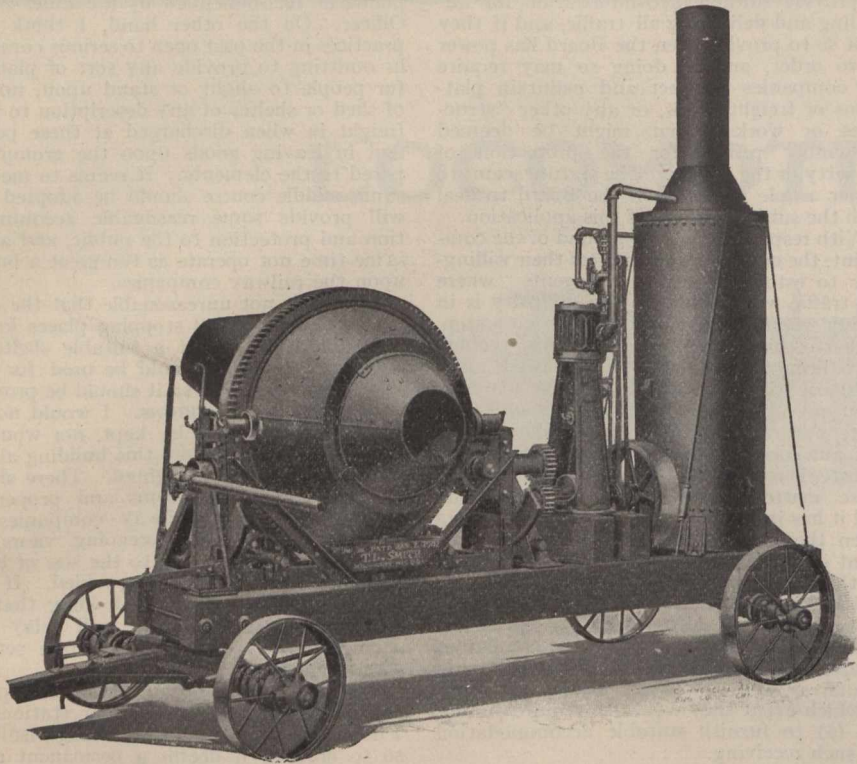
It must be kept steadily in view that it is almost always in the interest of the railway companies to convenience the public as far as possible. Flag stations are established at points for the convenience of those living at inconvenient distances from the regular stations, and if this Board required unreasonable expenditures to be made by the railway companies at once upon the establishing of a flag station, I fear that a large section of the public might be seriously inconvenienced by the omission to establish such stopping places; it may be that some relief might be had by application to the Board, but I am of opinion that great difficulty would be experienced (assuming there is jurisdiction, but as to which I do not decide) in determining when or where a new stopping place should be established, without the experience afforded by the receipts and travel to and from an experimental stopping point. For those reasons, I am of opinion that the companies should not be required to establish a heated and lighted station building with a caretaker in charge at these flag stopping

points as recommended by the Chief Traffic Officer. On the other hand, I think their practices in the past open to serious comment in omitting to provide any sort of platform for people to alight or stand upon, no sort of shed or shelter of any description to place freight in when discharged at these points, and in leaving goods upon the ground exposed to the elements. It seems to me that some middle course should be adopted that will provide some reasonable accommodation and protection to the public, and at the same time not operate as too great a burden upon the railway companies.

I think it not unreasonable that the companies should, at all stopping places known as flag stations, erect a suitable shelter or waiting-room which could be used for both freight and passengers; it should be provided with a door and windows. I would not require a caretaker to be kept, nor would it be reasonable to require this building always to be kept heated or lighted. There should be some sort of platforms and proper approaches. If the railway companies are willing to accept the foregoing views, the Board will hear them as to the size of buildings and platforms to be provided. If they desire to appeal from the holding that the Board has jurisdiction, we will delay until such appeal is disposed of before settling these details.

Dealing next with the question of appointing permanent agents at flag stations, as I have said I think the Board has jurisdiction so to order if it deems a permanent agent part of the station equipment necessary to furnish to the public adequate and suitable accommodation for unloading and delivering traffic, or for receiving and loading of traffic, and in this view I am confirmed by the late Chief Commissioner in a memo. of Oct. 11, 1907, in which he says that the Act requires "the railway company to provide reasonable and proper facilities for receiving, carrying, and delivering traffic, and that while the point has never been decided, it may well be argued that the Board has power to require a company to place and keep an agent at a particular station where, in view of the amount of business to be done and other circumstances this would seem to be a reasonable and proper facility to be afforded. The question is what amount of traffic warrants the appointment of a permanent agent. I think the Minnesota law not an unreasonable one in this respect. There a total freight and passenger earning of \$15,000 requires the appointment of a permanent agent; and I agree with the recommendations of the operating assistant upon this point and think the companies should be required to appoint and maintain permanent agents at stations where the total freight and passenger earnings amount to \$15,000 for the year; and at points where the business consists principally of shipping grain, where such shipments amount to at least 50,000 bush., agents should be appointed and maintained at such points during the grain shipping season; and at points of shipment where a telegraph operator is located for the handling of trains, such operator should, while he remains at such point, be provided with the necessary equipment to enable him to take care of all traffic at such point. It does not appear to be necessary at this moment to consider the request that the companies be prohibited from reducing a regular station to a stopping point without any agent, or from closing any regular or flag station without the approval of the Board. It is not to be assumed that such steps would be taken without good reason, and I think such cases should be left to be dealt with individually when they arise, assuming there is jurisdiction, as to which I express no opinion.

Strong objections are made and I think with good reason, to the form of release required for traffic for delivery at flag stations;



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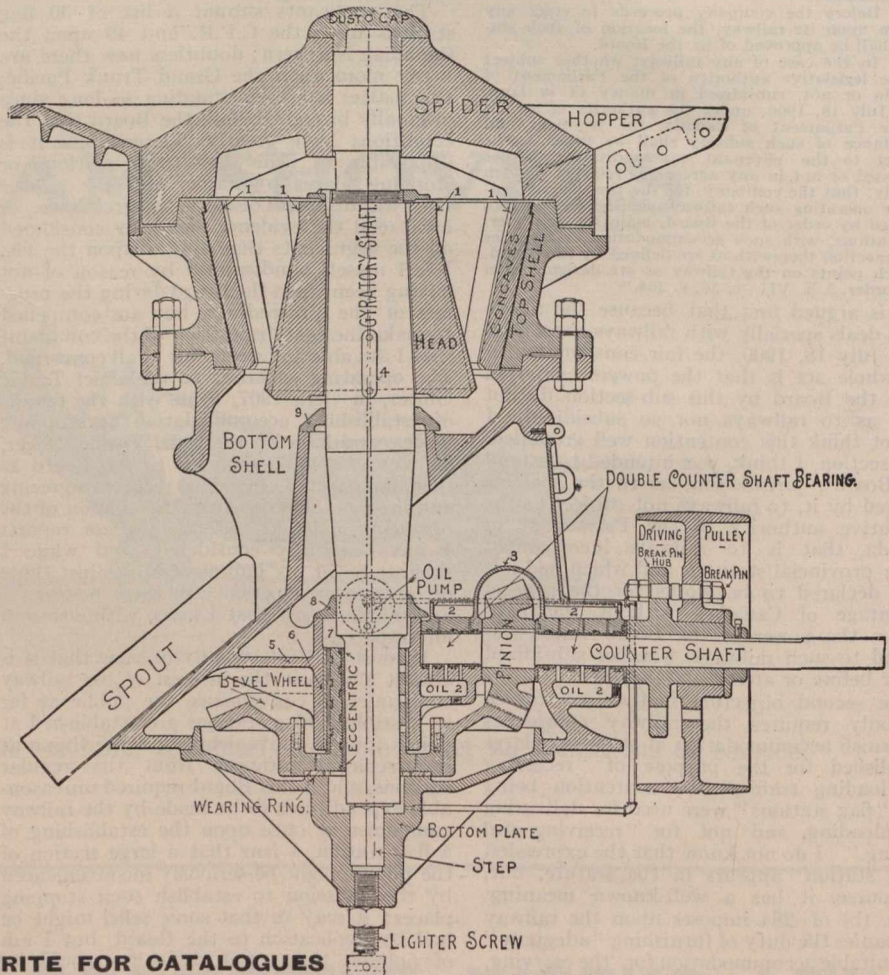
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but I refrain from dealing with this matter, as it is now under consideration by the joint committee assembled, pursuant to the request of the Board made in the circular of April last, and will be dealt with by the Board when considering the standard form of shipping bill.

Locomotive Smoke Regulations.

The Board of Railway Commissioners has passed the following order, 5678: In pursuance of the powers conferred upon it by secs. 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf it is ordered that

1. Every locomotive steam engine operated in the Province of Ontario by any railway company subject to the legislative authority of the Parliament of Canada, shall be equipped so as to prevent the unnecessary and unreasonable emission therefrom to the atmosphere of dense or opaque smoke, and every such locomotive steam engine shall, subject to clauses 2, 3, 4, and 5, while passing through, or being operated within any city, town, or village, be so operated as not to permit the unnecessary and unreasonable emission to the atmosphere of dense or opaque smoke.

2. Where it is necessary to clean out the fire-box or build a new fire, the necessary and reasonable emission of dense or opaque smoke within any city, town, or village may be permitted for a period not to exceed six minutes in any one hour.

3. The necessary and reasonable emission of dense or opaque smoke from a locomotive steam engine standing at stations or in station yards, in cities, towns, or villages, may be permitted for a period of one minute in any ten minutes of any one hour.

4. This order shall apply to and be in force only in such cities, towns, and villages in Ontario that have passed, or may hereafter pass, by-laws for the control, regulation, or prohibition of dense or opaque smoke from stationary steam engines, or a by-law or by-laws to the like effect.

5. In the ascent of the Scarboro grade easterly out of Toronto, or the grade east and west out of Hamilton, the necessary and reasonable emission of dense or opaque smoke may be permitted for a period not to exceed ten minutes in any one hour.

6. Every company or person offending against the foregoing regulations, or any of them, shall be subject to a penalty of \$25 for every such offence.

7. This order shall take effect on Jan. 1, 1909.

In connection with the foregoing the following memorandum has been issued: "The regulations that the Board has framed dealing with the unnecessary emission of dense smoke from locomotive engines are made applicable only to the Province of Ontario, for two reasons. The first is that no municipalities outside of that province have asked for them; the second and more important one is that, outside of Ontario, there are many railways not subject to the jurisdiction of the Board. For instance, in Halifax, N.S., the Intercolonial Ry., the Halifax and Southwestern Ry., and the C.P.R. Companies use the same stations. The two former are not subject to the jurisdiction of the Board, and it would be manifestly unfair to subject the C.P.R. Co. and its employes to penalties for permitting the unnecessary escape of dense smoke while side by side with locomotives under the control of employes of these two other railways who would be exempt from the operation of this order. It will not be considered that the Board has finally determined that regulations of this character are to be withheld from the other provinces, but these will be considered as the occasion may arise.

Many villages and towns, and possibly some cities in Ontario, have no municipal by-laws on this subject, and it was thought reasonable that this order should not apply to places where the local council had not taken steps, within its own jurisdiction, to prevent the fouling of the air by stationary engines. This subject has been found to be a difficult and perplexing one. There is no doubt there has been in the past much unnecessary annoyance and inconvenience caused to the public by the unreasonable discharge of noxious smoke from locomotive engines, and the Board feels that in making this order it has gone as far in the attempt to suppress this nuisance as is fair, without imposing too great expense or hardship on railway companies. If, however, it is found to be not sufficiently effective, the Board will have no hesitation in rescinding its provisions."

Running Passenger Trains on Time.

J. Osborne, General Superintendent Ontario Division C.P.R., has issued the following circular:

Running trains on time is the best possible kind of advertising. Traffic officers are so thoroughly impressed with this fact, that they have expressed a willingness to reduce the advertising account 50% if passenger trains are run on time. Fifty per cent. of the cost of our advertising represents a large amount of money, and it must be saved. Most railway men have never been engaged in any other business, and are inclined to overlook the railway situation from a public viewpoint. All railway men use street cars, and know how unsatisfactory it is to have to wait at street corners for delayed cars, and how hard to maintain their tempers while on a street car that is delayed en route. Now, if these petty street car delays are trying, railway men should endeavor to realize how inconvenient and annoying delayed trains must be to the travelling public.

No engineer who takes a pride in his locomotive would leave a divisional point without seeing that his machine is not only neat and clean, but in a thoroughly fit condition, well stocked with suitable coal and other supplies, to take the train through without delay. Every detail of the locomotive should be understood by the man in charge, so that it may be handled to good advantage. Waste of water, as well as coal, should be guarded against, so that detention by water stops may be reduced to a minimum, and that passengers may not be subjected to black smoke and cinders.

The ideal conductor is he who appears on duty well groomed, and in ample time to see that every detail of his train is in good order, that his men are on hand with their supplies, and that nothing occurs to prevent the train leaving on time. Station work should be done with all possible despatch. Trainmen should know what passengers are to get off at the next stop, and should request them to have their belongings all ready to disembark immediately the train stops, and should render whatever assistance is necessary to old people, invalids and people with children. At stations where it is necessary to secure orders, conductors should run to and from the station. A good deal of unavoidable lost time can be made up by quick, but safe work, at stations.

Any agent who does not consider it a reflection upon his administration to have a passenger or fast freight train delayed at his station, has not sufficient ambition to carry him to success. Outward baggage and express should be on the platform opposite the cars ready to load immediately the train is stopped. Loading and unloading should be done with energy and vim. Passengers should be encouraged to reach the

station in sufficient time to purchase their tickets and have their baggage checked before the arrival of the train.

Slow orders affect the movement of trains considerably, and while it is desirable that slow orders should in all cases be placed on trains, where they are necessary in the interest of safety, bridge and building masters and roadmasters can aid the movement of traffic considerably if they will see that all work involving the maintenance of slow orders is completed with the utmost despatch, and that this important feature of the service may be properly supervised; hereafter a record will be kept of the hour and date slow orders are put on, cause for each, and date and hour slow orders are lifted. If any work involving a slow order is detained waiting material, the Superintendent, and if necessary the General Superintendent, should be advised, with a view to expediting delivery. Bridge and building masters should see that the water service is maintained in a thoroughly efficient manner, so as to avoid delay to trains because of poor water service.

Train despatchers can render valuable assistance by having train orders ready, and by the exercising of good judgment in handling time limit orders and favoring trains influencing connecting trains.

I have endeavored to make it clear that in the interests of the road and the travelling public, our passenger trains must be run on time, and feel that with the hearty co-operation of all concerned, satisfactory results will be obtained, but, if we are disappointed, repeated responsibility for delayed trains will be considered sufficient cause for the removal of the employe implicated.

Index to The Railway and Marine World.

A complete index to the matter contained in the RAILWAY AND MARINE WORLD for 1908, Jan. to Dec. both inclusive, is in course of preparation, and will be printed and ready for distribution early this month. The index for 1907, issued in Jan. last, met with much favor, and we have no doubt the one for the past year will be equally appreciated. A large portion of the matter we publish from month to month is of great permanent value for reference, and of course this value is much enhanced by a complete classified index. We were much gratified when we issued our index for 1907 to find that a large number of subscribers file and bind the paper.

It is not the intention to make a general distribution of the past year's index, but a copy will be sent to each subscriber who desires one, and who will notify us to that effect. A letter or post card, simply stating that the index is desired, and giving the subscriber's name and address, will be sufficient. Early application is requested, and subscribers who wish a copy are asked to write us at once. "Do it now." The number of copies to be printed will be governed by the number of applications received.

C. H. Fergie, recently Superintendent of Mines for the Dominion Coal Co., spent some time in Sydney, N.S., and vicinity recently examining a number of coal properties, which it is reported that the C.P.R. proposes to purchase, with a view to securing a supply of coal for its own requirements.

A discussion on "Reinforced Concrete Beams" was the feature at a recent meeting of the Toronto Branch of the Canadian Society of Civil Engineers. The discussion followed a paper read by E. Brown, and the general opinion of the members seemed to favor the adoption of larger factors of safety to offset the possible inferior work of fabrication due to the tendency to hurry all construction.

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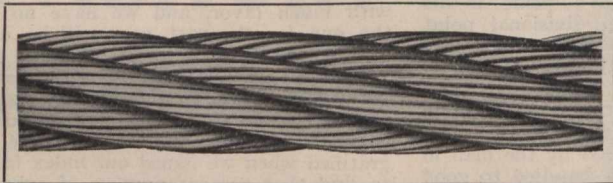
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Rates for Crow's Nest Pass Coal Co.

In the case of the Crow's Nest Pass Coal Co. vs. C.P.R. Co., Chief Railway Commissioner Mabee gave the following judgment Nov. 23: The applicant asks for an order that the Railway Company do file a tariff from all points in Canada to all points on the property of the applicant company, viz., Michel, Fernie, Coal Creek, Morrissey Jct., and Carbonado, and hereafter to all other points at which collieries may be established by the applicant company for all "plant," as defined by an agreement of Feb. 19, 1906, which the applicant company may ship over the respondent's lines, required by the applicant for the construction and operation of its works, such tariff to be not more than six-tenths of the present tariff rates on such materials for carload or less than carload, and to refund to the applicant company all excesses which the respondent has charged the applicant on such plant since May 1, 1907, and generally to file tariffs in compliance with the provisions of paragraph 14 of an agreement of July 30, 1897. On the last mentioned date a lengthy and somewhat complicated agreement was entered into, to which the B.C. Southern Ry. Co., the respondent, and the Kootenay Coal Co. were parties, the applicant company being formerly the Kootenay Coal Co., and admittedly entitled to the benefits of the agreement. Par. 14, under which relief is sought, is as follows: "The construction materials required by the Coal Co. to be used in the construction of permanent works, and for timber used in its said mines, and carried by the C.P.R. Co. to the Coal Co.'s said mines from points on the line of the C.P.R. Co.'s said railway, the Coal Co. will be charged by the C.P.R. Co. for the carriage of all such materials no more than the rate of 1c. per ton of 2,000 lbs. per mile, such construction material to include rails, fastenings, ties, bridge timber, and lumber required by the Coal Co., provided that such material may be carried a distance of not less than 100 miles on the C.P.R. Co.'s railway, and that for all plant shipped by the Coal Co. over the C.P.R. lines, and required by the company for the construction and operation of the said works, the Coal Co. shall be charged by the C.P.R. Co. at the rate of not more than six-tenths of the ordinary tariff rates on such materials for carload or for less than carload."

When this agreement was entered into the Coal Co.'s works had not been established, and the respondent had no line of railway in the locality where it was the intention of the Coal Co. to locate what has since become an industry of very large proportions, and in which upwards of \$5,000,000 have been invested. Nothing turns upon the portion of the above paragraph concerning the carriage of materials at 1c. per ton per mile, and it was stated that respondent's regular tariff rate upon such materials was less than the amount agreed upon, and the applicant was charged upon such material at the tariff rate.

On Feb. 19, 1906, an agreement was entered into by the parties to this contest under which the following articles were considered as "plant" under the above clause 14: Asbestos, babbitt metal, brattice cloth, bridge or tippel material and machinery, including conveyers, link belt or other transmission machinery, screens, picking tables, dumps, car hauls and parts thereof; castings, iron, steel, or brass; chain, iron or steel; electrical machinery and parts, including generators, dynamos, motors, lamps, globes, sockets, wire, insulators, and transformers; engines, stationary, including boilers, condensers, compressors, box car loaders, air receivers, hoists and parts thereof; fire engines and apparatus; harness and

saddlery; horses; hose, water and steam; iron bolts, nuts, rivets, and washers; iron, bar and other iron and steel; locomotives, steam, air or electric (used in and about the mines); machinery and parts thereof, including blocks, pulleys, shafting, coal and rock drills; mine cars and parts, including trucks, irons and wheels; machine shop material; machine shop machinery and parts thereof; machinery packing; mules; nails and spikes used in mine structures; pipe, lead, vitrified, soil, wood, including fittings, injectors, lubricators and valves; pumps and parts thereof; rails, fastenings, and switch material used in and about the mines, not over 45 lbs. weight per yard; rope, all kinds; safety lamps and parts; scales and parts; tools, including files, saws, coke forks, wheelbarrows, axes, shovels, spades, picks, handles, lanterns, globes, grindstones, wrenches, anvils, bellows, dirt scrapers, machinists and machine shop tools; wire, plain; vehicles and parts, including wagons and sleighs.

The agreement of July 30, 1897, was entered into, in good faith, and has been carried out by the parties, except as to the matter which gives rise to this application. Many covenants were entered into by the parties to that agreement, and one result of it was that the respondent company obtained the conveyance of a very large area of coal lands, estimated by a witness at the hearing as being worth many millions of dollars—but in the view I take of this application it is neither needful nor desirable that close or accurate attention be paid to the consideration received by the Respondent Co. for entering into the covenants embraced in this agreement, one of which was the one in contest. The respondent agreed to construct a line of railway; this was done. The applicant agreed that this large area of coal lands should become vested in the railway company, and this covenant was fulfilled. All other covenants contained in the agreement were carried out, except that the railway company says that the provisions of the Railway Act prevent its carrying over its lines plant shipped by the applicant company for the construction and operation of its works at six-tenths of its ordinary tariff rates, and that such an agreement was and is illegal. It was stated that when the agreement was originally entered into there was no demand in that locality for the class of articles the railway company was agreeing to carry at reduced rates; that there were no industries in existence, and, therefore, no persons against whom the six-tenths clause of the agreement would be a discrimination, and that, therefore, the agreement was valid when entered into. Be this as it may, it, I think, is not necessary to decide whether the agreement was opposed to the Railway Act of 1888, and the only point for decision here is whether the application can succeed in view of the provisions of the Railway Act now in force; and I am of the opinion that the fairer position to leave the parties in is to deal with the situation upon the footing of the present legislation, leaving the applicant to take such other proceedings as it may be advised with respect to the consideration alleged to have been given for the covenant of the railway company for this reduced freight rate, if such course is open to it.

Admitting the jurisdiction of this Board to make an order of the kind asked for, as to which I have grave doubt, although jurisdiction was not disputed by the railway company, I do not think the application can succeed. It is admitted that at present large development has taken place in the portion of British Columbia to which this agreement applies, and there are many

persons, firms, and corporations requiring carriage by the railway company of the class of articles and material as defined by the agreement of Feb. 19, 1906, into that district, and into the towns mentioned in the prayer of the petition, there are other coal companies within varying distances, some within 100 miles of the applicant's coal area and plants, requiring similar articles and material, and the success of this application would mean that the applicant would pay but six-tenths of the regular tolls charged to others upon all the various materials mentioned in the agreement of Feb. 19, 1906, and this for all time to come, so that in future years, if the railway company reduced its rates upon these articles, or any of them, or were so required by the Board, the tolls to be paid by the applicants would continue to be but six-tenths of such reduced rates, and so discrimination in its favor would continue for all time. I think such a condition is opposed to the spirit as well as the express provisions of the Railway Act.

Mr. Marsh argued with much force that all this was quite permissible, as the applicant had paid an adequate consideration for the favored treatment, and he cited some English and American cases that go to support that contention. I have gone through most of these, and while some can be distinguished, both as to the facts and the terms of the various statutes upon which they were decided, it is sufficient to say that the same are not binding upon the Board, and no such principle has as yet been introduced into the railway jurisprudence of Canada, and it has been discredited from in other cases both in England and the United States. It is impossible to find as a fact that the consideration passing from the coal company to the railway company was "adequate." It is contended this consideration requires the railway company to carry at these reduced tolls for all time. Who can say what the actual sum was that was paid? The area of coal lands so conveyed are undeveloped, and their value is based upon opinion evidence only. Who can say how much material is to be carried by the railway company for the coal company, and what is the length of time that such carriage is to continue? Who can say to what extent the tolls upon these articles may be reduced in future years by reason of competition or otherwise? All these are matters upon which reasonably accurate information must be had before it could be said that the coal company had paid to the railway company a consideration that could fairly be said to make up the other four-tenths of the tolls, thereby eliminating the discriminatory feature of the agreement. In this case no finding could be made that the consideration was "adequate"; but if the contrary was the case, I would not follow the cases cited for the proposition that under our law any such agreement can be made.

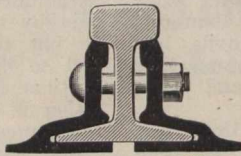
The Railway Act requires that under substantially similar conditions the tolls charged shall be equal to all persons, and at the same rate, whether by weight, mileage, or otherwise, and any reduction or advance either directly or indirectly is expressly prohibited. No undue or unreasonable preference or advantage can be permitted to any person or company. The object of the legislation is to place everyone upon terms of absolute equality, and if agreements were permitted to be entered into for reduction in tolls or for other preferential treatment, the door would be opened wide for the defeat of the Act, and the Board would be called upon to struggle with all sorts of conditions, opinions, and complications in the determination of such cases. It will not be understood that I am expressing the opinion that such was

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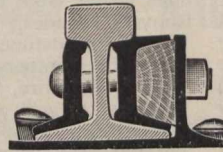
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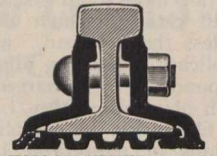
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the object of the present agreement; the conditions existing when the same was entered into were such that the contrary opinion might be arrived at. I think the application must be refused. See *Brant Milling Co. vs. G.T.R. Co.*, 4 C.R.C. 259.

January Birthdays.

Many happy returns of the day to—
 G. Bazzard, ex-Freight and Passenger Agent Delaware, Lackawanna and Western Rd., Toronto, now of Hamilton, Ont., born at Westhide Court, Herefordshire, Eng., Jan. 3, 1838.
 A. H. Bears, Master of Bridges and Buildings C.P.R., Saskatoon, Sask., born at Charlottetown, P.E.I., Jan. 6, 1857.
 F. X. Belanger, General Freight Agent Temiscouata Ry., Riviere du Loup, Que., born at Chlorydormes, Que., Jan. 20, 1876.
 R. H. Bell, Commercial Agent Canadian Northern Ry., Pittsburg, Pa., born at Toronto, Jan. 13, 1865.
 J. R. Bowles, City Freight Agent, G.T.R., Montreal, born at Sarnia, Ont., Jan. 14, 1874.
 G. McL. Brown, General Traffic Agent C.P.R., London, Eng., born at Hamilton, Ont., Jan. 29, 1866.
 W. H. Burr, Traffic Manager Dominion and Western Express Companies, Toronto, born at Bloomington, Ill., Jan. 19, 1864.
 C. A. Cotterell, Chief Train Dispatcher district 5, Central Division, C.P.R., Saskatoon, Sask., born at Enden, Eng., Jan. 18, 1877.
 W. A. Cowan, Resident Engineer C.P.R., London, Ont., born at Galt, Ont., Jan. 22, 1877.
 J. E. Dalrymple, Assistant Freight Traffic Manager G.T. Pacific Ry., Winnipeg, born at Montreal, Jan. 1, 1869.
 Sir Sandford Fleming, K.C.M.G., Director C.P.R., born at Kirkcaldy, Scotland, Jan. 7, 1827.
 H. V. Harris, ex-General Manager Midland Ry. of Nova Scotia, Truro, N.S., now of Louisville, Ky., born at Devonport, Devonshire, Eng., Jan. 16, 1857.
 G. F. Hitchborn, formerly Agent Great Eastern Fast Freight Line, New York City, born at Boston, Mass., Jan. 31, 1875.
 Carl Howe, New York Central Fast Freight Lines, Buffalo, N.Y., born at Berrien Springs, Mich., Jan. 11, 1870.
 W. C. Hunter, ex-Manager New Brunswick Coal and Ry. Co., Sussex, N.B., born at St. John, N.B., Jan. 4, 1865.
 W. J. Hunter, Division Freight Agent G.T. Pacific Ry., and Commercial Agent G.T.R., Winnipeg, born in Toronto, Jan. 10, 1864.
 H. G. Kelley, Chief Engineer G.T.R., Montreal, born at Philadelphia, Pa., Jan. 12, 1858.
 Jas. Kent, Manager C.P.R. Telegraphs, Montreal, born Jan. 15, 1854.
 A. Lichtenhein, Galena Signal Oil Co., New York, born there Jan. 15, 1855.
 A. J. McGee, Secretary-Treasurer Temiskaming and Northern Ontario Ry. Commission, Toronto, born at Lachine, Que., Jan. 24, 1876.
 G. Pepall, Canadian Agent National Dispatch, Great Eastern Line, Toronto, born at High Wycombe, Buckinghamshire, Eng., Jan. 15, 1849.
 W. Phillips, General Eastern Agent Canadian Northern Ry., and General Freight and Passenger Agent, Canadian Northern Ontario Ry., Toronto, born at Toronto, Jan. 31, 1870.
 J. Pullen, Assistant Freight Traffic Manager G.T.R., Montreal, born at Shepton Mallet, Somersetshire, Eng., Jan. 23, 1863.
 S. L. Shannon, Comptroller and Treasurer Intercolonial Ry., Moncton, N.B., born at Halifax, N.S., Jan. 18, 1862.
 S. J. Sharp, Western Passenger Agent C.P.R. Atlantic Steamship Lines, Toronto, born at London, Ont., Jan. 21, 1860.

J. R. Steele, Freight Claims Auditor C.P.R., Montreal, born at St. John's, Newfoundland, Jan. 14, 1856.

J. G. Sullivan, Assistant Chief Engineer C.P.R., Montreal, born at Bushnell's Basin, N.Y., Jan. 11, 1863.

S. G. Wagstaff, Commercial Agent G.T.R., Toledo, Ohio, born at Hamilton, Ont., Jan. 6, 1866.

F. J. Watson, Division Freight Agent G.T.R., Montreal, born at Toronto, Jan. 12, 1866.

G. H. Webster, C.E., Vancouver, B.C., born at Creemore, Ont., Jan. 31, 1858.

T. H. White, Chief Engineer of Construction, Mackenzie, Mann & Co.'s lines east of Port Arthur, Ont., Toronto, born at St. Thomas, Ont., Jan. 27, 1848.

Commutation Fares from Brampton and Oakville.

On the application of F. W. Wegenast of Brampton, Ont., under sec. 315 of the Railway Act, for an order directing the G.T.R. Co. to issue to him a 55-trip ticket, for use between Brampton and Toronto, similar to those in use between Oakville and Toronto, at the same rate as those between Oakville and Toronto are sold, namely, \$7.15. Chief Railway Commissioner Mabey delivered the following judgment, Nov. 23:

The applicant alleges that he is a resident of the town of Brampton, is a law student attending lectures at Osgoode Hall, Toronto, and travels daily, except Saturdays and Sundays, between Brampton and Toronto, the return fare between which places is \$1.10, Brampton being 21.1 miles distant. That between Toronto and Oakville, 21.14 miles from the former city, the railway company issues commutation tickets consisting of 55 coupons, good for one trip each way at 13c. per trip, and also a ticket consisting of 10 coupons for \$3.25, or 32.5c. per trip. The applicant claims that the railway company should be required to issue trip tickets good between Toronto and Brampton upon a similar basis. The application was supported by counsel for the town and Board of Trade of Brampton, and by counsel for the city of Toronto. The case was based entirely upon the contention that the action of the railway company was an unjust discrimination against Brampton in favor of Oakville.

Sec. 341 of the Railway Act provides that nothing in the Act shall be construed to prevent the company from issuing "mileage, excursion, or commutation passenger tickets," so that the company is within its rights in issuing these reduced fare tickets between Toronto and Oakville. Sec. 77 of the Act provides that whenever the company charges persons in one district lower tolls than it charges to other persons in another district "for the same or similar services," the burden of showing that such difference in treatment does not amount to an undue preference, or an unjust discrimination, shall lie on the company.

Much evidence was given showing the train facilities between Toronto and the towns in question, and the history of the granting of these tickets between Toronto and Oakville. It appears that many years ago, reduced rates existed between Toronto and Brampton, but they were abandoned by the railway company upon the complaint of Brampton merchants, who contended that it took trade from them to Toronto merchants. The former, it is said, went so far as to threaten the company that they would divert their traffic from the G.T.R. if these reduced fares were continued. At the same time, similar reduced fares existed between Oakville and Toronto, and no complaints were made by Oakville merchants against the practice. It would, therefore, seem that the withdrawal of these privileges from

Brampton was not brought about by the railway company upon its own initiative, but was solely upon account of the situation above indicated. It was said, also, that during the experimental stages of the cheap fares between Toronto and Oakville, some persons, in consequence thereof, had purchased houses there, and at the time the rates were withdrawn from Brampton they were allowed to continue between Toronto and Oakville, otherwise these persons might have to sacrifice their property. In view of these facts, it is clear that the present situation is not brought about by the choice of the railway company; that it is not solely responsible for either the discontinuance of the Brampton rate, or the continuance of the Oakville rate, and if there is unjust discrimination against Brampton and in favor of Oakville, the people of the former place can hardly lay the blame upon the company.

Between Toronto and Oakville about 12 persons in the winter, and 20 in the summer, avail themselves of these reduced fare tickets. There never was any suburban service, and these passengers ride on the regular trains. Witnesses from Brampton stated that, in their opinion, reduced fares between Toronto and Brampton would have the effect of increasing real estate values there, and persons now residing in Toronto would go there to live. I have no doubt these reduced fares would prove a great convenience to the persons now residing in Brampton, but the point for decision is whether Brampton is "unjustly discriminated" against in favor of Oakville. The Act recognizes the right of a railway to discriminate between points; it is only unjust discrimination, or undue preference that the company is required to prove itself free from. There is evidence that no one has chosen to buy property in Oakville who would have purchased in Brampton had reduced fares to that town been in effect. There is evidence that no one has removed from Brampton to Oakville consequent upon reduced fares to that town, and there is evidence that, so far as known, no one has removed from Toronto or elsewhere to Oakville, who would have chosen Brampton had reduced fares existed to that town. It may be that Oakville has to a small extent profited by these reduced fares; it may be that Brampton would profit to an equal or greater degree if they were in force between Toronto and that town; but the question is whether Oakville has profited at the expense of Brampton, and I am of opinion that such has been shown not to be the case.

Counsel for the town of Brampton asked that these tickets between Toronto and Oakville be prohibited unless the like privileges were granted to Brampton; but I am of opinion that inasmuch as it has been shown that Brampton has not been injured, it would not be fair to the people of Oakville to make such an order. The application must be refused.

Inspection of Electric Crossing Bells.—Our last issue contained, on pg. 867, order 5568 of the Board of Railway Commissioners, providing for the inspection of electric bells installed by railway companies at crossings for the purposes of protection, requiring that every such bell be inspected each morning by the sectionman in whose section it is. On the G.T.R. Co.'s application the Board has passed an amending order, 5754, providing that the daily inspection may be made by the sectionman "or other employe of the railway company specifically charged with such duty by the company."

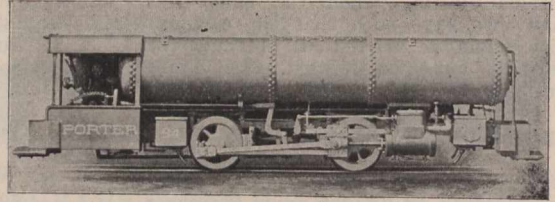
H. Sutherland, Executive Agent, Mackenzie, Mann & Co., Winnipeg, is reported to have said in Port Arthur, Ont., recently, that the blast furnaces there would probably be reopened after the new year.

LIGHT LOCOMOTIVES

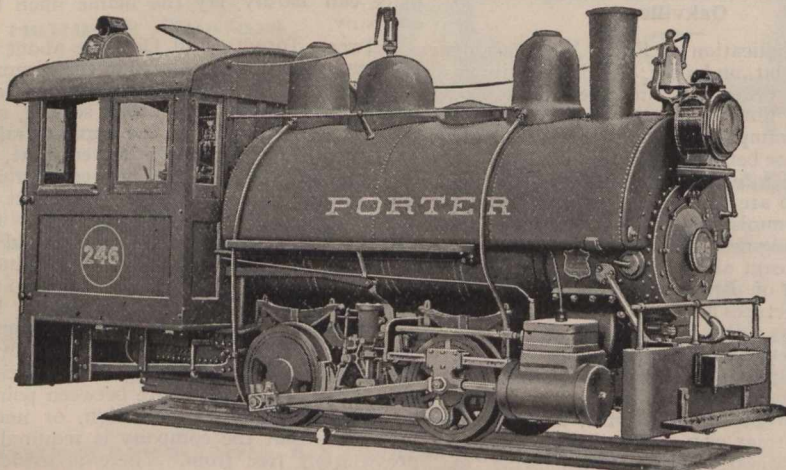
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St. Maurice Valley Ry.—A contract has been entered into between the company and the Department of Railways and Canals, under the act granting aid to certain railways, for the construction of a railway from Three Rivers to Grand Mere, Que., 28 miles. This line has already been constructed, and is being operated by the C.P.R.

Northern Colonization Ry.—Good progress is reported to have been made with the extension of the line from Nominog to the Lievre River, Que. Track has, it is stated, been laid to about 27 miles from Nominog, leaving a further distance of eight miles to be laid before the extension is completed.

Subway at St. Louis, Que.—It was reported at a meeting of the St. Louis city council recently, that the C.P.R. was ready to proceed with the construction of the subway at St. Lawrence St. next summer. The Mayor explained that from the negotiations which had taken place it would appear that the company was quite willing the work should be done during the coming summer, because the traffic at that point, already very heavy, was increasing so rapidly that there is danger of serious interference with the street traffic in the near future. The cost, estimated at about \$70,000, will be paid by the town, the C.P.R. and the street railway. It was decided to instruct the town engineer to prepare plans for the subway.

The Ottawa, Northern and Western Ry. Co. will apply next session of the Dominion Parliament for an act extending the time within which the company may construct the extensions and branches of its railway which it was authorized to construct by sec. 11 of chap. 87 of the statutes of 1894.

Pembroke Freight Shed.—It is reported in Pembroke, Ont., that the company has taken an option on certain properties on Lake and Victoria streets. The object in view is said to be the company's desire to have freight sheds nearer the centre of the town than the present one.

The Guelph and Goderich Ry. Co. will apply next session of the Dominion Parliament for an act extending the time within which it may construct the branch line which it is authorized to be constructed by sec. 7, chap. 81, of the statutes of 1904.

The Tillsonburg, Lake Erie and Pacific Ry. Co. will apply next session of the Dominion Parliament for an act extending the time within which it may construct the extension of its railway, authorized by sec. 2, chap. 105, of the statutes of 1902.

St. Mary's and Western Ontario Ry.—Under the act granting aid to certain railways the Department of Railways has entered into a contract with the company for the construction of a line from Woodstock to Exeter, Ont., 45 miles. A portion of this line extending from St. Mary's to Embro has been completed, and is being operated under lease by the C.P.R.

The Walkerton and Lucknow Ry. Co. will apply next session of the Dominion Parliament for an act extending the time within which it may construct the railway which it was authorized to construct by sec. 8, chap. 138, of the statutes of 1904.

Fort William Taxation and Improvements.—After negotiations extending over some considerable period, an agreement has been reached between the company and the city council of Fort William, Ont., respecting the exemption from taxes of the company's property. It is said that the company will pay between \$25,000 and \$30,000 a year as taxes, and will be exempted from the balance. The company agrees in the

near future to undertake the construction of two bridges across the rivers to the islands, a cleaning elevator, a new station, increased accommodation at the car repair shops, and to concentrate all its business at the head of the lakes at Fort William. It will also give 300 ft. of frontage to the city for the purpose of constructing a dock, and will also construct a subway. The formal agreement embodying these terms is being drawn up for signature.

In connection with the negotiations for the settlement of the amount of taxes to be paid by the company in Fort William, it is stated that the company has lately acquired a large area of land on Island No. 1, bringing its holdings fronting the lake up to about 240 acres. On this property the company is preparing to expend a large amount of money in the improvement of its terminals, so that the increasing business at the port may be handled promptly and efficiently. Press reports state that among the structures which it is contemplated to erect will be a coal-handling plant having a storage capacity of 1,000,000 tons, and a capacity for handling 2,000,000 tons a year. It is understood, however, that nothing definite about plans has been settled, but we are advised that no doubt a coal-handling plant will be built on the island in time, and that generally it is found necessary to enlarge the company's terminal facilities there. The price paid for the four lots on the Island front is said to have been \$80,000.

A press report of Dec. 16 states that a good deal of real estate on the east side has changed hands recently, the purchasers being, it is understood, the C.P.R. It is practically certain, says the report, that a union station will be erected.

First Street Bridge, Brandon.—The question of the construction of the bridge at First St., Brandon, Man., is being reconsidered by the city council. The C.P.R. does not approve of the plans previously submitted, and desires that an entirely new plan be prepared and submitted for consideration.

Saskatoon Westerly.—Wilkie is the present terminus of the C.P.R. line running westerly from Saskatoon, Sask., for about 100 miles. The grading has been completed from Wilkie to Hardisty, Alta., where a junction will be effected with the Calgary and Edmonton Ry. branch running easterly from Wetaskiwin. Track-laying westerly from Wilkie will be resumed in the spring. Ballasting has been completed to Wilkie, which it is expected will be made a divisional point when the line is completed through to Hardisty.

Wetaskiwin, Alta.—A site has been selected at Wetaskiwin, Alta., upon which it is proposed to erect a 12-stall roundhouse. The yard is being graded and a good deal of other work done in preparation for the completion, during the next construction season, of the line between Wilkie and Hardisty, which will make Wetaskiwin the terminal of the line from Saskatoon.

Edmonton-Strathcona Bridge.—The Alberta Government, in reply to a request from a delegation representing the cities of Edmonton and Strathcona, has promised to proceed at once with the preliminary work for the new central bridge, which is to be located near the power houses of the two cities. A promise was made that the surveys for the bridge would be gone on with at once. It is stated that the Government does not feel justified in expending \$100,000 towards a high level bridge, and a similar amount towards the proposed low level bridge. If there is no possibility of coming to an arrangement with the C.P.R. regarding the traffic section of the projected

high level bridge, or if the cities are willing to drop the traffic section of the high level bridge, the Government will be prepared to construct the central bridge as asked for by the cities.

Okanagan Lake.—Notice has been given that the company is applying to the British Columbia Government for permission to lease 13.44 acres of land in sec. 24, tp. 13, Yale district, fronting on Okanagan Lake and adjoining the Shuswap and Okanagan Ry.

Nicola, Kamloops and Similkameen Ry.—A trip of inspection over the route surveyed for the projected extension of this line from Coutlee, near Nicola Lake, to Penticton, B.C., has been made by R. Marpole, General Executive Assistant, Vancouver, and H. J. Cambie, Consulting Engineer, Vancouver, in company with H. E. Carry, the engineer who had charge of the location party.

Esquimalt and Nanaimo Ry.—Reports as to the improvements and betterments carried out on this line during the past construction season show that several of the longest trestle structures on the northern section have been replaced by permanent bridges, or have been completely filled in by gravel. Perhaps the most important of these undertakings is that at Mill Stream, about half a mile beyond Nanaimo. The old wooden work has been removed and in its place is 70,000 yards of gravel filling, and a 20 ft. arch. At Ladysmith, another trestle has been replaced by a 10 ft. arch and 21,000 yards of gravel filling. The foundations of new bridges have been put in at Chemainus, Nanaimo and Cowichan rivers, and the steel superstructures will be placed as soon as they are received from eastern points, where heavier bridges are in course of erection.

In connection with the work on the Alberni extension, it is said that work will be commenced at an early date upon the Mountain section. Survey parties have been sent out to work in the vicinity of Cameron Lake upon location work.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—Work is reported to have been commenced on clearing the sites for the passenger station, car yards, roundhouse and other improvements at Duluth, Minn. The actual construction of the buildings will not be started, it is stated, until spring opens up.

A press report states that the company has placed an order for 6,500 tons of steel rails. (Dec., 1908, pg. 861.)

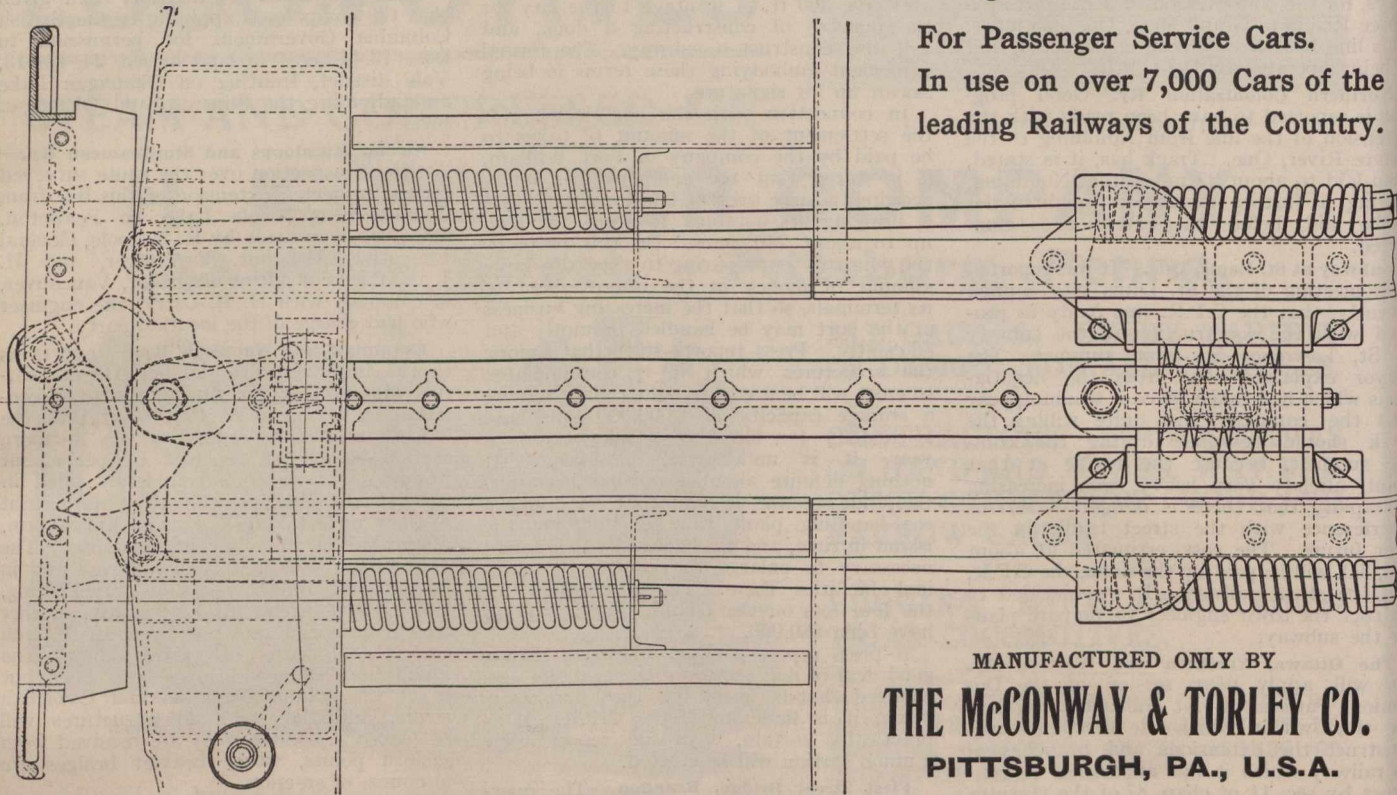
Six claims cases for damages against the C.P.R., arising out of the Caledon railway accident, Sept. 3 1907, were heard at Orangeville, Ont., recently, and it is said that the company will pay about \$30,000 in connection with them. M. E. Stewart was awarded \$11,000. Most of the claims have been settled out of court.

The board of conciliation which has been dealing with the dispute between the Canadian Northern Ry. and its firemen and engineers on the eastern lines, respecting wages and hours of labor, reached a decision recently, and the award was signed. The firemen and engineers on the company's western lines agreed to accept the terms of the award as applying to their wages and hours also.

The I.C.R. and the city of Moncton, N.B., are having a dispute as to which is entitled to the sum of \$50 inflicted as a fine on a passenger on the I.C.R., for refusing to pay his fare. The railway claims that any fine imposed under the Government Railways Act belongs to the Government. The matter has been referred to the city legal department, and in the meantime the amount has been paid into the city treasury.

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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta.—Press reports from Calgary state that the construction of a railway running from the extreme north of Alberta to the U.S. boundary will be undertaken in the spring, the money for its construction being provided by an issue of bonds guaranteed by the Provincial Government. Nothing has been definitely stated about the route of the projected railway, but it is said that it will extend from the Peace River country, and run south to the east of the Calgary and Edmonton Ry., reaching the U.S. boundary at Coutts.

Hon. C. W. Cross, Attorney-General of Alberta, arrived in Ottawa, Dec. 15, for the purpose of interviewing the Dominion Cabinet on the policy of the Provincial Government as to railway construction in Alberta.

Alberta Central Ry.—Application will be made next session of the Dominion Parliament for an act authorizing the company to construct extensions of its projected railway as follows: From its westerly terminus near Rocky Mountain House to the G.T. Pacific Ry. in or near the Yellowhead Pass; easterly from the terminus near the elbow of the Battle River to or near Saskatoon or Warman, Sask.; and from the main line east of Red Deer, Alta., southerly and easterly to Moose Jaw, Sask. The applicants will also ask to have power conferred upon the company to increase the issue of debentures, bonds or other securities which it may issue from \$20,000 per mile of railway constructed to \$30,000 a mile; to increase the capital of the company from \$1,000,000 to \$2,000,000, and for an extension of time within which the already authorized lines may be constructed. Smith and Johnson, Ottawa, are solicitors for the company. (Dec., pg. 865.)

Algoma Central and Hudson's Bay Ry.—It is reported that surveys have been made for an extension from the present end of track, mileage 69.35, at the Chippewa River, Ont., northerly to Michipicoten, mileage 103.65. The report adds that it has not been decided when construction will be started.

Application will be made next session of the Dominion Parliament for an act to extend the time for the commencement and completion of the authorized lines from the C.P.R. main line northerly towards James Bay, not farther north than the Equam River.

Aisek and Yukon Ry.—Application will be made next session of the Dominion Parliament for an act extending the time for the commencement and completion of the authorized line. Lewis and Smellie, Ottawa, are solicitors for the applicants.

Athabasca Northern Ry.—The Dominion Parliament will be asked next session to pass an act extending the time for the commencement and completion of the line authorized to be constructed by 4 and 5 Edward VII, chap. 57. Smith, Markey, Skinner, Pugsley and Hyde, Montreal, are solicitors for the company.

Athabasca Ry.—Application will be made next session of the Dominion Parliament for an extension of time for the commencement and completion of the authorized lines, and for permission to enter into agreements with other railway companies. Smith and Johnson, Ottawa, are solicitors for the applicants.

Bathurst Iron Mine Line.—The Canada Iron Corporation, Ltd., which was incorporated in 1908, and which has taken over the Drummond iron properties, etc., at various points in Nova Scotia, New Brunswick, Quebec and Ontario, has a lease of a hematite and magnetic iron ore deposit near the Nepisiquit River, some 25 miles up stream from Bathurst, N.B. Mining engineers estimate the property to contain 20,000,000

tons of merchantable hematite iron ore, carrying 53 to 55% of metallic iron, which he believes can be mined and transported to Bathurst Harbor for shipping at from 75c. to \$1 a ton. Representatives of the corporation waited on the New Brunswick Government Dec. 11, and asked for a guarantee of bonds for a railway from the mines to Bathurst, and for other concessions. A press dispatch says that the Government will submit a bill to the Legislature to grant the aid desired, with certain restrictions, and that the corporation will build the line to Bathurst, provide docks and erect a smelter if the Dominion Government will dredge the harbor, which is now unnavigable except for small tugs, etc. The dispatch also says that instead of dredging Bathurst harbor the Dominion Government may build a branch line of the I.C.R. from the mines to Red Pine, two stations east of Bathurst, and carry the ore by that route to Chatham, N.B., for shipment. It is said the Corporation will also apply for a Dominion subsidy for the proposed line.

Brandon Transfer Ry.—Application will be made at next session of the Dominion Parliament for an act extending the time for the commencement and completion of the proposed line. Smith and Johnston, Ottawa, are solicitors for the applicants.

British Columbia.—An application will be made at the next session of the B.C. Legislature for an act incorporating a company with power to construct and operate lines of railway from Hardy Bay in a westerly direction to Quatsino Sound, opposite Coal Harbor; and to build all necessary roads, ways and ferries; to build or acquire and operate wharves, docks, etc., in connection with such railway; to construct telegraph and telephone lines; to generate and dispose of electric power; and with power to connect and make traffic arrangements with other companies. H. Appleton, Victoria, is acting for the applicants.

Cardston to Great Falls, Mont.—Lethbridge, Alta., press reports state that there is a probability that the C.P.R. will construct a line "from Calgary to Macleod, to Cardston, and the International boundary, and thence southerly almost in a straight line to Great Falls, Mont." The C.P.R. already has a line from Calgary to Macleod, so that if there is anything in the report, the line to be constructed will probably extend from Macleod to Cardston—the terminus of the old St. Mary's River Ry.—and thence to Coutts, at the International boundary, the terminus of the Alberta Ry. and Irrigation Co.

Crawford Bay and St. Mary's Ry.—Application will be made next session of the Dominion Parliament for an act amending the company's charter, so as to extend the time for the construction of its authorized railway; to change the name of the company to that of British Columbia, Alberta, Saskatchewan and Manitoba Ry., and to enter into agreements under secs. 361, 362 and 363 of the Railway Act, with the Northern Empire Ry. Dandurand, Hibbard, Boyer and Gosselin, Montreal, are solicitors for the applicants.

Crow's Nest and Northern Ry.—Plans have been filed with the British Columbia Government for a line to be constructed from Crow's Nest to Crown, B.C., some 12 miles. C. O. Diffenderfer, Spokane, Wash., is Chief Engineer, and J. A. Williams is President of the company.

Delaware and Hudson Co.—The extension of the Quebec, Montreal and Southern Ry., the Canadian line of the D. and H. Co., has been completed as far as Ste. Philomene, Que., where a junction is effected with the Lotbiniere and Megantic Ry. The extension passes through the towns of Nicolet and St. Gregoire, both of which have been served for years by the G.T.R. and the Intercolonial; and then opens up new territory serving the

towns of La Baie du Febvre, Becancour, Gentilly and Ste. Cecile. The big bridge over the Nicolet River will probably be completed by Feb., when the new extension will be opened for freight and passenger traffic. The construction of the additional 40 miles, from Ste. Philomene to Quebec, will be gone on with in the spring. (Sept., 1908, pg. 618.)

Intercolonial Ry.—A deputation from Fredericton, N.B., waited on the Minister of Railways at Ottawa, Dec. 6, to urge the erection of an up-to-date station in that city. (Dec., pg. 865.)

It was reported in Moncton, N.B., Dec. 9, that the route for the proposed change of location of the Intercolonial Ry. between Moncton and Truro had been laid out. There have been three parties in the field since Aug., 1908, locating a line between the points named, to pass through Parrsboro, and so avoid the present heavy gradient over the Cobequid mountains.

The watertank at the Island yard, St. John, N.B., holding 100,000 gallons, burst Dec. 14, doing damage to the extent of over \$10,000.

International Ry. of New Brunswick.—A contract has been entered into between the Department of Railways and Canals and the company, under the act relating to subsidies to certain railways, varying the contract entered into for a line from the western end of the 20 miles, as already constructed from Campbellford, to the St. John River, between Grand Falls and Edmundston, dated Aug. 24, 1908, to provide for the payment of the double subsidy.

Kettle River Valley Ry.—The Department of Railways has entered into a contract with the company, under the act granting aid to certain railways, for the construction of a line from Carmi to Penticton, B.C., 50 miles.

Kootenay Central Ry.—Application will be made next session of the Dominion Parliament for an act amending the act of incorporation and amending acts, by extending the time fixed for the completion of its railways. Harvey, McCarter and Macdonald are solicitors for the company.

Maritime Coal, Ry. and Power Co.—A contract has been entered into between the company and the Department of Railways under the subsidy act, for a line from Joggins Mine to the Bay of Fundy, N.S., one mile.

Ontario, Hudson's Bay and Western Ry.—Application will be made next session of the Dominion Parliament for an act to extend the time for the commencement and completion of the authorized lines. Rowell, Reid, Wilkie, Wood and Gibson, Toronto, are solicitors for the applicants.

Pacific Coast Coal Mines Ltd.—Application will be made to the B.C. Legislature for an act authorizing the construction of railways or tramways in the Districts of Cranberry and Cedar, and in the District of Prince Rupert, Vancouver Island, for transporting coal to seashore ports, or to connect with other railways. Power will also be sought to construct and operate telegraph and telephone lines and to confer powers under the Water Clauses Consolidation Act. Barnard and Robertson, Victoria, are solicitors for the applicants.

Prince Edward Island Ry.—The electric plant at the power-house at Charlottetown, P.E.I., for which tenders have been asked, will consist of a 75 k.w. direct-current generator, with potential of 230 volts, direct connected to and mounted on same base with engine. The specifications state that the generator must be under control so that it will not show a variation as great as 2%. (Dec., pg. 865.)

Quebec Central Ry.—Surveys have been completed for the extension of the line from St. George to St. Justine, Que., a distance of 30 miles. The extension follows the Famine River. Negotiations relative to the securing

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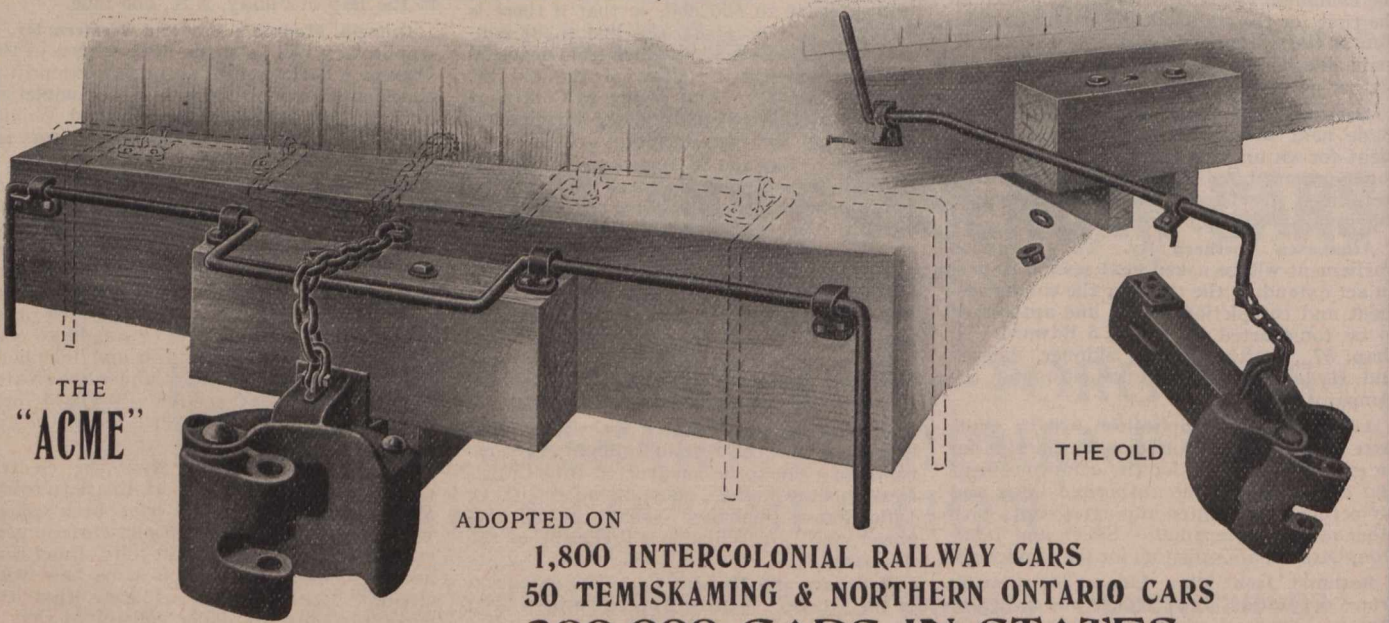
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the right-of-way are proceeding, and it is expected that construction will be commenced in the spring, and that the line will be completed before Jan., 1910.

Railway to Hudson's Bay.—Reports received by the Department of Railways recently show that rapid progress is being made with the surveys on the route of the proposed railway to Hudson Bay. Four parties have been placed in the field by the Dominion Government, and alternative routes are being surveyed. It is anticipated that the engineers will be in a position to make a general report to the Government by the end of Feb., and that it will be immediately presented to Parliament. (Nov., 1908, pg. 787.)

Rimouski International Ry.—Application will be made next session of the Dominion Parliament for an act to incorporate a company with this name, with power to construct a line from Rimouski, Que., to Edmundston, N.B., along the Rimouski River to the centre of Duquesne township, and turning westerly along one of the tributary streams of the lakes in the northern part of Chenier tp., thence in the direction of Eagle's Lake in Biencourt tp., and following the River Biencourt to Squateck Lake, the second Squateck Lake and the River Squateck, in Rouillard tp., and possibly the Owens River, and the west branch of Iroquois River. Power will also be asked to operate steam and other vessels on the waters touched by the railway; to utilize steam and water power for electrical generation and to dispose of the surplus power; to operate telegraph and telephone lines along the railway; to construct or acquire hotels, restaurants, etc. All of the foregoing works to be declared for the general advantage of Canada. L. N. Asselin, Rimouski, Que., is solicitor for the applicants.

Southern Central Pacific Ry.—Application will be made next session of the Dominion Parliament for an act reviving the act of incorporation, chap. 191, 3 Ed. VII, R.S.C. 1903, as amended by chap. 162, 6 Ed. VII, R.S.C. 1906; to change certain of the incorporators and to extend the time for the commencement and completion of the railway so authorized. A. T. Thompson, Ottawa, is solicitor for the company.

Temiskaming and Northern Ontario Ry.—The first train from North Bay to Cochrane, Ont., the point of junction with the National Transcontinental Ry., was run Nov. 25. The roadbed has been fully ballasted to the junction, and was reported to be in good condition. A notable feature of the section of the line between Driftwood City and Cochrane is a long tangent of 17 miles, which ends about five miles south of Cochrane. The greater part of the tangent is over muskeg. At Cochrane a station 30 by 150 ft. has been erected, in which all the offices are at present located. This building is for temporary use, and will be converted into a freight shed when the permanent station has been erected. On the day named the members of the Commission, a number of officials, H. D. Lumsden, Chief Engineer National Transcontinental Ry., and a large party, went over the line in a special train. One of the features of the trip was a sale of lots in the new town by the Commission. The sale realized over \$50,000 for the 145 lots which were sold. The Commission proposes to expend \$15,000 during the winter in clearing and grading the streets through the lots sold. The main thoroughfare will be 100 ft. wide, and other streets will have a width of 66 ft.

The spur line at Haileybury has been completed to Moore's Cove, and freight trains have been run in to that point. It is said that the line will not be pushed ahead any further at present. The difficulty in the way arises out of the objections of some of the residents to having the line pass along the lake shore in front of their residences. An injunction was taken out to prevent the

Commission from constructing this piece of line, and until a settlement has been arrived at, nothing further will be done.

It is reported that the Commission has decided to erect a car repair shop and a pipe-casting shed at North Bay.

During the past fall a considerable amount of information was collected by engineers on behalf of the Commission regarding suitable routes for branch lines in the north country. Survey parties have gone over all the routes leading to the new mining districts in the vicinity of Cobalt. These districts include South Lorraine, Montreal River, Gowganda, and Northern Temiskaming. It is understood that just as soon as any of these districts become of sufficient importance to warrant the construction of a branch line, the work will be put in hand. At present the South Lorraine district appears to be the place which is in most pressing need of a railway. In the Montreal River district the winter road to Elk City will help the prospectors and miners considerably. (Dec., pg. 867.)

Vancouver, Fraser Valley and Southern Ry. Application will be made next session of the Dominion Parliament for an act reviving chap. 175, 6 Ed. VII, R.S.C. 1906, being the act of incorporation of the company; and to extend the time for the commencement and completion of the railway so authorized. McPhillips, Tiffin and Laursen, Vancouver, B.C., are solicitors for the applicants.

Victoria and Barclay Sound Ry.—The Dominion Parliament will be asked next session for an act incorporating a company with this title to construct a railway from Victoria, B.C., by way of Otter Point and San Juan to Barclay Sound, near Sarita River, such railway to be declared to be for the general advantage of Canada. W. H. Langley, Victoria, B.C., is solicitor for the applicants.

Windsor Tunnel and Lake Erie Ry.—Application will be made next session of the Dominion Parliament for an act incorporating a company with this title to authorize the construction of a single or double track railway from Windsor, southerly through the townships of Sandwich West, Anderson, Colchester North, Malden, Colchester South, and Gosfield South, to Kingsville, Ont., with power to construct branch lines as follows: (a) From the village of Harrow to the shore of Lake Erie, near Oxley; (b) from some point on the line in Sandwich West to the Detroit River, in the same township; (c) from near Harrow, westerly through the townships of Colchester South and Malden to Amherstburg, Ont. It is desired to have the lines to be constructed declared to be for the general advantage of Canada; to have authority to enter into an agreement with the company now constructing the tunnel under the Detroit River, for running privileges for the company's cars, and to operate steamships from Oxley to the shore of Lake Erie in the U.S. G. J. Leggatt, Windsor, Ont., is solicitor for the applicants.

Winnipeg and Northwestern Ry.—Application will be made next session of the Dominion Parliament for an act extending the time for the construction and completion of this projected railway, and authorizing it to construct branches as follows: (a) From its authorized line near the Narrows of Lake Manitoba westerly to the Assiniboine River, and thence northwesterly to its authorized line at or near Nut Lake; and (b) from the last-mentioned branch near Good Spirit Lake southeasterly to the G.T. Pacific Ry., at a point between the Manitoba boundary line and the second meridian. It is also intended to ask for power to authorize the company to guarantee the securities of other companies. A. T. Drummond, Toronto, is acting for the company.

Winnipeg City Power Line.—Tenders were received Dec. 28, by the Secretary of the

Board of Control, Winnipeg, for the construction of the general works for the supply and erection of various portions of a transmission line between Point du Bois and Winnipeg. Individual tenders will be received for general works at Point du Bois; erection of transmission line, steel towers, and electric transmission cable. The city corporation has already completed the construction of a railway line between the two points.

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

Portland Docks, etc.—The damage to the company's docks and sheds at Portland, Me., by the recent fire, was estimated at \$300,000. It was officially stated, Dec. 4, that there was no danger of traffic being hindered by the fire, as there were ample facilities at the company's other five docks there for shipping everything at present in sight.

Electrification of Point St. Charles Shops.—In connection with the press reports, referred to in our last issue, that consideration was being given to plans for the electrification of the shops at Point St. Charles, Montreal, we are advised that there is no intention to do anything in this regard at the present.

Toronto Union Station.—In connection with the recent call for tenders for clearing the site for the proposed new union station at Toronto, it is stated that there is no immediate chance of the building being started at once. G. W. Mitchell, Master of Bridges and Buildings, Toronto, stated that the company only desires to clear up the property and realize on the stone and brick.

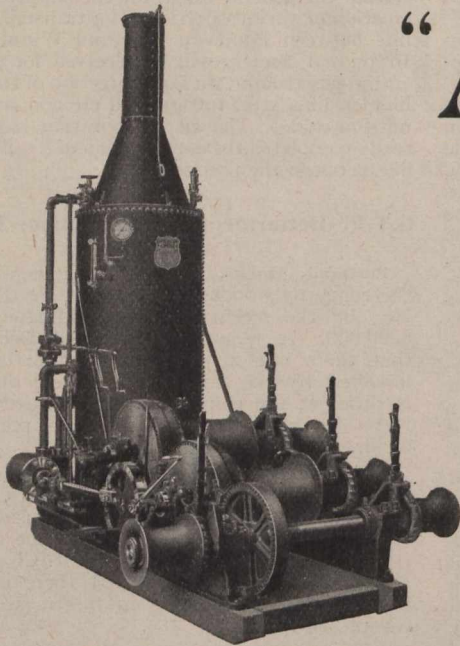
The Belt Line.—The G.T.R. is reported to have purchased the old Lander homestead just west of the Toronto and York Radial Ry. west of Yonge St., and bordering on the old belt line. It is stated that the object of the purchase is to construct a yard there to be used in connection with the old station and yard on the east side of Yonge St. The purchase has revived the stories of a reconstruction of the old belt line, and its utilization for freight purposes between the yards at Mimico and at East York. The company's officials state that no good object would be at present attained by the reconstruction of the belt line. The only use of the line at present is that the eastern portion can be used as a siding for stock cars at the eastern end.

London Improvements.—Work was started in the London, Ont., yards Nov. 25, on raising and rebalasting a number of tracks. The work is not regarded as having any bearing on the general plan of track elevation, which has been under discussion for some years. The Grand Central Hotel, London, has been purchased by T. P. Phelan, of the Canada Railway News Co., and it is stated that the purchase has been made so that when the contemplated improvements are carried out, the new station will have hotel accommodation attached to it.

Strathroy Station and Yards.—A press report states that plans for the remodeling of the station at Strathroy, Ont., have been prepared, and will be carried out at an early date. It is also said that waterworks will be installed in the yard, and other improvements will be carried out.

Port Huron Shops.—The Mayor of Port Huron, Mich., has been informed that E. H. Fitzhugh, Third Vice-President G.T.R., is negotiating with an eastern manufacturer to take over the portion of the company's shops which have been vacated in consequence of the opening of the new shops at Battle Creek, Mich. (Dec., 1908, pg. 869.)

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THE ELECTRIC HEADLIGHT

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

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

PYLE-NATIONAL ELECTRIC HEADLIGHT CO.
 MONADNOCK, CHICAGO

Orders by the Railway Commissioners.

Beginning with June, 1904, we have published in each issue summaries of orders passed by the Board of Railway Commissioners, so that subscribers who have filed our paper have a continuous record of the Board's proceedings. No other paper has done this. Complete copies of any of the orders summarized below, or of others previously passed by the Commission, will be furnished for 25 cents, cash to accompany requests for copies in all cases.

In our last issue, order 5583 was summarized as follows:

5583. Nov. 10.—Ordering that the crossing at Aylmer St., Peterboro, Ont., have watchman at same daily from 6 a.m. to 7 p.m., cost of same to be divided between the C.P.R. and the City of Peterboro.

The summarizer, in preparing this, made a mistake; it should have read:

5583. Nov. 12.—Authorizing Manitoba Government to erect telephone wires across G.T.P.R. tracks one mile west of Rivers, Man.

5584. Nov. 12.—Authorizing C.N.O.R. to construct bridge over Greene's Creek, mileage 52, west from Hawkesbury, Ont.

5585. Nov. 12.—Authorizing Bell Telephone Co. to place wires across G.T.R. at foot of Peter St., Toronto.

5586. Nov. 12.—Authorizing Manitoba Government Telephone Commission to place wires across C.N.R. at Loretta.

5587. Nov. 12.—Authorizing Toronto Electric Light Co. to place conduit ducts under C.P.R. at Christie St., North Toronto.

5588. Nov. 11.—Authorizing Manitoba Government Telephone Commission to place wires across C.N.R. near Lavenham.

5589, 5590. Nov. 11.—Authorizing Bell Telephone Co. to place wires across C.P.R. at the main road, Megantic, and half-a-mile north of Labelle, Que.

5591. Nov. 11.—Authorizing C.P.R. to open for traffic the portion of its Wolseley-Reston branch from mileage 98.2 to Wolseley, Sask., 24 miles.

5592. Nov. 11.—Approving C.N.O.R. location through Gurd and Patterson tps., Parry Sound district, Ont., mileage 228.75 to 242.75, west from Ottawa, Ont.

5593. Nov. 11.—Authorizing Water Commissioners of Guelph, Ont., to lay water main under G.T.R. at Crimea St.

5594. Nov. 11.—Authorizing New Brunswick Telephone Co. to place its wires across C.P.R. at Perth, N.B.

5595. Nov. 11.—Approving revised location of Esquimalt and Nanaimo Ry., Wellington-Alberni extension, from mileage 125 to 133.21.

5596. Nov. 11.—Authorizing G.T.P.R. to cross road allowances in Saskatchewan between mileage 100.298 and 153.60.

5597. Nov. 11.—Authorizing G.T.R. to construct spur line, and a spur therefrom, to Hiram Walker & Son's premises, Walkerville, Ont.

5598. Nov. 12.—Authorizing Edmonton Ry. Co., through application of City of Edmonton, to cross, at level, with its lines and poles, the G.T.P.R. and the C.N.R. at intersection of First St. and Namayo Ave., Edmonton, Alta.

5599-5604. Nov. 13.—Authorizing the Bell Telephone Co. to erect wires across W.E. & L.S.R. Co. at various points.

5605. Nov. 4.—Authorizing C.P.R., lessees of Ontario & Quebec Ry., to change location of its spur to Sherwin-Williams Paint Co.'s premises, approved by order 4857, of June 2, 1908.

5606. Sept. 14.—Ordering G.T.P.R. to treat with the John Arbuthnot Co., Ltd., of Winnipeg, with respect to certain property in Winnipeg, owned by applicants, included in location of railway company's line approved by order 3507, of Aug. 15, 1907.

5607. Nov. 4.—Directing the C.P.R. to construct highway crossing in Mortlach, Sask.

5608. Nov. 3.—Authorizing City of Edmonton to construct, at rail level, the lines of its electric railway and erect poles and wires across Calgary & Edmonton Ry., at White Ave., Strathcona, and at intersection of proposed line of C. & E.R. Co. with Jasper St., near Tenth St., Edmonton.

5609. Oct. 20.—Directing Michigan Central Rd. to provide farm crossing for R. N. MacVicar, Brook tp., Ont.

5610. Sept. 14.—Ordering G.T.P.R. to treat with C. R. Muttelberry, Winnipeg, with respect to certain lands owned by applicant in Winnipeg, through which the G.T.P.R. is intended to pass, as to the purchase of the said property.

5611. Oct. 20.—Dismissing complaint of W. Wigle, Kingsville, Ont., against refusal of Pere Marquette Rd. to carry passengers on its way freight or local trains.

5612. Nov. 4.—Allowing G.T.R. to leave out filling and packing mentioned in sec. 230 of the Railway Act, 1903, from Dec. to April in each year, both months included.

5613. Oct. 20.—Dismissing complaint of W. Wigle, Kingsville, Ont., that W.E. & L.S.R. Ry. is charging excessive rates for passenger traffic, in violation of the provisions of the Railway Act.

5614. Oct. 22.—Authorizing C.P.R. to cross road allowances on its Stoughton-Weyburn branch, Sask., between mileage 0 and 36.

5615. Sept. 14.—Authorizing G.T.P.R. to construct its railway over road allowances in Miniota municipality, Man.

5616. Oct. 6.—Authorizing C.P.R. to cross road allowances on its main line grade diversion, on Medicine Hat section, between Kin-corth & Walsh, Alta., between mileage 102.11 and 110.56.

5617. Oct. 28.—Directing Ottawa Electric Ry. not to allow passengers to stand on front platforms of cars. That motormen be forbidden to engage in conversation with passengers or others while cars are in motion. That a printed notice to this effect be posted in a conspicuous place inside every car. That the distance between cars on the Britannia Line be not less than 1,000 ft. while descending grades. That cars carrying passengers shall always have both a motorman and conductor upon them while in operation.

5618. Nov. 18.—Authorizing R. H. Ashton, Morrisburg, Ont., to lay a water pipe under G.T.R. in Morrisburg, Ont.

5619-5628. Nov. 18.—Authorizing Bell Telephone Co. to place its wires across G.T.R., 1 mile west of St. Basile station, Que.; St. Bruno station, 1½ miles east of Ridgeway station, Ont.; Albert St., Stratford, Ont.; ½-mile northeast of Port Dover, Ont.; 3 miles north of Beeton station, Ont.; 3½ miles southeast of Alliston station, Ont.; 2½ miles east of St. Bruno station, Que., and at St. Basile station, Que.

5629. Nov. 18.—Authorizing C.P.R. to open for traffic the portions of its line from mileage 0 to 14.0, and from 18.6 to 31.2, Kenora section; from mileage 51.1 to 63.5, from 97.9 to 104.3, from 104.3 to 115.0, and from 127.8 to 133.5, Ignace section; and the second track of the double-track diversion, from mileage 98.6 to 99.0, from mileage 102.64 to 104.81, and from mileage 130.0 to 132.0, Ignace section.

5630. Nov. 18.—Authorizing C.P.R. to construct a bridge at mileage 12.55, Owen Sound section.

5631, 5632. Nov. 18.—Authorizing Alberta Government Telephones to place wires across C.P.R., ½-mile west of Coaldale, and 2 miles west of Woodpecker, Alta.

5633. Nov. 13.—Authorizing C.P.R. (Walkerton & Lucknow Ry.) to cross certain highways in Grey and Bruce counties, Ont.

5634. Nov. 5.—Ordering G.T.P.R. to treat with Graves & Ferris, as owners of the n.e. ¼ of sec. 16-53-24, w. 4th m., through which the railway is intended to pass, respecting the purchase of same.

5635. Sept. 23.—Approving location of C.N.R. Goose Lake branch, from where it joins the Qu'Appelle, Long Lake & Saskatchewan Ry. in Saskatoon, Sask., to sec. 6-31-12, west of 3rd m., mileage 57.96.

5636. Nov. 3.—Authorizing the People's Telephone Co. and E. P. Smith to place wires across C.P.R. near Johnville station, P.Q.

5637. Nov. 3.—Dismissing application of C. Franche, Wendover, Ont., for farm crossing over C.N.R.

5638. Nov. 3.—Authorizing St. Maurice & Champlain Telephone Co. to make telephonic connections with ticket offices in stations and with freight offices of the C.P.R. in Louiseville, Yamachiche, Batiscan, Ste. Anne de la Perade, and Lac a la Tortue, Que.

5639. Nov. 3.—Authorizing the C.N.Q.R. to take part of lot 8, Longue Pointe, Que., property of Montreal Protestant House of Industry and Refuge for the construction of a Y.

5640. Nov. 19.—Authorizing G.T.P. Telegraph Co. to place wires across C.N.R. east of Portage la Prairie, Man.

5641. Nov. 14.—Ordering that the derrails provided at the crossing of the C.N.Q.R. by the Montreal St. Ry., at the intersection of Valois Ave. and Ontario St., Montreal, be interlocked with home signals and otherwise protected, by Dec. 31, 1908.

5642. June 23.—Authorizing C.N.R. to construct an overhead crossing across C.P.R. near Bell's Corners, at mileage 12.03 from Ottawa.

5643. Dec. 4.—Authorizing the City of Portage la Prairie, Man., to lay water and sewer mains under C.P.R. at Gaddy St.

5644. Nov. 3.—Authorizing C.P.R. to take possession of parts of the south halves of lots 34 and 35, 3rd con., Humphrey tp., Parry Sound district, Ont., belonging to C.N.O.R.

5645. Nov. 3.—Rescinding order 5107, dated July 28, 1908, directing G.T.R. to install an electric bell at highway crossing in Cornwall tp., Ont.

5646. Nov. 3.—Authorizing G.T.R. to construct spur lines from lot 5 to lot 7, 12th con., Tay tp., Ont.

5647. Nov. 20.—Regulations for the erection of mail cranes. See pg. 27.

5648. Nov. 20.—Authorizing Mount Carmel & Centralia Telephone Co. to place wire across G.T.R. north of Centralia station, Ont.

5649. Nov. 20.—Authorizing town of Thorold, Ont., to place wires for lighting purposes across G.T.R. at two points at Thorold.

5650. Nov. 20.—Authorizing Manitoba Government Telephone Commission to place wires across C.P.R. near Plum Coulee.

5651. Nov. 12.—Ordering Toronto Electric Light Co. to remove certain poles east of Scott St., Toronto, near the G.T.R., complained of by the latter company, within 4 months from Nov. 12, 1908.

5652. Nov. 20.—Authorizing C.P.R., as lessees of British Columbia Southern Ry., to construct spur line to the East Kootenay Lumber Co.'s premises.

5653. Nov. 3.—Directing C.P.R. to submit plans for approval of Board, showing a 16 ft. clearance over C.N.R. tracks at Little Key River, Ont., and to make alterations at said crossing in accordance therewith, within 50 days.

5654. Nov. 16.—Ordering C.P.R. to complete work of connecting its railway with the G.T.R. at Galt, Ont., by Jan. 1, 1909.

5655. Nov. 10.—Authorizing Guelph & Goderich Ry. Co. to cross road allowances on

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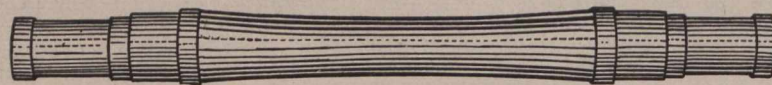
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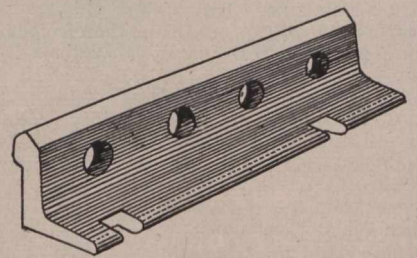
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5656. Nov. 12.—Ordering that the speed of the C.N.R., G.T.R. and C.P.R., when crossing Yonge St., Toronto, shall not exceed 4 miles an hour between 7 a.m. and 12 p.m., from May 11 to Oct. 15 of each year.

5657. Nov. 21.—Authorizing C.N.R. to connect its Prince Albert branch with the Qu'Appelle, Long Lake & Saskatchewan Ry. in Prince Albert, Sask.

5658. Nov. 21.—Approving C.P.R. specifications for steel bridges, comprising sections A to E.

5659. Nov. 21.—Authorizing C.N.O.R. to reconstruct superstructure of bridge across North Nation River, 23.6 miles west of Hawkesbury, Ont.

5660. Nov. 21.—Rescinding order 5463, dated Oct. 22, 1908, authorizing C.P.R. to construct the bridges described therein on the New Brunswick Southern Ry.

5661. Nov. 10.—Ordering Berlin & Waterloo St. Ry. to pay the G.T.R. \$1.25 a day, from Dec. 12, 1905, to May 1, 1907, and that the Light Commissioners of Berlin, Ont., pay the G.T.R. \$1.25 a day from May 1, 1907, to Nov. 10, 1908, and thereafter the G.T.R. \$1.25 a day until further ordered by the Board, re King St. crossing, Berlin, Ont.

5662. Nov. 16.—Dismissing application of Board of Trade of Preston, Ont., for order directing C.P.R., G.T.R. and the B.W.W. & L.H. Ry. to connect their lines in Galt, Preston, Hespeler, Berlin and Waterloo, for inter-switching purposes.

5663. Nov. 16.—Dismissing application of Town of Hespeler and Board of Trade of Galt, Ont., for order directing C.P.R., G.T.R. and B.W.W. & L.H. Ry. Co., to connect their lines in Galt, Preston, Hespeler, Berlin and Waterloo, Ont., for inter-switching purposes.

5664. Nov. 16.—Dismissing application of Board of Trade of Berlin, Ont., for order directing C.P.R., G.T.R., and B.W.W. & L.H. Ry. Co., to connect their lines in Galt, Preston, Hespeler, Berlin and Waterloo, Ont., for inter-switching purposes.

5665. Nov. 16.—Dismissing application of Board of Trade of Waterloo, Ont., for order directing G.T.R., C.P.R., and B.W.W. & L.H. Ry. Co., to connect their lines in Galt, Preston, Hespeler, Berlin and Waterloo, Ont., for inter-switching purposes.

5666. Nov. 10.—Ordering G.T.R. to erect gates and place a day and night watchman at Thames St., Ingersoll, Ont.

5667. Nov. 24.—Authorizing Brantford & Hamilton Electric Ry. Co. to open for traffic the portion of its line from Alfred St. to Market St., Brantford, Ont.

5668. Nov. 23.—Rescinding order 5510, dated July 14, 1908, authorizing the Grand Valley Ry. Co. to cross the G.T.R. in Brantford, Ont.

5669. Nov. 24.—Approving Supplement 4 to Canadian Classification N1.13, subject to certain conditions.

5670. Nov. 11.—Ordering C.N.O.R. to construct a farm crossing opposite property of Mrs. H. A. McLeod, Stoney Brae, Ont.

5671. Nov. 10.—Dismissing complaint of H. J. Gibney and other residents of Alliston, Ont., against the closing of Nelson, Wellington and Queen sts.

5672. Nov. 27.—Authorizing G.T.P.R. to transport on construction trains, or by special service if necessary, workmen, contractors, employes, etc., with their effects, between Fort William and the end of track, mileage 0.5 to 188.2, Lake Superior branch.

5673. Nov. 10.—Dismissing application of J. S. Dugman, Toronto, for order directing Bell Telephone Co. to furnish him with a copy of its latest Official Telephone Directory for Western Ontario and the United States.

5674. Nov. 23.—Authorizing C.P.R. to construct spur to the Astorville Lumber Co.'s premises.

5675-5677. Nov. 23.—Authorizing Bell Telephone Co. to place wires across G.T.R. tracks at Delhi, Ont., near Marshville station, Ont., and near air line station, Simcoe, Ont.

5678. Nov. 25.—Directing that locomotives operated in Ontario shall be equipped so as to prevent unnecessary emission of smoke. (See pg. 9.)

5679. Nov. 25.—Approving G.T.P. Telegraph Co. tolls.

5680. Nov. 11.—Ordering C.P.R. to re-arrange approaches to Parry Sound road and other highway crossings in Foley tp., where crossed by the railway in that township.

5681. Nov. 12.—Authorizing G.T.R. to erect and maintain gates and watchmen at Ellis and Windermere Avenues, York tp., Ont.

5682. Nov. 17.—Authorizing G.T.R. Co. to construct 2 spur lines to the Expanded Metal & Fire-Proofing Co.'s premises, Toronto.

5683. Nov. 11.—Directing C.N.O.R. to construct a cattle-pass in Foley tp., Ont., where A. Oastler shall designate.

5684. Nov. 11.—Directing C.N.O.R. to build two culverts in Foley tp., Ont., where A. Oastler shall designate.

5685. Nov. 11.—Directing C.N.O.R. to construct a watering-place where its railway intersects A. Oastler's farm, in Foley tp., Ont.

5686. Nov. 3.—Authorizing City of Ottawa to construct an aqueduct for waterworks purposes along a part of lot 39, con. A, Ottawa, front of Nepean tp.

5687. Nov. 20.—Dismissing application of Crow's Nest Pass Coal Co. for order requiring C.P.R. Co. to provide a special tariff of tolls for applicant company. (See pg. 11.)

5688. Nov. 12.—Authorizing G.T.R. Co. to install and maintain gates and watchmen at the Jameson Ave. crossing, Toronto.

5689. Nov. 13.—Dismissing application of F. W. Wegenast, Brampton, Ont., for order directing G.T.R. to issue him a 55-trip ticket for use between Brampton and Toronto. (See pg. 13.)

5690. Nov. 17.—Regulations for lighting passenger cars. (See pg. 31.)

5691. Nov. 24.—Authorizing the City of Edmonton and Strathcona Radial Tramway to use such portions of Edmonton, Yukon & Pacific Ry. Co.'s right-of-way as may be necessary for approaching and crossing Dominion Government bridge across North Saskatchewan River, connecting Strathcona and Edmonton.

5692. Nov. 3.—Directing C.N.O.R. to connect the spur from its main line in Hawkesbury, Ont., to Riordon's pulp mills yards, with the G.T.R. track in the yards.

5693. Nov. 3.—Directing that the new road the C.P.R. was authorized to construct by order 5217, from the new station location at milepost 22 to the road that runs from the village of Bolton to the 6th Line, be 18 ft. wide; and that the C.P.R. old main line and switches to the premises of A. McFall, Bolton, be left open for traffic until May 1, 1909.

5694. Nov. 27.—Authorizing C.N.R. to open for freight traffic its Goose Lake branch railway between Saskatoon and Zealandia, Sask., 60 miles.

5695, 5696. Nov. 27.—Authorizing Bell Telephone Co. to place wires across the Pere Marquette Rd. at Adelaide St., London, Ont.

5697, 5698. Nov. 27.—Authorizing Bell Telephone Co. to place wires across W.E. & L.S.R. Ry. Co. near Essex and Kingsville, Ont.

5699. Nov. 27.—Approving change of location of C.P.R. Weyburn-Lethbridge branch from sec. 21, tp. 8, r. 14, west of 2nd mer., at Weyburn, to sec. 4, tp. 8, r. 29, west 2nd mer.

5700. Nov. 27.—Authorizing C.P.R. to construct spur line to G. Gauthier's premises, St. Martin parish, Laval county, Que.

5701. Nov. 27.—Authorizing C.P.R. to construct spur in Sudbury, Ont.

5702. Nov. 27.—Authorizing C.P.R. to construct a spur line at Mile End, Que.

5703. Nov. 27.—Authorizing Qu'Appelle, Long Lake and Saskatchewan Ry. & Steamboat Co. to construct a spur line to the Sturgeon Lake Lumber Co.'s premises, Prince Albert, Sask.

5704. Nov. 27.—Authorizing C.P.R. Co. to open for traffic the portion of its line between Sheho and Leslie, Sask., provided the speed of trains is limited to 15 miles an hour.

5705-5707. Nov. 27.—Authorizing Bell Telephone Co. to place wires across C.P.R. near L'Epiphanie station, Que.; at Hunt St., Hamilton, Ont., and near Wingham station, Ont.

5708. Nov. 27.—Authorizing C.P.R. to construct spur line to A. Hain's premises, West Toronto, Ont.

5709. Nov. 27.—Authorizing Niagara, St. Catharines & Toronto Ry. to construct a spur line to Lincoln Paper Mills, Merriton, Ont.

5710. Nov. 27.—Authorizing C.P.R. to construct a spur line to Turnbull & Cousin's premises, near Nevis, Alta.

5711. Nov. 27.—Authorizing B.C. Telephone Co. to place wires across C.P.R. at Huntingdon, B.C.

5712. Nov. 27.—Authorizing C.P.R. Co. to use bridges on Emerson section, Central Division.

5713. Nov. 27.—Authorizing C.P.R. Co. to construct bridge across right-of-way at mileage 99.88, Smith's Falls section, Ont.

5714. Nov. 27.—Approving changes in C.P.R. Quill Lakes branch, from sec. 36, tp. 30, r. 11, west 2nd mer., to sec. 23, tp. 33, r. 22, west 2nd mer.

5715. Nov. 27.—Authorizing C.N.R. to open for traffic the portion of its line from Rosburn to Russell, Man.

5716. Nov. 27.—Authorizing C.P.R. to construct spur line to the False Creek Lumber Co.'s premises, Vancouver, B.C.

5717. Nov. 27.—Authorizing Bell Telephone Co. to place wires across C.P.R. near Hillsburg station, Ont.

5718. Nov. 18.—Approving revised location of Niagara, St. Catharines & Toronto Ry. through lot 27, cons. 5, 6, and 7, Crowland tp., Ont.

5719. Nov. 28.—Directing that contracts, conditions, by-laws, etc., of the United States and the Great Northern Express Companies, may continue to be used and have effect until June 1, 1909, subject to terms and conditions contained in order of Nov. 22, 1907.

5720. Nov. 28.—Directing that, subject to terms and conditions contained in order of Nov. 8, 1906, the time during which the North American Telegraph Co. may charge such telephone tolls as it was, immediately previous to July 13, 1906, authorized by law to charge, be extended until June 1, 1909.

5721. Nov. 28.—Directing that all contracts, by-laws, etc., of the National and American Express Companies may continue in use and shall have effect until June 1, 1909.

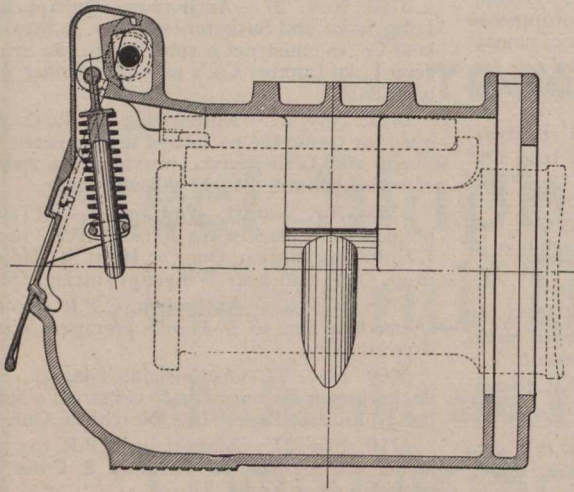
5722. Nov. 28.—Directing that, subject to terms and conditions expressed in order of Nov. 8, 1906, the period during which the Bell Telephone Co. may charge such telephone tolls as it was, previous to July 13, 1906, authorized by law to charge, be extended to June 1, 1909.

5723. Nov. 28.—Authorizing W. C. Albert, Edmundston, N.B., to lay a water pipe under Temiscouata Ry.

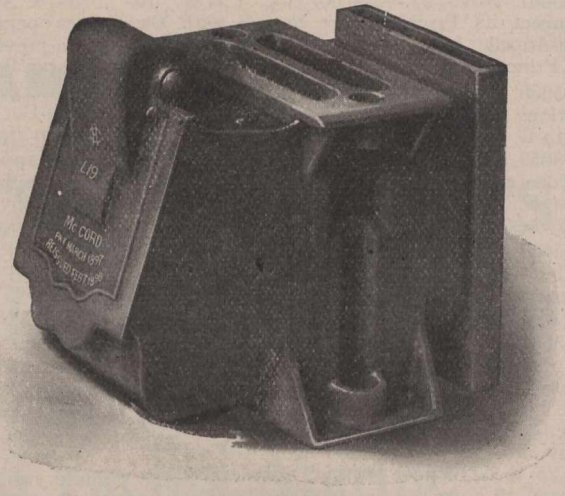
5724. Nov. 28.—Extending until June 1, 1909, the time for the approval of the Can-

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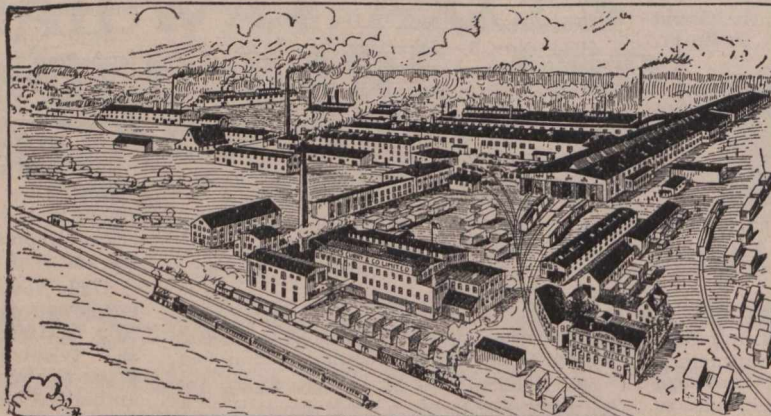
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adian and Dominion Express Companies' contracts, tolls and by-laws.

5725. Nov. 28.—Authorizing Light and Heat Commissioners of Guelph, Ont., to lay a gas pipe under the C.P.R. at Eramosa Road.

5726. Nov. 30.—Approving plans showing temporary repairs to the Ottawa & New York Ry. drawbridge over Cornwall Canal, and authorizing the company to use the bridge until further ordered.

5727. Nov. 30.—Approving revised location of C.N.O.R. St. Jacques branch, from St. Jacques to Rawdon, Que.

5728. Nov. 30.—Authorizing Bolton Telephone Co. to place wires across C.P.R. in Albion tp., Ont.

5729. Nov. 28.—Authorizing Cobourg Utilities Corporation to lay water pipe under G.T.R. on Ontario St., Cobourg, Ont.

5730. Nov. 30.—Authorizing Bell Telephone Co. to place wires across T.H. & B.R., corner of Hayt and McMurray Sts., Dundas, Ont.

5731. Nov. 24.—Dismissing application of T.H. & B.R. for authority to renew or alter highway bridge under which the T.H. & B.R. crosses the public highway in Brantford tp., Ont., commonly called the London & Hamilton road.

5732. Dec. 1.—Directing C.N.R. to ballast and put in safe and proper condition its Prince Albert branch between Gilbert Plains Jct. and Prince Albert, Sask.

5733. Nov. 26.—Directing C.P.R. to refund to C. E. Deakin, of Montreal, 2c. per 100 lbs. on the 16 carloads of gravel shipped from Miletta pit, near Magog, to Montreal.

5734. Nov. 24.—Authorizing G.T.R. to take additional lands in St. Hilaire parish, Que.

5735. Nov. 26.—Authorizing Manitoba Government Telephone Commission to place wires across C.N.R. at Carberry, Man.

5736. Nov. 25.—Regulations respecting running of freight cars on main line passenger trains. (See pg. 27.)

5737. Nov. 26.—Authorizing North Cowichan municipality, B.C., to construct a highway across E. & N.R., at milepost 41+610.

5738. Nov. 3.—Amending order 4407, dated Mar. 6, 1908, approving location of Montreal & Southern Counties Ry. between Montreal and St. Lambert, Que.

5739. Nov. 4.—Dismissing the complaint of residents of Fort Erie, Ont., alleging that the M.C. Rd. unjustly discriminates against Fort Erie, and in favor of Bridgeburg, in the matter of freight rates on shipments from Black Rock, N.Y.

5740. Nov. 16.—Dismissing application of Algoma Central & Hudson Bay Ry. for order determining continuous routes via Sarnia, Pt. Edward, Goderich, etc., for traffic between points in Canada and easterly and southerly thereof; and fixing the tolls and apportioning the same between the companies interested, as a joint tariff for such continuous routes; and determining the date when the toll or tolls shall come into effect. (See pg. 35.)

5741. Dec. 1.—Dismissing application of H. S. Conn, Ottawa, for order directing C.P.R. to refund certain overcharges on shipments of hay from West Moncton, Ont., and the G.T.R. from Mitchell and Harley, Ont., all consigned to Temagami, on T. & N.O.R.

5742. Dec. 1.—Directing C.N.O.R. to reconstruct crossing on F. Ledue's farm, St. Casimir parish, Que.

5743. Nov. 26.—Authorizing City of Ottawa to lay water main under G.T.R. at Lees Ave., Ottawa.

5744. Nov. 26.—Authorizing City of Ottawa to lay water main under C.P.R. tracks at Laurel Ave. and Champagne Ave., Ottawa.

5745. Nov. 26.—Authorizing the City of Wetaskiwin, Alta., to construct a highway across the portion of the C. & E.R. which intersects proposed extension of Pearce St.

5746. Oct. 13.—Authorizing T.H. & B. Ry. Co. to construct a farm crossing where its railway abuts H. New's lands in Barton tp., Ont.

5747. Nov. 21.—Authorizing Ingersoll Telephone Co. to place wires across T.L.E. & P.R., on Charles St. West, Ingersoll, Ont.

5748. Nov. 28.—Approving "Form MX 27" and "Form MX 70," of Maritime Express Co., and permitting same to be used until June 1, 1909, subject to terms contained in order of Dec. 19, 1907.

5749. Dec. 3.—Extending for three months from date of order, time during which the C.N.O.R. may use for construction purposes the crossing of its line with the G.T.R. spur line to Edwards' mill, Rockland, Ont.

5750. Dec. 3.—Authorizing G.T.P.R. to close road allowance in secs. 8 and 9, tp. 26, r. 12, west 2nd mer., and between secs. 4 and 5, and 8 and 9, tp. 26, r. 12, west 2nd mer.; and to open in lieu thereof new roads in secs. 4, 5, 8 and 9, tp. 26, r. 12, west 2nd mer.

5751. Dec. 3.—Dismissing application of Town of Port Arthur for order authorizing it to construct under the C.P.R. a flume for generating additional power at the powerhouse on the shore of Thunder Bay.

5752. Dec. 3.—Authorizing Commissioners of the Transcontinental Ry. to take a portion of the Temiscouata Ry. lands in Town of Edmundston and parish of Madawaska, N.B.

5753. Dec. 3.—Dismissing application of C.P.R. for order directing McIntosh & Gullett so to construct a trestle over the siding at their premises at North Toronto, that there will be at least a clear headway of 7 ft. between the top of the highest freight car used by the applicant and the lowest beams of the trestle.

5754. Dec. 3.—Amending order 5568, dated Nov. 3, 1908, by adding after the word "is" in the fifth line the words "or other employe of the railway company specifically charged with such duty by the company."

5755. Dec. 3.—Dismissing application of Township of Grantham, Que., for an order authorizing it to cross the C.P.R. near Drummondville, Que.

5756. Dec. 3.—Authorizing the Bell Telephone Co. to place wires across W.E. & L.S.R. Ry. at private right-of-way at C.P.R. and Gravel Road, southeast of Windsor, Ont.

5757. Dec. 3.—Rescinding order 5512, in re application of Grand Valley Ry. to cross B. & H. Elec. Ry. in Hamilton, Ont.

5758. Dec. 3.—Authorizing the C.P.R. to construct a branch line across Alder St., Vancouver, B.C.

5759. Dec. 3.—Authorizing A. Broder, Morrisburg, Ont., to lay a water pipe under G.T.R. on Church St., Morrisburg, Ont.

5760. Dec. 3.—Dismissing application of Ingersoll Telephone Co. for leave to erect a cable across T.L.E. & P. Ry. in Ingersoll, Ont.

5761. Dec. 3.—Authorizing C.P.R. to construct its railway across Park St., Nelson, B.C.

5762. Dec. 3.—Authorizing G.T.P.R. to construct its railway across certain highways in Manitoba and certain streets in Winnipeg, Man.

5763. Nov. 23.—Authorizing Town of Oshawa, Ont., to lay water main under Oshawa Ry.

5764, 5765. Dec. 4.—Authorizing J. P. Gordon to lay water mains under C.N.R. at Gaddy and Main Sts., Portage la Prairie, Man.

5766. Dec. 3.—Authorizing Government of Alberta Telephones to place wires across C.P.R., 2½ miles west of Tabor.

5767. Dec. 3.—Amending order 5669 by extending to Jan. 1, 1909, time within which Supplement 4 to Canadian Classification 13 shall become effective.

5768. Nov. 30.—Approving Pacific Express Co.'s contract forms, and granting leave to the company to use them until June 1, 1909.

5769. Dec. 3.—Authorizing International Portland Cement Co. to construct subway under C.P.R. in Hull, Que.

5770. Dec. 3.—Authorizing Government of Alberta Telephones to place wires across C.P.R. at milepost 84.

5771. Dec. 3.—Amending order 5672 by substituting mileage 0.00 to 188.77 for mileage 0.5 to 188.2.

5772. Dec. 3.—Dismissing application of Tilbury tp., Kent county, Ont., for order approving plans of the King & Whittle improvement drain across the C.P.R.

5773. Dec. 3.—Authorizing C.N.R. to construct a branch line in Man. to the Manitoba Ry. Co.'s Morris-Brandon branch in block 39.

5774. Dec. 3.—Authorizing Vancouver, Victoria and Eastern Ry. & Nav. Co. to make competitive tariffs for freight traffic (see pg. 31).

5775. Nov. 30.—Extending until June 1, 1909, time within which contracts, by-laws, etc., of National and American Express Companies may continue in use.

5776. Dec. 3.—Authorizing Toronto Elec. Light Co. to rearrange wires and install tile ducts under C.P.R. and G.T.R. on Esplanade, foot of Scott St., Toronto.

5777. Dec. 3.—Authorizing the City of Winnipeg to place electric light wires across C.P.R. to reach pumping station 6.

5778. Dec. 3.—Dismissing application of J. Overend & Son of Ninette, Man., alleging that the rates charged by the C.N.R. on freight shipped from Winnipeg were excessive. (See pg. 31).

5779-5781. Dec. 4.—Authorizing J. P. Gordon, to lay water mains under C.P.R. and G.T.P.R. tracks on Main and Gaddy Sts., Portage la Prairie, Man.

5782. May 18.—Authorizing G.T.R. to construct a spur line to the Knechtel Furniture Co.'s premises., Hanover, Ont.

5783. Dec. 1.—Directing C.P.R. to clean out and put in good order all ditches leading to and from culvert 89.9, as far as station 31+18, near Crookston, Ont.

5784. Dec. 7.—Dismissing application of Government of Alberta Telephones for an order to place wires across C.P.R. at experimental farm, near Lethbridge, Alta.

5785. Dec. 8.—Authorizing C.P.R. to construct a spur connecting with a siding already constructed for the Dominion Government coal shed.

5786. Dec. 8.—Rescinding order 5511, dated July 14, 1908, authorizing Grand Valley Ry. to cross the T.H. & B.R. in Brantford, Ont., provided crossing be protected by a half-interlocker.

5787. Dec. 8.—Authorizing Cataract Elec. Co. to place wires across C.P.R. in Caledon tp., Ont.

5788. Dec. 8.—Authorizing C.P.R. to construct a spur to the Sherbrooke Machinery Co.'s premises, Sherbrooke, Que.

5789. Dec. 7.—Dismissing application of G.T.R. for order extending time for construction of the branch line and station authorized to be constructed by order 2333, dated Dec. 16, 1908, between G.T.R. main line east of Port Hope viaduct and the northern division of its line north of Ontario St., Port Hope, Ont.

5790-5793. Dec. 7.—Dismissing application of the Hawthorn Hill Rural Telephone

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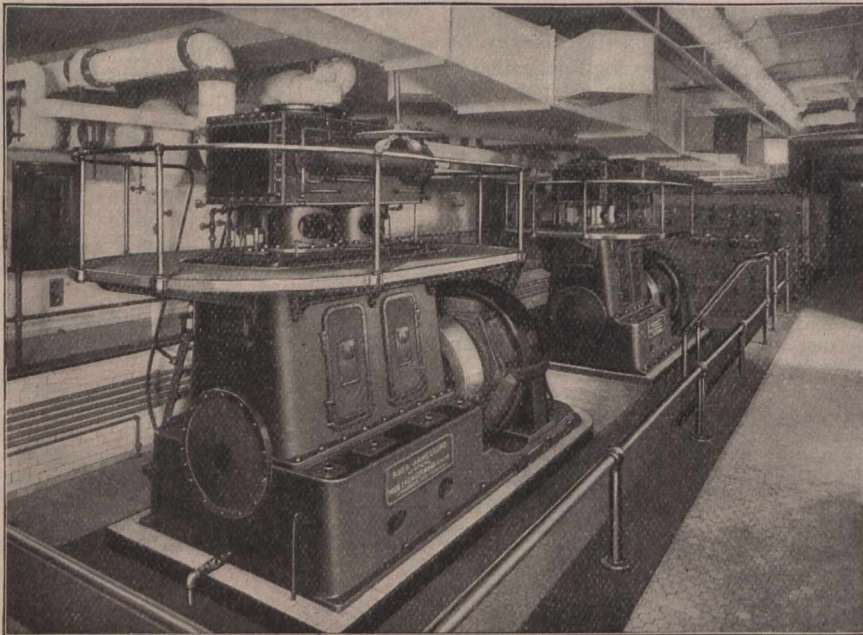
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Co. for leave to place wires across G.T.R. at four points in Minto tp., Ont.

5794. Dec. 7.—Dismissing application of G.T.R. for order varying order 2757 of Mar. 27, 1907, authorizing construction of branch line between Caldwell and Penetanguishene.

5795. Dec. 7.—Dismissing application of G.T.R. for an order varying order 2759 of Mar. 27, 1907, by extending time for construction of branch between Orillia and Midland, near Tiffin, Ont.

5796. Dec. 7.—Dismissing application of City of Toronto for order to vary order of the Railway Commission of the Privy Council of Mar. 11, 1902, respecting protection of Dowling and Dunn Avenues, Toronto.

5797. Dec. 7.—Interswitching charges at Walkerville, Ont., and grain rates to Walkerville. (See pg. 31).

5798. Dec. 3.—Authorizing G.T.R. and C.N.R. to operate trains over G.T.R. crossing in Hawkesbury, Ont.

5799. Dec. 3.—Authorizing C.P.R. to construct a spur to A. T. Kelliher's premises, secs. 5 and 6, tp. 24, r. 24, w. 7th m.

5800. Dec. 7.—Dismissing application of C.N.O.R. for approval of its line from Billings Bridge to mileage 29, west from Ottawa, Ont.

Regulation for Erecting Mail Cranes.

The Board of Railway Commissioners has passed the following order, 5647: In pursuance of the powers conferred upon it by secs. 26, 30, and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf, it is ordered that every railway company subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, using mail cranes, be forbidden to erect, place or maintain, on or after Jan 1, 1909, any mail crane along its line of railway, at a distance less than 7 ft. 1 $\frac{3}{4}$ ins. from the centre of the track to the point of the arm of the crane when in position, or at a height less than 10 ft. 10 ins. from the bottom of the rail to the top of the arm when in position. And it is further ordered that every such railway company failing or neglecting to comply with the foregoing regulation be subject to a penalty of \$100 for every such failure or neglect.

Freight Cars in Passenger Trains.

The Board of Railway Commissioners has passed the following order, 5736: In pursuance of the powers conferred upon it by secs. 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf: It is ordered that every railway company subject to the legislative authority of the Parliament of Canada be forbidden to handle freight cars in through main-line passenger trains, unless such freight cars are equipped with air-brakes, steel-tired wheels, and special trucks designed for use in through passenger train service. Provided, however, that every such company shall be at liberty to use such freight cars in its through passenger service when its baggage cars, or freight cars, especially equipped as aforesaid, become disabled or unfit for use while in transit, and such cars only are available to receive the baggage or freight, as the case may be, to avoid unnecessary delay in forwarding the same. In this event the cars must not be loaded beyond their marked capacity, and the speed of the train must not exceed thirty-five miles an hour. And it is further ordered that every such railway company failing to comply with the foregoing requirements shall be liable to a penalty of not exceeding \$50 for every such offence.

Canadian Northern Ry. Construction, Etc.

The Quebec and Lake St. John Ry. has filed plans for extensions of the Quebec and Lake St. John Ry. from Roberval and Chicoutimi, and it is expected that construction will be started in the spring.

Canadian Northern Quebec Ry.—At a recent meeting of the Quebec city council, a letter was read from the company, signed by W. A. Kingsland, Auditor, and H. K. Wicksteed, Chief Engineer, stating that the present yard and trackage was excessively cramped and inadequate for the requirements of the present time. The company, in view of the early opening of the direct line to Montreal, and of the Hawkesbury-Ottawa line, considered that a rearrangement of the present yard was imperative. Plans had been prepared for the solution of the difficulty. These involved the removal of the freight shed to another site and making available for passenger business six separate tracks, three for arrival and three for departure, in place of the single one now used. This arrangement involved the removal of the present shops and engine house, which were quite inadequate for the carrying on of the company's business. Plans for the company's requirements showed an area of about 20 acres to be covered with tracks and buildings. It was, in the company's opinion, impracticable and contrary to the city's interests that any such area of land within the present city limits should be devoted to this purpose, and, therefore, an outside area would have to be obtained. It was submitted that an area of land in the direction of the Beauport flats afforded the only chance for the necessary expansion of the facilities. The President had authorized progress to be made with the work, but before making a start the company desired to have the approval of the corporation to the general scheme of improvement. If the council would pass such resolutions as would enable the company to make an immediate start, the first step taken would be the erection of the car repair shop. This would have the effect of concentrating in Quebec a large amount of work now done in Shawinigan and other outside points. The letter was referred to the Finance Committee for consideration, and is being taken up in connection with the proposal to annex St. Malo and Limoileu to the city. If the amalgamation is decided upon the city council is favorable to the company's proposals, as the present agreement with the city, with respect to the location of the shops within the city, will not require to be amended. One of the conditions of the amalgamation will have to be more direct communication by means of at least one additional bridge. Dorchester bridge is a long distance away from the heart of the village, and the railway bridge has no communication except for steam and electric cars. At low water the St. Charles River, separating Limoileu from Quebec, is less than 300 ft. wide.

Tracklaying on the Garneau cut-off was completed Dec. 10, but G. Tombs, General Freight and Passenger Agent, said it was not likely that a passenger service would be operated before the spring, although schedules had been arranged.

The Department of Railways has entered into a contract with the company, under the terms of the act granting subsidies in aid of certain railways, for the construction of a line of 30 miles, from near Arundel, at the northerly terminus of the Montfort and Gatineau Colonization Ry., to the united townships of Preston and Hartwell; and for a line of 15.2 miles to connect the Montfort and Gatineau Colonization Ry. with the main line of the C.N.Q.R. at St. Jerome, Que. This latter line has been constructed.

A branch line to Totogan, Man., has been opened. This is an extension of the Oakland branch, starting from Portage la Prairie, Totogan being 28 miles distant.

M. H. McLeod, General Manager, on his return to Winnipeg, after a trip of inspection over the company's Western lines, Dec. 9, stated that three spans of the six-span bridge over the Saskatchewan River at Prince Albert, Sask., had been completed, and he expected that the whole structure would be completed by March.

Canadian Northern Ontario Ry.—G. Tombs, General Freight and Passenger Agent C.N. Quebec Ry., who went over the C.N.O.R.'s new line from Hawkesbury to Ottawa, Ont., Nov. 30, stated that all that is required to put it in thorough working order is the completion of a couple of bridges. It is not likely, however, that this line will be opened for traffic until the spring. An early extension of the line westward may be looked forward to, added Mr. Tombs.

In connection with the application of the company for a right-of-way for an entrance into Ottawa, the Minister of Railways heard representatives of the company and the city council Dec. 17. It is proposed to cross the Rideau River about 1,000 ft. north of Hurdman's Bridge, run through the Stewart property and strike the G.T.R. near the Ottawa and New York Ry. new weigh scales. The Hurdman road would be crossed by a trestle about 600 ft. south of Gladstone Ave. The council expressed an opinion, in instructing its representatives, that the bridge should be built on as few piers as possible, to lessen the danger of ice jams.

Plans have been filed with the Town Clerk of Orillia, Ont., showing the location of the company's projected branch line from Udney into the town. It is expected that the line will be constructed in the spring.

W. H. Moore, Secretary C.N.O.R., stated, Dec. 12, that the company was prepared to extend its present line from Sudbury to Sellwood, Ont., to the newly opened Gowganda silver district, if the Temiskaming and Northern Ontario Ry. Commission would co-operate. The company is extending its line from Sellwood to Burwash, 20 miles, and a further distance would bring it to Gowganda. The suggestion is that the T. and N.O. Ry. should extend its line from Charlton to Gowganda, and that each line should give the other running rights.

Canadian Northern Ry.—In connection with the purchase of the Duluth, Rainy Lake and Winnipeg Ry. by the C.N.R. Co., it is stated that the agreement provides for the construction of branch lines into the Seine River country, northerly from Fort Frances, Ont. The Weyerhaeusers, who are interested in timber limits along the D., R.L. and W.R. in Minnesota, also own a number of limits along the Seine River valley, which the projected branch line will be constructed to develop.

Press reports state that the line will be extended northerly from Macleod's pit to Brant, in Stonewall district, Man.

A bi-weekly train service was put in operation, Dec. 1, on the Goose Lake branch, extending from Saskatoon to Zealandia, about 70 miles.

A Saskatoon, Sask., press report states that a survey party in charge of B. Beaumont and — Mackenzie started out, Dec. 3, to locate a route for the company's projected railway to Calgary. It is said to be desired to have the location so far completed that construction may be gone on with in the spring. (Dec., 1908, pg. 879.)

As a result of the settlement of the strike of machinists on the C.P.R., there has been a rearrangement of the officials of the federation of employees, the offices of which are at Montreal. P. Kennedy, of the Machinists' Union, has been elected to succeed B. Hardy as President; A. R. Mowatt becomes Vice-President, and Jas. Somerville becomes Secretary-Treasurer, succeeding J. H. McVety.

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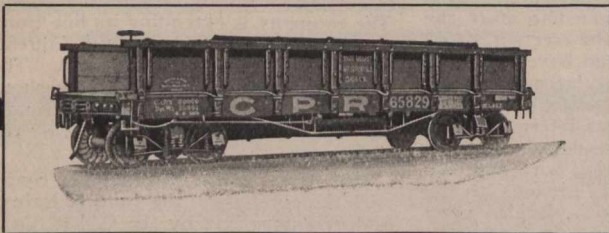


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| Canadian Northern Ontario Ry. | Central Ontario Ry. |
| Canadian Northern Quebec Ry. | New Canadian Co. |
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Railway Finance, Meetings, etc.

Alberta Ry. and Irrigation Co.—Approximate net profits from all sources, exclusive of land sales, for Oct., \$32,544, against \$37,335 for Oct., 1907. Approximate railway traffic receipts for Nov., \$39,424, against \$31,937 for Nov., 1907. Total net profits for 5 months ended Nov. 30, \$147,993.

Atlantic, Quebec and Western Ry.—A special general meeting of shareholders was called to be held at the company's offices, London, Eng., Dec. 16, 1908, for the purpose of authorizing the directors to issue the securities which the company is empowered to issue under sec. 3 of its act of 1908, in respect of the railways therein referred to, and to give the directors power to secure such securities and to dispose of the same according to law. The meeting was also called for the purpose of empowering the directors to create, and issue from time to time, consolidated bonds or perpetual or terminal debenture stock to the extent in all of \$45,000 a mile of railway constructed or under contract to be constructed, or of the railways which the company is authorized to construct or acquire, and to authorize the directors to execute on behalf of the company security for the same.

Canada Atlantic Ry.—An issue of consolidated first mortgage 4% gold bonds, amounting to £598,000, has been placed on the London, Eng., market, through Glyn, Mills, Currie & Co., by the G.T.R., which owns the railway. The issue price was 93, of which 10% was due on application, 25% on allotment, and 58% on Dec. 30. The proceeds of the bonds were required for the purpose of meeting a similar amount of 5% bonds maturing Jan. 5, the holders of the latter having the option of exchanging their bonds on the basis of £102 14s. 9d. for each \$500 in payment in full for the bonds of the present issue, the balance of £9 14s. 9d. % due to the holders being paid in cash on Jan. 5. The bonds form part of a total issue of £3,292,200, of which £2,282,400 are already on the market and £411,400 are retained in the treasury to be issued for betterments, etc. The principal and interest are guaranteed unconditionally by the G.T.R. The interest is payable Jan. 1, and July 1, and the principal is payable at par on Jan. 1, 1955. The bonds are secured by a trust deed and constitute a consolidated first charge on all the real and personal property of the Canada Atlantic Ry. Co., excepting ships and branches or extensions to be hereafter constructed.

Canadian Northern Ry.—An issue of £1,027,400 first mortgage 4% land grant bonds was placed on the London, Eng., market recently, and when the subscription list closed, Nov. 25, it was reported that the issue had been oversubscribed. The price was 95%, the bonds being issued in denominations of £100 and £500. Besides constituting a direct indebtedness of the C.N.R., the bonds are secured by a specific first charge in favor of trustees upon 1,250,000 acres of freehold lands in Manitoba and Saskatchewan. Of these lands, since July, 1907, there have been sold 239,000 acres at an average price of \$8.46 an acre. Interest is payable Jan. 1, and July 1, a full year's interest being payable July 1, while the principal and interest is repayable at par July 1, 1938, the company reserving the right to redeem the bonds at 103 and accrued interest on three months' notice at any time before July 1, 1918, or thereafter at par.

Central Ontario Ry.—A meeting of shareholders was called to be held at Trenton, Ont., Dec. 7, for the purpose of authorizing the directors to issue bonds to the amount of £250,000 sterling, or such other amount as may be necessary to retire the outstanding bond issue.

Dominion Atlantic Ry.—Gross earnings for Oct., \$130,500, against \$130,140 for Oct.,

1907. Total gross earnings for 10 months ended Oct. 31, \$1,071,300, against \$1,036,961 for same period 1907.

Grand Trunk Pacific Ry.—Application will be made next session of the Dominion Parliament for an act authorizing the company to issue a further issue of bonds, or perpetual or terminable debenture stock, or both, for such amounts as may be determined upon and fixed by such act, and to apply the proceeds to the general purposes of the company.

Grand Trunk Ry.—Application will be made next session of the Dominion Parliament for an act authorizing the company to create and issue additional Grand Trunk debenture stock, and Grand Trunk 4% guaranteed stock, respectively, in such amounts, subject to the limitations to be fixed in the act, as the shareholders may from time to time determine, and to apply the proceeds to the general purposes of the company; also repealing sec. 19 of the G.T. Arrangements Act of 1862, and substituting other provisions therefor. See also Canada Atlantic Ry.

Lake Superior Corporation.—The Philadelphia, Pa., banks, which had taken over several million dollars' worth of securities of the company in settlement of loans upon which interest had not been paid, has disposed of about \$5,000,000 to interests represented by New York and Philadelphia parties. The transaction was completed by the President of the Commercial Trust Co., of New York City, on the part of the purchasers.

New York Central and Hudson River Rd.—Press reports from New York City state that the Vanderbilt interests at present own less than 5% of the stock of this company, and that the largest shareholder is E. H. Harriman. It is also stated that C. M. Depew will shortly retire from his position as chairman of the Board, and that E. H. Harriman will be elected a director, with the intention of ultimately succeeding to the chairmanship of the Board.

Quebec Bridge and Ry. Co.—A special general meeting of shareholders has been called to be held at Quebec, Jan. 4, to authorize the execution of all documents, conveyances and deeds, and the performance of all other acts required or necessary to grant, surrender and release to the Dominion Government all the corporate and individual right, title and interest of the company and its shareholders, in the undertaking, assets, property and franchises of the company; the whole pursuant to the provisions of chap. 59 of the Statutes of 1908, and under the agreement between the Government and the company, dated Oct. 19, 1903, and set out in the schedule to chap. 54 of the Statutes of 1903.

A meeting of the directors was held at Quebec, Dec. 2, 1908, for the purpose of taking the necessary steps for effecting the transfer. The company was originally incorporated in 1887, but practically nothing was done until 1896, when a reorganization was effected, with S. N. Parent as President. On a promise of Dominion aid, the subscribed share capital was increased to \$1,000,000, the total amount of capital paid in being \$263,700. Subsidies were voted by Quebec City, the Quebec Provincial Legislature, and the Dominion Parliament, and the work proceeded. In 1903 an act was passed by the Dominion Parliament guaranteeing an issue of bonds for the construction of the bridge. The partially constructed bridge collapsed in Aug., 1907, and in 1908 an amendment to the act of 1903 was passed, which gave the Government the right to assume control of the structure, its assets, etc., at the same time guaranteeing the shareholders 5% interest and a bonus of 10% on the amount of stock paid in. This act came into effect on Dec. 1, when an official from the Department of Railways came from Ottawa to liquidate

accounts with the Quebec Bridge Company and pay the shareholders, who received \$355,000, an advance of \$101,300 over the amount they originally paid.

Quebec and Lake St. John Ry.—Gross earnings for Oct., \$64,835.24; Nov., \$57,742.65; against \$65,454.62 and \$63,585.27 for Oct. and Nov., 1907. Gross earnings for 11 months ended Nov. 30, \$588,075.37, against \$600,259.62 for same period 1907.

St. Mary's and Western Ontario Ry.—The Ontario Railway and Municipal Board has issued an order validating a loan of \$20,000 made by the township of East Nissouri to the company. The portion of the company's line already constructed extends from St. Mary's to Embro, Ont., and is being operated under lease by the C.P.R.

Temiscouata Ry.—Total traffic receipts for Nov., \$17,549.92; aggregate for 11 months ended Nov. 30, \$209,835.96.

White Pass and Yukon Ry.—A half-yearly dividend of 2% has been declared on the £1,375,000 stock. This dividend, with the 2% paid in July, 1908, makes the total distribution for the year at the rate of 4%, as compared with 5% which was paid in each of the three previous years.

Gross earnings for Oct., \$111,875. Total for 4 months ended Oct. 31, \$820,926.

Duluth, Rainy Lake and Winnipeg Ry.

D. D. Mann, Vice-President Canadian Northern Ry., said, in Toronto, Dec. 14: "We have bought this railway from the Virginia Lumber Co., and will take it over shortly. The extension of the line to Duluth will not be immediately considered. Our object is to get connections to Chicago for our line to Winnipeg, and, of course, the line into the U.S. will be a return outlet for Canadian produce. With the acquisition of this line our system will cover nearly 5,000 miles, of which all but 250 miles is now in operation."

This purchase has been under consideration for some time. The line extends from Virginia, Minn., to the Rainy River, at the International boundary, opposite Fort Frances, Ont., a distance of 95 miles. A bridge was constructed over the Rainy River jointly by the D.R.L. and W. Ry., and the Canadian Northern Ry., and the latter constructed a spur line from the bridge to connect with its line from Port Arthur to Winnipeg, at Fort Frances. The line was originally projected as a lumbering line by the Virginia Lumber Co., which is controlled by the Cork and O'Brien interests, and its extension to the Canadian boundary, opened up connection with lumber limits operated by the Haines Lumber Co., of Chicago, Ill., and the Weyerhaeusens, of St. Paul. There has not been a combination of these lumber interests as has been reported from Chicago. The conditions under which the C.N.R. has secured the D.R.L. and W.R. are such that it also has secured the charter rights of the D.R.L. and W.R., to construct an extension of its line from Virginia to Duluth, which it is proposed to do, at some future time, by a more direct route than the Duluth, Missabe and Northern Ry., by which the line now obtains an entrance into Duluth, on the Duluth and Iron Range Ry. The lumber companies have agreed to ship all their output over the line as well as over the projected extension.

Two special courses of lectures to the students in the Railway Department at McGill University, Montreal, are being delivered this term. A. A. Goodchild, Auditor of Stores and Mechanical Accounts C.P.R., is dealing with the subject of Railway Organization and the Elements of Accounting, and G. C. Wells, Assistant General Passenger Agent Eastern Lines, is dealing with Passenger Business.

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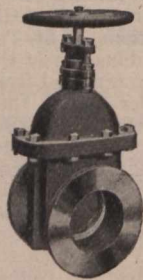
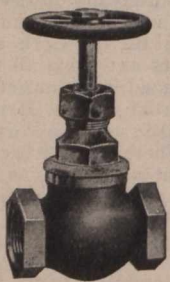
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Railway Commissioners' Traffic Orders.

5739. Nov. 4.—In the matter of the complaint of certain citizens and residents of Fort Erie, Ont., alleging that the Michigan Central Rd. unjustly discriminates against Fort Erie and in favor of Bridgeburg, Ont., in the matter of freight rates charged by the company on shipments from Black Rock, N.Y., and applying for relief in the premises; upon the hearing of counsel for the M.C.R., no one appearing for the complainants, and upon the report of the Chief Traffic Officer of the Board, it is ordered that the application be dismissed.

HAY RATES TO T. AND N.O.R. POINTS.

5741. Dec. 1.—In the matter of the application of H. S. Conn, of Ottawa, Ont., under the provisions of the Railway Act, for an order directing the C.P.R. and the G.T.R. to refund to applicant alleged overcharges on shipments of hay by the C.P.R. from West Moncton, Ont., and by the G.T.R. from Mitchell and Harley, Ont., all consigned to Temagami, on the T. and N.O.Ry., via North Bay, upon hearing the counsel for the railway companies, the applicant appearing in person; and upon the report of the Chief Traffic Officer of the Board, it is ordered that the application be dismissed.

V. V. AND E. RY. APPLICATION.

5774. Dec. 3. In the matter of the application of the Vancouver, Victoria and Eastern Ry. and Navigation Co., under secs. 7, 328 and 329 of the Railway Act, for permission to meet, on the Pacific Coast, the competition of independent water carriers not subject to the Railway Act: It is ordered that the applicant company be, and it is hereby, granted permission to make competitive tariffs for the carriage of freight traffic on any of the routes hereinafter described, namely, between any ports on the mainland of British Columbia, or between any ports in Vancouver Island, or between any port or ports in Vancouver Island and any port or ports on the mainland of B.C., where the transportation is entirely in or on vessels particularized in sec. 7 of the Railway Act; or between any port or ports in Vancouver Island, and any port or ports on the mainland of B.C., where the transportation is partly over the railway of the applicant company in Vancouver Island and partly in or on vessels, as aforesaid, the said traffic to include none other than local port to port freight which might otherwise be handled by exclusively water carriers not subject to the Railway Act; and not to include any freight in transit to or from any point or points where the carriage is partly over the applicant company's railway on the mainland; and may act upon and put in operation the said tariffs immediately upon the issue thereof by the applicant company, before such tariffs have been filed with the Board; and that such tariffs shall forthwith, after the making thereof, be forwarded and filed with the Board; but that the applicant company shall be exempt from otherwise publishing any of the said tariffs, unless otherwise directed by the Board.

RATES FROM WINNIPEG TO NINETTE.

5778. Dec. 3. In the matter of the complaint of J. Overend & Son, of Ninette, Man., alleging that the rates charged the complainants by the Canadian Northern Ry. Co. on freight shipped from Winnipeg to Ninette were excessive: Upon the reading of what was alleged in support of the application and on behalf of the railway company; and upon the report of the Chief Traffic Officer of the Board, it is ordered that the complaint be dismissed.

WALKERVILLE INTERSWITCHING AND GRAIN RATES.

5797. Dec. 8.—In the matter of the complaint of Hiram Walker & Sons, Ltd., of

Walkerville, in respect of interswitching between the G.T.R. and the Pere Marquette Rd. at Walkerville; and to the local grain rate of the P.M. Rd. from Walkerville Jct. to Walkerville, or the P.M. Rd.'s rate from that junction on a through shipment from a point on the C.P.R. Upon the hearing of counsel for the railway companies interested, and what was alleged on behalf of the complainants, it is ordered that the following rates from the following places, on grain shipped to Walkerville in carloads, shall apply, namely:

Elmstead.....	3¼ cents per 100 lbs.
Belle River.....	3¼ cents per 100 lbs.
St. Joachim.....	4 cents per 100 lbs.
Haycroft.....	4¾ cents per 100 lbs.
Tilbury.....	4¾ cents per 100 lbs.

Minimum of 40,000 lbs. per car; delivery to be on the transfer siding of the P.M. Rd. and the G.T.R. at Walkerville; the contracting carrier, viz., the C.P.R., to absorb half the switching charge of the G.T.R., pursuant to order 4988, the P.M. Rd. agreeing to bear its proportion of such absorption upon the basis of the division of the through rate with the C.P.R., the consignee to bear the remaining half of the said switching charge.

Passenger Car Lighting Regulations.

The Board of Railway Commissioners for Canada has passed the following order 5690: In pursuance of the powers conferred upon it by sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf; the Board orders that every railway company subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, cause, subject to any exception or exceptions hereinafter contained in this order, the equipment of each and every car requiring lighting used on the railway or portion of railway operated by it, with one of the following lighting systems, namely: The Pintsch compressed oil-gas system. Acetylene gas, under what is known as the absorbent or commercial acetylene system.

That the Pintsch compressed oil-gas system may be used subject to and upon the terms and conditions following, viz.: That the tanks be tested and tight at 300 lbs. pressure to the square inch, and that they stand such tests without distortion. That the maximum working pressure be 150 lbs. to the square inch. That every gas tank attached to a railway car be equipped with an extra heavy stud valve securely fastened to every such tank. That the equipment necessary for the installation of the said system be provided with—A pressure gauge with a dial reading from 1 lb. to 300 lbs. to the square inch, to show the exact pressure of gas carried. A re-charging valve to attach to the charging station hose. A regulating valve, to reduce the pressure of gas contained in the tank before it enters the main line piping and lamps on the car. That all piping between the regulating valves and stud valves be of extra heavy seamless steel or iron tubing; and that all elbows or tees be of extra heavy steel fitting. That the high pressure piping and fittings be carefully threaded before being screwed together, the pipe thread to be carefully tinned after being screwed up, and the piping to be sweated to the fittings. That standard tubing be used to connect the low pressure side of the regulating valve with the lamps of the cars; and that a main line cock, to turn on and off the gas, be placed on the inside of each car in a convenient and conspicuous location. That in order to locate leakages, soap suds be used; and that lighted matches or torches be not used for this purpose. That printed regulations defining and explaining the use of the system be posted inside of each car, in close prox-

imity to the main line cock, and that, alongside of such regulations, there be placed and kept available in each car a tank stud valve key, a main line cock key, and such other keys as may be necessary for the use and operation of this equipment. That every car lighted by this system be placed under the charge of a competent and reliable employe of the railway company using such system—every such employe to be specially instructed in regard to the proper working and operating of the same.

That the acetylene, or what is known as the absorbent or commercial acetylene storage system, may be used, subject to and upon the following conditions, namely: That the tanks used in connection with the said system be properly safeguarded against the possibility of explosion and be tested and tight at four times the maximum working pressure, and be able to stand such test without distortion; and that the said tanks be protected by an effective and durable preventative of rust. That the service tank pressure do not exceed 150 lbs. to the square inch. That the acetylene gas be compressed; and that where tanks are charged elsewhere than at the generating station, plans showing in detail the location of all appliances used in connection therewith, including intended location of cars, be submitted to the Board for its approval,—all gas to be thoroughly dried and purified. That car equipment be inspected and tested at least once every six months. That generators, charging apparatus, and other details be under expert supervision at all times. That acetylene gas generators be not installed in or upon cars or other railway rolling stock, except by leave of the Board. That every gas tank attached to a railway car be equipped with an extra heavy stud valve securely fastened to every such tank. That the equipment necessary for the installation of the said system be provided with—A pressure gauge with a dial reading from 1 lb. to 300 lbs. to the square inch, to show the exact pressure of gas carried. A re-charging valve, to attach to the charging station hose. A regulation valve, to reduce the pressure of gas contained in the tank before it enters the main line piping and lamps on the cars.

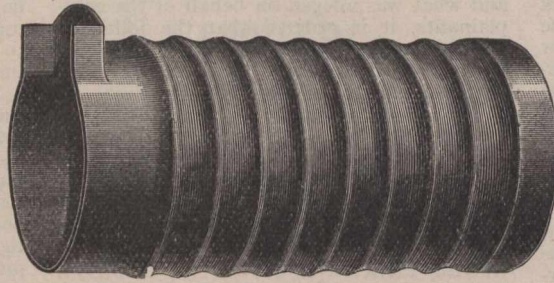
The Board further orders that every such railway company may use free acetylene as a lighting medium, providing the same is not used under a pressure greater than 10 lbs. to the square inch; every such equipment to be submitted for and subject to the approval of the Board. That these regulations do not prevent or affect the lighting with what is known as mineral seal lamp oil on cars and railways where the same is now used; nor prohibit the lighting of cars by electricity. That every railway company committing any breach of or failing to comply with any of the foregoing provisions be, for each such offence, liable to a penalty of \$100. That every railway official or employe charged with any duty in respect of any of the matters aforesaid, who shall commit any breach of, or shall neglect to comply with, the foregoing provisions, be liable to a penalty of \$20 for each such offence. That these regulations take effect on and after Jan. 1, 1909.

During Oct., 1908, 27 railway employes were killed in the course of their work on Canadian railways, and 18 were injured. Of the fatalities, 10 were due to being run over, 8 to collisions, 6 to derailments, and one each to being caught between cars, to explosion, and to falling material. Of the non-fatal accidents, 7 were due to collisions, 3 to derailments, 2 each to falls, to explosions, and to being run over, and one each to falling material, and to tools.

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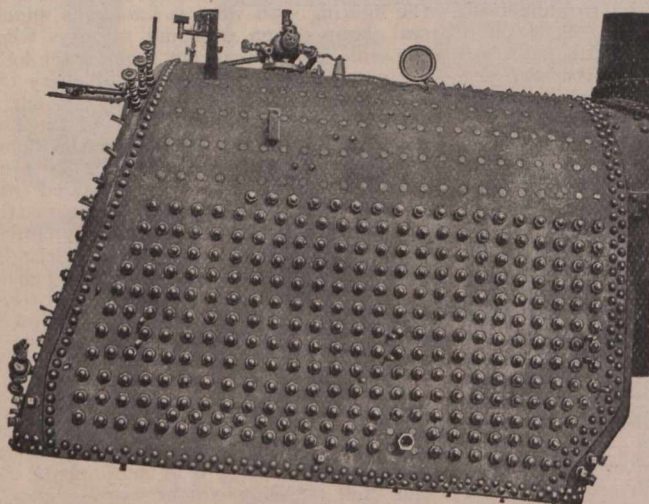
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AGENTS FOR THE

National Transcontinental Railway.

The Commissioners of the N.T.R. report that the whole of the Eastern Division, from Moncton, N.B., to Winnipeg, Man., is now under contract. Considerably over 150 miles of steel had been laid to Nov. 30, and there is a good mileage of the roadbed ready for tracklaying in sections, while much progress has been made with the clearing, rock cutting and filling on other portions of the line. Most of the actual work done has been from Moncton to the St. Lawrence River, from the St. Lawrence River to Weymontachene, on the eastern end of the division, and from Winnipeg to Lake Superior Junction at the western end. There has also been considerable work done in the vicinity of Lake Abitibi. A statement of the condition of the various contracts follows: From Moncton 50 miles west, under contract to the G.T.P.R. Co., much grading done and some rails down; next section west, J. McManus, eight miles, good progress; next section, G.T.P.R. Co., two contracts, one of 40 and the other of 67 miles, much grading done; next section, W. Kitchen Co., 31½ miles, well advanced toward completion; next section, Lyons & White, 62 miles, to New Brunswick-Quebec boundary, work well advanced; M. P. & J. T. Davis, 204 miles, to Quebec bridge, work well advanced over whole contract; M. P. & J. T. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; G.T.P.R. Co., 45 miles, to Weymontachene, good progress; Macdonald & O'Brien, 221 miles, roads being cut and supplies taken in; G.T.P.R. Co., 150 miles, to eight miles west of Abitibi River, preliminary and some grading work done; E. F. & G. E. Fauquier, 100 miles, preliminary and some grading work done; M.P. & J. T. Davis, 204 miles, contract just awarded and supplies being taken in; E. F. & G. E. Fauquier, 275 miles, contract let last spring and preliminary construction work commenced; O'Brien & McDougal, 150 miles, to Superior Jct., contract just awarded; J. D. McArthur, 245 miles, from Superior Jct. to Winnipeg, 80% of the work completed.

In a booklet published by the G.T.R., the company reviews its position and says with regard to the Eastern Division: "By the terms of the lease to the company of this portion of the railway it will be seen that the company will practically have the free use of it for seven years, and taking into account the time allowed for construction, which is fixed at seven years, no payments will be required to be made on account of rental until 1919, and since it is to pass through an entirely new and undeveloped section of the country which is now known to be rich in agricultural and mineral resources, as well as timber, it is anticipated that long before the first payment on account of rental becomes due, the company will have reaped a rich harvest from the traffic that will exist upon its completion. This section of the line between Quebec and Winnipeg will pass through what may appropriately be termed the mineral belt of eastern Canada, as in this district, adjacent to the main line, are located the now famous Cobalt deposits, as well as nickel, copper, iron, etc., which are only awaiting the advent of the railway to be brought forth for manufacture."

The permanent rails for the N.T.R. were laid into Moncton, N.B., Dec. 1, the tracks joining the Intercolonial Ry. about a quarter of a mile from the station, and on the western outskirts of the city.

At Cochrane, Ont., where the Temiskaming and Northern Ontario Ry. effects a junction with the N.T.R., the right-of-way has been cut out for a considerable

distance in both directions. A mono-rail line is in operation along the right-of-way for the conveyance of supplies from the crossing of the Abitibi River to the junction. The single rail is laid on ties placed 4 ft. apart, a car about 10 ft. long, supported by two wheels on one side, is used to convey the material, a horse at the side supplying the supporting as well as the motive power.

The contracts for the last sections of one division to be placed under contract have been signed. These were let to M. P. and J. T. Davis, Quebec, and are for the following sections, tenders for which were asked Sept. 12: Districts D and E from the western end of Fauquier Bros.' Abitibi contract, westerly for 104 miles. District E, from about 60 miles west of the easterly boundary of this district easterly to the west of Fauquier Bros.' contract, north to Lake Nipigon, about 100 miles. This work is to be completed by Dec. 31, 1910. There are at present no means of communication with this district, and the contractors will themselves have to construct a wagon road northward from Jackfish Bay, on Lake Superior. This is now being surveyed, and it is expected that most of the construction in this part of Ontario will be put in hand early in the spring.

We are advised that none of the tenders recently sent in for some of the buildings at the shops to be erected near Winnipeg has been accepted. It was originally stated that the tender of T. Kelly & Sons had been accepted, but the Commissioners' Engineer reported that probably better prices could be obtained for the work if tenders were asked for the whole plant instead of for separate buildings. It is stated that tenders will be asked at an early date for the whole of the plant.

GRAND TRUNK PACIFIC RY.

A summary of the work done on the construction of the section of the N.T.R., which is being constructed by the G.T. Pacific Ry., shows that the laying of track on the 666 miles from Winnipeg to the Battle River had been completed; as well as on the branch line from Fort William to Superior Junction, Ont., 188 miles, and that trains were being operated on both sections. The erection of the bridge over the Battle River was completed Dec. 15, and track laid over it. This will enable tracklaying to be resumed on the completed roadbed towards Edmonton, Alta. It is intended to have the line completed and opened for traffic as far as Edmonton by the fall. Grading has also been completed to the end of the Prairie section at Wolfe Creek, 129 miles west of Edmonton, and 916 miles west of Winnipeg.

For operating purposes the section of the line recently opened for traffic between Winnipeg, Man., and Wainwright, Alta., has been designated the Prairie Division.

The G.T.P. Ry Co. will make application next session of the Dominion Parliament for an act ratifying and confirming an agreement dated June 6, 1908, made between itself and the Midland Ry. of Manitoba, respecting joint facilities at Portage la Prairie, Man.

A station building is under construction at Waterous, Sask., by the Carter-Halls-Aldinger Co., of Winnipeg, which has also contracts for the erection of stations at Biggar and Wainwright.

The location survey for the main line between Edmonton and Prince Rupert was reported to have been completed Nov. 26. The parties working in the vicinity of Fort George, B.C., were the last in the field, and they came out to Ashcroft Nov. 26. It is probable that during the summer some surveys will have to be undertaken for the revision of the surveys just

completed. R. P. Bishop, one of the engineers, states that the line has been located for part of the distance through the Nechaco district, into which many settlers were going. The surveyed route crosses the Fraser River just above Fort George, and follows the south shore of the Nechaco River nearly to Fraser Lake. Thence it skirts the south shore of Fraser Lake as far as Stella. From there two lines have been laid out.

Large quantities of equipment continue to be shipped from Vancouver to Prince Rupert, B.C., for Foley, Welch and Stewart, the contractors for the building of the G.T.-P.R. easterly. Among the plant are two steam shovels to be used on the laying out of the terminal yard at Prince Rupert. The work of laying out the townsite is being rapidly proceeded with, preparatory to opening it up in May, in accordance with the agreement with the B.C. Government.

In a recent interview C. M. Hays, President G.T.P. Ry., said he expected that the company's easy gradients—not more than 21 ft. to the mile going west—would in a few years twist around a great portion of the wheat export trade of the northwest, and with the opening of the Panama Canal in 1914, Canada would send wheat to Europe and Asia by way of the Pacific Ocean. He looked forward to seeing Prince Rupert one of the great wheat ports of the world.

G.T. PACIFIC BRANCH LINES.

The Lake Superior Branch, extending from Fort William to Superior Jct., on the main line from Winnipeg to Moncton, N.B., was opened for traffic Nov. 27, and is being operated as the Lake Superior Division. The mileages of the different station points are: Westfort, Fort William, 0.0; C.P.R. crossing, 0.6; Albe, 7.4; Baird, 13.21; Crest, 20.90; Dona, 26.42; Ellis, 32.83; Flett, 38.82; Griff, 45.72; Horne, 51.05; Dexter, 56.94; Linke, 62.34; Jakes, 67.83; Knowlton, 99.57; Oscar, 107.31; Petry, 114.34; Quorn, 121.99; Reba, 127.07; Snowdon, 134.45; Tanain, 139.14; Unaka, 145.28; Valora, 151.72; Weke, 160.26; Hunt, 166.60; Yonde, 170.80; Larn, 178.05; Alcona, 185.23; Superior Junction, 188.77. The branch is being used for the purpose of taking in supplies for the construction of the main line, and it will not be until the completion of the main line from Winnipeg, that there will be any other than contractor's traffic over it. A contract has been entered into with the Department of Railways, under the terms of the act granting subsidies in aid of certain railways, for the construction of a branch line from the National Transcontinental Ry. to Port Arthur and Fort William, Ont., a distance not exceeding 220 miles. The ratepayers of Fort William were asked to vote Jan. 1, in favor of a by-law to raise \$12,000 by means of debentures to pay for a portion of the right-of-way secured by the city for the G.T.P.R. in the city. (Dec., 1908, pg. 873.)

Press reports state that work is proceeding on the construction of a Government telegraph line from Athabasca Landing, Alta., northerly, and that it will be carried to Little River, 75 miles, this winter, and continued to the Lesser Slave Lake later in the year. A sum of \$10,000 was voted at the last session of the Dominion Parliament for the extension of this line towards Peace River Landing, by way of the south side of Lesser Slave Lake. The distance between the extreme points in question is about 290 miles, and the line to be strung under this appropriation is about 70 miles. The poles, wire, etc., is being distributed along the route during the winter in readiness for erection early in the spring. It is probable that a further sum will be voted at the next parliamentary session.

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A.C. and H.B.R. Application for Joint Tariff.

On the application of the Algoma Central and Hudson Bay Ry. Co. for an order under secs. 7, 317, 333, 334, and 336 of the Railway Act for joint tariff with the G.T.R., Railway Commissioner McLean gave the following judgment Nov. 23:

In the case of the Algoma Central and Hudson Bay Ry. Co. v. the G.T.R. Co., in which application was made on behalf of the steamboats of the A.C. and H.B.R. Co. to obtain a joint tariff with the G.T.R., the application was refused, it being held that in terms of secs. 266 and 267 of the Railway Act of 1903, a line of steamships operated by a railway company running to ports reached by the line or lines of another railway does not constitute a continuous route within the meaning of secs. 266 and 267 of the Railway Act of 1903. 5 Canadian Ry. Cases, 199. The applicant company relied upon sec. 276 of the Railway Act as making the provisions of secs. 266 and 267 extend to the traffic mentioned.

In respect of the present application: The jurisdiction conferred under secs. 333 and 334 of the Railway Act in regard to through or joint rates is based on section 25 of the English Railway and Canal Traffic Act of 1888. This section is an expansion of the "reasonable facilities" clause of the Act of 1854. The principles involved in the English Act are the same as those in the Canadian Act, although the means whereby the through rate may be obtained differ. Section 25 of the Act of 1888 provides inter alia that the "facilities" shall include "the due and reasonable receiving, forwarding, and delivery—at through rates, tolls, or fares." Sub-section 5. "If an objection be made to the granting of the rate or to the route, the Commissioners shall consider whether the granting of the rate is a due and reasonable facility in the interest of the public, and whether.....the route proposed is a reasonable one....."

The more important expressions of opinion by the English Railway Commission follow. Reasonableness of the through rate, and the interest of the public are the tests by which the demand must be tried. *Didcot, Newbury, and Southampton Ry. Co. v. L. and S.W. Ry. and others*, 10 Ry. and Canal Traffic Cases, 15, 17.

"It was not the intention of Parliament, nor has it been the practice of the Court to encourage applications for through rates, the only effect of which would be to transfer traffic from one route to another, or to reduce reasonable rates." *Ib. per Lord Cobham*, 25.

In order to grant through booking, public inconvenience must be made out. *Barret v. G.N.R.*, 1 Ry. and Canal Traffic Cas., 38.

A through rate was refused because not a facility in the interests of the public. *Swindon, Marlborough, and Andover Ry. v. G.W.R. and L. and S.W.R.*, 4 Ry. and Canal Traffic Cases, 350.

".....however desirable a reduced rate may be in the interests of the public, it is always necessary to see whether there is a commensurate advantage to the railway company which may be forced by the decision of the Commissioners to accept a lower scale of charge than that which it is actually making, and to which it is entitled." *Per Collins J.*, in *Plymouth Chamber of Commerce vs. G.W.R. and L. and S.W.R.*, 9 Ry. and Canal Traffic Cases, 72.

".....I for one should be inclined, in a case of this sort, to take very seriously into consideration, on the question of public interest, the fact that two competitive routes must tend to make either company more likely to give reasonable concessions to traders." *Plymouth, Devonport and S.W.R. v. G.W.R. and others*, 10 Ry. and Canal Traffic Cases, 68.

The Interstate Commerce Commission of the United States has passed on the question of joint or through rates in *Loup Creek Colliery v. Virginia Ry. Co. and Chesapeake and Ohio Ry. Co.*, XII Interstate Commerce Reports, 471. In this case, Commissioner Clements said: "Joint rates are only empowered with the manifest intent of giving effect to the general purposes of the Act to regulate commerce by securing reasonable facilities to the public and by preventing unreasonable and unjust rates, facilities, and discriminations." 477.

The authorities quoted show that the public interest and the question of the reasonableness or otherwise of the existing rate arrangements are the vital points in any application for through rates. I am of the opinion: That the Algoma Central Ry. Co. has not proved that there is a public interest involved, or that the existing rate arrangement is unreasonable.

Chief Commissioner Mabee agreed with Commissioner McLean.

Commissioner Mills said: The serious thing to my mind is that, with the present local rates on the G.T.R. (so much higher than those charged to the Northern Navigation Co.) the applicant company is prohibited from carrying its own supplies and its own manufactured goods in its own boats; and it should not be overlooked that the Northern Navigation Co. now finds it necessary to increase the number of its boats in order to accommodate the traffic via the G.T.R.

Great Northern Ry. Lines in Canada.

Emerson, Man., to Winnipeg.—Press reports state that the survey being made by the company's engineering staff from Emerson, at the International boundary, to the south-eastern limits of Winnipeg, have been completed. The located route runs from Emerson, on the east side of the Red River, to Ste. Agathe, where it crosses to the west side of the river and runs northwesterly to the right-of-way purchased a couple of years ago in the city, and running parallel with the C.P.R. Gretna branch to Ross St. It has not been announced when construction will be started, but it is said that grading will be commenced in the spring.

Midland Ry. of Manitoba.—Application will be made next session of the Dominion Parliament by the G.T. Pacific Ry. Co., for an act ratifying and confirming an agreement made June 6, 1908, with this company, respecting the provision of joint facilities at Portage la Prairie, Man.

Coutts to Crow's Nest Pass.—The passing of the Alberta Ry. and Irrigation Co. under the control of the C.P.R. has brought about an increased activity of G.N.R. locating engineers in Alberta. The G.N.R. has a line extending to the International boundary at Sweet Grass, Mont., and Coutts, Alta., connecting with the A.R. and I. Co.'s line. A Frank, Alta., report states that the President of the G.N.R. has expressed an opinion that within a couple of years the company would be cut off from this connection, and to forestall such an event is preparing for the construction of a line to connect Sweet Grass with its lines in the Crow's Nest Pass district. The reports further state that two charters have been purchased by the J. J. Hill interests for the construction of lines in the territory mentioned. One of these is for an east and west line through the Crow's Nest Pass, and the other for a north and south line somewhat to the east of the Pass.

Crow's Nest Southern Ry.—The extension of this line from Fernie, through Hosmer and Olsen to Michel, B.C., 20.9 miles, was opened for traffic Nov. 30. Connection is made at Michel with the Crow's Nest Pass Coal Co.'s tracks. (Dec., 1908, pg. 855.)

Canadian Freight Classification Amendments.

The Board of Railway Commissioners has passed the following order, 5669: In the matter of the application of the Canadian Freight Association, under sec. 321 of the Railway Act, for the approval of a proposed supplement, filed as supplement 4 to Canadian Classification 13; a supplement to the said proposed supplement; and an addition to the said proposed supplement referring to automobiles. Upon the report and recommendation of the Chief Traffic Officer of the Board, it is ordered that the additions and changes embodied in the said proposed supplement 4 to the Canadian Classification 13, and the supplement to the said proposed supplement, be approved, subject to the following exceptions and conditions, namely:

The proposal to make the classification of printed matter, unbound, n.o.s., the same as bound books, is hereby disallowed.

The proposal to increase the classification of crude rubber from l.c.l. 3rd, c.l. 5th, to l.c.l. 1st, c.l. 3rd class, is hereby disallowed; but an advance to l.c.l. 2nd, c.l. 4th class is hereby permitted and authorized; the classification of gutta percha, l.c.l., to be reduced from 1st to 2nd class.

That the proposed reclassification of wagons (delivery) express, and peddlers', be withdrawn pending reconsideration or hearing; but is hereby approved, provided the following changes be made, namely: One-horse, with fixed or standing tops, minimum 1,500 lbs. each, 1st class; two-horse, without tops, wheels and poles off, minimum 1,500 lbs. each, 1st class; two-horse, with fixed or standing tops, minimum 1,800 lbs. each, 1st class.

The proposed minimum weight of 14,000 lbs. per car on mixed carloads of bicycles, tricycles, velocipedes, quadricycles, motor cycles, automobiles, and parts thereof, is hereby reduced to 10,000 lbs.

That the carload classification of bicycles and bicycle parts, all kinds, n.o.s., crated or boxed, be changed to read "crated, or boxed, or in bundles."

That the proposed changes with respect to bottle caps, and bottle wrappers be withdrawn, in accordance with the applicant's request.

That the words "cast iron, not machine finished, on skids," qualifying hoisting drums of passenger and freight elevators, be struck out, in accordance with the applicant's request.

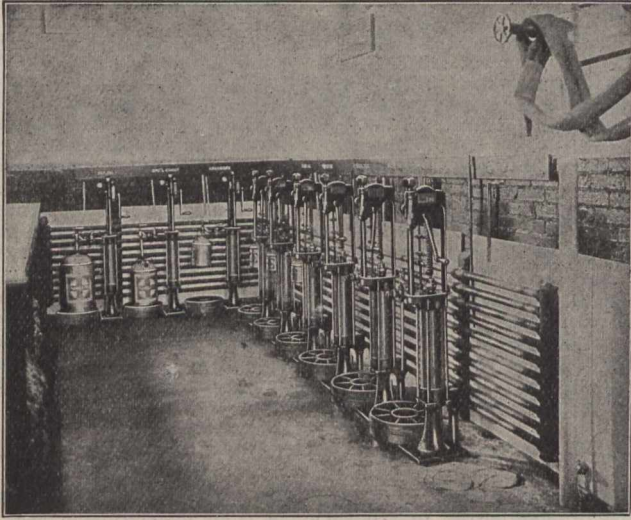
That rule 15 (1) be made to read as follows: "Freight shipped in waterproofed board pulp, fibre, or double-faced corrugated board boxes (facings to be of fibreboard), will be accepted at the ratings and conditions provided for the same shipments in wooden boxes, when meeting the following requirements, except that in the case of sub-secs. 1, 2, 6 and 7, it will also be subject to owner's risk of damage and leakage in each case."

That the proposed reclassification of automobiles be suspended pending hearing, notice of which will be given.

And it is further ordered that the said supplement become effective within three weeks from the date of receipt of this order by the Chairman of the Advisory Committee of the Canadian Freight Association, or, in his absence, by his representative.

On the application of the Canadian Freight Association the Board passed an order 5767, Dec. 3, extending the time within which supplement 4, above referred to, shall become effective until Jan. 1, 1909.

A G.T.R. official at London, Ont., is reported to have stated that the company will as soon as possible dispatch its trains by telephone instead of telegraph.



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TRANSPORTATION APPOINTMENTS.

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

Atlantic, Quebec and Western Ry.—The Earl of Ranfurly is reported to have been appointed President, vice Viscount Templetown, resigned.

Canadian Pacific Ry.—W. G. Annable, heretofore General Baggage Agent, has been appointed General Passenger Agent, Atlantic Steamship Service, vice G. McL. Brown, transferred. Office, Board of Trade Bldg., Montreal.

J. O. Apps, heretofore Assistant General Baggage Agent, has been appointed General Baggage Agent, vice W. G. Annable, transferred. Office, Montreal. We are advised that no appointment to the position of Assistant General Baggage Agent will be made for the present.

G. S. Cantlie, heretofore Superintendent Car Service, has been appointed General Superintendent Car Service. Office, Montreal.

John Leslie, heretofore Auditor of Disbursements, has been appointed Assistant Comptroller. Office, Montreal.

F. E. Shrimpton, heretofore chief clerk to Auditor of Disbursements, has been appointed Auditor of Disbursements, vice J. Leslie, promoted. Office, Montreal.

W. J. Moule, heretofore chief clerk statistical department, has been appointed Assistant Auditor of Disbursements. Office, Montreal.

E. N. Todd, heretofore Assistant Export and Import Freight Agent, Toronto, has been appointed Export Freight Agent, in charge of export traffic, via Atlantic seaboard, vice P. B. Earle, resigned to enter private business. Office, Board of Trade Bldg., Montreal.

B. Pendleton has been appointed District Master Mechanic, District 1, Eastern Division, vice J. H. Mills, assigned to other duties. Office, Farnham, Que.

A. W. Horsey has been appointed District Master Mechanic for District 2, and Chalk River section, District 4, Eastern Division, including Brockville and Prescott branches, vice G. T. Fulton. Office, Smith's Falls, Ont.

W. Coulter, heretofore Terminal Agent, Toronto, has been appointed Assistant Superintendent, Toronto Terminals and Hamilton joint section, which from Dec. 17, 1908, have been operated as District 4, Ontario Division. He will report direct to the General Superintendent. Office, Toronto. The position of Terminal Agent at Toronto has been abolished.

G. D. Robinson, heretofore chief clerk General Foreign Freight Agent's office, Montreal, has been appointed Assistant Export and Import Freight Agent in charge of export and import traffic, Ontario Division lines west of Smith's Falls, Ont., vice E. N. Todd, promoted. Office, Union Station, Toronto.

C. Rowe is reported to have been appointed as a special fruit agent, in charge of matters pertaining to that trade. Office, Toronto.

R. V. Nicholson, heretofore foreman carpenter, White River, Ont., has been appointed Bridge and Building Master, District 2, Lake Superior Division. Headquarters, White River, Ont.

A. West, heretofore Road Foreman Locomotives, District 2, Central Division, has been appointed District Master Mechanic, District 1, Central Division, vice A. H. Eager, transferred. Office, Kenora, Ont.

D. C. Coleman, heretofore Superintendent District 3, Pacific Division, Nelson, B.C., has been appointed Superintendent Car Service, Western Lines, Winnipeg, vice J. A. McGregor.

A. E. Trump, heretofore Chief Dispatcher District 3, Central Division, Brandon, Man., has been appointed Chief Dispatcher District 2, Central Division, vice W. J. Uren, promoted. Office, Brandon, Man.

W. J. Uren, heretofore Chief Train Dispatcher District 2, Central Division, Winnipeg, has been appointed Superintendent District 3, Central Division, vice T. R. Flett, transferred. Office, Brandon, Man.

J. K. Savage, heretofore Trainmaster District 3, Central Division, Brandon, Man., has been appointed Chief Train Dispatcher, same district, vice E. G. Trump, transferred. Office, Brandon, Man.

W. M. Ansley has been appointed Trainmaster District 3, Central Division, vice J. K. Savage, assigned to other duties. Office, Brandon, Man.

T. R. Flett, heretofore Superintendent District 3, Central Division, Brandon, Man., has been appointed Superintendent District 5, Central Division, vice C. S. Maharg, transferred. Office, Saskatoon, Sask.

C. S. Maharg, heretofore Superintendent District 5, Central Division, Saskatoon, Sask., has been appointed Superintendent District 2, Western Division, Medicine Hat, Alta., vice J. S. Lawrence. The official circular announced that Mr. Lawrence had been assigned to other duties. We have since been advised that he has been granted leave of absence.

F. L. Hay, heretofore acting Superintendent Sleeping and Dining Cars and News Service, District 5, Pacific Division, has been appointed Superintendent Sleeping and Dining Cars and News Service, District 5. Office, Vancouver, B.C.

Allan Cameron, heretofore General Traffic Agent, London, Eng., has been appointed General Traffic Agent, New York, vice E. V. Skinner, deceased, who had the title of Assistant Traffic Manager.

G. McL. Brown, heretofore General Passenger Agent, Atlantic Steamship Service, Montreal, has been appointed General Traffic Agent, Great Britain and Europe, vice Allan Cameron, transferred. Office, London, Eng.

Referring to the appointment of S. E. Cruse as the company's representative at Antwerp, Belgium, announced in our last issue, we are advised that his title is Agent.

H. T. Wilgress, heretofore chief clerk General Traffic Agent's office, Yokohama, Japan, has been appointed Agent, Trans-Pacific Steamship Line, there.

Grand Trunk Pacific Ry.—A. B. Smith, Manager Telegraph Department, has also been appointed Superintendent of Time Service and Watch Inspection. Office, Winnipeg.

J. W. Pringle has been appointed acting Locomotive Foreman, with charge of all matters pertaining to the Motive Power and Car Departments, vice O. C. Fraser, resigned. Office, Earl, Saskatoon, Sask.

Grand Trunk Ry.—The following Agents have been appointed: St. Michel, Que., J. A. Toupin; Jacques Cartier Jct., Que., W. J. Rowland; Powassan, Ont., J. J. Carey (Permanant); Thedford, Ont., G. S. Cline; Goderich, Ont., G. H. Lauder; Burgessville, Ont., H. G. Simmons; Allenford, Ont., J. E. Brent; Milverton, Ont., W. F. Burgman; Brussels, Ont., W. J. Kyle.

A press report that A. Grills, Roadmaster at Hamilton, Ont., had been appointed General Roadmaster of the joint southern division, which is operated jointly by the G.T.R. and Wabash Rd., had not been confirmed up to Dec. 29. S. A. Haynes, heretofore General Roadmaster of that division, with headquarters at St. Thomas, is reported to have resigned to go into farming in Missouri.

New York Central and Hudson River Rd.—W. H. Newman, President, has resigned, the resignation to take effect Feb. 1. It is said he will continue as a director.

Temiskaming and Northern Ontario Ry.—V. T. Bartram, Purchasing Agent, having resigned, the position has been abolished. All matters relating to the department are now in charge of W. W. Graham, storekeeper. Office, North Bay, Ont.

Corrections for the Erring.

"The first Canadian electric locomotive is now being built in the Canadian General Electric works, Peterboro. It has been built for use in a tunnel at Shawinigan Falls."—Canadian Machinery, Dec., 1908.

The locomotive referred to is not "the first Canadian electric locomotive." The first one built in Canada was completed in January, 1896, by the Canadian General Electric Co. for the Hull Electric Co. The one built recently is not "for use in a tunnel at Shawinigan Falls." It is for the Shawinigan Falls Terminal Ry. There is no tunnel on that company's line. The Shawinigan Co. had one electric locomotive before it placed the order for the one completed recently.

"George S. Cantilo, Superintendent of Car Service of the Canadian Pacific, has been appointed also General Superintendent of Car Service, with office at Montreal, Que."—Railroad Age Gazette, Dec. 4, 1908.

The official referred to does not trace his descent from sunny Italy, as might be inferred from our contemporary's spelling. He is of Scotch extraction, and his name is Cantlie. He has been appointed General Superintendent of Car Service, not "also" General Superintendent of Car Service, the title "General," etc., abolishing the previous title.

We quite appreciate the impossibility of securing absolute accuracy in all information published, and will be much obliged to any of our readers who will point out to us any mistakes which may occur in our reading matter. Our chief aim is accuracy, and our readers can materially assist us in securing the ideal we aim at.

Railway Subsidy Contracts.

The Department of Railways and Canals has entered into contracts, under the provisions of the act granting aid to certain railways, for the construction of the following lines:

ST. MAURICE VALLEY RY.—From Three Rivers to Grand Mere, Que., 28 miles. (Oct. 2, 1908.)

ST. MARY'S AND WESTERN ONTARIO RY.—From Woodstock to Exeter, Ont., 45 miles. (Oct. 3, and a supplemental agreement, Dec. 10.)

INTERNATIONAL RY. CO. OF NEW BRUNSWICK.—Varying the contract of Aug. 24, 1908, for a line from the western end of the 20 miles, as already constructed from Campbellton, to the St. John River between Grand Falls and Edmundston, N.B., so as to provide for the payment of the double subsidy. (Aug. 26, 1908.)

KETTLE RIVER VALLEY RY.—From Carmi to Penticton, B.C., 50 miles. (Oct. 19, 1908.)

GRAND TRUNK PACIFIC RY.—For a branch line from the National Transcontinental Ry. to Port Arthur and Fort William, Ont., 220 miles. (Oct. 19, 1908.)

CANADIAN NORTHERN QUEBEC RY.—From near Arundel to the united townships of Preston and Hartwell, 30 miles, and for a line connecting its Montford and Gatineau line with the main line at St. Jerome, Que., 15.2 miles. (Oct. 26, 1908.)

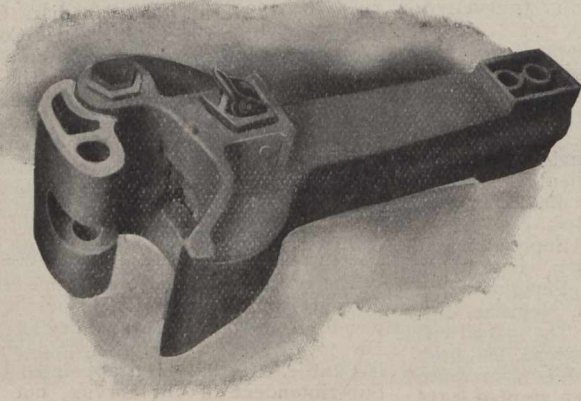
MARITIME COAL, RY. AND POWER CO.—From Joggins mine to the Bay of Fundy, N.S., one mile. (Dec. 2, 1908.)

VANCOUVER AND LULU ISLAND RY.—From Eburne to New Westminster, B.C., 9.65 miles.

At the sixth annual meeting of the Canadian Freight Association, Western Lines Freight Inspection Bureau, in Winnipeg, Dec. 15, W. C. Bowles, General Freight Agent C.P.R. Central and Western Divisions, was elected President. H. R. Partridge was re-elected Secretary-Treasurer, and was also re-elected Manager of the Canadian Car Service Bureau, Western Lines.

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TORONTO, CANADA, JANUARY, 1909

Canadian Association of Masters and Mates.

GRAND MASTER, Capt. J. H. McMaugh, Toronto, Ont.; GRAND SECRETARY-TREASURER, Capt. H. O. Jackson, 376 Huron St., Toronto.

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WESTERN LINES-MANAGER, H. R. Patriarche, 101 Bon Accord Building, Winnipeg.

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PRESIDENT, H. A. Allan, Montreal; MANAGER AND SECRETARY, T. Robb, 526 Board of Trade, Montreal.

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MAINLY ABOUT PEOPLE.

Sir H. Montagu Allan has been re-elected President of the Montreal Jockey Club.

Sir Henry M. Pellatt returned to Toronto from London, Eng., Dec. 6.

W., Mrs. and the Misses Mackenzie arrived in Toronto Dec. 21, from Great Britain.

E. B. Osler, M.P., Director of the C.P.R., has been elected Hon. President Toronto Western Hospital.

Miss M. Calvin, daughter of H. Calvin, Kingston, Ont., was married to W. H. Boyd, Ottawa, recently.

W. D. Reid, President Reid Newfoundland Co., arrived in Montreal from St. John's, Nfld., early in December.

H. E. Carry, C.E., has been given charge of the laying out of the park, etc., at Shaughnessy Heights, Vancouver, B.C.

Chas. Mitchell, father of A. J. Mitchell, Comptroller Mackenzie, Mann & Co., Ltd., died in Toronto Dec. 26, aged 67.

C. M. Hays, Second Vice-President and General Manager G.T.R., arrived in Montreal, Dec. 21, from Great Britain.

H. Paton, President Shedden Forwarding Co., Montreal, has been elected a director of the Royal Bank of Canada.

F. W. Morse, Vice-President and General Manager, G.T. Pacific Ry., was a guest of the Governor-General, at Ottawa, Dec. 8.

E. A. Neil, Traffic Manager Buffalo and Susquehanna Ry., Danville, Pa., was married to Miss M. Post at Toronto recently.

D. B. Hanna, Third Vice-President Canadian Northern Ry., returned to Toronto, Dec. 21, 1908, after a short trip to Great Britain.

M. V. B. Stearns, who died suddenly at London, Ont., recently, aged 68, was for 20 years in the M.C.R. service at St. Thomas, Ont.

J. A. McHarg, for 25 years stationmaster G.T.R., London, Ont., died there Dec. 11, aged 68. He had been in G.T.R. service 47 years.

W. C. Bowles, General Freight Agent Central Division C.P.R., Winnipeg, left there Dec. 16, for a month's vacation in California.

R. R. Jamieson, ex-General Superintendent, Central Division, C.P.R., Winnipeg, has been elected mayor of Calgary, Alta., for the current year.

S. Bend, chief clerk, M.C. Rd., West Detroit, Mich., who died Dec. 8, aged 56, was in the service of the same company at Windsor, Ont., about 35 years ago.

The engagement of Miss N. J. H. Kerr, daughter of Senator Kerr, to E. F. Osler, son of E. B. Osler, M.P., Toronto, was announced recently.

The engagement is announced of Miss E. H. Messent, of London, Eng., to J. D. Wilson, Montreal, nephew of Sir C. Rivers Wilson, President G.T.R.

R. Kerr, Passenger Traffic Manager C.P.R., Montreal, was present at the recent meetings of the Transcontinental Passenger Association in Chicago, Ill.

T. Britt, General Fuel Agent, C.P.R., Montreal, was elected First Vice-President of the International Railway Fuel Association at its inaugural meeting at Chicago, Ill., recently.

F. Dane, one of the Temiskaming and Northern Ontario Ry. Commissioners, has declined to accept the office of President of the ward 4 Conservative Association, Toronto.

G. C. Wells, Assistant General Passenger Agent C.P.R. Eastern Lines, Montreal, was present at the recent meeting of the New England Passenger Agents' Association at Boston, Mass.

Mrs. Archer Baker, wife of the C.P.R. European Manager, London, Eng., was a guest at the Guildhall there, at the reception and luncheon in honor of the King and Queen of Sweden.

G. W. West, Superintendent of Motive Power, New York, Ontario and Western Ry., Middletown, N.Y., died there Dec. 24. He was a former President of the American Association of Master Mechanics.

C. B. Hibbard, who was until recently General Manager Quebec, Montreal and Southern Ry., and Napierville Jct. Ry., is reported to have been appointed Second Vice-President Quebec Eastern Ry.

H. R. Charlton, G.T.R. Advertising Agent, has been awarded a special gold medal as collaborator in connection with the G.T.R. pavilion at the Franco-British Exhibition, recently held in London, Eng.

G. Gibson, son of Hon. J. M. Gibson, Lieut.-Governor of Ontario, and ex-President Dominion Power and Transmission Co., Hamilton, Ont., died at Colorado Springs, Col., Dec. 15, aged 28.

The following are among the directors of the Bank of Montreal elected for the current year: Lord Strathcona, Sir Thos. G. Shaughnessy, R. B. Angus, C. R. Hosmer, Hon. Robt. Mackay, and Jas. Ross.

Hon. Walter Scott, Premier of Saskatchewan, has decided to take up the duties of the newly created portfolio of Railways and Telephones, and A. P. McNab has been appointed his successor as Minister of Public Works.

Wm. Easton, Civil Engineer and estate agent, Taunton, Somerset, Eng., who died at Clifton, Eng., Nov. 17, aged 86, was between 1845 and 1851 engaged in Canada on canal surveys for the British Government.

G. J. Bury, General Manager C.P.R. Western Lines; F. T. Griffin, C.P.R. Land Commissioner of Winnipeg; and A. C. Shaw, General Agent Passenger Department, Chicago, Ill., were in Montreal recently on a business trip.

R. G. Gray, ex-Roadmaster Toronto, Hamilton and Buffalo Ry., died at Hamilton, Ont., Dec. 6, aged 56. He was connected with the T.H. and B.R. since its construction, prior to which he was in the M.C. Rd. service.

R. Reford, of the R. W. Reford Co., Managers of the Donaldson, Thomson and other steamships, has given \$50,000 in securities to McGill University, Montreal, the interest of which is to be devoted to increasing the professors' salaries.

A. F. Colwell, who resigned his position in the C.P.R. Freight Traffic Manager's office at Montreal recently, has entered the service of the Saskatoon Tent and Mattress Co. at Saskatoon, Sask., in which he is one of the principal stockholders.

Sir H. Montagu Allan is reported to have been offered the position of High Commissioner for Canada in London, Eng., in succession to Lord Strathcona, whose early retirement on the ground of increasing age is looked for.

H. R. Charlton, G.T.R. Advertising Agent, Montreal, was entertained at luncheon at Winnipeg, Dec. 7, by the Western Canada Press Association, in recognition of the kindness shown to members when on a trip through Eastern Canada some time ago.

Mrs. C. Doheny, who has been employed by the G.T.R. at its Bonaventure station, Montreal, for 17 years, is the first female pensioner of the recently organized fund. She is 72 years of age, and the amount to which she is entitled is \$16.67 a month.

H. Armstrong, M.P.P., Portage la Prairie, who has been appointed Provincial Treasurer of Manitoba, in succession to the late Hon. J. H. Agnew, is actively engaged in

fishery business on the Lake of the Woods and Lake Winnipeg, owning a number of tugs and other vessels.

H. P. Dwight, President G.N.W. Telegraph Co., and the grand old man of Canadian telegraphy, celebrated his 80th birthday Dec. 23, and in connection therewith, was presented with a gold scarf pin by I. McMichael, Vice-President and General Manager, on behalf of the Toronto staff.

Col. J. M. Gibson, Lieut.-Governor of Ontario, and formerly President of the Dominion Power and Transmission Co., was the principal guest at a dinner given in Hamilton, Ont., recently, on his removing from that city to take up his residence at Government House, Toronto.

D. B. Hanna, Third Vice-President Canadian Northern Ry., Toronto; W. I. Osborne, of Chicago, Ill., and G. J. Moore, of Detroit, Mich., have been reappointed receivers of the Chicago and Milwaukee Electric Ry. by Judge Grosscup, of Chicago, who has consolidated the foreclosure suits.

Mrs. M. Bennett, of Chicago, Ill., widow of J. O. Bennett, formerly in the railway mail service in Toronto, died Dec. 3, at the residence of one of her sons at Ottawa. The funeral took place at Toronto, Dec. 8, from the residence of another of her sons, B. H. Bennett, General Agent Chicago and North-Western Ry., Toronto.

W. Stitt, General Passenger Agent C.P.R., Montreal, recently received a beautifully engrossed letter from the Canadian Mining Institute, bearing the signatures of the leading mining men of Canada, Europe and the U.S., thanking him for the courtesy extended to them on their tour of the Canadian mining districts.

Wm. Whyte, Second Vice-President C.P.R., and Hugh Sutherland, Executive Agent Mackenzie, Mann and Co., Ltd., Winnipeg, have been elected directors of the Winnipeg Industrial Exhibition Association, which proposes to hold a world's fair there in 1912 to celebrate the centenary of the landing of Lord Selkirk's settlers.

R. M. Pratt, a well-known civil engineer, died at Winnipeg Dec. 12. He was at various times connected with the C.P.R. and C.N.R., having been engaged in the Crow's Nest Pass for the former company and since 1898 among other things in the construction of dock and coal handling plant for the latter at Port Arthur and Key Inlet, Ont.

Lt.-Col. H. S. Greenwood, who has been engaged in railway and general engineering work in South Africa for the Imperial Government, and who has recently returned to Canada, was, prior to going to South Africa, Assistant Superintending Engineer of the Trent Canal at Peterboro, Ont. He was previously engaged in engineering work on the Cornwall canal.

V. T. Bartram, who has resigned his position as Purchasing Agent of the Temiskaming and Northern Ontario Ry., is going into railway construction, dredging and mining. It may be mentioned that his name appeared in our Dec., 1908, issue as one of the provisional directors of the recently incorporated Cape Breton Dredging Co., Ltd., with office in Toronto.

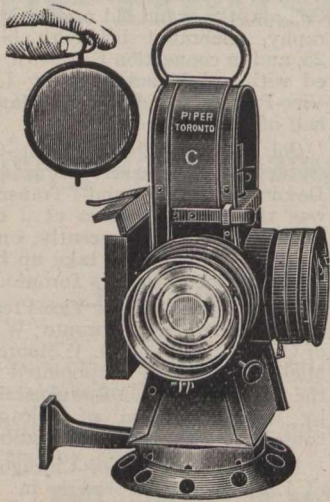
C. P. Coleman, who has been appointed Travelling Freight Agent Atchison, Topeka and Santa Fe Ry., Buffalo, N.Y., was for some time prior to entering railway service engaged in business in Toronto. He has been with the A. T. and S.F. Ry. for 9 years, having occupied the positions of stenographer and rate clerk at New York, and chief clerk passenger and freight departments at Buffalo, N.Y.

J. L. Morrison, who died in Toronto Dec. 4, aged 74, was one of the first di-

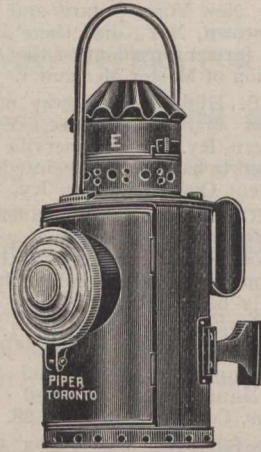
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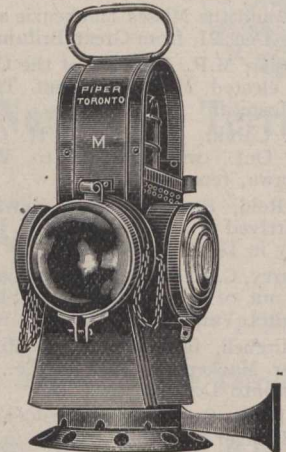
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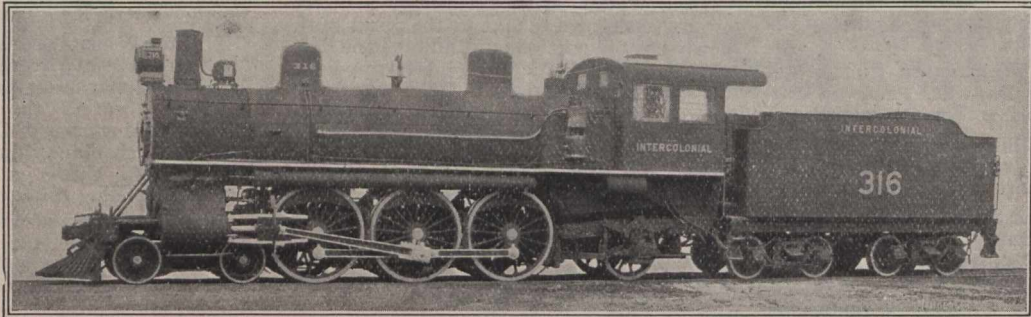
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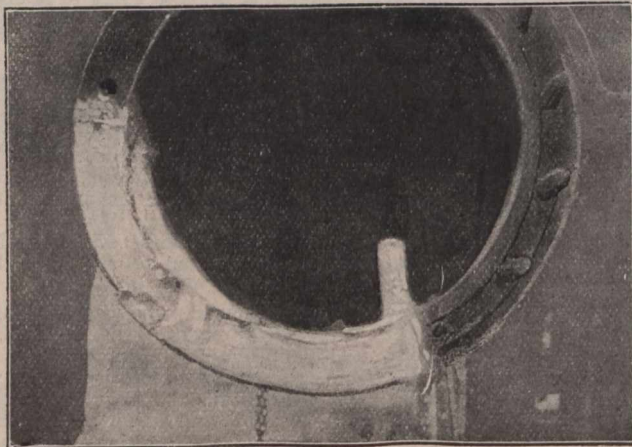


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rectors of the Credit Valley Ry., being elected in 1873, and later he constructed the Kingston, Ont., St. Ry. In 1879 the Toronto Board of Trade entertained him at a banquet in recognition of his services in promoting the construction of railways, and in 1881 he was presented with a life pass over the Credit Valley Ry.

A number of C.P.R. steamship lines' officials were in Montreal recently to take leave of G. McL. Brown, on his leaving Canada to take the position of General Traffic Agent at London, Eng. Among them were: S. J. Sharp, Western Passenger Agent, Toronto; H. M. McCallum, General Agent, Winnipeg; C. E. Benjamin, General Agent, Chicago, Ill., and T. J. Burns, Northwestern Passenger Agent, Minneapolis, Minn.

J. A. Cuttle, Managing Director Montreal Transportation Co., died on a train near San Francisco, Cal., Dec. 20. As head of the Montreal Transportation Co., he was most active in the development of the Canadian inland water traffic. He was for many years an active member of the Montreal Corn Exchange and the Board of Trade. At the time of the sittings of the transportation commission, he was a very important witness regarding inland transportation.

J. F. Kane, whose appointment as Fuel Agent, C.P.R. Western Division, Calgary, Alta., was announced in our last issue, was born at Toronto, Sept. 8, 1884, and entered C.P.R. service in 1900, since when he has been, to April, 1901, office boy at Toronto; April, 1901, to June, 1902, stenographer, Master Mechanic's office, Winnipeg; June, 1902, to July, 1906, secretary to Second Vice-President, Winnipeg; July, 1906, to Nov., 1908, chief clerk Second Vice-President's office, Winnipeg.

J. W. Donald, formerly District Passenger Agent Chicago and Alton Rd., Detroit, Mich., died there recently. He had suffered from locomotor ataxia for several years. In Feb., 1908, he was compelled to resign his position with the Chicago and Alton Rd., and spent some time at Egypt, Mass., from which place he wrote, on Sept. 18 last, to the Managing Director of THE RAILWAY AND MARINE WORLD: "I am improving, eat and sleep well, and suffer little pain, but do not get so as to walk any distance. They say it's coming, and I may get round to see the boys once more."

John Leslie, who has been appointed Assistant Comptroller C.P.R., Montreal, was born at Toronto, and entered railway service with the Toronto, Grey and Bruce Ry. as assistant cashier, and was subsequently cashier, accountant and auditor in succession. On the absorption of the railway by the C.P.R. in 1893, he was placed in charge of the accounts of the Ontario lines at Toronto until Mar., 1895, and until 1897 at Montreal; 1897 to Oct. 2, 1899, chief clerk to Auditor; Oct. 2, 1899, to Dec. 1, 1908, Auditor of Disbursements, Montreal.

L. D. Chetham, city ticket agent C.P.R., Victoria, B.C., who has recently been also appointed District Passenger Agent Esquimalt and Nanaimo Ry., was born in Matlock, Derbyshire, Eng., Nov. 5, 1869, and entered C.P.R. service in Canada in 1888, since when he has been connected with the passenger department, with the exception of three years spent in Australia. He was from June, 1901, to Mar., 1908, chief clerk, passenger department, Victoria, when he was appointed city ticket agent at Victoria, and in Sept., 1908, was also appointed District Passenger Agent E. and N. Ry.

J. O. Apps, who has been appointed General Baggage Agent C.P.R., Montreal, was born at Tara, Ont., Nov. 9, 1877, and entered railway service in 1893, since when he has been to 1896 clerk, local freight

agent's office, Illinois Central Rd., Chicago, Ill.; Nov., 1896, to Nov., 1897, in a railway supply office; Nov., 1897, to June, 1898, clerk; June, 1898, to 1901, secretary; and to Mar., 1903, assistant-chief clerk to General Superintendent C.P.R. Eastern Division, Montreal; Mar., 1903, to May 1, 1908, chief clerk to General Baggage Agent, C.P.R., Montreal; May 1 to Dec. 1, 1908, Assistant General Baggage Agent C.P.R., in charge of the lines east of Fort William, Ont.

G. McL. Brown, who has been appointed General Traffic Agent C.P.R., London, Eng., was born in Hamilton, Ont., Jan. 29, 1865, and entered railway service in 1882, since when he has been successively: 1882 to 1885, freight department Northern and Northwestern Ry.; 1885 to 1887, Superintendent's office and other departments G.T.R.; Sept., 1887, to 1902, C.P.R. service at Vancouver, acting successively as ticket agent, district passenger agent, and executive agent; July, 1902, to Nov., 1905, Superintendent Dining, Sleeping and Parlor Cars and News Service, Montreal; Nov., 1905, to Dec., 1908, General Passenger Agent C.P.R. Atlantic Steamship Lines, Montreal.

W. G. Annable, who has been appointed General Passenger Agent C.P.R. Atlantic Steamship Lines, Montreal, was born at Ottawa, Mar. 3, 1875, and entered railway service 1891, since when his record has been: 1891 to Jan., 1901, starting as junior clerk and rising to chief clerk, C.P.R. City Passenger office, Ottawa; Jan., 1901, to Nov., 1905, in General Passenger Department, Montreal, having charge of the steamship reservations on the Pacific for through passengers from Europe, as well as those on the continent; also on the Atlantic for through passengers from the Orient; also the Chinese business in detail for the company, the recording of such passengers through Canada in bond to other countries; Nov., 1905, to Dec., 1908, General Baggage Agent C.P.R., Montreal.

Lord Northcote, who recently completed his term as Governor-General of Australia, and who has been visiting friends in Canada on his homeward journey, was one of the original directors of the C.P.R., and though that connection has been severed, still maintains the utmost interest in the company. Lady Northcote is the adopted daughter of Lord Mount Stephen, a former President of the company. During their stay in Montreal Lord and Lady Northcote were the guests of R. and Mrs. Meighen, the latter being a sister of Lord Mount Stephen. They were also at various times entertained by the Governor-General and Lady Grey, Sir Thos. and Lady Shaughnessy, Sir Wm. and Lady Van Horne, Sir George and Lady Drummond, Sir Montagu and Lady Allan, and R. W. and Mrs. Reford.

H. J. Maguire, whose appointment as District Baggage Agent C.P.R., Pacific Division and B.C. and Pacific Coast Steamship Service, at Vancouver, B.C., was announced in our last issue, was born at Toronto June 16, 1881, and entered railway service July, 1896, since when he has been successively to Feb., 1904, office boy, clerk, and stenographer, General Baggage Agent's office G.T.R., Toronto; Mar. to July, 1904, Agent Canadian Transfer Co., Toronto; Aug. to Nov., 1904, chief clerk in Baggage Master's office, Toronto Union Station Association; Dec., 1904, to Apr., 1906, Baggage Master C.P.R. and G.N.R. jointly, Nelson, B.C.; Apr., 1906, to May, 1907, chief clerk to Assistant General Baggage Agent, C.P.R., Winnipeg; May, 1907, to Nov., 1908, Travelling Baggage Agent C.P.R. Western Lines, Winnipeg.

Allan Cameron, who has been appointed General Traffic Agent C.P.R., New York, was born March 14, 1864, and entered

railway service in 1879, since when he has been consecutively to July 31, 1882, messenger and clerk Great Western Ry. of Canada, Toronto; Aug. 7, 1882, to May 1, 1883, baggage master Northern Ry. of Canada, Orillia, Ont.; June 1, 1883, to June 1, 1887, clerk local freight office, C.P.R., Vancouver, B.C.; June 1, 1887, to Feb., 1890, clerk General Freight and Passenger Department, C.P.R., Vancouver; Feb., 1890, to July 1, 1893, freight and passenger agent, C.P.R., Victoria, B.C.; July 1, 1893, to Sept. 30, 1896, freight and passenger agent, C.P.R., Portland, Ore.; Oct. 1, 1896, to July 1, 1899, District Freight Agent C.P.R.; July 1, 1899, to Dec., 1900, Assistant General Freight Agent, C.P.R., Vancouver; Jan., 1901, to Aug., 1905, in charge of Asiatic business Oregon Rd. and Navigation Co.'s steamers as General Agent at Hong Kong, China; Aug., 1905, to Dec., 1908, General Traffic Agent C.P.R., London, Eng.

S. E. Cruse, who has been appointed C.P.R. Agent at Antwerp, Belgium, was born at Liverpool, Eng., Oct. 10, 1864. He was educated at the Liverpool Institute, and after serving in various capacities in offices of Liverpool merchants, entered transportation service Jan. 1, 1888, since when he has been, to 1891, assistant bookkeeper; 1891 to 1892, Assistant Passenger Manager; 1892 to Oct., 1903, Passenger Manager, Dominion Line, Liverpool, Eng. In 1897, when the Dominion Line inaugurated its passenger service to Boston, Mass.; he was sent there to organize matters, and again visited Boston in 1901 in connection with the inauguration of a direct Mediterranean service. On the absorption of the Dominion Line into the International Mercantile Marine, he was from Oct., 1903, to Mar., 1904, Manager of the White Star Line Boston-Mediterranean service, and from Mar., 1904, to Sept., 1905, was Resident Manager, same service, Naples, Italy; and Sept., 1905, to Dec. 31, 1908, Agent White Star and Hamburg-Amerika Lines, Naples, Italy. He is a grandson of Capt. Robson Cruse, R.N., who was mortally wounded at Trafalgar under Nelson.

D. C. Coleman, whose appointment as Superintendent of Car Service C.P.R. Western Lines, Winnipeg, was announced in our last issue, was born at Carleton Place, July 9, 1879, and entered railway service 1899, since when he has been successively: Nov., 1899, to Jan., 1900, stenographer, Assistant Engineer's office, Fort William, Ont.; Jan., 1900, to July, 1900, Secretary to Superintendent at Fort William, Ont.; July, 1900, to Sept., 1900, Secretary to General Superintendent, Winnipeg; Sept., 1900, to Feb., 1901, Secretary to Superintendent, Fort William, Ont.; Feb., 1901, to Mar., 1901, Secretary to Superintendent, Cranbrook, B.C.; Mar., 1901, to May, 1902, chief clerk Superintendent's office, Cranbrook; June 1, 1902, to April, 1903, chief clerk General Superintendent's office, Lake Superior Division, North Bay, Ont.; April, 1903, to Feb., 1904, General Superintendent's accountant, Lake Superior Division, North Bay; Feb., 1904, to Mar., 1907, chief clerk General Superintendent's office, Central Division, Winnipeg; Mar., 1907, to June, 1907, chief clerk Assistant General Manager's office, Western Lines, Winnipeg; June, 1907, to Nov., 30, 1908, Superintendent, district 3, Pacific Division, Nelson, B.C. Entire service with C.P.R.

Among the subscribers to the Hammond Endowment Fund, inaugurated by H. C. Hammond, President Northern Navigation Co., in connection with the Toronto Free Hospital for Consumptives, are the following: E. B. Osler, M.P., director C.P.R., \$5,000; C. Cockshutt, director Niagara Navigation Co.; J. A. McKee, President Western Steam-

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ship Co.; L. Solman, Managing Director Toronto Ferry Co.; A. M. Nanton, Managing Director Alberta Ry. and Irrigation Co.; each \$1,000. Hon. J. S. Hendrie, director Northern Navigation Co.; W. J. Sheppard, Vice-President Northern Navigation Co.; R. B. Angus, director C.P.R.; Hon. L. J. Forget, director C.P.R.; C. R. Hosmer, director C.P.R.; Sir Thos. G. Shaughnessy, President C.P.R.; Elliott Galt, President Alberta Ry. and Irrigation Co.; each \$500. Hon. G. A. Cox, director G.T. Pacific Ry.; J. Galt, director Alberta Ry. and Irrigation Co.; F. L. Wanklyn, Vice-President Dominion Coal Co. and Sydney and Louisburg Ry.; L. A. Hamilton, ex-Land Commissioner C.P.R.; each \$100. Wm. Whyte, Second Vice-President C.P.R.; J. H. Munson, General Counsel, C.N.R. Western Lines; each \$50. F. W. Peters, Assistant to Second Vice-President C.P.R., \$25. W. B. Lanigan, Assistant Freight Traffic Manager, C.P.R. Western Lines; C. E. McPherson, General Passenger Agent, C.P.R. Western Lines; and Hugh Sutherland, Executive Agent, C.N.R., Winnipeg, each \$10.

Board of Railway Commissioners.

The principal matter engaging the attention of the Board of Railway Commissioners during Dec., was the Toronto Viaduct question. Chief Commissioner Mabee, assistant Chief Commissioner Scott, Commissioner Mills, opened a sitting at Toronto Dec. 8, and after hearing some minor cases, began the viaduct case Dec. 9. From then until Dec. 19 the Board was occupied in hearing evidence from engineers, manufacturers, merchants and others, the Chief Commissioner allowing very great latitude in the giving of the evidence. He intimated, Dec. 19, that the case could be considered closed. The arguments of the numerous counsel will be heard later.

It is the intention of the Chief Commissioner to take up, Jan. 5, the investigation into express tolls which had been opened by the late Chief Commissioner a year ago, and the Chief Commissioner announced recently that a visit would be made to the Pacific coast during the winter to take up a number of matters of importance waiting settlement there.

While the three Commissioners were sitting at Toronto, the remaining members of the Board were at Ottawa transacting routine business.

The Annual Financial Review appendix to Vol. 8 has been issued, containing information of railway, telegraph and other companies, which is compiled and classified in a handy way for reference. Official statements of the leading mining properties are also included. The price of the appendix to other than annual subscribers is \$1. The publishers are Houston's Standard Publications, Toronto.

Rate Meetings.—The meetings of the Niagara Frontier Summer Rate Committee, and the Great Lakes and St. Lawrence River Rate Committee, will be held at the Clifton House, Niagara Falls, this year. The rate representatives of the different lines in the Niagara Frontier Summer Rate Committee will meet on Jan. 19 and 20 to arrange details for summer fares from Niagara Falls, Montreal, Quebec, Detroit, Port Huron, etc. The general meeting will open Jan. 21 at 10 a.m. The Great Lakes and St. Lawrence River Rate Committee will meet Jan. 21 at 2 p.m.

The Minister of Public Works for Quebec directed the Engineer of his department, Dec. 4, to investigate and report upon the freight rates charged on the Quebec and Lake St. John Ry., since it passed under the control of the Mackenzie and Mann interests.

Canadian Northern Ry. Earnings, etc.

Gross earnings, working expenses, net profits, increases or decreases over 1907-08, from July 1, 1908:			
	Earnings.	Expenses.	Net Earnings.
July..	\$728,500	\$525,600	\$202,900
Aug..	747,400	561,300	186,100
Sept..	901,700	550,600	351,100
Oct..	1,172,700	752,600	420,100
Nov..	1,156,900	744,300	412,600
	\$4,707,200	\$3,234,400	\$1,472,800
Inc....	\$200,400	\$93,300	\$107,100
Dec..			

Approximate earnings for 3 weeks ended Dec. 21, \$673,300, against \$565,200 for same period 1907.

C.P.R. Earnings, Expenses, etc.

Gross earnings, working expenses, net profits, increases or decreases over 1907-8, from July 1, 1908:			
	Earnings.	Expenses.	Net Profits.
J'ly	\$6,292,880.82	\$4,018,307.57	\$2,274,573.25
Aug. 6	385,956.69	3,807,057.98	2,578,898.71
Sept. 6	3,391,672.48	4,277,064.71	2,114,607.77
Oct..	7,381,970.41	4,726,703.70	2,655,266.71
	\$26,452,480.40	\$16,829,133.96	\$9,623,346.44
Inc..			\$285,452.36
Dec..	\$1,060,471.73	\$775,019.37	\$285,452.36

Approximate earnings for Nov., \$7,156,000 and for 2 weeks ended Dec. 14, \$3,071,000; against \$6,811,000 and \$2,958,000 for same periods 1907.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for Oct., \$257,439.40; working expenses, \$175,941.76; net earnings, \$81,497.64; against, \$301,398.07 gross earnings; \$245,394.49 working expenses; \$56,503.58 net earnings for Oct., 1907. Aggregate gross earnings for 4 months ended Oct. 31, \$965,558.35; working expenses, \$683,480.62; net earnings, \$282,077.73; against \$1,290,050.00 gross earnings; \$224,709.76 working expenses; \$365,341.14 net earnings for same period 1907. Approximate earnings for Nov., \$233,059; and for 2 weeks ended Dec. 14, \$102,538, against \$269,425 and \$103,051 for same periods 1907.

MINERAL RANGE RD.—Gross earnings for Oct., \$77,294.63; working expenses, \$56,384.97; net earnings, \$20,909.66; against, \$73,864.43 gross earnings; \$63,182.85 working expenses; \$10,681.58 net earnings for Oct., 1907. Aggregate gross earnings for 4 months ended Oct. 31, \$296,176.68; working expenses, \$230,252.25; net earnings, \$65,924.43; against, \$290,367.45 gross earnings; \$229,125.40 working expenses; \$61,242.05 net earnings for same period 1907. Approximate earnings for Nov., \$70,021; and for 2 weeks ended Dec. 14, \$31,500; against \$72,222 and \$29,230 for same periods 1907.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for Oct., \$1,518,210.31; working expenses, \$675,005.01; net earnings, \$843,205.30; against, \$1,420,516.31 gross earnings; \$708,112.56 working expenses; \$712,434.75 net earnings for Oct., 1907. Aggregate gross earnings for 4 months ended Oct. 31, \$4,928,144.43; working expenses, \$2,495,809.36; net earnings, \$2,432,335.07; against, \$4,586,505.02 gross earnings; \$2,698,734.76 working expenses; \$1,887,770.27 net earnings for same period 1907. Approximate earnings for Nov., \$1,142,593; and for 2 weeks ended Dec. 14, \$442,953, against \$1,104,517 and \$458,741 for same periods 1907.

Grand Trunk Ry. Earnings, Expenses, etc.

The following figures give the earnings of the G.T.R., the C. A. R., the G. T. Western Ry., and the D. G. H. & M. Ry., separately, for Oct., as compared with Oct., 1907:

GRAND TRUNK RAILWAY.			
	1908	1907	
Earnings.....	\$3,053,000	\$3,177,300	
Expenses.....	2,078,000	2,254,200	
Net earnings.....	\$975,000	\$923,100	
CANADA ATLANTIC RAILWAY.			
Earnings.....	\$150,000	\$21,100	
Expenses.....	163,000	206,000	
Net earnings.....	\$13,000	\$15,100	
GRAND TRUNK WESTERN RAILWAY.			
Earnings.....	\$471,000	\$614,100	
Expenses.....	386,000	516,700	
Net earnings.....	\$85,000	\$97,400	
DETROIT, GRAND HAVEN & MILWAUKEE RY.			
Earnings.....	\$145,300	\$155,900	
Expenses.....	117,800	133,700	
Net earnings.....	\$27,500	\$22,200	
Approximate earnings for Nov., \$3,555,674, and for 2 weeks ended Dec. 14, \$1,426,374; against \$5,332,940 and \$1,649,883 for same periods 1907.			

TRAFFIC RECEIPTS OF THE SYSTEM.				
Aggregate from July 1 to Nov. 30:				
	1908.	1907.	Increase.	Decrease.
Grand Trunk	£2,832,405	£3,198,833	....	£366,428
Canada Atlantic	172,874	213,492	....	40,618
G. T. Western	487,416	589,383	....	101,967
D., G. H. & M.	150,625	168,864	....	18,239
Total.....	£3,643,320	£4,170,572		£527,252

TRADE AND SUPPLY NOTES.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers to distinctly understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

The Canadian Westinghouse Co. has issued circular 1157, The Westinghouse Type S. Distributing Transformers.

The Falls Hollow Staybolt Co., Cuyahoga Falls, Ohio, has appointed W. C. Squire, 209 Western Union Bldg., Chicago, Ill., as its agent for railway trade in Chicago territory, and A. S. Mitchell, 45 Broadway, New York, as agent for railway and marine trade in New York territory.

The Hutchins Car Roofing Co., of Detroit, Mich., has established a plant at Blue Bonnets, near Montreal, for the manufacture of all kinds of car doors and metal and plastic roofs for railway cars. The plant is already working on contracts for metal roofs for Canadian railways. The works and office are under the management of F. H. Hopkins, of F. H. Hopkins & Co.

The Alexander Car Replacer Co., of Scranton, Pa., has issued a booklet: "What we do, how we do it," containing a series of illustrations showing the various stages in the manufacture of its replacers which are made both in Scranton and in Montreal, also replacers in position on track and in operation. The company has sold 63,000 pairs of replacers, including 4,000 to Canadian railways, and is represented in Canada by F. H. Hopkins & Co., and Mussens, Ltd.

The Canadian Westinghouse Co.'s pocket diary for 1909, the fifth year of publication, contains more information of interest to engineers and users of power apparatus than any of the former editions, to whom it will prove of great convenience for ready reference altogether apart from its useful features as an up-to-date diary, with maps, etc.

The Canadian Fairbanks Co., Ltd., exclusive selling agents for the Fairbanks-Morse Supplies, has within the past year extended its railway supply department so as to cover such articles in addition to railway supplies as are required by general contractors. This branch of the business is now known as the railway and contractors' department, and includes the following machinery and supplies: Steam shovels, light engines, steam, gasoline or motor-driven concrete mixers, and hoisting machinery, gasoline engines, combined engines and water pumps, combined engines and deep well pumping equipment, railway and contractors' pumps, duplex steam power or gasoline driven pumps, steam pumps, hand and power pumps, triplex power pumps, gasoline direct connected or belt driven air compressors, steam independent condensing apparatus and jet condensers, gasoline or electric turntable and drawbridge machinery, windmills and windmill pumping apparatus, railway water tanks, tank fixtures and all equipment, coaling stations, railway and contractors' supplies, track tools, car movers, barrows, trucks and tinware, stand pipes, motor cars, hand cars, push cars, velocipede cars, wrecking lights, acetylene lights, scrapers, plows, shovels, buckets and cars, bottom dumping buckets and cars, jacks, screw, locomotive and hydraulic jacks, cement testing apparatus, and block machines. In addition to the above list, the company handles all regular supplies required for construction work, and makes a special point of distributing its stock through-

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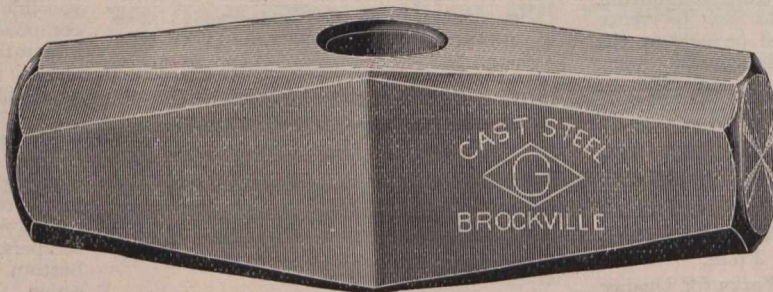
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Railway Rolling Stock Notes.

out its various branch houses which are situated in the principal Canadian cities, and from which a large staff of salesmen cover the entire territory from the Atlantic to the Pacific.

Applications to Board of Railway Commissioners.—The Secretary has issued the following circular: "It has been brought to the attention of the Board that railway companies subject to its jurisdiction have, in many instances, when filing applications with the Board, neglected or omitted to comply with the Board's rules of procedure in many respects, the most flagrant of which omissions have been in their neglect to complete their applications by filing the proper plans, proofs of service, consents of municipalities, and the like. I am, therefore, directed to inform your company that, after the receipt of this notice, no application will be received by the Secretary of the Board, unless proof of service on all interested parties so entitled to notice, consents, where the application is so based, and all necessary plans are furnished with such application. In the past, the work has been enormously increased by applicants neglecting these details."

Car Surpluses and Shortages.—The report of the committee on car efficiency of the American Railway Association for the period ended Nov. 27, 1908, shows a total of 132,829 idle available cars, an increase of 11,655 cars over the previous report, and an increase of 21,917 idle cars over the figures of Oct. 28. Taken in connection with the shop reports, which show a decrease of 10,119 in the number of bad order cars, this report seems to indicate that there is but little change in the car situation. There are some shortages reported, but with the exception of the Canadian lines the shortages are slight, and are generally filled from surplus stocks on the roads reporting them. The large shortage reported in the Canadian group is in the extreme western portion of the Dominion and is less an actual shortage than a temporary delay in providing equipment from districts where empties are more plentiful, the distance from the base of supply being an important factor in the situation. Four companies reported in the Canadian group, the surpluses being: 638 box cars, 820 flat cars, 78 coal, gondola and hopper cars, and 539 other kinds, making a total of 2,027 cars of all kinds, against 1,739 cars of all kinds on Nov. 11. The shortages were: 6,480 box cars, and 800 coal, gondola and hopper cars, a total of 7,280 cars, against 8,124 cars on Nov. 11.

The grand jury at Guelph, recently, brought in an indictment against the G.T.R. for maintaining a nuisance in that city, by not having a passenger station with the necessary accommodation for traffic, and for not properly safeguarding the level crossings near the station. The company has been given until the next assizes to make improvements.

In a case in which a Georgetown, Ont., hotelkeeper was charged with supplying intoxicating liquor to a G.T.R. conductor while on duty, Justice Latchford quashed the conviction, Dec. 4, on the ground that as the G.T.R. is under the jurisdiction of the Dominion Railway Act, the Ontario Act, under which the proceedings were taken, cannot be made to apply.

The award of the arbitrators recently made in the matters in dispute between the locomotive engineers of the Canadian Northern Ry. and the company sets forth a stipulation that a railway company must provide adequate stopping places for train crews along its railway when they are forced to remain over night from their homes, and sometime after a long trip in inclement weather.

The Montreal Locomotive Works recently shipped 7 consolidation locomotives to the C.P.R.

The Crossen Car Mfg. Co., Cobourg, Ont., has shipped 2 snowploughs to the Canadian Northern Ry.

The Intercolonial Ry. has ordered one 60-ft. baggage car from the Preston Car and Coach Co., Preston, Ont.

The Eastern British Columbia Ry. has received 2 consolidation locomotives from the Montreal Locomotive Works.

The G.T. Pacific Ry., between Nov. 18 and Dec. 19, added to its rolling stock 500 box cars, nos. 307,425 to 307,924.

The Canada Foundry Co., Toronto, between Nov. 23 and Dec. 22, shipped one consolidation locomotive to the Canadian Northern Ry., and 2 eight-wheeled passenger locomotives to the G.T. Pacific Ry.

The Hamilton Steel and Iron Co., Hamilton, Ont., has ordered one saddle tank locomotive, of 108,000 lbs., from the Canadian Locomotive Co., Kingston, Ont.

Among the U.S. patents granted recently was one for superheater for steam boilers, to H. H. Vaughan, Assistant to the Vice-President C.P.R., and A. W. Horsey, Mechanical Engineer C.P.R.

The Canadian Northern Ry., between Nov. 15 and Dec. 15, received 4 consolidation locomotives from the Canadian Locomotive Co., Kingston, Ont., and one consolidation locomotive from the Canada Foundry Co., Toronto.

The C.P.R., between Nov. 18 and Dec. 22, placed the following orders for rolling stock at its Angus, Montreal, shops: 84 box cars, 3 stock cars, one steel coal car, 1 refrigerator car, 1 box baggage car, 1 mail and express car, 5 Hart ballast cars, 3 vans and 1 Pacific type locomotive.

The C.P.R., between Nov. 18 and Dec. 22, received the following additions to rolling stock: One tourist car, 408 box cars, 1 pile driver, 4 snowploughs, one refrigerator car, and 2 Pacific type locomotives, from its Angus, Montreal, shops; and 16 vans from its Farnham, Que., shops.

The Canadian Northern Ry., between Nov. 15 and Dec. 22, in addition to the orders mentioned in our last issue, ordered the following rolling stock: 6 first-class coaches from Rhodes, Curry & Co., Amherst, N.S.; 200 box cars and 100 stock cars from the Crossen Car Mfg. Co., Cobourg, Ont.

Following are particulars of the 1,000 box cars being built for the Canadian Northern Ry. by Rhodes, Curry & Co., Amherst, N.S., as mentioned in our last issue:

Dimensions.....	M.C.B.
Capacity.....	60,000 lbs.
Trunk and body bolsters.....	Simplex
Brake beams.....	Simplex
Air brakes.....	Westinghouse

Following are chief dimensions, etc., of the 500 box cars which are being built for the G.T. Pacific Ry. by Rhodes, Curry & Co., Amherst, N.S., as mentioned in our last issue:

Length, over end sills.....	36' 9 3/4"
Width over side.....	9' 0 3/4"
Height, top of sill to underside of plate.....	7' 10 3/4"
Length, inside.....	36' 0"
Width.....	8' 6"
Height.....	8' 0"
" from rail to top of running board.....	13' 4"
Wheel base of truck.....	5' 2"
Bolsters and brake beams.....	Simplex
Air brakes.....	Westinghouse

The Montreal Locomotive Works has received an order from Pagano and Cavecci, contractors, Plaster Rock, N.B., for two 4-wheel locomotives, of which the following are chief particulars:

Cylinders.....	10" by 16"
Driving wheels, diam.....	30"
Boiler, type.....	straight top
" pressure.....	150 lbs.
Firebox.....	42" by 24"

Tubes, no. and diam.....	98—1 3/4"
" length.....	8' 2"
Engine, wheel base.....	5' 0"
Total weight.....	36,000 lbs.
Tank, capacity.....	600 U.S. gals.

Following are additional particulars of the 500 steel frame box cars being built for the C.P.R., as mentioned in our last issue. The steel frames are being built by the Dominion Car and Foundry Co., and the cars are being finished at the C.P.R. Angus, Montreal, shops:

Capacity.....	40 tons
Body and underframe, steel sheathed with yellow pine	
Length, inside couplers.....	39' 10 1/4"
Width, overframe.....	9' 3 1/2"
Axles.....	5" by 9" M.C.B
Brake shoes, Am. Brake Shoe and Foundry Co.'s steel back.	
End doors, iron, 2' wide by 14" high, for loading lumber and small iron end door for loading rails.	

Following are chief dimensions of the 1,000 steel, hopper bottom, gondola cars, being constructed in the U.S. for the G.T.R.:

Capacity.....	50 tons
Weight.....	38,500 lbs.
Length, inside.....	30' 0 1/2"
Width.....	9' 6"
Length, over all.....	31' 6"
Width.....	10' 1 1/2"
Height.....	10' 0"
Axles.....	open hearth steel
Bolsters, body.....	plate and angle
" truck.....	pressed steel
Brake beams.....	pressed steel
Side bearings.....	steel
Wheels.....	chilled cast iron
" diam.....	33"

The Montreal Locomotive Works has received an order from J. D. McArthur Co., Winnipeg, for 6 mogul locomotives, of which the following are chief particulars:

Cylinders.....	19" by 26"
Driving wheels, diam.....	50"
Boiler.....	extended wagon top
" pressure.....	180 lbs.
Firebox.....	95" by 42 1/2"
Tubes, no. and diam.....	240—2"
" length.....	10' 5 1/4"
Driving wheel base.....	12' 6"
Engine wheel base.....	20' 6 1/2"
" and tender.....	49' 0 1/2"
Weight on drivers.....	117,000 lbs.
" total.....	135,000 lbs.
Tank capacity.....	5,000 Imp. gals.

Following are chief particulars of the 10 consolidation locomotives which the C.P.R. is building at its Angus, Montreal, shops, as mentioned in our last issue:

Weight on drivers.....	168,150 lbs.
Total weight.....	192,350 lbs.
Cylinders, diam.....	22 1/2 ins.
Pistons, stroke.....	28 ins.
Drivers, diam.....	58 ins.
Boiler.....	wagon top
Steam pressure.....	180 lbs.
Heating surface, total.....	2,797 sq. ft.
Tubes, diam.....	240—2" and 24—5"
" length.....	14' 1 3/8"
Firebox.....	8' 0 3/8" by 5' 5 1/2"
Grate area.....	43 sq. ft.
Capacity, water.....	5,000 Imp. gals.
" coal.....	10 tons
Brake beams.....	Simplex
" shoes.....	C.P.R. standard
Couplers.....	Tower
Headlights.....	C.P.R. electric
Journal bearings.....	C.P.R. standard
Superheater.....	Vaughan-Horsey

On page 37 it is stated that A. E. Trump has been appointed Chief Train Dispatcher District 2, Central Division, C.P.R., with office at Brandon, Man. It should read E. G. Trump and office at Winnipeg.

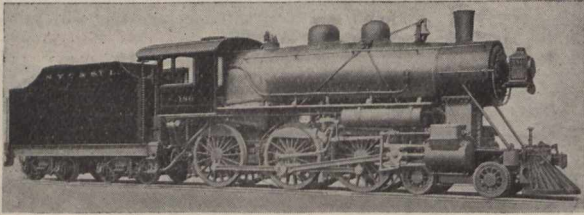
W. Basdon, section foreman Burketon station, was committed for trial at Bowmanville, Ont., Dec. 7, in connection with a train wreck on the C.P.R. at Sandbank, when three persons were killed. It is alleged that the switch lights were not burning at the time the accident occurred.

The Commissioners and officers of the Victorian Railways, Melbourne, Australia, of which Thos. Tait, formerly of the C.P.R., is Chairman, have sent out a very interesting greeting card for Christmas and the New Year, containing half tone illustrations of the Sydney express train, the general railway offices, Richmond station with its high platforms following English practice, and a train crossing the Yarra River at Hawthorn.

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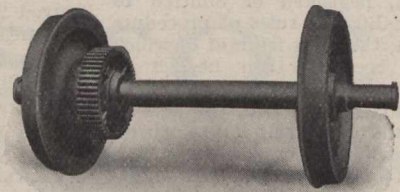
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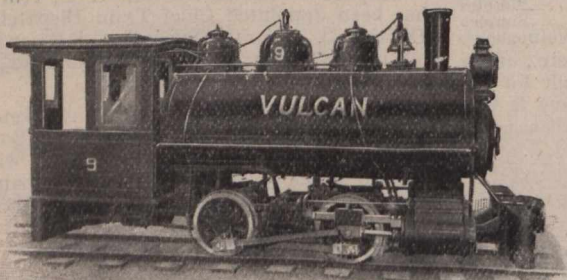
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Central Railway and Engineering Club of Canada.—At the annual meeting of the Club in Toronto, Dec. 22, A. M. Wickens read a paper on the electrification of steam railways. The Secretary-Treasurer's report showed a satisfactory balance in hand. Officers were elected as follows: President, C. A. Jefferis, Master Mechanic Consumers Gas Co.; 1st Vice-President, J. C. Gordon, general foreman G.T.R.; 2nd Vice-President, H. G. Fletcher, manufacturers' agent; Executive Committee: G. Black, road foreman locomotives, G.T.R.; G. Baldwin, yardmaster Canada Foundry Co.; J. Bannan, chief mechanical engineer, City Hall; H. Ellis, machinist, Consumers Gas Co.; W. R. McRae, Master Mechanic, Toronto Ry.; J. Markey, Master Mechanic, G.T.R.; R. Paterson, Master Mechanic, G.T.R. All of the officers are residents of Toronto except Messrs. Patterson and Black, of Stratford, Ont.

A London cablegram says W. Beckett Hill, Manager of the Allan Steamship Line, died at Liverpool Dec. 26.

The G.T.R. has reserved a space of 6,000 ft. at the Alaska-Yukon-Pacific Exposition, to be held at Seattle, Wash., in May.

A through daily train service between Winnipeg and Duluth, Minn., via the Canadian Northern Ry., was inaugurated Dec. 7.

The second annual dinner of the C.P.R. London, Eng., staff was held there Dec. 4, under the presidency of Archer Baker, European Manager.

The C.P.R. is establishing an industrial department for the territory tributary to its western lines, under the direction of F. W. Peters, assistant to the Second Vice-President.

The Montreal Polytechnique School directors are discussing the inauguration of a course in railway transportation, and the help of the Dominion and Provincial Governments, and of the C.P.R. and G.T.R., will be sought to carry out the scheme.

J. L. Doupe, Assistant Land Commissioner C.P.R., Winnipeg, while in Montreal and Toronto recently, said that while the company's land sales during the season were not so great as the previous year, really more land was sold to actual settlers than in the time of boom.

The Winnipeg Union Stock Yards Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$1,000,000, and office at Winnipeg, to acquire and operate stockyards, and carry on the general business of stockyardmen, etc., throughout the Dominion and elsewhere. The provisional directors are: A. M. Nanton, Managing Director Alberta Ry. and Irrigation Co.; J. H. Munson, General Western Counsel Canadian Northern Ry.; J. A. M. Aikins, Local Solicitor C.P.R.; W. Harvey, Winnipeg; and D'Arcy Tate, Assistant Solicitor G.T. Pacific Ry., Montreal.

Press reports stated recently that an agreement had been arrived at by various railways operating in the U.S., providing for the pooling of the commission in connection with the eastbound traffic for the Atlantic steamship service; and that in the division of business the G.T.R., among others, would receive one-sixth. We are officially advised that the report is not correct. The steamship companies naturally ticket the trans-Atlantic business, and have been buying railway tickets in connection with ocean tickets for a great many years, and will continue to do so, giving passengers the choice of routes. It is anticipated that with a better understanding between the railway and steamship companies, a fairer portion of the business will be ticketed over each railway, and without the disturbances which have previously resulted from lack of proper understanding.

ELECTRIC RAILWAYS.

A Toronto Railway Judgment.

The Ontario Railway and Municipal Board gave the following important judgment, Dec. 10:

This is an application made by the Toronto Railway Company to have their rights declared under an agreement, dated Sept. 1, 1891, made between the respondent and G. W. Kiely and others, which agreement was validated by a statute of the Parliament of Ontario, 55 Vic., chap. 99, by virtue of which it is alleged that the company have the right to construct and operate tracks for the purposes of their railway upon any and all streets in the City of Toronto. The company also ask that the respondents, the city, their servants and agents, be restrained and enjoined by the Board from interfering with the construction of the company's railway upon Adelaide St., from Jarvis St. to Bathurst St.; upon Bay St., from Front to Queen St.; upon University Ave., from Queen to College St.; upon Richmond, from Victoria to Church St., and upon Wellington St., from Church St. to York St., all in the City of Toronto, in accordance with plans submitted by the company to the city's engineer, and for an order that the city engineer may be required to state whether he has any reasonable or valid objections to said plans; and if no such objection can be made, that the same should be ordered to be taken as approved.

The following is a short history of the transaction out of which the agreement arose: In 1891, the City of Toronto became the owners of the street railway and the real and personal property of the former street railway company. The old company operated the railway with horses as the motive power. After the city acquired the system, they advertised the railway and appurtenances, together with a franchise for 20 years, to be extended to 30 years if legislative authority could be obtained, for sale by tender under conditions which were adopted by the council. The tender of G. W. Kiely and his associates, called the purchasers, was accepted by a by-law of the city, subject to the execution of an agreement to be approved as therein mentioned. In pursuance of the by-law, the agreement of Sept. 1, 1891, mentioned in the application, was executed. On April 14, 1892, an act of the Parliament of Ontario was obtained, 55 Vic., chap. 99, incorporating Mr. Kiely and his associates as the Toronto Railway Co., and confirming and validating the agreement, and the condition, and tenders within referred to and incorporated therewith, which are described in the act as schedule A. The company paid for the railway and its appurtenances, and the franchise, \$1,453,788, and in pursuance of sec. 24 of the conditions of sale, changed the system from a horse to an electric railway, and as such have operated it ever since. It is a matter of common knowledge that the installation of the steam and electric plant, and the relaying of the track necessary to operate the system as an electric street railway, and new cars, cost the company several millions of dollars.

The crucial question to be decided by the Board on this application is, who has the right to pick, choose or select the streets upon which the new lines are to be built? This question would be concluded by the judgment of Judicial Committee of the Privy Council in the consolidated appeals of the Corporation of the City of Toronto v. the Toronto Railway Co. from the Supreme Court of Canada, and of the Toronto Railway Co. v. the Corporation of the City of Toronto from the Court of Appeal of Ontario, delivered April 26, 1907, had not the Parliament of Ontario, on April 14, 1908, by an act, 8 Edward VII, chap. 112, enacted that "notwithstanding any judicial decision interpreting the effect of the said act and the said agreement, it is hereby de-

clared that it is and always has been the true intent and meaning of the said act that the rights retained by and secured to the City of Toronto by the said agreement as to the control and management of the streets of the said city, and as to establishing and laying down new lines of railway, and as to extending the street car service upon the streets of the said city, as may be from time to time recommended by the City Engineer, and approved by the city council, have not been and are not affected by the said act, but said rights remain and are as set out in the said agreement scheduled to the said act."

To give effect to this act, 8 Edward VII, the Board, in determining the case, will treat 55 Vic., chap. 99, as a mere incorporating and validating act, which does not add to, extend or enlarge the rights, powers or privileges of the company. We propose to try the rights of the parties to this application as they exist under the application alone, unaffected, except as to validation, by the act 55 Vic. In arriving at a conclusion as to the construction of the agreement between the parties the Board will keep in view the surrounding circumstances, what the parties were bargaining for, and the objects they had in view as we can gather them from the writings, so that the Board may place themselves in the position of the parties when the bargain was made. The intention of the parties must be gathered from the language of the several documents which make up the contract itself.

What the city was selling, and the company were buying, in addition to the then existing horse railway and the property appurtenant thereto, was the exclusive right to operate surface street railways in the City of Toronto, except on the Island and on a portion of Yonge and Queen Sts., for 20 years, with a right of renewal for a further period of 10 years in the event of legislation being obtained to enable this to be done. This is abundantly clear from sections 5 and 11 of the agreement of Sept. 1, 1891, from sec. 1 of the conditions of sale, and from the recital in by-law 2,929, passed April 27, 1891. The operation of the railway is a business enterprise. It is operated on joint account. The company furnished all the capital necessary for the acquisition, changing, extension, maintenance and operation of the system. The city are paid a percentage of the earnings of the road, payable out of the gross receipts. The city are not required to provide any capital for the enterprise. They furnish the right-of-way along their streets subject to a joint use by the pedestrian and the vehicle. The city have not a dollar in jeopardy. The company took all the financial risk involved in the business of operating the system. It is quite clear that extensions of the lines were contemplated by the parties. The parties did not expect that the then existing lines would suffice or would be sufficient during the whole period of the franchise, to provide adequate and sufficient rapid transit for the people. Neither was it intended that tracks should be laid by the company upon all the streets of the city. The right purchased by the company and granted by the city was the exclusive right, upon certain conditions, to operate surface street railways. The right to operate includes the working of the railway as a system, and carries with it the right to include or exclude particular streets in or from the system. A company advancing all the capital, making themselves responsible for the success of the enterprise, taking all the risk of failure and loss, would require to have the right to select the streets where men most do congregate, where passengers could most readily and easily present themselves for carriage, and where the traffic would be most remunerative. The denial of this right to the company to thus manage their business would require to be stated in very clear and decisive language.

The city depends upon clause 14 of the con-

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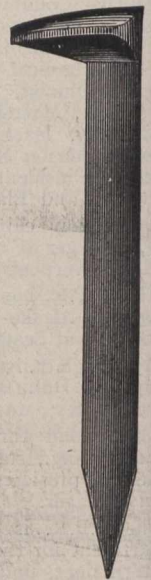
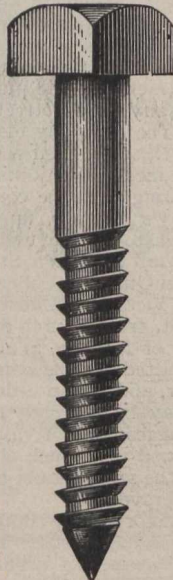
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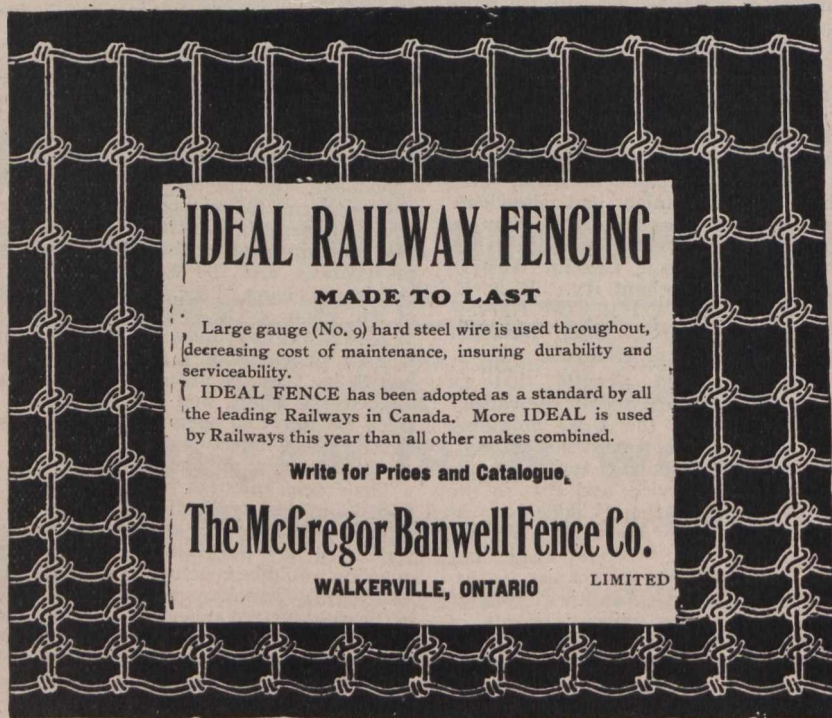
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tract to give them the right to select the streets upon which extensions would require to be built from time to time and to prevent the company from making the choice. This clause would appear at first sight to cut down the exclusive right acquired by the company to operate surface street railways, by making such right depend on the approval of the City Engineer and city council. This clause must, however, be read in connection with clause 17 of the contract. The effect of these two clauses is that while the city may requisition the company to extend its tracks on such streets as may be from time to time recommended by the City Engineer and approved of by the city council, yet the company cannot be compelled to build such extensions. They may refuse to build and abandon the privilege of laying down such new lines or extensions, and the city may grant the right to some other person or company, and in that case the company can have no claim against the city for compensation. To force the company to abandon and to grant the right to build on the abandoned streets to some other person or company, is the only remedy which the city has. This, however, does not prevent the company from picking and choosing the streets that they consider will fit in with the rest of their system, and where the most people require to be accommodated with rapid transit cars and the best financial results obtained. The company have selected the streets mentioned in the application, and the amendments thereto upon which to build extensions. On May 17, 1907, in an application by the city against the company, commonly called the overcrowding case, the record of which has been admitted as evidence in this case, in order to mitigate the congested traffic conditions in the city, this Board ordered the company with all reasonable despatch to construct between 10 and 15 additional miles of single track, and to build 100 new cars to be finished in time to be distributed and put in operation on the system as soon as sufficient new lines were built. Shortly after judgment was delivered by the Board in that case, the Manager of the company endeavored to get the city to agree with him upon the streets upon which the new lines should be built. He says that he has considered the lines that would relieve the congestion, and for that purpose he wants the streets above mentioned, and that he is prepared to improve the service regardless of expense. It appears from the evidence that the streets that have been selected by the company for the new lines have been at one time or another approved by Mr. Rust, the City Engineer. B. J. Arnold, an engineer and traffic expert from Chicago, of international repute, was called into consultation with Mr. Rust by the city. Mr. Arnold, generally speaking, agreed with Mr. Rust as to the necessity for new lines and the streets upon which they should be built. The city council, however, have not approved of the recommendations of these engineers. The city takes the position that the company have no right to build on streets, even when recommended by the City Engineer, unless also approved by the city council.

They also now allege that the construction of railway tracks and the operation of a service of cars upon the streets referred to in the company's application is not necessary, but by a re-arrangement of the routes any congestion that exists can be relieved by the existing tracks.

We determine again, as we determined before in the overcrowding case, after hearing a great deal of expert evidence, and after a careful consideration of the traffic conditions of this city, that new lines and more cars are absolutely necessary to cope with the congestion that now exists. The people are suffering while the city are delaying the company by denying them the streets they require for the new lines. The City Engineer, in his

evidence, states that he is not prepared to approve of any plans for street railway extensions until the city council approve of the streets; but that otherwise, as an engineer and as an expert, his views are in accordance with those of the company as to the necessity and advisability of the construction of these tracks. The Board received evidence, submitted by the company, largely of a statistical character, to show the absolute necessity for the new lines in the public interest. Evidence was given on behalf of the city that showed that the building of new lines on Bay St. was objected to by a number of citizens, as the street cars would make it less convenient for cartage from the wholesale houses, for which this street is at present used; also that the location of the lines on University Ave. would create noise, vibration and dust, which would be inimical to patients in a hospital which it is proposed to build upon that street. If the Board are right in their view, that the company have the right to select the streets for the new lines, this evidence is quite beside the mark, for the reason that once the selection is made by the company, neither the city nor the Board have the right to say nay. The company, however, will require, in constructing the new lines, to build subject to the conditions of secs. 12 and 13 of the conditions of sale.

The Board determine that the company ave the right to select the above-mentioned streets, and so declare: We find that the city has denied the company's right and has prevented the company from using the streets selected for their new lines, and has violated and committed a breach of the agreement which they made with the company. Under the authority vested in the Board by sec. 63 of the Ontario Railway and Municipal Act, 1906, having regard to all the circumstances of the case, we think it reasonable and expedient in our discretion to enjoin and restrain the city, their servants and agents, from preventing or interfering with the construction by the company of the railway upon the said streets mentioned in the application and amendments thereto. The Board reserves further direction. The Board makes no order as to costs except that the city shall provide \$50 for stamps upon the formal order.

The Toronto Board of Control decided, Dec. 24, to appeal to the Supreme Court of Canada against the order of the Board, and, should it be rendered necessary, by an adverse decision, to carry the matter before the Judicial Committee of the Privy Council.

Projects, Construction and Betterments.

Brantford and Hamilton Ry.—It is reported that the directors of the Dominion Power and Transmission Co., owning this line, as well as the other electric lines radiating from Hamilton, have decided that it will be necessary to have a direct line to Toronto. This line, it is stated, will start from west of Hamilton and run along the west side of the bay to Burlington, connecting there with the Hamilton Radial Ry., now terminating at Oakville. The construction of this line will give the company a line completely around Burlington Bay, and a through connection between Brantford and Toronto, as soon as the Radial Ry. is extended from Oakville to Toronto. (Dec., 1908, pg. 891.)

Brantford Street Ry.—It was reported, Dec. 13, that the time fixed for the completion of the improvements promised in the agreement of 1907 expired Dec. 1, and that the company had asked for its extension for a further period. The proposed new agreement is that the present lines will practically be reconstructed within a year, and that the extensions, including new loop lines to Terrace Hill, Holmedale, Eastward and Eagle Place, be constructed within two years. The city council is agreeable to this

extension of time, provided the company deposits \$25,000 as a forfeit in the event of the agreement not being fulfilled.

The question of the ratification of the new agreement with the company came before the city council Dec. 21. In addition to the terms mentioned above, provision is made in the new agreement for the extension of the line to Port Dover at an early date. It was stated that the company had practically completed arrangements for the underwriting of a \$3,000,000 bond issue in the U.S.

British Columbia Electric Ry.—Rapid progress is reported to have been made with tracklaying and other work on the New Westminster-Cloverdale section of the line under construction to Chilliwack. The rails were delivered at New Westminster and Cloverdale Dec. 1, so that the work of tracklaying could go on simultaneously from both ends. Surveys have been completed for the entrance of the line into the city along Front St. The route to be followed necessitates the shifting of the C.P.R. and the Great Northern Ry. tracks about 8 ft. nearer the river, which will be done at the B.C.E.R. Co.'s expense. A contract for 150,000 ties has been let for delivery along the route of the new line.

Work on the cemetery extension of the line in Victoria is being progressed with. The rock blasting on May St. has been completed, and steel was laid to the cemetery Nov. 30. This is about half-way to Foul Bay road, which will be the terminal of the extension. It was expected that the line would be opened for traffic Dec. 30. (Dec., 1908, pg. 891.)

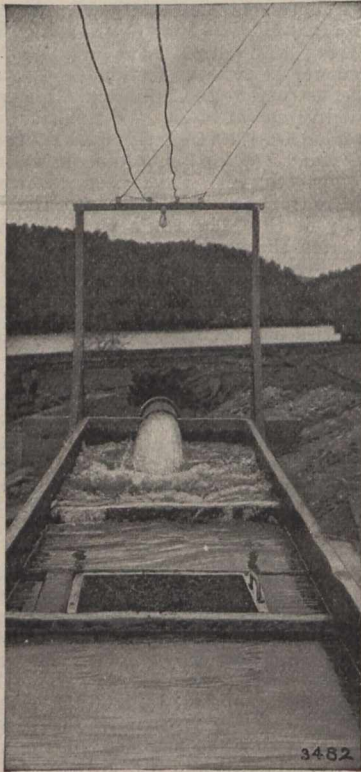
During the current year the company intends to construct, at its own car shops, about 26 double-truck city passenger cars, which it has been arranged to have built in such a manner that they can be easily converted into "pay-as-you-enter" cars. They will at first be operated under the present system of collecting fares until the passengers have become accustomed to the new entrances and exits, and it is anticipated the pay-as-you-enter system will be fully adopted during the next year.

Calgary.—A further offer has been submitted by P. A. Rodrigue to the city council of Calgary, Alta., to construct an electric railway for the city, finance it, construct it according to the specifications of the city, and turn it over whenever the city desires it. He offers to put up a deposit as a guarantee that he will put through his part of the agreement. The line, he says, can be constructed within the city's estimate, and would be a paying venture from the start. (Dec., 1908, pg. 891.)

Desjardins Interurban Ry.—A public meeting was held at Waterdown, Ont., recently, when the question of the construction of this projected electric railway was considered and an address to the citizens of Hamilton, in favor of the line, was adopted. There has always been considerable difficulty in the way of securing an entrance into Hamilton from Waterdown and the northern country, and the people in their address state that the projected lines "afford improved facilities for the travel and traffic seeking a more direct passage across the country and through Hamilton, making the city a complete centre of passage, as well as of radiation to all surrounding points. The design of the survey is not competition with any existing charter . . . the routes proposed form a united system connecting with or extending every other railway contiguous to it." (Dec., 1908, pg. 891.)

Dunnville, Wellandport and Beamsville Electric Ry.—The taxpayers of Dunnville, Ont., voted in favor of the granting of a bonus of \$15,000 towards the construction of the projected railway, Dec. 3. Application is being made for subsidies in adjoining muni-

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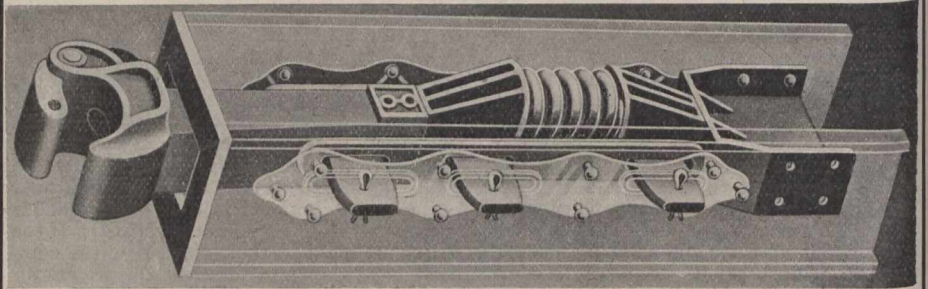
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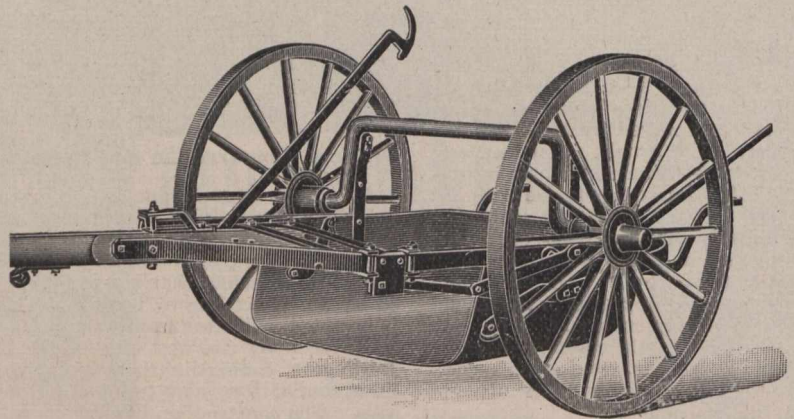
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cipalities. It is reported that a contract for the construction of the line has been let to Wm. Graham, Toronto.

Eastern Ontario Electric Ry.—Application will be made next session of the Ontario Legislature for an act incorporating a company with this title for the purpose of constructing a railway to be operated by electricity or other motive power, except steam, from Cornwall to Toronto, touching at any or all of the various incorporated cities, towns and villages lying in its route through the various townships lying between the two terminal points; also a line from Ottawa to Brockville, with power to construct branch lines or extensions, not exceeding in any case 30 miles, and not beyond the boundaries of the counties in which the townships enumerated in the act are situated. The company desires to have power to issue bonds to the extent of \$25,000 a mile. H. F. Holland, Cobourg, Ont., is solicitor for the applicants.

Electric Belt Line.—A meeting was held, Dec. 9, in the Board of Trade, Ottawa, to consider the advisability of applying for a charter for an electric belt line to run from Darling to Brockville, Ont.; through Morrisburg to the southeasterly boundary between Ontario and Quebec; and between Ottawa and Morrisburg. This would give a mileage of about 170 miles, and by means of the line to the Quebec boundary opportunity would be given to a Quebec company to construct a line to Montreal. The meeting was attended by representatives from Cornwall, Carp, Athens, Fitzroy, Prescott, Brockville, and other places. We are advised that a provisional organization was effected as follows: President, Mayor Cossitt, Brockville; Secretary-Treasurer, F. Iveson, Metcalfe; directors: J. F. Ault, Winchester; T. Berney, Athens; F. H. Daniels, Prescott; S. R. Rudd, Arnprior; J. L. Rolston, Metcalfe; D. McArthur, Kenmore; Reeve S. McLure, Fitzroy; J. Hilliard, Morrisburg.

Fort William.—Application will be made next session of the Ontario Legislature, by the city council of Fort William, Ont., for an act confirming and validating a number of by-laws and agreements, among them being the following: (1) A by-law authorizing an agreement with the Mount McKay and Kakabeka Falls Ry., and to raise \$9,000 by debentures for the purpose of enabling the city to carry out its part of the agreement. The purpose for which the money is required is to compensate the M. McK. and K. F. Ry. for certain expenditure in the construction of a street railway incurred under authority of the council, in regard to which doubts have been expressed as to the city's authority. (2) A by-law to raise \$170,000 by debentures to extend and improve the street railway system. It is proposed to double-track certain portions of the present street railway within the city, and to construct certain extensions, which were authorized by the city's act of 1908, and the city now desires authority to raise money to carry out the works. It is desired to have power to issue the debentures as required for the double-tracking of the line, payable within 30 years, without obtaining the consent of the ratepayers thereto. Provisions are also to be inserted in the act relative to the appointment of the fifth member of the commission to manage the street railway, and the salary to be paid him. (Dec., 1908, pg. 891.)

Hamilton and Dundas St. Ry.—Recent press reports stated that the work of double-tracking this line would be commenced at an early date. We have been officially advised that these reports are inaccurate; that no work is to be started and that no tenders will be asked for.

The Hamilton Street Ry. Co. put a force of men and a large number of teams at work,

Nov. 24, on the car barns and repair shops proposed to be constructed on the block bounded by Sanford Ave., King, Wentworth and Wilson Streets, Hamilton, Ont. Objection was taken to the laying of rails to connect the existing lines with the new barns, and a delegation of residents waited on the Board of Works Nov. 26. After discussion the Board decided not to give the company any more rights than they already possessed over existing rights, and made such regulations as will obviate the alleged objectionable features of the concessions as to the conveyance of freight through certain streets. When the matter came before the city council, Nov. 30, the by-law was held up, in order that there might be a further discussion before the Board of Works. As a result of further discussion it was understood, Dec. 12, that the council would pass the by-law provided the company would be satisfied to run only passenger cars on Wentworth St. (Dec., 1908, pg. 891.)

Huron and Ontario Ry.—The Ontario Legislature will be asked next session for an act extending the time for the construction of the company's projected railways, and increasing its bonding powers.

Mount McKay and Kakabeka Falls Ry.—See Fort William. (June, 1908, pg. 431.)

Montreal Street Ry.—The action instituted by the city against the company to force an extension of the lines via the Cote des Neiges road through the newly annexed Mount Royal Ward came before the Recorder Dec. 14. The case for the city having been presented, further argument was adjourned to Jan. 4.

Montreal Terminal Ry.—Application will be made next session of the Dominion Parliament for an act amending the company's charter powers, by extending the time limit for the construction of the railway; for power to construct and operate an elevated railway, and to increase the powers given the company.

Nelson Tramway.—An offer has been submitted by a local syndicate to the Nelson, B.C., city council to operate the street railway in the city, if the corporation will supply power free. It is said that the proposition will be voted upon at the municipal elections. The railway has not been operated for some time.

Southwestern Traction Co.—Application is being made to the London, Ont., city council by the company, for permission to extend its tracks along Simcoe St. to Talbot St. It is said that the object is to provide for a connection with the projected line between London and St. Mary's.

Toronto Ry.—In connection with the judgment of the Ontario Railway and Municipal Board, which appears on page 49, Controller Spence suggests that in the best interests of the city and the company a new agreement should be arrived at which would do away with all causes of friction.

Residents of Ward Three have petitioned in favor of a cross-town street car service from Bathurst St. across the Don, the suggestion being for an extension of the present line at Arthur St. to the Don, midway between Queen and College Streets. The matter was referred to the City Engineer for a report. (Dec., 1908, pg. 891.)

Toronto to Niagara Falls.—W. Mackenzie, on returning to Toronto, Dec. 21, from England, stated that he expected that in the near future an electric railway would be built between Toronto and Niagara Falls, on the Toronto and Niagara Power Co.'s right-of-way.

Winnipeg Electric Ry.—It was reported Dec. 15 that the entire street railway system may have to be rebounded owing to the discovery that stray electric currents are invading the big buildings over the telephone conduits, which are in constant dan-

ger of fire. Several small fires are said to have been traced to this source. (Dec., 1908, pg. 892.)

Woodstock to Guelph.—A proposition to connect these two Ontario cities by means of an electric railway was laid before the Berlin Board of Trade, Dec. 10, by W. A. Bugg and — Warfield. The route proposed to be followed is by way of Berlin, Baden, New Hamburg or Dundee, Plattsville, Bright and Innerkip. The suggestion is that the municipalities through which the line will pass should provide one-third of the stock of the line, which is estimated to cost \$750,000, being at the rate of \$15,000 a mile. Plattsville, where the project originated, proposes to put up \$15,000; New Hamburg is considering a proposition to subscribe \$25,000; the amount suggested as Berlin's proportion is \$70,000. It was stated that the remaining two-thirds of the cost was ready as soon as the municipalities put up the other third. Mr. Warfield explained to the meeting that the cost of Niagara power would be \$19 per h.p. for a 24-hour service, while that of steam-generated power was \$30 to \$33 per h.p. for a 16-hour service. It was proposed on the projected line to give an hourly service to various towns. Six 50 ft. double-track cars would be provided and the fare would not exceed 2 cents a mile, but the exact amount would be fixed by the municipalities. The proposal was favorably received and arrangements are being made by the promoters to have a series of public meetings held in the various municipalities to discuss the matter.

Electric Ry. Finance, Meetings, Etc.

British Columbia Electric Ry.—A London, Eng., cablegram, dated Dec. 13, stated that an issue of the company's bonds, amounting to £500,000, had been placed on the market.

Gross earnings for Oct., \$197,630; operating expenses, \$96,075; net operating earnings, \$101,555; renewal funds, \$14,443; net earnings, \$87,112; income from investments, \$13,550; net income, \$100,662; against \$177,105, gross earnings; \$86,567, operating expenses; \$90,538, net operating earnings; \$10,750, renewal funds; \$79,788, net earnings; \$11,036, income from investments; \$90,824, net income, for Oct., 1907. Aggregate gross earnings for 4 months ended Oct. 31, \$735,211; net earnings, including income from investments, \$356,210; against \$633,439 gross earnings and \$310,393 net earnings for same period 1907.

Dominion Power and Transmission Co.—A statement has been sent out by the directors to the shareholders, giving an explanation of the decision to suspend the payment of dividends for the present. The reasons given are that there has been extra expenditure on the Brantford and Hamilton Ry., and there was need of improving the Hamilton St. Ry. and other properties, while the proposals of the Ontario Government power plant to enter the Hamilton field interfered with the disposal of the company's securities. The company has been paying semi-annual dividends of 3% on its preferred stock, and in 1907 paid two dividends of 1½% on its \$4,698,000 limited preferred stock. There is also \$2,600,000 of common stock.

Halifax Electric Tramway.—Receipts for Nov., \$12,929.44, and for 3 weeks ended Dec. 21, \$9,877.62; against \$11,836.05, and \$9,335.67 for similar periods 1907. Total for 11 months ended Nov. 30, \$174,821.22, against \$160,475.51 for same period 1907.

London St. Ry.—Gross earnings for Sept., \$23,634.33; expenses, \$14,651.07; net earnings, \$8,983.26; gross earnings for Oct., \$18,477.38; expenses, \$13,859.56; net earnings, \$4,617.82; gross earnings, for Nov., \$17,618.26; expenses, \$13,414.73; net earnings, \$4,203.53; against \$23,434.23, gross earnings;

\$14,120.07, expenses; \$9,314.16, net earnings for Sept.; \$18,742.09, gross earnings; \$13,764.65, expenses; \$4,977.44, net earnings, for Oct.; \$17,549.48, gross earnings; \$13,559.92, expenses; \$3,989.56, net earnings for Nov., 1907. Total gross earnings for 11 months ended Nov. 30, \$214,474.24; expenses, \$152,718.06; net earnings, \$61,756.18; against \$212,882.35, gross earnings; \$153,500.34, expenses; \$59,382.01, net earnings, for same period 1907.

Montreal St. Ry.—Gross earnings for Nov., \$301,578.14; expenses, \$183,382.03; net earnings, \$118,196.11; city percentage on earnings, \$10,404.42; interest on bonds and loans, \$16,113.30; rent leased lines, \$444.43; surplus, \$91,233.96; against \$296,184.47, gross earnings; \$182,637.54, expenses; \$113,546.93, net earnings; \$10,240.18, city percentage on earnings; \$16,470.63, interest on bonds and loans; \$339.96, rent leased lines; \$27,050.77, surplus for Nov., 1907. Total gross earnings for 2 months ended Nov. 30, \$630,186.26; expenses, \$351,506.05; net earnings, \$278,680.21; standing charges, \$54,442.43; surplus, \$224,237.78; against \$608,082.35, gross earnings; \$347,212.68, expenses; \$260,870.17, net earnings; \$54,919.06, standing charges; and \$205,951.11, surplus for same period 1907.

Quebec Ry., Light and Power Co.—An extract from the report for the year ended June 30, 1908, shows net earnings \$238,461; from which is deducted \$125,000 interest, and \$26,395 dividend, on preference stock, etc., leaving net profit of \$87,066, against \$84,355 for the year ended June 30, 1907.

Application was made Dec. 23, to the Montreal Stock Exchange, for the listing of the company's stock. The amount of stock covered is, 25,000 shares common stock, and 10,000 shares preferred stock, each of \$100; and \$2,500,000 bonds. Of the total, 3,276 preferred shares are unissued. The stock is non-assessable and the dividends paid up to the present are, on bonds, 5%; on preferred stock, 7%. The Montreal Trust and Deposit Co. acts as transfer agent and registrar.

St. John, N.B., Ry.—The directors have declared a dividend of 3% for the half-year recently concluded, payable to shareholders of record at Dec. 1, 1908.

Sherbrooke St. Ry.—Following are the officers and directors for the current year: President, P. W. Clement, Rutland, Vt.; Vice-President and Manager, R. Denio, Windsor, Vt.; Secretary-Treasurer, H. R. Barney, Rutland, Vt.; other directors, S. L. Clough, W. A. Morehouse, J. P. Royer, and P. J. Slatery, Sherbrooke, Que.

Southwestern Traction Co.—A writ has been issued by the city council of St. Thomas, Ont., against the Southwestern Traction Co. for \$1,311.08, claimed to be due the council's Street Railway Commissioners for maintenance of tracks and construction of the siding opposite the city hall, and \$700 back rent.

Toronto Ry.—The percentage paid by the company to the city shows, for Nov., \$23,316.90, against \$22,558.63 in Nov., 1907. The figures show a gradually increasing amount, the increase being about \$10,000 since Nov., 1903, when the amount was \$13,789.56.

Car earnings for Nov., \$286,557.43, against \$279,235.50 for Oct., 1907. Total earnings for 11 months ended Nov. 30, \$3,218,636.53, against \$3,097,843.40 for same period, 1907.

Windsor, Essex and Lake Shore Rapid Ry.—An annual and special general meeting of shareholders has been called to be held at Windsor, Ont., Jan. 12, for the purpose of electing directors and for other business, including sanctioning or otherwise dealing with a by-law passed by the directors Aug. 28, creating 2,500 shares of preference stock.

Electric Railway Notes.

The Montreal Street Ry. put 10 new pay-as-you-enter cars into service on its various lines Dec. 4.

Jno. McArthur, Assistant Superintendent Toronto and York Radial Ry., died at Toronto, Dec. 8, aged 56.

C. A. Dertsler, C.E., who was engaged on the B.C. Electric Ry.'s Chilliwack extension, was drowned recently.

NOTICE is hereby given that application will be made by the Canadian Pacific Railway Company and the Grand Trunk Pacific Railway Company to the Parliament of Canada, at its next session, for an Act to ratify and confirm an agreement, dated the 1st day of December, 1908, made between the Canadian Pacific Railway Company and the Grand Trunk Pacific Railway Company, respecting joint facilities at Fort William, Ontario.

E. W. BEATTY,
Assistant Solicitor, Canadian Pacific Ry. Co.

D'ARCY TATE,
Assistant Solicitor, Grand Trunk Pac. Ry. Co.

Dated at Montreal this 10th day of December, 1908.

The London Street Railway management is considering the remodelling of its cars so as to operate them on the pay-as-you-enter plan.

The Montreal Trust and Deposit Co. has been appointed transfer agent and registrar, in Montreal, for Halifax Electric Tramway Co.'s stock.

The Ottawa Electric Ry. has voted \$500 a year for three years towards the \$5,000 proposed to be raised by the Ottawa Board of Trade for civic publicity.

The Toronto Board of Control decided, Dec. 8, to extend for two months the time within which the Toronto Ry. must equip its cars with an approved fender.

R. Howes has taken up his residence in Vancouver, B.C., to take charge of the electrification of the British Columbia Electric Ry. Co.'s branch line to Chilliwack.

Between Nov. 15 and Dec. 15, the Ottawa Car Co. shipped two double-truck cars, with 33-ft. bodies, and one single-truck car, with 21-ft. body, for the Edmonton St. Ry.

The civic investigation at Port Arthur, Ont., into charges of malfeasance in connection with the operation of franchises, including the street railway, was commenced, Dec. 15, before Judge O'Leary.

E. Bradenbury, a mining engineer of London, Eng., has entered an action against the Ottawa Electric Ry., claiming \$50,000 for the loss of a foot, caused by the accident on the Britannia line, May 24, 1908.

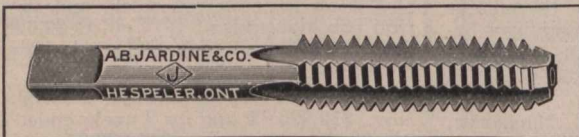
The Ontario Railway and Municipal Board has, at the request of the Hamilton and Dur-

NOTICE is hereby given that application will be made by the Grand Trunk Railway Company of Canada to the Parliament of Canada at its next Session for an Act authorizing the company to create and issue additional "Grand Trunk Consolidated Debenture Stock," and "Grand Trunk Four Per Cent. Guaranteed Stock," respectively, in such amounts, subject to the limitation to be fixed by the said Act, as the proprietors of the company may from time to time determine, and to apply the proceeds to the general purposes of the company; also repealing Section 19 of "The Grand Trunk Arrangements Act, 1862," and substituting other provisions therefor, and for other purposes.

W. H. BIGGAR,
General Solicitor, Grand Trunk
Railway Company of Canada.

Dated at Montreal, this 2nd day of December, 1908.

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A. B. Jardine & Co.

Hespeler, Ont.

das Ry., directed Engineer Wyse to make an investigation into the recent accident by which Miss V. Norton was killed.

The Ottawa Electric Ry. has ordered 12 semi-convertible, single-truck cars, with 21-ft. bodies, constructed on the "pay-as-you-enter" principle, from the Ottawa Car Co., Ottawa. These cars were fully described and illustrated in our Oct., 1908, issue.

G. B. Blanchard, Vice-President Dominion Power and Transmission Co., Ltd., Hamilton, Ont., has resigned. Reports of the resignation have been current for some time, but no confirmation could be obtained until it was recently announced that it had been accepted.

The application made by Senator Tessier to the Board of Railway Commissioners, for an order compelling the Ottawa Electric Ry. to issue free transportation to members of parliament, was withdrawn Dec. 1. Counsel stated that the application would be pressed later on.

An engineer representing the Ontario Railway and Municipal Board is investigating the conditions of traffic, etc., on the Toronto and York Radial Ry.'s Metropolitan Division, particularly in connection with traffic during the winter, about which the municipalities have complained.

The British Columbia Electric Ry. is reported to have given instructions for the construction of new cars for its Vancouver and Victoria lines, to the value of about \$200,000. The orders include 18 of the pay-as-you-enter type, and two cars specially constructed for carrying parties of tourists.

The Halifax Electric Tramway Co., Halifax, N.S., has ordered two semi-convertible, single-truck cars, with 21-ft. bodies, constructed on the "pay-as-you-enter" principle, from the Ottawa Car Co., Ottawa. These cars are exactly similar to those built for the Ottawa Electric Ry., described in our Oct., 1908, issue.

G. W. Lang, who has been appointed Assistant Superintendent Ottawa Electric Ry., was born in Ottawa, June 13, 1872, and entered that company's service June, 1892, as conductor. In May, 1896, he was promoted to Inspector and occupied that position until Nov. 15, 1908, when his present appointment took effect.

The question of the operation of street cars on Sundays is occupying attention in St. Thomas, Ont., and Edmonton, Alta. At St. Thomas it was decided to submit the question to a vote of the electorate at the annual municipal elections, and at Edmonton the city council will petition the Provincial Legislature to amend the act passed last session, forbidding the operation of street cars on any line in the province on Sundays.

A Windsor, Ont., dispatch announces the following changes in the Windsor, Essex and Lake Shore Rapid Ry. directorate, etc.: W. C. Crawford, of Tilbury, Ont., heretofore Vice-President, has been elected President, succeeding Jno. Piggott, who becomes Vice-President. J. W. McColl, Toronto, has been appointed Treasurer, and W. R. Phillimore, Chatham, Secretary, the latter succeeding W. T. Piggott, who has been appointed Managing Director. F. E. Lowe, General Manager, who came from Minneapolis last spring, has resigned.

G. W. Lang has been appointed Assistant Superintendent Ottawa Electric Ry., as announced in our last issue. Superintendent Hutcheson's circular, announcing the appointment, says Mr. Lang will have supervision over the car service and traffic. All men employed in this branch of the service will be subject to his instructions. He will make appointments to the service and will look after the training, discipline and welfare of his men. His headquarters for the present will be at the company's receiving office, Sparks St.

Judgment was delivered in the Supreme Court, Dec. 5, in the case of Amyot vs. Quebec Ry., Light and Power Co., in which plaintiff claimed \$200 for damages to his property, and \$9,800 representing depreciation, alleged to have been caused by the company's cars leaving the tracks at Maple Ave., Quebec, during Jan., Feb., Mar. and April, 1907. The Court decided that the company had not used all the necessary prudence and precaution when approaching the property in question, and gave plaintiff \$141.87 for damages to property, and \$3,750 interest and costs.

Two members of the Ontario Railway and Municipal Board inspected, on Dec. 22, a car which the Toronto Ry. had equipped with a third step, with a view to meeting the complaints about the height of car steps from the ground. A trial run which was made with the car demonstrated that at several of the busiest street corners the distance between the edge of the lower step and the curbing was less than 7 ins., and at one of the corners an accident to two lady pedestrians was narrowly averted. It was also shown that the car barn doors and cleaning pits were too narrow for the third step car and that the buildings would practically have to be reconstructed to accommodate it.

Regulations for Ottawa Electric Ry.

In consequence of the accident which occurred on the Ottawa Electric Ry.'s Britannia line on May 24, 1908, the Board of Railway Commissioners has passed the following order no. 5617:

In the matter of sub-sec. 2 of sec. 26 of the Railway Act, and of the Ottawa Electric Ry. Co., the Board orders:

1. That passengers be not allowed to stand on the front platforms of cars.
2. That motormen be forbidden to engage in conversation with passengers or others, while the cars are in motion, or to turn from a forward view of the track, except where necessary in the proper operation of the car.
3. That a printed notice embodying the provisions of clauses 1 and 2 of this order, be posted in a conspicuous place inside every car, at the front, and at each end of cars controlled from both ends.
4. That no car running between Holland Ave., Hintonburg, and Britannia-on-the-Bay, on the company's Britannia line, approach within 600 ft. of an immediately preceding car or cars, while running on level track or ascending grades, nor within 1,000 ft. of a preceding car or cars, while running on descending grades.
5. That cars carrying passengers shall always have both a motorman and conductor upon them while in operation.

G.T. Pacific Elevator at Fort William.

The elevator to be erected at Fort William, Ont., for the Grand Trunk Pacific Terminal Elevator Co., for which a contract has been let recently, will be a fireproof structure with a storage capacity of 3,250,000 bush. It will be designed to receive grain from cars and to ship to cars or to lake vessels. It will include a working house with car unloading shed, a storage house, a grain drying plant and a concrete wharf. All portions of the work will be fireproof in every respect, so that the lowest possible insurance rate may be obtained. The foundations will be of concrete, resting upon piles driven to bed rock.

The working house will be 237' 4" by 69' 4", with a track shed along one side 240' by 68'. The first story and the bins of the working house will be of reinforced concrete, and the cupola of structural steel, covered on the outside with galvanized

corrugated steel. The working house will be of cylindrical bin construction, the cylinders being 12' in diameter inside, with walls 6" thick. The total number of bins in the working house, including interspace bins, will be 142, and the storage capacity of the working house will be approximately 780,000 bush. Floors and roof will be of concrete. The track shed will be of structural steel, with concrete floors and roof. It will cover four unloading tracks.

There will be 20 car pits, each with a capacity of 2,000 bush., set in 5 rows of 4 pits, each row being opposite a receiving leg in the working house. The car pits will discharge through valves operated by an interlocking mechanism on to five 36" belt conveyors, one of these conveyors running beneath each row of four car pits, and delivering grain to a receiving leg. Ten pair of power shovel machines will be erected. There will be 5 receiving legs and 5 shipping legs, each with an elevating capacity of 15,000 bush. an hour. Each of these legs will discharge to a garner of 2,200 bush. capacity in the cupola of the elevator, and beneath each garner a 2,000 bush. hopper scale will be placed to weigh the grain. From this scale, grain will be spouted to the bins in the working house, to the shipping bins, for shipping to vessels; to the car loading spouts; or to the belt conveyors running to the storage house. There will be 12 shipping bins on the water side and 6 vessel loading spouts. There will be 5 car loading spouts for loading cars in the track shed on the track nearest to the working house.

In the first story of the working house there will be 15 cleaning machines built of wood, covered and lined with steel. Six of these will be especially made for the separation of wild oats from wheat. The machines will be set in 5 batteries of 3 machines each, and each battery will be spouted and operated as one machine. There will be 5 elevator legs to elevate grain from the cleaning machines, each leg receiving from one battery, and having an elevating capacity of 10,000 bush. an hour. These legs will elevate cleaned grain to the top story of the cupola, where they will discharge it either into one of 5 cleaner garners, each having a capacity of 1,500 bush., or into one of the shipping garners. From the cleaner garners it will be spouted to the bins in the working house, or on to the belt conveyors running to the storage house. The screenings from the cleaning machines in the first story will be carried by screw conveyors to a screenings leg which will elevate them to the cupola, and discharge them to 2 screenings separators, from which the various separations will be spouted to small bins in the working house. The wild oats separated from the grain by the cleaning machines in the first story will be carried by screw conveyors to a wild oats leg, which will elevate them to the cupola and discharge through spouts leading to the bins in the working house. In the cupola of the working house there will be 2 flax separators for cleaning flax. They will receive grain from a special flax leg, running from the first story, and will discharge the various separations to adjacent bins in the working house. There will be one leg for elevating dried grain received by belt conveyor from the drying plant; this leg will distribute the dried grain through a screw conveyor and spouts in the cupola to bins in the working house. A 42" longitudinal, reversible belt conveyor will be installed in the cupola of the working house, for distributing grain longitudinally.

The first story and the bins of the storage house will be built of reinforced concrete. The storage house will be 240' 5" by 169' 11". There will be 70 cylindrical bins 23' 3" in diameter inside, and 54 interspace bins. The bin walls will be 7" thick and 93' high. The storage capacity of the storage house

Canadian Northern Ontario Railway.

NOTICE is hereby given that application will be made to the Parliament of Canada, at the next session thereof, for an Act amending the Acts relating to the Canadian Northern Ontario Railway Company (formerly the James Bay Railway Company) as follows:

Authorizing the construction of the following lines of railway:

(a) From a point on or near Nepigon Bay northerly to the junction with the National Transcontinental Railway, with two branches to reach water connections at the northerly and southerly ends of Lake Nepigon;

(b) From a point on the company's authorized line between Montreal and French River in or near the Township of Chisholm, thence northerly and westerly to a point on its Hutton Branch in or near the Township of Capreol;

(c) From a point on the company's authorized line between Sudbury Junction and Port Arthur near the source of the Vermillion River northerly and easterly to a point on the National Transcontinental Railway near its crossing of the Abitibi River;

(d) From a point on the line specified in paragraph (c) between its starting point and the Great Northern Bend of the Montreal River, thence in a generally southerly and easterly direction to a point at or near the south end of Lake Temiscamingue.

Also fixing and extending the times for commencement and completion of the lines of railway authorized by the Canadian Northern Ontario Railway Act 1906-7, between points at or near the following points, in brief—(a) Washago to Kincardine, (b) Arnprior to Gananoque, (c) Pembroke to Cobourg or Port Hope, (d) Township of Pickering to Owen Sound, (e) At or near Toronto to Windsor with a branch from London to St. Thomas and Sarnia and a branch or loop north of Toronto, (f) Niagara River to Goderich, (g) Between Dunnville and Port Dover to Owen Sound or Meaford, (h) Washago to Midland, (i) Hawkesbury to Toronto-Ottawa line in Leeds or Lanark, (j) Parry Sound to North Bay; and the line of railway authorized by chapter 65 of the Statutes of 1902, namely, in brief, French River to Batchewana Bay; and the line of railway authorized by section 3 of chapter 110 of the Statutes of 1905, namely, in brief, Toronto to Ottawa.

Also fixing the limit of securities which may be issued in respect of the lines first above mentioned.

GERARD RUEL,
Chief Solicitor.

Toronto, 22nd December, 1908.

The Edmonton and Slave Lake Railway Company.

NOTICE is hereby given that The Edmonton and Slave Lake Railway Company will apply to the Parliament of Canada, at its next session, for an Act extending the time within which it may complete and put into operation the railway which it has been authorized to construct by section 8 of chapter 66 of the Statutes of Canada, 1899, and for other purposes.

GEO. F. MACDONNELL,
Solicitor for the Applicant.

Toronto, Ontario, 23rd December, 1908.

Application will be made at the forthcoming session of the Dominion Parliament for an act authorizing the Mexican Land and Irrigation Company to acquire and operate railways, tramways, and telegraph and telephone lines outside the Dominion of Canada; to change the name of the company; and for other purposes. Blake, Lash and Cassels are solicitors for the applicants.

New Trails to the Canadian Game Lands

Before the six railways of the Canadian Northern System followed the old fur trails into the Canadian game lands, only a hardy few dared to go in. But now, the back places of the woods—wealthy in moose, caribou, deer and bear—may be quickly and easily reached. The Canadian Northern system serves a wide range of undisturbed territories. Here are a few suggestions:

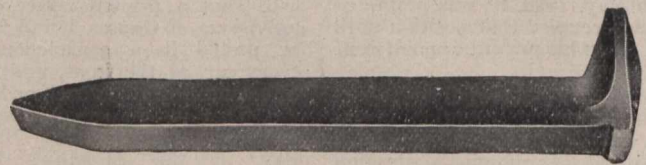
The country between Parry Sound and Sudbury, traversed by the CANADIAN NORTHERN ONTARIO RAILWAY, is a land of lonely muskeg and brulé, the native country of the white-tailed deer. From Sudbury north to Sellwood this same line goes in through a moose hunting territory unequalled in Ontario.

The CANADIAN NORTHERN QUEBEC and QUEBEC AND LAKE ST. JOHN RAILWAYS span the native country of the ouananiche, northern brook trout, and the spruce-shored lakes of the Roberval country, where moose and caribou abound.

The eastern shore of Nova Scotia, from Yarmouth to Halifax, is served by the HALIFAX AND SOUTH WESTERN RAILWAY. On the barrens, slightly inland from the railway, are some of the best places for big moose in the east.

THE CANADIAN NORTHERN RAILWAY from Port Arthur to Edmonton, with many branches, griddles almost undisturbed haunts of moose, caribou, deer, wolves, bear, and all species of four-footed and feathered game.

For Information, General and Special, Address the Information Bureau, Canadian Northern Railway, Toronto



RAILWAY SPIKES

Particular attention is paid by us to the rolling of the material, and in the making of the Spikes we conform to the most exact specifications.

That our Spikes give satisfaction is proved by their use on all the leading railway lines.

We also manufacture

TRACK BOLTS TIE PLATES ANGLE BARS, ETC.

THE MONTREAL ROLLING MILLS CO.

will be approximately 2,470,000 bush. The story above the storage bins will be of structural steel, covered on the outside with galvanized corrugated steel, and floors and roofs will be of concrete. Five 36" belt conveyors running through steel galleries from the working house will be used for filling the bins, and five 36" belt conveyors running through tunnels beneath the storage house and under the track shed, and discharging to the shipping legs, will be used for emptying the bins. Provisions have been made so that additional storage capacity may be added at the end of the storage house, to give a maximum total future capacity of 10,000,000 bush.

The grain drying plant will comprise a No. 6 drier, with a capacity of 5,000 to 7,500 bush. in 10 hours, a boiler for furnishing steam to the drier, spouting for filling the machine and a 20" belt conveyor, running to the drier leg in the working house, for taking the dried grain away from it.

Grain Elevator Notes.

The Winnipeg Elevator Co. has constructed an elevator of 30,000 bush. capacity at Wilkie, Sask.

J. Straiton, formerly G.T.R. agent at Goderich, Ont., has entered the Goderich Elevator and Transit Co.'s service.

It is reported that M. Orr, of Stoughton, Sask., is arranging to erect an elevator at Wainwright, Alta., in the spring.

The Northern Elevator Co.'s elevator at Glenboro, Man., with 3,000 bush. of wheat, was destroyed by fire recently.

W. and J. McLandress are reported to have purchased the elevator at West Lorne, Ont., formerly operated by Tolmie and Heilmann.

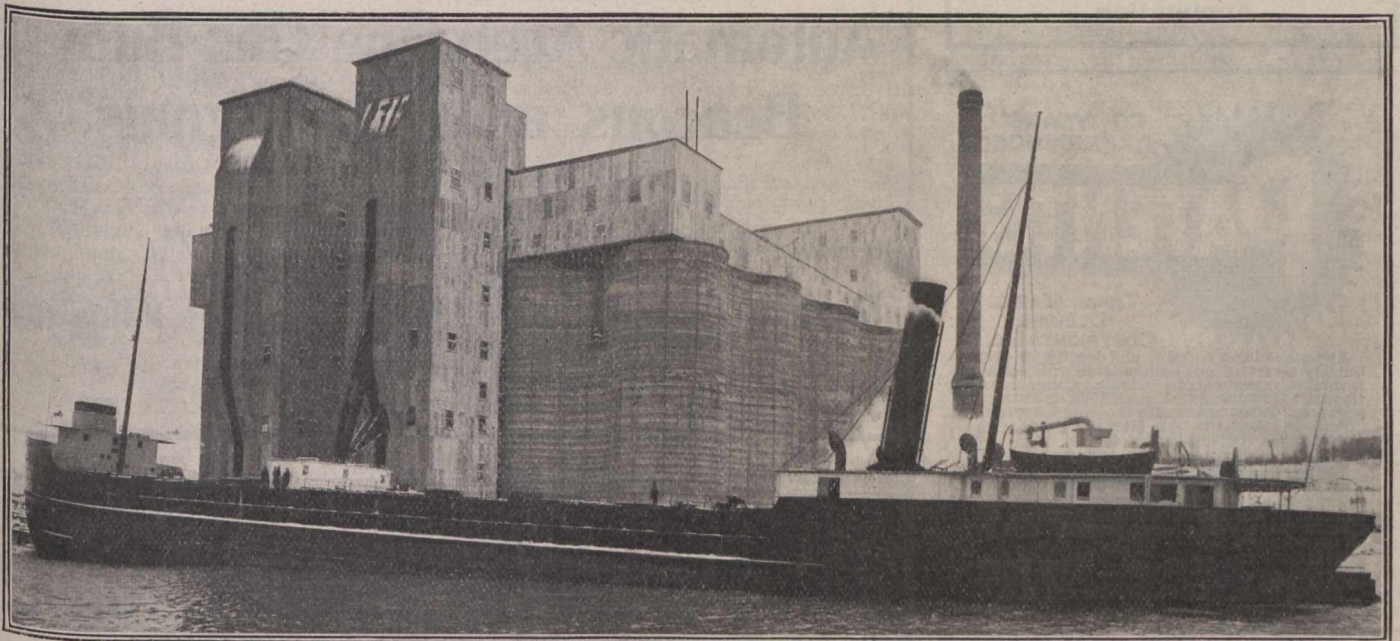
It is reported that arrangements have been completed for the construction of an elevator of 1,500,000 bush. at Port Arthur, Ont., at a cost of about \$500,000.

fined \$25 and costs, Dec. 2, for loading the car out of turn.

J. R. Boyle, M.P.P., in speaking before the Canadian Club at Edmonton, Alta., Dec. 7, on the grain trade of Canada, made special reference to the probability of the shipment of grain westward instead of eastward in the near future, and also dwelt on the advantage to be gained by the completion of the Hudson Bay route.

The preparations for the construction of the G.T. Pacific elevator at Fort William, Ont., were commenced recently, by the formal turning of the first sod by the Mayor. It was pointed out that, in connection with the construction, a channel of sufficient depth to float the largest lake vessel was to be cut, involving the excavation of 3,000,000 cubic yards of earth. The contract for the elevator excavation has been let to Seaman and Penniman, and for the pile-driving to J. Whalen.

Forwarders, Ltd., has been incorporated



GRAND TRUNK PACIFIC TERMINAL ELEVATOR CO.'S ELEVATOR AT TIFFIN, ONT.

For full description see Railway and Marine World, Dec., 1908, page 895.

The wharf will be 300' long and will be built of concrete resting upon piles.

All of the equipment will be driven by electric motors, which will be installed in small units in order to obtain the maximum efficiency. Complete electric lighting, signaling and telephoning systems will be put in. A dust collecting system will take the dust from the cleaning machines and from the floor sweeps in the lower portion of the working house. A system of fire service piping supplied by an electrically driven fire pump will be a part of the equipment, as a safeguard against the burning of cars in or near the track shed, or on vessels in the slip. A passenger elevator will be installed in the working house. All windows will be of wire glass in metal sashes and frames. All electric wiring of every kind will be done in conduit, and, in fact, throughout the work most careful attention will be paid to securing an elevator in which a fire cannot possibly occur, and which would not be greatly damaged if a fire should occur in its vicinity. Exceptional facilities will be provided for the handling of cars, not only by a heavy car puller inside of the elevator, but by careful and thorough provision for rapid moving of cars to and from the elevator on the tracks in connection therewith.

John S. Metcalf Co. of Chicago, Ill., and Midland, Ont., are the consulting engineers for the G.T.P. Terminal Elevator Co.

The Farmers' Elevator Co.'s elevator at Carlyle, Sask., and 8,000 bush. of grain, were destroyed by fire Dec. 8. The loss, which is covered by insurance, was estimated at \$18,000.

The question of grain elevator accommodation at Vancouver and other ports on the Pacific coast is receiving considerable attention, in view of the probability that grain will be shipped westward in the near future.

The Canada Flour Mills Co. will construct an extensive grain handling plant at Fort William, Ont., provided that railway facilities can be arranged. It is said that a site has been selected at Westfort.

The Scottish Co-operative Wholesale Society, of London, Eng., which recently placed contracts for the erection of six elevators in Saskatchewan and Alberta, will, it is reported, award further similar contracts in preparation for next grain season.

Four elevators at Guernsey, Sask., work on which was started last fall, have been completed and are in operation. They are owned by the Western Elevator Co., the Lake of the Woods Milling Co., the Saskatchewan Elevator Co., and A. E. Little.

The C.P.R. was fined \$500 and costs, at Stavelly, Alta., Dec. 5, 1908, for a breach of the Manitoba Grain Act, by allotting a car for the shipment of grain out of turn. J. Hagerman, C.P.R. agent at Stavelly, was

under the Dominion Companies Act, with a capital of \$250,000 and office at Kingston, Ont., to construct, acquire and operate elevators, grain warehouses, etc., and to carry on a general grain business, and in connection therewith to own and operate steam and other vessels, wharves, docks, etc., and to carry on the business of general carriers. The provisional directors are: W. H. Comstock, G. I. Mallory, Brockville; G. Schmidt, Pembroke; W. C. Craig, Kingston; and M. E. Galvin, Detroit, Mich.

At the recent conference of the western grain growers with the Premiers of Manitoba, Saskatchewan and Alberta, in connection with Government ownership of elevators, proposals were submitted by the grain growers for consideration. These covered the provision by purchase or construction, or both, at each railway point where any considerable quantity of grain is marketed, elevator facilities and equipment for cleaning, weighing and loading grain, and that the whole system be operated by the Government direct, or through a commission. It was suggested that the capacity at each shipping point be approximately one-third of the quantity annually marketed there; that about 25% of the storage be at the disposal of buyers of street grain, and that two or more farmers be granted the privilege of jointly utilizing a bin. The conclusions, if any, which have been arrived at by the Premiers, have not been made

JAMES T. GARDNER

RAILWAY EQUIPMENT

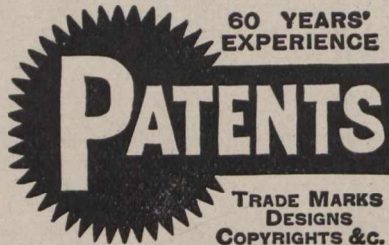
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NIAGARA NAVIGATION CO., LTD.

Notice is hereby given that a dividend of four per cent. (being at the rate of eight per cent. for the year) has been declared upon the capital stock of this company, and the same will be payable on the 2nd January, 1909.

The transfer books will be closed from the 16th of December to the 31st of December, 1908, both days inclusive.

The annual meeting of the shareholders will be held on Tuesday, the 12th of January, 1909, at noon, at the office of Messrs. Osler & Hammond, 21 Jordan Street, Toronto.

By order of the Board,

B. W. Folger, Manager.

Toronto, Dec. 8th, 1908.

NOTICE is hereby given that application will be made by the Grand Trunk Pacific Railway Company to the Parliament of Canada, at its next session, for an Act authorizing a further issue by the Company, of bonds, or perpetual or terminable Debenture Stock or both, for such amounts as may be determined upon and fixed by such Act, and to apply the proceeds to the general purposes of the Company.

W. H. BIGGAR,
General Solicitor.

Grand Trunk Pacific Railway Company.

Dated at Montreal this 3rd day of Dec., 1908.

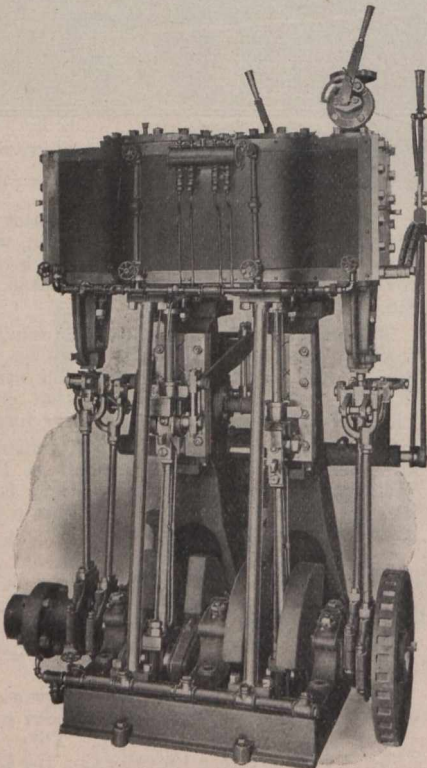
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MARINE DEPARTMENT.

Atlantic and Pacific Ocean Marine.

The Elder Dempster Co.'s s.s. Bornu, which ran ashore off the Gaspé coast Dec. 3, was released on the following day without damage.

P. Owen, member of the firm of Farnworth and Jardine, Liverpool, Eng., who has considerable interests in the Canadian lumber trade, died there Dec. 7.

Capt. J. T. Gambell, of the Allan Line s.s. Grampian, was presented with a silver loving cup by the Sheffield Choir, on arriving at Liverpool, Eng., after the completion of their Canadian tour recently.

The s.s. Hector, under charter to the Dominion Iron and Steel Co., sailed from Sydney, N.S., Dec. 12, for Sydney, New South Wales, with 6,000 tons of steel rails, the first shipment of an order for 16,000 tons for the N.S.W. Government.

The transportation officials who met recently in St. John, N.B., for the discussion and adjustment of the winter rates and schedules, were dined on board the C.P.R. s.s. Empress of Ireland Dec. 9, and subsequently inspected the facilities at Sand Point.

The passenger lists of the various vessels leaving Canadian ports for Great Britain for Christmas were 'extremely heavy. The record number of passengers sailing from Canada on any one ship was taken by the C.P.R. s.s. Empress of Ireland, which sailed Dec. 11, the total carried being 1,721.

Regarding the proposed "all red" route, the President of the Board of Trade said in the British House of Commons recently, that the committee investigating the matter was considering an interim report, and it was unlikely that any statement would be made during that session.

The superiority of the Canadian route from the Orient to New York was for a second time proved recently, by the dispatch of two consignments from Yokohama, by Japanese vessel to U.S. port and by the U.S. route, and by C.P.R. vessel and rail route, respectively, to New York. The C.P.R. consignment left Yokohama two days after the Japanese one, and was landed in New York 12 hrs. ahead.

A press report states that W. Thomson and Co., managers of the Battle Steamship Line, owing to lack of remunerative freights, have laid up several of their vessels. The steamships Platea, Cunaxa, Trebia, Pydna and Mantinea, are reported to have been berthed for the present; the first at Rotterdam, and the others in England; and it is said that others will be temporarily withdrawn from service on their arrival at European ports.

The Halifax, N.S., Board of Trade has taken up the question of ocean freight rates, and alleges a discrimination by the Allan Line against that port in favor of St. John, N.B. The C.P.R., it is said, land Halifax freight at St. John, whence it is taken to Halifax by rail, at an extra charge of 60c. a ton. A recent revised freight tariff issued by the Allan Line, which lands freight at Halifax, raises the charge to Halifax by 60c. a ton, which, it is claimed by the Board of Trade, is a discrimination against Halifax.

The Shipping Federation of Canada in its statement as to employment at the Montreal harbor during the navigation season, states that during the 177 working days a total number of 116,850 men was employed, being an average of 669 as against 786 for the 1907 season. The decrease is attributed to the increased facilities in use at the port for loading and discharging vessels. July was the month in which employment reached its highest mark, and Sept. was the lowest, being due to the fog and smoke which tied up all shipping in the St. Lawrence for some time.

A recent press dispatch from Montreal regarding the prospects of the G.T.P. Ry. Co. inaugurating a steamship service in the near future, states that several propositions have been made by the Allan Steamship Line recently, and that an important contract is about to be signed. It is said that plans have been submitted to the G.T.P.R. of the wharfage accommodation owned or leased by the Allan Line at Montreal, Halifax and St. John, and that C. M. Hays will make a study of this question on the other side as well. The present plan under discussion leaves Portland, Me., out of the question as a winter port altogether, and it is considered most likely that the Allan Line will withdraw most of its steamers from there as soon as the Transcontinental Ry. begins to haul freight.

The White Star-Dominion Lines' s.s. Megantic was launched at Belfast, Ireland, Dec. 10. This is the second vessel launched by the International Mercantile Marine Co. for the Canadian route, which is to be inaugurated on the re-opening of the St. Lawrence navigation season. The Laurentic, which was launched in Sept., 1908, was fully described in our Oct., 1908, issue. The Megantic is a sister ship, and is similar in every respect, except in the propelling machinery, which consists of balanced reciprocating engines driving twin screws, whereas the Laurentic is provided with a combination of reciprocating engines and low pressure turbine, driving triple screws. Each method represents a distinct principle in marine propulsion, and the results will be watched with considerable interest.

public, but Premier Rutherford of Alberta is reported to have said, on his return to Edmonton, Dec. 3: "The whole proposition was talked over at considerable length and assurance was given that the matter would be given most serious consideration. The question is one of great concern to the grain growers, but I do not think they expected that the governments of any of the provinces would commit themselves to an undertaking without careful investigation."

A summary of the report prepared by C. C. Castle, Government Grain Warehouse Commissioner, on the number and capacity of all the elevators included in the Manitoba inspection district, shows that while there is a reduction of elevators in Manitoba, there is a large increase in Alberta and Saskatchewan. The transfer and eastern terminal elevators are this year included in the report for the first time, in accordance with the amendment to the Manitoba Grain Act, passed last session of the Dominion Parliament. The total interior elevator capacity west of the lakes is given as 42,812,400 bush., against 39,734,000 in 1907. The terminal elevator capacity at Fort William and Port Arthur is 18,852,700 bush., and mill elevators at Keewatin, 1,300,000 bush., making a grand total elevator capacity, west of the lakes, of 62,965,100 bush., against 58,482,300 in 1907. By provinces, the capacity quoted is as follows: Manitoba, 678 elevators, 13 warehouses, 20,558,500 bush. capacity; Saskatchewan—607 elevators, 14 warehouses, 17,699,500 bush. capacity; Alberta—120 elevators, 14 warehouses, 4,386,400 bush. capacity; British Columbia, 3 elevators, 276,000 bush. capacity. Divided by railways: The C.P.R. has 949 elevators, 26 warehouses; C.N.R., 386 elevators, 12 warehouses; G.T.P.R., 39 elevators; G.N.R., 23 elevators; A.R. and I. Co., 11 elevators. The total increase of interior elevator capacity over 1907 is given as 3,088,400 bush., and of terminal elevator capacity, 1,394,000 bush. Transfer and terminal elevator capacity and storage east of the lakes, now in the Manitoba inspection division, is as follows: C.P.R., at Goderich, Owen Sound and Kingston, 2,296,000 bush.; G.T.R., at Collingwood, Depot Harbor, Meaford, Midland, Prescott and Tiffin, 7,449,000 bush.; Montreal, 2,581,000 bush.; Quebec, 500,000 bush.; St. John West, 1,000,000 bush.; St. John, 500,000 bush.; Halifax, 500,000 bush.

Grain Shipments from the Dual Ports

F. E. Gibbs, Dominion Grain Inspector, has issued the following statement, showing shipments of grain from Fort William and Port Arthur elevators from Sept. 1 to Dec. 12, 1908 both inclusive:

	CANADIAN VESSELS.				FOREIGN VESSELS.			
	Wheat.	Oats.	Barley.	Flax.	Wheat.	Oats.	Barley.	Flax.
Owen Sound..	586,608.10	724,485.12	44,074.00	.....	.....	.....	.....	.....
Midland.....	563,374.10	108,122.32	.....	.....	.....	.....	.....	.....
Tiffin.....	6,062,178.30	954,802.26	174,862.26	.....	.....	.....	.....	.....
Depot Harb'r	892,573.20	161,983.12	36,165.43	.....	.....	.....	.....	.....
Collingwood..	740,075.20	51,453.08	.....	.....	.....	.....	.....	.....
Point Edw'd.	835,065.50	71,819.14	188,767.10	74,197.51	.....	.....	.....	.....
Meaford.....	654,434.30	57,771.26	40,579.34	.....	.....	.....	.....	.....
Goderich.....	3,686,814.10	1,043,541.28	21,774.08	81,733.49	.....	.....	.....	.....
Pt. Colborne.	186,094.10	.....	.....	.....	.....	.....	.....	.....
Thorold.....	343,844.00	.....	.....	.....	.....	.....	.....	.....
S. Ste. Marie.	.....	1,764.24	.....	.....	.....	.....	.....	.....
Kingston.....	4,900,565.20	244,511.06	194,381.05	48,981.08	.....	.....	.....	.....
Prescott.....	6,113.10	.....	.....	103,001.17	.....	.....	.....	.....
Montreal.....	2,951,271.50	522,391.12	210,593.34	78,665.12	.....	.....	.....	.....
Port Huron..	.....	.....	.....	.....	933,829.00	.....	.....	.....
Buffalo.....	1,186,496.10	.....	.....	.....	10,891,893.40	2,010,553.18	539,665.34	131,334.03
Erie.....	.....	.....	.....	.....	531,287.30	.....	.....	.....
Chicago.....	.....	.....	.....	.....	61,098.50	.....	.....	.....
	23,595,508.40	3,942,647.30	911,198.16	386,579.25	12,418,109.00	2,010,553.18	539,665.34	131,334.03

	1908	Same Period, 1907.	
Wheat.....	36,013,617.40	20,545,859.20	Navigation opened April 14. Navigation closed Dec. 12.
Oats.....	5,953,201.14	2,040,620.14	
Barley.....	1,450,864.02	1,578,523.36	
Flax.....	517,913.28	317,493.41	
	43,935,596.00	23,482,497.00	

C.P.R. LANDS

THE CANADIAN PACIFIC RAILWAY COMPANY have 9,000,000 acres of selected lands for sale in Manitoba, Saskatchewan and Alberta.

Maps, as enumerated below, showing these lands in detail, will be sent free on application.

Map No. 1—Winnipeg to Second Meridian.....	\$ 8.00 to \$15.00 per acre.
Map No. 2—South-Eastern Saskatchewan, 2nd to 3rd Meridians.....	10.00 to 25.00 per acre.
Map No. 3—Main Line, 3rd Meridian to Range 10 W.. 4th Meridian(generally)	8.00 " "
Map No. 5—South Western Alberta.....	8.00 to 15.00 per acre.
Map No. 6—Part of Alberta—Edmonton, Battle and Saskatchewan Rivers Districts—4th Meridian to Range 7. West 5th Meridian.....	10.00 to 25.00 per acre.
Map No. 7—Part of Western Saskatchewan, 3rd to 4th Meridians...	10.00 to 25.00 per acre.

All prices are subject to change without notice.

TERMS OF PAYMENT

An actual settler may purchase not more than 640 acres on the ten instalment plan by paying a cash instalment at time of purchase, interest at six per cent. on the unpaid purchase money at the end of the first year, and the balance of the principal, with interest, in nine equal instalments annually thereafter, as shown in the following table:

160 Acres at \$ 8.00 per acre, cash payment	\$191.70	first year's interest	\$65.28	and nine instalments of \$160.00
" " 9.00 " " "	215.70	" " " "	73.46	" " 180.00
" " 10.00 " " "	239.70	" " " "	81.62	" " 200.00
" " 11.00 " " "	263.60	" " " "	89.78	" " 220.00
" " 12.00 " " "	287.60	" " " "	97.96	" " 240.00
" " 13.00 " " "	311.55	" " " "	106.10	" " 260.00
" " 14.00 " " "	335.60	" " " "	114.32	" " 280.00
" " 15.00 " " "	359.50	" " " "	122.44	" " 300.00

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

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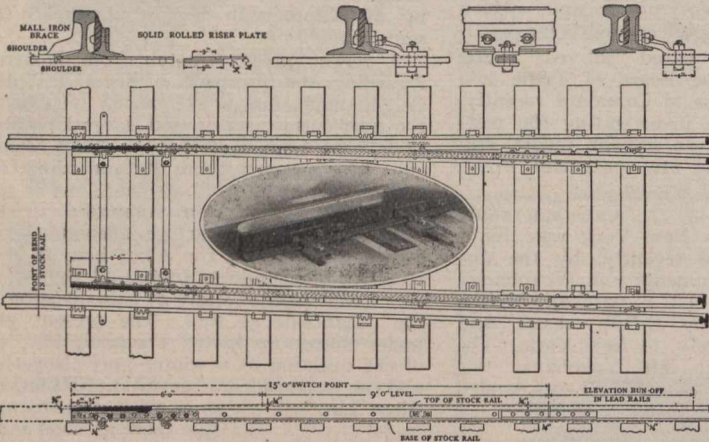
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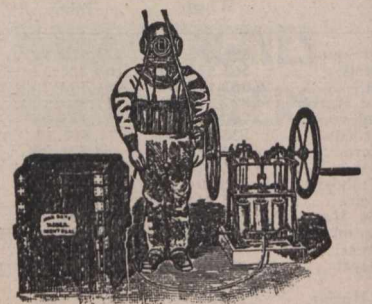
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Referring to the projected additions and changes in the C.P.R. steamship service, the Fourth Vice-President of the C.P.R. is reported to have said in an interview in London, Eng., recently, that it is the company's intention to build a certain number of additional vessels for the Atlantic service, and that they will be at least 600 ft. long, with an average speed of 20 knots. As to the two vessels, the Empress of Japan and Empress of China, he said they may be transferred to the Australian route, but no definite arrangements have been made. He also stated that there was no intention of changing the present Pacific port, and no reason for doing so.

The subsidy agreement between the British Government and the C.P.R. for the conveyance of mails between Liverpool, Eng., and Hong Kong, China, for three years, expiring Apr. 6, 1911, provides for a service once in every three weeks during summer, and once every four weeks during winter. The period allowed for each trip is 818 hrs., when conveyance is by way of Quebec or Rimouski, and 853 hrs. when by way of Halifax or St. John. It is required that the masters, officers and three-fourths of the crews of vessels so employed on the Atlantic Ocean must be British subjects; but such provision is not made for vessels on the Pacific Ocean. Other provisions cover the power of the British Government to purchase or charter vessels engaged in the mail service, and prohibit the selling or hiring of them without the consent of the Admiralty and the Postmaster-General. The annual subsidy is £45,000.

Maritime Provinces and Newfoundland.

W. West has been appointed Government wharfinger at Victoria, N.S.

Capt. W. Watt, one of the old-time West Indies sea captains, died at Halifax, N.S., Dec. 11, aged 67.

The captain and crew of the U.S. schooner M. B. Stetson, which was wrecked off Newfoundland Dec. 3, arrived at Sydney, N.S., Dec. 15.

The U.S. bark Shawmut, from St. John, N.B., to City Island, N.Y., was wrecked off the Maine coast Dec. 1, and with her cargo, became a total loss.

The Whitman Fish Co.'s s.s. Inverness ran aground recently at Grand River, P.E.I. It is anticipated that she will be salvaged without any great damage.

Holliday Bros.' s.s. King Edward ran ashore at English Bay, Anticosti Island, recently, and was declared a total wreck. She was built at Hull, Eng., and was insured.

An attempt to defraud the underwriters is reported to have been unearthed in connection with the wreck of the schooner Sissie Bell at Whitehead, N.S. The captain of the schooner is said to have decamped to the U.S.

Wreckage and life belts, bearing the name s.s. Stanley, have been found along the west coast of Newfoundland. It was feared that the wrecking steamer of that name had met with disaster, but this turned out to be incorrect.

The U.S. barge No. 101, in tow of the steam tug John A. Hughes, foundered in the heavy seas off Seal Island, N.S., Dec. 3, the tug having a narrow escape. The crew of the barge, numbering seven, all of New York, were drowned.

The s.s. Valentia arrived in Halifax, N.S., Dec. 7, having in tow the Standard Oil Co.'s tank steamer Oriflamme, which had been picked up disabled, at sea, with her tail shaft broken. It is said that the vessel and cargo are valued at nearly £70,000.

The schooner Albertha ran ashore at Grand Manan, N.B., Dec. 9, and became a total loss.

She was owned by T. J. Clarke, Halifax, N.S., and was built at La Have, N.S., in 1899. Her dimensions were: Length, 86.9 ft.; breadth, 24.2 ft.; depth, 9.5 ft.; 94 tons register.

The U.S. wooden steamboat Soo City, which sailed from the Great Lakes recently for southern waters, is presumed to have been wrecked in the Gulf of St. Lawrence. A quantity of wreckage bearing her name has been picked up at various points, and it is feared that both steamer and crew are lost.

The steam tug Serena E. is reported to have been purchased by the Partington Pulp and Paper Co., St. John, N.B. She was owned by Holly & Co., St. John, and was built at Liverpool, N.S., in 1899. Her dimensions are: Length, 54 ft.; breadth, 14 ft.; depth, 5.8 ft.; tonnage, 25 gross, 17 net; and has an engine of 8 n.h.p. driving a screw.

The Governor-General in Council has approved the Pilotage Commissioners' resolution for the district of Miramichi, N.B., providing that ships propelled wholly or in part by steam, employed in trading from port to port in the same province; or between any one or more of the provinces of Quebec, New Brunswick, Nova Scotia, or Prince Edward Island; or between ports in the said provinces and New York, or any U.S. port north thereof; or between ports in the said provinces and any port in Newfoundland, shall not be either wholly or partially exempted from the compulsory payment of pilotage dues.

Province of Quebec Marine.

The name of the steamboat North, no. 88,323, registered at Quebec, has been changed by order-in-council to Alcedo.

A portion of the Government wharf at Sorel collapsed recently. It was built about 5 years ago, and situated on the east side of the Richelieu River. The portion which collapsed was a continuation of a 500 ft. section which gave way some time ago.

The case of the Montreal Transportation Co. against the steamboat Norwalk came before the Montreal Admiralty Court Dec. 14, to decide a question of jurisdiction. The Norwalk, which is being sued for damages due to a collision in Lake St. Louis, resulting in the sinking of two barges loaded with grain was seized in the Welland Canal and proceedings instituted in the Toronto Admiralty Court. A motion by the plaintiff company to remove the case to Montreal, to which Justice Hodgins declined to accede, was followed by an application to the Exchequer Court, which transferred the case to the Quebec Admiralty Court. Justice Routhier finally referred the case to Montreal.

An important judgment, deciding a law point raised in Montreal for the first time, was rendered in the Admiralty Court there Dec. 14, in the case of the Richelieu and Ontario Navigation Co. against the steamboat Imperial, formerly Sovereign. This is a claim for damages on account of a collision between the Quebec and the Imperial. When the accident took place the company owning the Imperial was in liquidation, and, for that reason, permission was asked from the Superior Court by the R. & O.N. Co. to refer the proceedings to the Admiralty Court. The permission was granted, and the action taken accordingly. The defendants, however, contested this right of action in the Admiralty Court, and pleaded that the case should have been continued in the Superior Court, under the provisions of the Winding-up Act. The plaintiff demurred to this plea, but Justice Dunlop dismissed that demurrer and held that the position taken by the defendants was right.

Ontario and the Great Lakes.

The Government fishery cruiser Vigilant has been laid up at Toronto for the winter.

The Port Arthur Board of Trade has decided to press for the enlargement and deepening of the harbor to, at least, 25 ft.

The Niagara Navigation Co. has declared a dividend of 4% for the half-year, being at the rate of 8% for the year, payable Jan. 2.

The name of the steamboat Jos. B. Dewey, no. 122,344, registered at Toronto, has been changed, by order-in-council, to Maganetawan.

Capt. J. R. Maitland, of the steamboat Business, fell from a ladder while leaving his vessel at Kingston, Ont., recently, and was killed.

Capt. Foote, of the Northern Navigation Co.'s s.s. Huronic, will, it is said, take command of the company's s.s. Hamonic next season.

Notice was recently given that creditors' claims against the estate of the Lake Ontario Navigation Co., Ltd., in liquidation, had to be filed by Dec. 4.

The contract for the construction of the Rondeau breakwater and bridge has been awarded by the Public Works Department to W. Birmingham, Goderich.

The contract for section 7 of the Trent Valley canal, extending from Rice Lake to Healey's Falls, about 19 miles, has been awarded to the Randolph Macdonald Co., Toronto.

The Government barge Acetylene, while engaged in removing the buoys from the St. Lawrence Channel recently, sank through overloading. The buoys drifted away, but were recovered.

The Public Works Department has decided not to let a contract at present for an extension to the breakwater and bridge at Port Burwell, for which contracts were invited recently.

The Richelieu and Ontario Navigation Co. will, it is said, shortly place an order in England for a passenger steamboat of full canal size for operation on the north shore route of Lake Ontario.

The Owen Sound Board of Trade, towards the close of the lake navigation season, advised the various steamship companies operating on the lakes that free dockage was offered at that port for the winter.

W. H. Furtain, a retired lake captain, who died recently at Detroit, Mich., aged 81, was born at Amherstburg, Ont., and has been in the marine service since he was 11 years old, retiring in 1892. His first trip was from Amherstburg to Montreal, which occupied several weeks.

The construction of the wharf at Lakefield is progressing rapidly. The wharf is of concrete, and will be 518 ft. long. It is being built on three levels to accommodate various types of vessels. The heights and lengths being 1½ ft., above low water by 103 ft. long; 2½ ft. by 254 ft. long, and 4 ft. by 161 ft. long.

The Hamilton Steamboat Co. held its annual meeting Dec. 16, when a very successful season was reported. A half-yearly dividend of 5% was declared, making 10% for the year. The directors were re-elected as follows: President, Æ. Jarvis; Vice-President, A. G. Nicholls; Secretary, C. E. A. Goldman; General Manager, W. E. Bishop; other directors, A. Angstrom, A. Bruce, K.C., H. B. Whitton.

In our last issue, in referring to the recent burning of the s.s. Iroquois at Spanish Mills, we gave as the owners, the Huntsville, Lake of Bays and Lake Simcoe Navigation Co., of Huntsville, Ont., which was an error. That company's s.s. Iroquois does not operate on the route in question. The vessel which was destroyed was owned by T. C. Sims, Little Current, Ont., who holds a mail contract for the Manitoulin district.

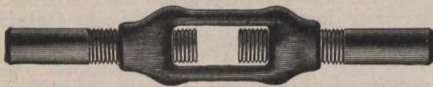
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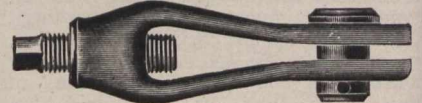
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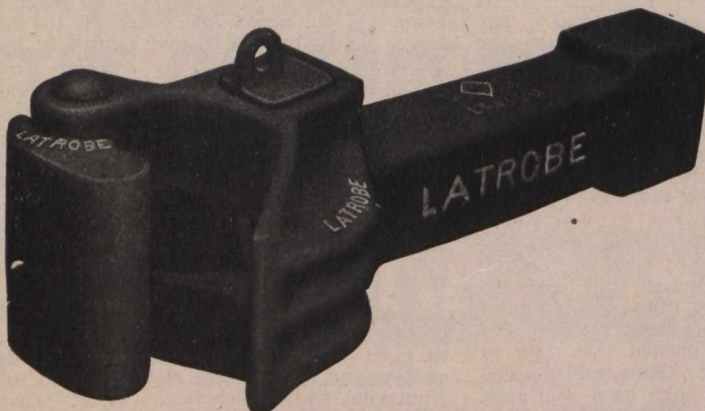
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Referring to a paragraph in our last issue to the effect that it was reported that the Lake Ontario and Bay of Quinte Navigation Co. had let a contract for the construction of a steamboat, we are advised that the company has not let a contract, but that the report may refer to the owner of the s.s. Aletha, Mrs. A. Roys, which vessel was operated by Capt. Roys during the past season, under charter to the L. O. and B. of Q. N. Co.

The Knapp roller boat, which has been lying at Toronto for some years, was sold by judicial order recently, on the motion of the Turbine Steamship Co., which had obtained an award of \$250 against the owner for damages sustained by the s.s. Turbinia. The roller boat was owned by M. Stonehouse, and, it is said, cost \$125,000 to construct. The price realized was \$595. The Polson Iron Works, Ltd., claimed \$295 for fittings supplied.

H. C. Root and H. C. Busse, local manager and cashier respectively of the Great Lakes Towing Co., Sault Ste. Marie, Mich., were

1½ ins. Compared with the average Nov. level for 10 years, Superior is 9¼ ins.; Michigan and Huron, 1¾ ins.; Erie, 8½ ins., and Ontario, 5 ins., lower.

The Inland Navigation Co., Hamilton, Ont., has placed a contract for the construction of a bulk freight steamer in Detroit, Mich. This is stated to be the first vessel to be constructed by a U.S. firm for Canadian interests, and it will be operated under the U.S. flag between Canadian and U.S. ports. A. B. Mackay, General Manager of the company, is reported to have said that little encouragement was offered to Canadian vessel owners, and he especially referred to the duties payable on repairs to Canadian vessels made in U.S. shipyards. Under the recent amendments to the Canada Shipping Act, the vessel will not be permitted to trade between Canadian ports, but may, of course, call at any one Canadian port on each trip. The dimensions of the new vessel are given as follows: Length, 500 ft. over all; keel, 480 ft.; beam, 56 ft.; depth, 30 ft. She will be

B.C. and Pacific Coast Marine.

The Vancouver Shipbuilding, Sealing and Trading Co., Ltd., is being wound up, with H. Lockwood, Vancouver, as liquidator.

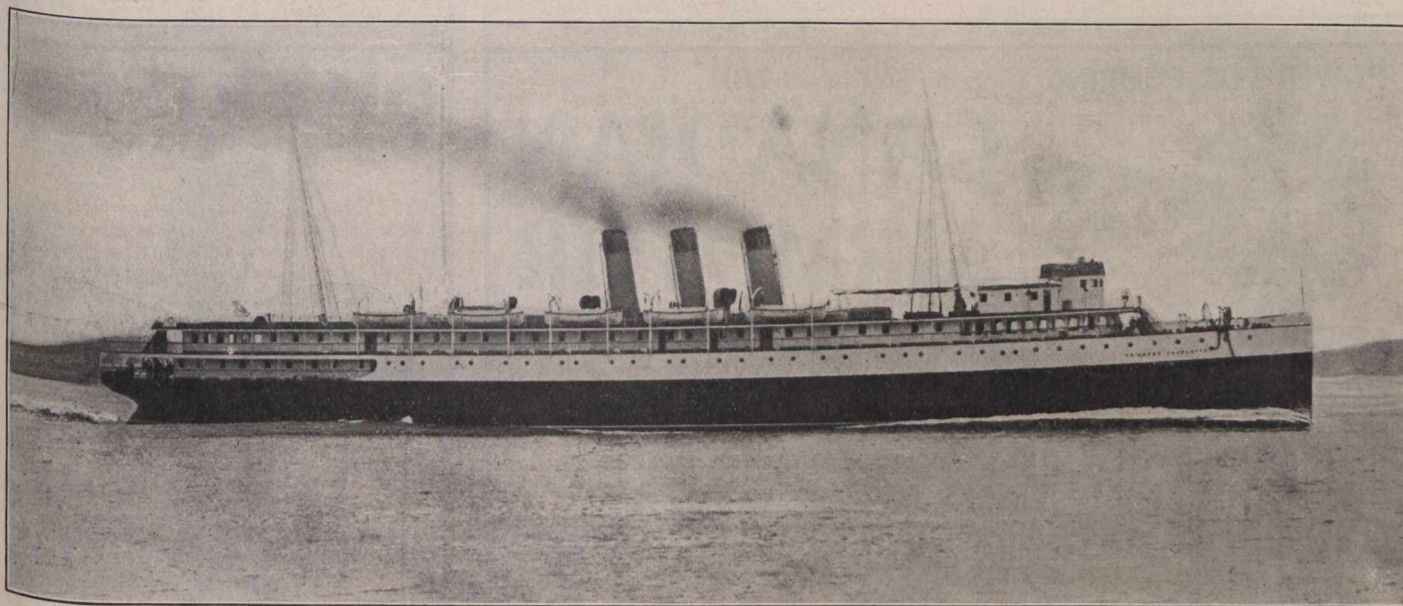
The British Columbia Dredging Co., Ltd., is being voluntarily wound up. A. St. J. Whiting, Victoria, has been appointed liquidator.

Capt. A. Copp and C. Moore, Vancouver, have been appointed officers in the Fisheries Protection Service, each with the rank of master mariner.

The C.P.R. s.s. Glenfarg, in leaving Vancouver Dec. 7, struck on the Siwash Rock and sustained considerable damage. She returned to port and discharged her cargo.

The gas and bell buoy at Swiftsure Bank was reported to have disappeared Dec. 3, and no trace of it has been discovered. It is surmised that it was sunk in a collision.

The New Westminster steam tug Native has been overhauled and altered so as to accommodate passengers, and is now being



C.P.R. S.S. PRINCESS CHARLOTTE, TO BE RUN BETWEEN VANCOUVER, B.C., AND SEATTLE, WASH.

For description see Aug., 1908, issue, page 603.

recently charged there with smuggling. The case arose out of the stranding of the s.s. Canadian at Drummond Island recently, while bound for Port Arthur, Ont., with general merchandise. The goods alleged to have been smuggled were thrown overboard, and salvaged by the crew of one of the Towing Co.'s lighters. The defendants were bound over to appear for trial.

H. Calderwood, of Toronto, recently visited Sault Ste. Marie for the purpose of advising the local Board of Trade regarding a site for a proposed dry dock. It is said that the probable site is west of the canal and near the power canal. The property is owned by the Government, and it is said that the natural flow of the St. Mary's Rapids would be all that is required to empty or fill the dock. The President of the Board of Trade is reported to have stated that financial arrangements for the scheme are completed.

The U.S. lake survey reports the levels of the great lakes, in feet above tide water, for Nov. as follows: Superior, 602.23; Michigan and Huron, 580.34; Erie, 571.69; Ontario, 245.92. Since the previous month there was a considerable fall in the levels, due to a continuance of the drought, as follows: Superior, 5½ ins.; Michigan and Huron, 6¼ ins.; Erie, 7½ ins.; Ontario, 6½ ins.; while the anticipated fall during December is; Superior, 3½ ins.; Michigan and Huron, 4 ins.; Erie, 2 ins.; Ontario,

used chiefly for the transportation of ore from the U.S. to Point Edward, Ont., for the Hamilton Steel and Iron Co.

A. E. Henschel, Chairman of a meeting of business men in New York recently, is reported to have said: "For years I predicted that the energetic efforts of our Canadian neighbors would succeed in providing the cheapest means of transportation between the great west and northwest and the Gulf of St. Lawrence. The withdrawal of the steamship service from the port of New York conclusively proves that Canada has walked off with the prize of furnishing such outlets to the sea. The Dominion is ably assisted in the diversion of traffic by New York's exorbitant wharfage and other terminal charges, which can only be eradicated by the action of the State Legislature. Such remedial legislation has met defeat year after year at Albany. Now, with the practical tying up of commerce between Buffalo and New York, it is time to use heroic remedies at the people's command, that will bring defiant railroad managers to terms. The Legislature should abolish in toto those great commerce annihilators, wharfage on vessels, exorbitant dock rentals, compulsory pilotage, grain elevating and storage and dockage on property at the port of New York, and thus eradicate the most serious evils which are inflicted upon New York's business prosperity."

operated between Prince Rupert and Port Essington daily excepting Sundays.

The Quamichan Mill Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$20,000, and power to own and operate steam and other vessels, and to carry on the general business of carriers by land and water.

The Glen Valley Logging Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$25,000, with power among other things to carry on the business of ship owners, carriers by land and sea, etc., and to own and operate steam and other vessels, wharves, docks, warehouses, etc., in connection therewith.

The Ship British Yeoman Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$24,000, to purchase or otherwise acquire the ship British Yeoman; to charter, hire and otherwise use and trade with same or any substituted vessel; to carry on the business of ship owner, and to act as general freighter.

The P. D. Hillis Logging Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$100,000, and power among other things to own and operate steam and other vessels, to carry passengers and merchandise, and to act as shipowners, wharfingers, barge owners, lightermen, and general carriers by land and water.

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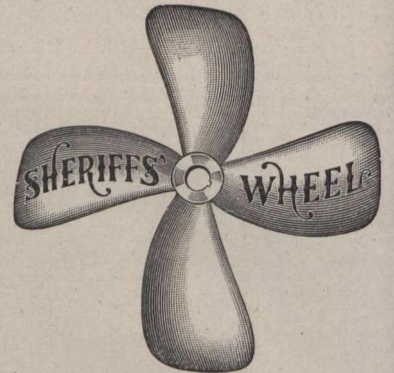
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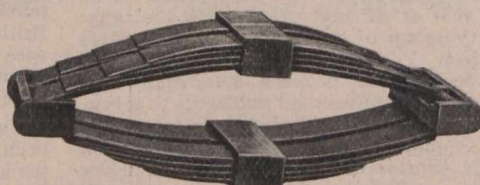
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The B.C. Government has decided to construct a wharf at Prince Rupert, to be owned and operated by the Government. The first section to be built will be about 60 ft. long by 80 ft. deep, with a 20 ft. depth of water at low tide. Applications from steamship and other companies for permission to construct wharves there have been refused.

The Victoria Transportation Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$10,000, for the purpose of conveying passengers and goods in ships and boats between such places as the company may from time to time determine, for the buying and selling of steamboats and other ships and commodities, and for doing all such other things as are incidental or conducive to the attainment of the foregoing objects.

In response to questions relating to the transfer of the Esquimalt docks, etc., to the Canadian Government, the First Lord of the Admiralty said recently in the British House of Commons, it has been found that the transfer can only be effected by act of Parliament, and the terms will be embodied in a bill which it is hoped will be presented early next session. The fortress, works, docks, etc., have been maintained during the past two years by the Canadian Government.

The s.s. Powhatan, recently purchased at Hong Kong by the Mackenzie Steamship Co., arrived at Vancouver Dec. 8, 1908, where she will be overhauled and remodelled for the coast trade. The improvements include accommodation for 150 saloon passengers, dining saloon, and steerage accommodation for 250 passengers. She will be equipped with wireless telegraph apparatus. It is said that the price paid for her at Hong Kong was \$55,000, and that a further \$15,000 will be spent on her at Vancouver. She is to be re-named Rupert City. The Powhatan was built at Barrow-in-Furness, Eng., in 1886, and is equipped with engines having cylinders 18, 18, 38 and 60 ins. diam. by 42 ins. stroke; her dimensions are: Length, 310 ft.; breadth, 38.2 ft.; depth, 25.3 ft.; tonnage, 2,536 gross, 1,640 register.

Notices to Mariners.

The Department of Marine has issued the following notices:

No. 114. Nov. 25.—291. New Brunswick, Kennebecasis River, Reid Point, light established. 292. Newfoundland, west coast, Gulf of St. Lawrence, Rich Point, flashing light in operation.

No. 115. Nov. 26.—293. Quebec, Chaleur Bay, Little Bonaventure, light established. 294. Quebec, Gulf of St. Lawrence, Percé, intended light on wharf at north beach. 295. Quebec, River St. Lawrence, Goose Cape, intended change in character of light. 296. Quebec, River St. Lawrence, chart of Lake St. Peter issued.

No. 116. Nov. 30.—297. British Columbia, Fraser River, entrance to north arm, positions of lights and beacons.

No. 117. Dec. 1.—298. British Columbia, Brown passage, western entrance, Stenhouse shoal, position and color of gas and whistling buoy. 299. Japan, Tsugaru Strait, Yesan-Zaki light station, fog siren established.

No. 118. Dec. 2.—300. Ontario, St. Clair River, Chenal Ecarté, Walpole Island, range lights established. 301. Ontario, St. Clair River, Point Edward, shoal.

No. 119. Dec. 7.—302. Quebec, River St. Lawrence, Little Metis, new lighthouse, change in character of light. 303. Scotland, west coast, Firth of Clyde, Toward Point, character of fog signal altered.

No. 120. Dec. 9.—304. Québec, Gulf of St. Lawrence, Magdalen Islands, Bird Rocks. tower increased in height. 305. Quebec, River St. Lawrence, Portneuf-en-bas, range lights established, position of main lighthouse.

No. 121. Dec. 11.—306. Quebec, Saguenay River, Rivière Valin, range lighthouses rebuilt.

No. 122. Dec. 14.—307. Nova Scotia, west coast, Yarmouth Sound, Hen and Chickens gas and bell buoy. 308. Nova Scotia, south coast, Sheet Harbor gas and whistling buoy, color of light. 309. Newfoundland, north end, Cape Bauld lighthouse, additional information. 310. Newfoundland, southwest coast, Cape Ray, permanent light.

No. 123. Dec. 15.—311. Quebec, Chaleur Bay, New Richmond wharf, light established. 312. Quebec, Chaleur Bay, St. Charles de Caplan, light established on wharf. 313. Quebec, Chaleur Bay, St. Godfroy, light established on wharf.

No. 124. Dec. 19.—314. Quebec, Riche-lieu River, Chambly, lights.

No. 125. Dec. 21.—315. British Columbia, Chatham Sound, Prince Rupert harbor, Fairview, change in character of buoy. 316. United States of America, Strait of Georgia, Patos Island light station, light changed.

Vessels Removed from the Register.

The following vessels have been removed from the Canadian register during Nov., 1908, for the reasons assigned: Steam—Alice, Pictou, N.S., 11 tons, unseaworthy; Constance, Hamilton, Ont., 1 ton, out of commission; Emma, Hamilton, Ont., 4 tons, out of commission; Fairy Queen, Hamilton, Ont., 1 ton, broken up; Glenrosa, Toronto, 43 tons, dismantled and burnt; Ida, Quebec, 7 tons, broken up; Lewis, Hamilton, Ont., 1 ton, out of existence; Lillie, Hamilton, Ont., 34 tons, out of existence; Messenger, Quebec, 18 tons, broken up; Ontario, Hamilton, Ont., 28 tons, broken up and burnt; Philadelphia, Sault Ste. Marie, Ont., 88 tons, stranded; R. Watts, Hamilton, Ont., 18 tons, out of commission; Raven, Vancouver, B.C., 17 tons, broken up. Sailing—Antelope, Hamilton, Ont., 180 tons, sold to the U.S.; Caribou, Victoria, 83 tons, stranded; Esme, Lunenburg, N.S., 5 tons, converted into a fishing boat; Ethel G., Arichat, N.S., 12 tons, lost at White Haven, N.S.; George L. Slipp, St. John, N.B., 98 tons, wrecked; Georgiana, Yarmouth, N.S., 90 tons, broken up; Ich dien, Lunenburg, N.S., 197 tons, burnt; Lebarge, Victoria, 63 tons, stranded; Lettie Dame, Chatham, N.B., 11 tons, burnt; May Flower, Lunenburg, N.S., 60 tons, stranded; Midge, Halifax, N.S., 3 tons, sold to U.S.; Minnie B., Lunenburg, N.S., 25 tons, transferred to Newfoundland; Morning Star, Chatham, N.B., 30 tons, wrecked; St. Michel, Quebec, 103 tons, broken up; Stella Maris, Quebec, 70 tons, broken up.

LIST OF STEAM VESSELS REGISTERED IN CANADA DURING NOV., 1908.

Name.	No.	Where and When Built.	Engines, etc.	Length	B'dth.	Depth.	Gross tons.	Reg. tons.	Port of Registry.	Owners.
Alva W.....	116,319	Collingwood, Ont., 1908....	Screw 10 N.H.P.....	65.0	16.0	6.9	39	27	Amherstburg, Ont...	B. G. Westcott and F. S. Wright, Leamington, Ont.
Asawalgit....	126,321	Port Simpson, B.C., 1908..	" 1 "	32.4	9.2	3.3	16	11	Vancouver, B.C.....	F. G. Dudoward, Port Simpson, B.C.
Ashawanna 2.	122,347	Gravenhurst, Ont., 1908..	" 1 "	44.0	12.3	4.5	50	41	Toronto.....	F. Mills, Beaumaris, Ont.
Cowhelly.....	126,232	Vancouver, B.C., 1908....	" 1 "	37.0	9.3	3.8	7	5	Victoria, B.C.....	L. A. Hayman, Kelowna, B.C.
Craigflower...	126,233	Victoria, B.C., 1908.....	Paddle 2 "	65.0	12.3	2.8	21	12	"	J. J. Sloan, Port Essington, B.C.
Creston.....	126,231	Nelson, B.C., 1908.....	" 1 "	35.4	8.9	2.7	5	3	"	G. W. Hale, Nelson, B.C.
Hattie Berry..	121,955	Collingwood, Ont., 1908....	Screw 10 "	66.0	15.0	7.3	42	29	Port Stanley, Ont....	W. Berry, Port Stanley, Ont.
Herbert M....	126,261	Hollow Lake, Ont., 1908....	" 6 "	51.0	12.1	4.3	44	27	Toronto.....	C. Mickle, Gravenhurst, Ont.
J. A. Mumford	117,167	Spencer's Is., N.S., 1903....	" 40 "	80.5	20.2	9.4	115	9	Windsor, N.S.....	Gypsum Packet Co. Ltd., Windsor, N.S.
Jack C.....	126,263	Fesserton, Ont., 1907.....	" 3 "	43.0	10.0	4.0	19	13	Toronto.....	W. W. Carter, Fesserton, Ont.
Lithia.....	126,322	N. Vancouver, B.C., 1908....	" 2 "	45.7	11.2	4.1	19	13	Vancouver, B.C.....	A. E. Brown, Vancouver, B.C.
Lottie and Marguerite/	126,341	Allendale, N.S., 1908.....	" 8 "	62.9	14.4	6.0	32	22	Barrington, N.S.....	C. A. Goreham, M.O., Woods Harbour, N.S.
Marvis.....	126,220	Vancouver, B.C., 1908.....	" 22 "	56.6	17.6	7.7	69	47	Vancouver, B.C.....	A. J. Hendry, M.O., Vancouver, B.C.
Owen.....	116,318	Detroit, Mich., 1881, 1908..	" 13 "	69.6	16.5	8.4	49	36	Amherstburg, Ont...	F. J. Trotter, Amherstburg, Ont.
Ralph C.....	126,264	Fesserton, Ont., 1908.....	" 3 "	32.0	8.6	4.0	12	7	Toronto.....	W. W. Carter, Fesserton, Ont.
Verda Belle...	121,956	Port Stanley, Ont., 1908....	" 4 "	55.5	13.6	6.4	24	23	Port Stanley, Ont....	J. R. and H. L. Moore, and W. S. Stanton, Port Stanley, Ont., J.O.

LIST OF SAILING VESSELS AND BARGES REGISTERED IN CANADA DURING NOV., 1908.

Name.	No.	Where and When Built.	Rig.	Length	B'dth.	Depth.	Reg. tons.	Port of Registry.	Owners.
Lime Light....	126,065	Souris, P.E.I., 1908.....	Schr.	94.0	26.0	9.2	155	Charlottetown, P.E.I.	T. Kickham, Souris West, P.E.I.
M. L. Nickerson.	122,240	Can. Woods Harb., N.S., 1908..	Sloop	29.8	12.0	5.0	10	Barrington, N.S....	J. E. Nickerson, Central Woods Harbour, P.E.I.
Marie St. Laurent	125,999	Isle-aux-Coudres, Q., 1908..	Schr.	52.3	15.8	5.9	31	Quebec.....	J. and M. Harvey, Isle-aux-Coudres, Que.
S. T. Co. No. 3..	126,281	G. Salmon River, N.B., 1908..	"	175.3	38.5	12.6	623	St. John, N.B.....	R. Connelly, Great Salmon River, N.B.
Tallahassee....	111,800	Cheticamp, N.S., 1908.....	"	34.5	10.0	5.0	12	Pt. Hawkesby, N.S.	S. Belfontaine, Cheticamp, N.S.
Watauga.....	126,115	Lunenburg, N.S., 1908.....	"	101.2	25.3	10.4	99	Lunenburg, N.S....	E. Backman, M.O., Lunenburg, N.S.
Winnie Hazel...	126,133	Port Dufferin, N.S., 1908..	"	66.5	20.9	8.1	68	Halifax, N.S.....	H. Verge, M.O., Sober Island, N.S.

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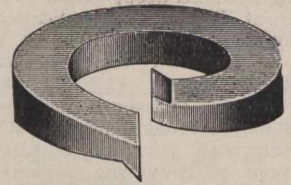
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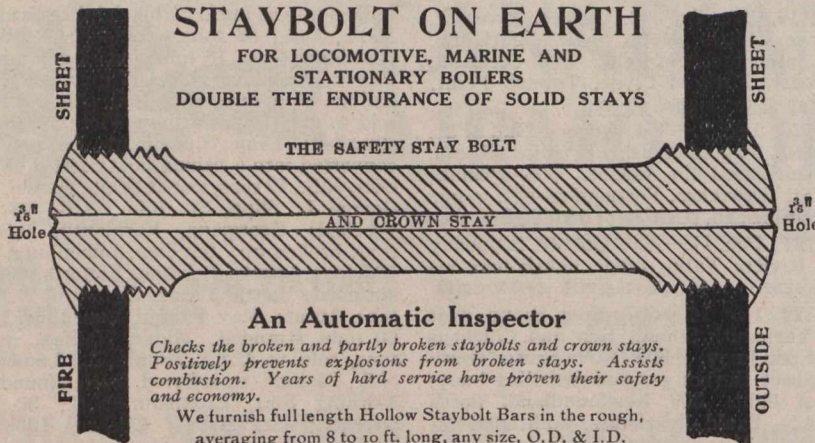
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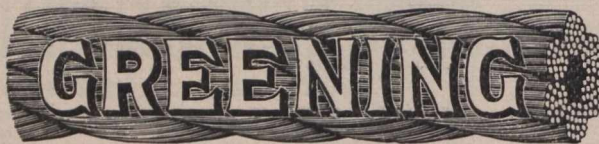
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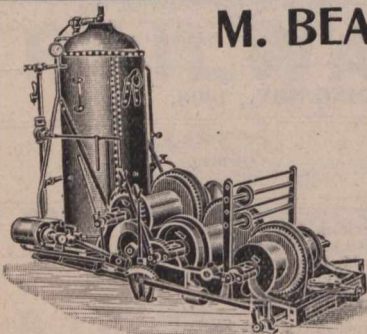
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ors' Machinery.

NOTICE.—The Guelph and Goderich Rail-
way Company will apply to the Parliam-
ent of Canada, at its next session, for an
Act extending the time within which it may
construct the branch line of its railway
which it has been authorized to construct
by section 7 of chapter 81 of the Statutes of
Canada of 1904, and for other purposes.

A. H. MACDONALD,
Secretary.

Dated at Guelph, the 1st December, 1908.

NOTICE.—The Tillsonburg, Lake Erie and
Pacific Railway Company will apply
to the Parliament of Canada, at its next
session, for an Act extending the time
within which it may construct the extension
of its railway which it has been authorized
to construct by section 2 of chapter 105 of
the Statutes of Canada of 1902, and for other
purposes.

GEORGE A. WALKER,
Secretary.

Dated at Toronto, the 1st December, 1908.

NOTICE.—The Walkerton and Lucknow
Railway Company will apply to the
Parliament of Canada, at its next session,
for an Act extending the time within which
it may construct the railway which it has
been authorized to construct by section 8 of
chapter 138 of the Statutes of Canada of
1904, and for other purposes.

GEORGE A. WALKER,
Secretary.

Dated at Toronto, the 1st December, 1908.

NOTICE.—The Ottawa, Northern and
Western Railway Company will apply
to the Parliament of Canada, at its next
session, for an Act extending the time within
which it may construct the extensions and
branches of its railway which it has been
authorized to construct by section 11 of
chapter 87 of the Statutes of Canada of 1894,
and for other purposes.

H. C. OSWALD,
Secretary.

Dated at Montreal, the 1st December, 1908.

SAULT STE. MARIE CANALS TRAFFIC.

The following commerce passed through the Sault Ste. Marie canals during 1908:

ARTICLES.	CANADIAN CANAL	U.S. CANAL	TOTAL
Copper..... Eastbound..... Net tons	9,261	92,474	101,735
Grain..... "..... Bushels	20,583,581	22,869,602	43,453,183
Building stone..... "..... Net tons		1,019	1,019
Flour..... "..... Barrels	1,935,412	3,767,473	5,702,885
Iron ore..... "..... Net tons	7,375,690	17,251,898	24,627,588
Pig iron..... "..... ".....		18,962	18,962
Lumber..... "..... M. ft. B.M.	30,248	423,513	453,761
Wheat..... "..... Bushels	57,910,082	48,131,791	106,041,873
General merchandise..... "..... Net tons	29,864	80,374	110,238
Passengers..... "..... Number	14,708	12,325	27,033
Coal, hard..... Westbound..... Net tons	361,057	1,023,686	1,384,743
Coal, soft..... "..... ".....	2,023,154	6,494,563	8,517,717
Flour..... "..... Barrels	1,470	20	1,490
Grain..... "..... Bushels	4,700	700	5,400
Manufactured iron..... "..... Net tons	126,832	143,514	270,346
Iron ore..... "..... ".....	22,752		22,752
Salt..... "..... Barrels	98,713	448,510	547,223
General merchandise..... "..... Net tons	330,257	402,406	732,663
Passengers..... "..... Number	15,500	10,754	26,254
Vessel passages..... Number	5,290	9,891	15,181
Registered tonnage..... Net	9,604,231	21,487,499	31,091,730
Freight—Eastbound..... Net tons	9,854,919	20,525,839	30,380,758
Westbound..... ".....	2,878,341	8,131,458	11,009,799
Total freight..... ".....	12,733,260	28,657,297	41,390,557

COMPARATIVE STATEMENT FOR THE SEASONS OF 1907 AND 1908.

ITEMS.	1907	1908
Vessels—		
Steamers..... Number	17,245	12,553
Sailing..... ".....	2,303	1,355
Unregistered..... ".....	889	1,273
Total..... ".....	20,437	15,181
Lockages..... ".....	14,020	10,685
Tonnage, Registered..... Net	44,087,974	31,091,730
Freight..... ".....	58,217,214	41,390,557
Passengers..... Number	62,758	53,287
Coal, hard..... Net tons	1,506,668	1,384,743
soft..... ".....	9,893,427	8,517,717
Flour..... Barrels	6,524,770	5,704,375
Wheat..... Bushels	98,135,775	106,041,873
Grain..... ".....	43,463,338	43,458,583
Manufactured and pig iron..... Net tons	307,941	289,308
Salt..... Barrels	460,802	547,223
Copper..... Net tons	89,959	101,735
Iron ore..... ".....	39,594,944	24,650,340
Lumber..... M. ft. B. M.	649,320	453,761
Building stone..... Net tons	898	1,019
General merchandise..... ".....	1,022,654	842,901

The U.S. canal was opened April 27, and closed Dec. 13, 1908; season, 231 days.
 The Canadian canal was opened April 21, and closed Dec. 15, 1908; season, 239 days.

Coasting Regulations for Foreign Vessels.

The following order-in-council was passed Dec. 17: Whereas by an order-in-council dated Jan. 13, 1908, it is provided that certain orders-in-council by which ships and vessels of certain foreign countries had been admitted to the coasting trade of Canada are repealed, on, from and after Jan. 1, 1909. And whereas applications have been made to allow the ships and vessels of certain foreign countries to participate in such coasting trade to a limited extent and for a temporary period, pending the acquisition of suitable British ships, to which class of vessels under the provisions of the order the coasting trade would on and after the said date be confined; therefore the Governor General in Council is pleased to order that the said order-in-council of Jan. 13, 1908, shall be and the same is hereby revoked and the following provisions substituted for the provisions therein contained.

All orders-in-council admitting ships or vessels of any foreign country to the coasting trade of Canada shall be and the same are hereby revoked on, from and after Jan. 1, 1909; and thereafter such ships and vessels shall be subject to the provisions of secs. 952 to 957 of the Canada Shipping Act, both inclusive; provided that steamships of not less than 1,500 tons gross each, of the following countries, namely, Italy, Germany, The Netherlands, Sweden, Norway, Austro-Hungary, Denmark, Belgium, the Argentine Re-

public and Japan, shall be admitted to the coasting trade of Canada in the carrying of goods and passengers coastwise between any port in Nova Scotia and any port in Quebec, and vice versa, on the same terms and conditions as are applicable to Canadian vessels, until Dec. 31, 1911.

The Welland Canal was officially closed for traffic Dec. 15, though vessels were reported as passing through some days later.

During Sept. and Oct., 1908, 12 workers were killed in the course of their employment in Canadian navigation, and 6 were injured. Of the fatalities, 9 were due to drowning, and one each to being struck by a wharf engine, to a fall, and to machinery. Of the non-fatal accidents, 3 were due to falling material, and one each to machinery, to flying material, and to a fall.

The Department of Marine has issued separate pamphlets recording the tide tables for 1909 for the eastern and western coasts of Canada, respectively. The tables in the former case cover the River and Gulf of St. Lawrence, the Bay of Fundy, Northumberland and Cabot Straits; and in the latter, the Fuca Strait, Strait of Georgia, and the northern coast, with data for slack water in the navigable passes and narrows. The information is arranged and classified by Dr. W. Bell Dawson, M.I.C.E., Engineer in charge of the Tidal and Current Survey.

Northern Navigation Co.'s S.S. Hamonic.

In our April and June, 1908, issue, we gave pretty full particulars of the vessel which is being built for the Northern Navigation Co. of Ontario, and which was launched recently, and named the Hamonic. The company has supplied a more extended description, from which the following extracts are taken:

Her dimensions are: Length over all, 365 ft.; length between perpendiculars, 341 ft.; extreme breadth, 50 ft.; moulded depth, 27 ft.; gross tonnage, 5,000 tons. She is being constructed with strict regard to the rules of the Bureau Veritas and the Great Lakes Register, and under the inspection of the last-named corporation. Her rating will therefore be the highest possible in the lake service.

The hull is moulded with remarkably fine lines forward and a clean run aft, having in view a speed commensurate with the power of her engines, easily sufficient to enable her to keep pace with her sister ship Huronic in her weekly trip from Sarnia to Port Arthur, Fort William, Duluth and return. It is being built on the channel system, with extra heavy frames and steel plates, tested at the mills, strong enough to pass the most rigid requirements in chemical, ductile and tensile qualities. The bottom is double, and fitted with 14 compartments that will hold 1,500 tons of water ballast. The hull itself is divided by watertight bulkheads into nine compartments. To prevent rolling, she is fitted with bilge-keelsons. Steel bulkheads running up to the spar deck completely separate the freight spaces from the part of the ship occupied by the passengers and crew.

The engines are quadruple expansion, having a total of 6,200 indicated h.p., fitted with a counterbalancing system to prevent vibration. Steam is to be furnished by six single-ended Scotch boilers of 250 lbs. pressure to the square inch, with forced draft. Bunker capacity will be provided for 500 tons of coal. The propelling machinery and boilers are placed very far aft, but the funnel will stand well amidship, between the two masts, so that the view in profile is well proportioned and pleasing. This disposition of the power plant is made with reference first to the comfort of passengers, and next to the best arrangement of freight space. The other machinery is placed forward of the engines and in various parts of the ship, as best will serve their purposes. She will be supplied with steam steering gear, capstans and windlasses, operating patent bow and kedge anchors.

As electricity will enter largely into the decoration of the ship she will be brilliantly illuminated. Current will be furnished by generators installed in duplicate. There is a complete artificial ice and refrigerating plant, and a wireless telegraph installation. The fire apparatus and life-saving equipment are ample, and up to the very strictest regulations and requirements of the Canadian and U.S. governments.

Seven gangways are provided on each side, five for freight, one for first-class passengers, and one for second-class passengers and supplies. The five gangways leading to the freight space on the main deck are so arranged that each gangway serves two hatches, which open into the ship's five cargo holds. The latest design of hoisting machinery for the handling of package freight will be installed. Her cargo capacity is about 3,000 tons of package freight, or 100,000 bushels of wheat, below the main deck. She will be fitted with elevator hatches to enable her to receive grain if desirable. She is being given ample refrigerated hold-space to provide for the increasing tonnage of perishable freight.

She will have roomy accommodation for

THE CANADIAN BRIDGE CO., LIMITED

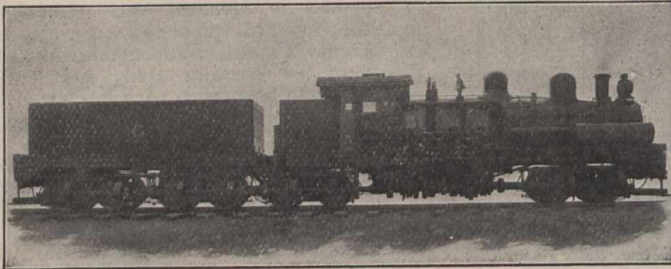
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International Railway (trolleys), connecting with Niagara Navigation Co. steamers at Queenston, to or from Toronto, pass the door.

IMPORTANT

Guests coming to the Hotel should see to it that they are taken to The Clifton Hotel, CANADIAN SIDE, and also that their mail is addressed "Care of The Clifton Hotel, Niagara Falls, CANADA." To insure prompt delivery, don't forget to make CANADA plain in the address.

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Portland to Liverpool—Winter

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RED STAR LINE

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PASSENGER AGENT FOR ONTARIO,
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400 first-class and 75 second-class passengers, as well as for officers and crew numbering 110 more altogether. There are five decks, namely, the main, spar, promenade, shade and bridge decks, the first three being of steel construction. On the awning deck there is ample open space forward and a wide promenade entirely around the ship. Seven trips around the deck constitute a mile. On the shade deck additional promenading and lounging space is provided, and that part forward of the bridge and over the drawing-room will give opportunity for observation to passengers while running the rivers or passing other interesting portions of the route.

The coloring throughout the ship is in one inclusive scheme of mahogany, soft green, old gold, ivory, grey and pure white. The distribution and effects vary in different rooms and departments, but the plan is consistent. As passengers enter by the first-class gangway, they will pass through a large vestibule with panels of plain steel done in ivory and rubbed smooth. From the vestibule a spacious hall and rotunda is entered. From the centre the grand stairway leads with easy ascent to the cabin above, all beautifully finished, tastefully decorated, airy and well lighted. This stairway, hall and rotunda are of French-Gothic design, carried out in dark finished quarter-sawn oak, and adorned with panels bearing fleur-de-lis ornaments in old gold. Carved oak pilasters with old gold capitals support a cornice and ceiling of panelled oak, relieved with old gold ornaments. A marble base eight inches high extends around both hall and rotunda, and the floor is laid with interlocking rubber tiles of a form and color corresponding with the rest.

The baggage rooms are at either side of the great stairway, so that passengers may have easy access to their belongings at any time. At the top the stairway opens upon a handsome lobby extending all the way across the ship, and having a width of some 35 ft. The walls and ceiling here are in the Flemish manner, toned in a grey-green and relieved in the panels, pilasters and cornice, with broad effects and delicate traceries in dull gold. At the forward end are the offices of the purser and steward, and aft are two screened spaces containing desks, with writing materials, for general use. Settees with cushioned upholstery in dull green leather stand along the walls, and comfortable arm-chairs are disposed about the floor. The staircase and well leading from the lobby to the grand saloon on the deck will have heavily carved newels and balusters touched with dull and burnished antique gold. The lighting of the lobby will be from 25 incandescents in the ceiling, and four-light newel candelabra carved and touched with old gold. The floor will be laid in rubber tiling finished with a six-inch marble base. From both sides of the lobby, corridors lead forward and aft, in lines that sweep to the curves of the ship's hull. That leading forward enlarges at its farther end into a large room, invitingly furnished, and called "the lounge." The corridors are finished in Colonial style, with panels in old ivory tones, and mouldings and cornices enriched with ornaments heightened with gold.

The deck will be almost entirely given over to berth accommodation. Three rows of staterooms on either side open off the corridors, so arranged that each stateroom is a roomy apartment. Each stateroom is independently lighted and ventilated from the outside, and the corridors as well are amply supplied with light and fresh air. The outside tier of staterooms is provided with double lower and single upper berths, and have extra large plate glass ports opening through the sides of the ship. Com-

municating doors open into adjoining rooms, so that they may be used "en suite." The inner tiers of rooms have single lower and upper berths, but these as well as all others are unusually wide and long. All staterooms are electric-lighted, fitted with electric bells, and supplied with running hot and cold water, the best quality of spring and hair mattresses, linens, rugs and napery. The decoration is in ivory white, corresponding with that of the corridors. The floor coverings are of the finest quality and of the company's special standard design, corresponding with those in the corridors.

The lounge at the forward end of the corridor has particularly attractive features, such as a carved fireplace, with cozy seats built in on either side, and a large circular table in the centre of the room surrounded by soft upholstered chairs, covered in rose velour. This room is finished in the Colonial style, carried on from the corridors. The wall and ceiling panels are in ivory finish. It is lighted from the ceiling by golden incandescents. A soft deep rose color carpet of a special design covers the floor. From the corridor opening off the after end of the lobby more staterooms are reached, and it terminates on either side with baths, barber shop and lavatories, all finished in quarter-sawn white oak with tiled floors, and fitted with porcelain fixtures.

From the lobby a broad stairway leads to the grand saloon on the promenade deck above. As it is expected this deck will form the principal rendezvous for passengers, the designer has been given opportunity for a free display of the decorator's art. Ascending the stairway, one is confronted by a large mirror and console, carving, paintings and panelling. This room, occupying the entire width of the cabin, is of imposing proportions. The style of decoration is Elizabethan. The native woodwork is of solid Mexican mahogany, spaced out in very attractive panels. At the forward end of the room, on both port and starboard sides, are staircases leading up to the observation room. These stairs, which have been specially treated by handsome carving, form principal features of the apartment. At the after end of the room are glass-panelled doors leading to the main dining-room. Directly next to these doors is the news-stand. On the port and starboard sides are doors leading out to the promenade. At the sides of these doors are niches with soft-cushioned divans, upholstered in dark green velvet, in harmonious effect with the mahogany woodwork. From the middle of the ceiling a dome, 16 by 22 ft., rises to the upper deck, forming a crown to the room, and giving it a feeling of loftiness and freedom. The dome is supported by carved grotesque heads and brackets, alternated by panel transoms with fine art glass, shedding a soft light over the whole. The frame of the dome is in panelled mahogany, enhanced with ornamental mouldings, burnished in gold. The most attractive features in the decoration are the lunette panels in the forward and after ends of the dome. These are painted in allegorical figures on a gold ground, and set in richly carved heavy gold frames. The floors are spread with carpets in green tones, and of a special design. The saloon is lighted by carved gold incandescents studded in each panel of the ceiling. Directly in the centre a heavily carved lantern is suspended by carved projected arms, all finished in antique burnished gold.

Off the forward end of the apartment opens a spacious corridor panelled in solid mahogany of a design in keeping with the grand saloon. A number of large and comfortable outside staterooms are located

here. Still forward of these are eight parlor rooms, four on either side. They are treated in four different styles; two Colonial parlors finished in enamel and mahogany, decorated in shades of rich yellow, to match carpet; two Marie Antoinette parlors, finished in maple, decorated in shades of old rose, to match carpet; two Empire parlors finished in mahogany, decorated in shades of green, to match carpet; and two l'art nouveau parlors finished in oak, decorated in blue tones, to match carpet. Arabian lace curtains hang from gold cornices over the windows. The furnishings consist of brass beds, dainty mirrors, soft-cushioned divans, and small tables and chairs. Each parlor has a private bath attached, finished in white enamel, with tiled floors and porcelain fixtures.

At the forward end of the corridor on this deck is the drawing-room—a spacious apartment, terminating in a circular front, with large plate windows overlooking the bow deck, affording excellent opportunities for observation. The entire room and furnishings are in the style Louis XVI. The walls are mahogany, with panels in tapestry to correspond with the green lined upholstery of the furniture. The ceiling decorations are enriched with gold, and the cozy corners have divans built in.

At the after end of the saloon is the dining-room. The double entrances, of plate glass, small-panelled doors, are separated by a heavily constructed console supported by carved figures and surmounted by a large bevelled mirror. This room occupies the full width of the ship, and extends 80 ft. of its length. It is designed in the style of the French renaissance, with blending colors, and a prevailing spirit of warmth and light. All the woodwork is in select solid mahogany. The walls of the forward and after ends are in panelled recesses, and the carved sideboards, silver cabinets, and mirrors are kept in uniformity with the surroundings. The sides of the room are panelled alternate with broad plate glass windows, 38 by 32 inches in size. These windows being high above the water afford the traveller a good outlook. They are draped with heavy silk curtains in soft green tones, in harmony with the furnishings. The tables and revolving chairs are mahogany. The chair seats are upholstered in soft green velvet. The table covers correspond in color with the furnishings, and are woven with broad gold arabesque ornamentation. From the centre of the room a spacious dome rises to the top of the upper deck-house, supported by carved columns with capitals. The dome is panelled and has richly ornamented mouldings, finished and glazed in old ivory. The panels are decorated in tones of silver grey with tracery borders in gold. Art glass transoms at the base of the dome shed light into the centre of the room. At either end of the dome are lunette panels adorned with mural paintings, in heavily carved frames, finished in gold. The floors are laid in parquetry, upon which are spread runways of soft deep crimson carpets. The lighting of this room consists of single gold incandescents spaced so as to throw their rays down evenly upon the tables.

Back of the dining saloon are located the serving rooms, pantry, galley, chill-rooms, winerom, storeroom, crew's and officers' mess rooms, and second-class dining-room. Here are found electric dish-washers and egg boilers, charcoal grills, steam vegetable cookers and stock kettles, bake ovens, dish warmers, carving table, etc. The chillrooms are artificially refrigerated by the ship's own ice-producing machinery. The dining-room and its attendant service rooms are located aft to prevent the odors penetrating the rest of the ship, but in addition ample ventilation

has been provided in the galley and serving rooms to free them from odors, and at the same time keep them cool for those who undertake the labor of ministering to a large passenger list.

Still aft of this, and reached from the outside promenade, is the smoking-room, removed from other parts of the ship. It is designed and finished in German style.

The walls are in white ash, finished in wax and brought out in dark mission color. Soft, luxuriously upholstered divans in red leather extend around the entire room. The furniture consists of tables and upholstered chairs of design and color in keeping with the surroundings. Through the centre of the ceiling a dome rises, providing both light and ventilation. The

decorations of this room consist of panels in dull metal ground, with the ornamentation painted and picked out in strong coloring, in German design. The dome has art glass transoms. The floor is laid in parquetry, over which soft oriental rugs are strewn. The room is brilliantly lighted by incandescents suspended from the dome and ceiling.

WOLFE BRUSH COMPANY

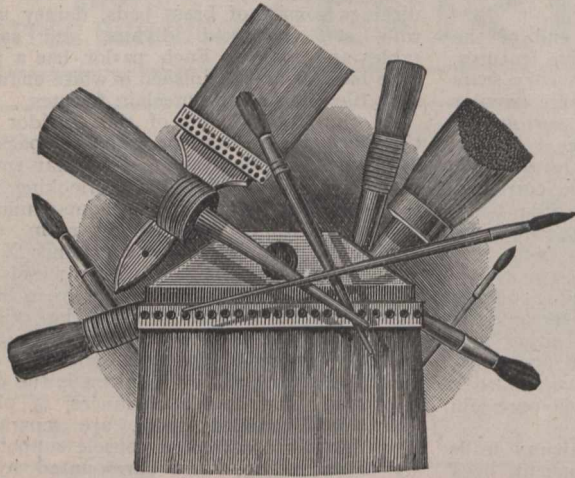
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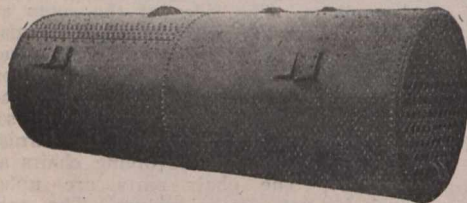
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RACINE, WIS.

Returning to the saloon and ascending the stairs at either side of it, one enters the observation room upon the shade deck, which is decorated in the style "l'art nouveau," panelled in quarter-sawn oak, and finished in forest green. Soft divans upholstered in golden brown velvet extend around the forward and after ends. Above the divans the walls are panelled in tapestry. In the centre and between the divans at the forward end a piano is placed. The entire side walls are composed of large plate glass windows, giving an unobstructed view over the water. At the after end of the room is an opening with an oriel bay window, looking down into the saloon. From the centre of the ceiling a skylight rises, for ventilation. The sashes are glazed with rich stained glass of style and color in keeping with the decorations. The skylight is supported by columns crowned with heavily carved capitals, and studded with incandescents. The ceiling panels are in shades of ivory relieved by ornaments in green and purple lines. The floor is laid in suitable material, in harmony with the color and design of the room, and of such a nature that it can be readily converted into a ballroom if required. Exits are provided to the large open deck, where promenading may be indulged in at will.

Forward of the observation room are quarters for deck officers. The captain's quarters come first, and comprise an ice and chartroom, stateroom and bath. Forward of this is the pilot house, and above it the bridge, fitted with engine, telegraph, telephone, binnacle, and other appliances required for the navigation and handling of the ship.

The second-class passenger quarters are on the after part of the spar deck, and completely separated from other parts of the ship. The sleeping rooms are plain but neatly finished, and are so arranged that they will accommodate small or large families, or parties of men or women. Ample toilet arrangements and promenading space have been provided for exercise, and an inside stairway leads to the second-class dining-room above.

The crew's quarters are located in sections of the ship most convenient to their several duties. They are well heated and ventilated, and thoroughly comfortable.

The Corinthian-Malin Head Collision.

In the matter of the investigation into the causes which led to a collision between the Allan Co.'s s.s. Corinthian, Capt. W. Dunlop, and the Head Line Co.'s s.s. Malin Head, Capt. Campbell, near Grosse Isle, River St. Lawrence, on Sept. 13, 1908, at or about 6.25 a.m., whereby serious damage was caused to both vessels, it being necessary to beach the Malin Head at St. Lawrence Point to prevent her from sinking; Commander Spain, R.N., Dominion Wreck Commissioner, has delivered the following judgment:

The Court, having very carefully enquired into all the circumstances attending the above-mentioned shipping casualty, and having carefully reviewed all the evidence which it was possible to obtain (some of which was very contradictory) from the officers and crews of both vessels, and other parties, finds as follows: Both the steamships, Corinthian and Malin Head, were well found in all the requirements of the Board of Trade, in regard to boats, life-saving apparatus, etc., etc.; the officers and pilots of both vessels held proper certificates; both ships had the necessary seamen on the lookout, and the necessary officers on the respective bridges.

It appears that the vessels sighted each other in the River St. Lawrence off Grosse Isle when they were distant approximately

a mile and a half, and the lookout man from the Malin Head reported a steamer (which turned out to be the Corinthian) right ahead, and in his evidence says, "that she was end-on, or very nearly so, when he first sighted her"; the master, mate, pilot, and quartermaster of the Malin Head all verify this statement of the lookout. This being the case, the Malin Head's helm was ported one point, afterwards being put hard apart. There were no further orders given, either to the deck or the engine-room from this vessel. The Court has found grave difficulty in establishing correctly how far on the bow, if at all, the Malin Head was first sighted by those on board the Corinthian. The evidence of her lookout man is, that he reported the Malin Head right ahead; this verifies the lookout man of that vessel. The quartermaster and the lookout man of the Corinthian under cross-examination only admit that it is possible the Malin Head might have been a quarter to half a point on the starboard bow of their vessel. The captain, first and third officers, and pilot of the Corinthian consider that the Malin Head might have been anything from half a point to a point on the starboard bow, when she was first sighted.

The officers of the Malin Head gave evidence that if the two vessels had been allowed to continue the courses they were on, when first sighted, there would have been an end-on collision, whereas, the officers of the Corinthian state, that if the vessels had both continued their courses they would have passed clear of each other. The pilot of the Corinthian, however, thought it necessary to starboard a quarter of a point, which shows some doubt on his part in regard to the vessels passing clear. After the pilot gave this order to starboard, the captain immediately ordered more starboard helm, which, in the opinion of the Court, was not correct. The engines of the Corinthian were not reversed soon enough, and if her helm had been put hard a starboard, with the engines going astern, the vessels probably would have cleared.

The Court considers that the two vessels in question were meeting end-on, or nearly end-on, so as to involve risk of collision, and that article 18, of the International Regulations for preventing collisions at sea, governs the case. The Court is aware that the "port helm" rule should always be given the most careful attention, but the question for consideration is, whether the one vessel proceeding in one direction met the other vessel proceeding in another direction, so that if both ships had continued on their respective courses, they would have passed so near to each other as to involve risk of collision. It was contended by the officers of the Corinthian that no such risk was involved, and if the vessels had continued on their respective courses, they would have passed starboard to starboard and clear of each other; on the

other hand, the officers of the Malin Head disagree with this, and state, as before mentioned, that if the vessels had continued on their respective courses as they were when they first sighted each other, an end-on collision would have resulted, and the Court, from all the evidence adduced, takes this view of the case, more especially, taking into consideration, that although the Corinthian officers thought the vessels were clear, her helm was starboarded. The duties therefore, which are imposed upon all steamers, under the existing rules, which require vessels meeting on courses parallel, and so close together as to render collision probable, to alter their courses to starboard and pass port to port, should have been carried out in this case. In the opinion of the Court, there was no peculiar or unusual circumstance in the case now under consideration, and in the absence of such, the rule requires each vessel to port her helm, and the officers of the vessel that do not carry out this rule are in the wrong.

The Court therefore considers that the master and pilot of the steamship Corinthian are to blame for the accident, severely censures Capt. William Dunlop, and fines pilot A. Santerre, who was in charge of the ship at the time of the disaster, \$100, to be paid in four monthly instalments of \$25 each. The master, pilot and officers of the Malin Head are exonerated from blame.

This judgment was concurred in by Capt. W. H. Logan, and pilot R. Baquet, who sat as assessors.

Among the Express Companies.

The Canadian Northern Ex. Co. has opened offices at Cardinal and Clanwilliam, Man.

The Canadian Ex. Co. reports the number of deer shipped by it out of the hunting country of Ontario during the open season, Nov. 1 to 15, inclusive, as 2,348, weighing 264,308 lbs.

The Board of Railway Commissioners passed an order Nov. 28, extending until June 1, 1909, the time for the approval of the Canadian and Dominion Ex. Cos.' contracts, tolls, by-laws, etc.

The Board of Railway Commissioners passed an order Nov. 30, approving the Pacific Ex. Co.'s contract forms, and extending to June 1, 1909, the time within which they may be used.

The Board of Railway Commissioners passed an order Nov. 30, extending until June 1, 1909, the time within which the National and American Ex. Cos.' contracts, by-laws, etc., may continue in use.

F. Barnett, agent Canadian Ex. Co., Albert, N.B., was found guilty of keeping for delivery intoxicating liquors, in contravention of the Scott Act, and was fined \$50 and costs, or, in

Coaches		Locomotives
All Classes		Steam
Parlor		Shovels
Combination		Freight
Baggage		Box
Mail		Flat
Express		Gondola
Private		Dump
Show Cars		Refrigerator
For Sale		Cars
	RE-BUILT AND SPECIAL CARS TO MEET ANY REQUIREMENTS	For Sale

default, 85 days imprisonment. It is said he will appeal.

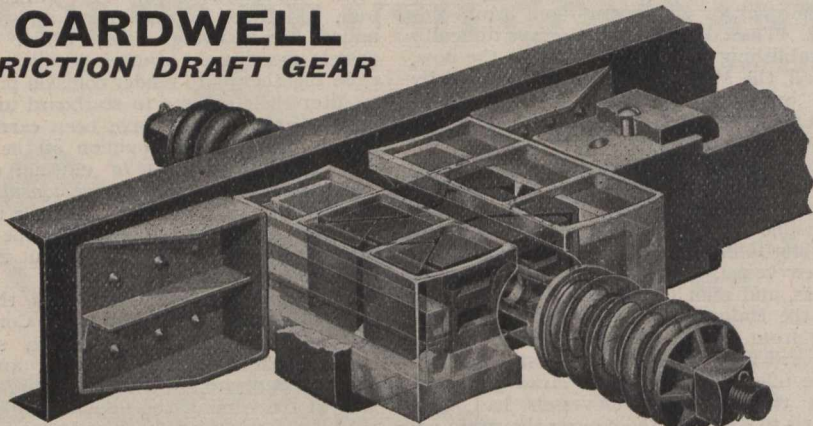
The Board of Railway Commissioners passed an order Nov. 28, approving the Maritime Ex. Co.'s forms MX 27 and 70, and permitting the same to be used until June 1, 1909, subject to the conditions of order of Dec. 19, 1907.

The Board of Railway Commissioners will, on Jan. 7, take up the matter of the mode by which the express companies operating throughout Canada shall be brought within its jurisdiction as provided by the bill passed last session of the Dominion Parliament.

The Board of Railway Commissioners passed an order Nov. 28, directing that the

contracts, conditions, by-laws, etc., of the United States and the Great Northern Ex. Cos. may continue to be used and shall have effect until June 1, 1909, subject to the terms and conditions contained in order dated Nov. 22, 1907. A similar order was passed the same day in reference to the National and American Ex. Cos.

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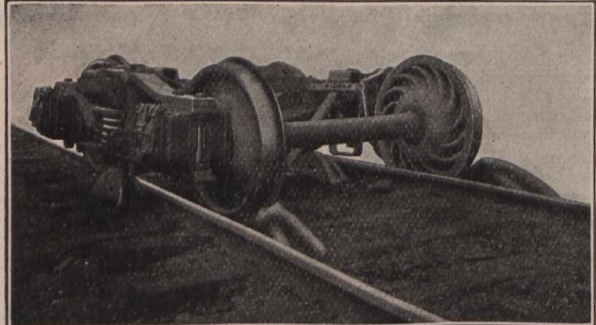
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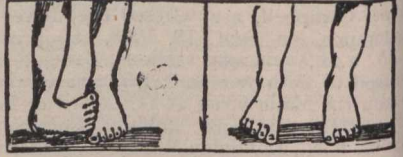


The Hospital is not a local institution, but provincial. The sick child from any place in Ontario, who can't pay, has the same privileges as the child living in Toronto. The Hospital had last year in its beds and cots 1,245 patients—368 of these were from 241 places outside of Toronto. Seventy-five per cent. were children of poor people who could not afford to pay.

This Charity appeals to fathers and mothers of Ontario for funds to maintain the hundreds of sick children that it nurses every year. Since its foundation has treated 14,458 children. 10,800 of these were unable to pay and were treated free.



HAPPY WITH HER DOLL.



BEFORE. AFTER.

There were 51 cases of club feet treated last year.

If you know of any child in your neighborhood who is sick, or has any deformity, send the parent's name to Secretary. The Hospital's Cry is not for Itself, but for the Children, as your Dollars go not to the Hospital but to the Children.

"THIS IS YOUR BOOK."

Please Send Contributions to **J. Ross Robertson**, Chairman, or to **Douglas Davidson**, Sec.-Treas., The Hospital for Sick Children, College St., Toronto.

W. H. Burr, whose appointment as Traffic Manager of the Dominion and Western Ex. Companies, was announced in our Dec., 1908, issue, was born at Bloomington, Ill., Jan., 1864, and entered transportation service Oct., 1882, as clerk to W. S. Stout, then Superintendent of the Dominion Ex. Co. at Winnipeg, who had just brought that company into active operation. On the commencement of the business in Eastern Canada, in 1884, he was transferred to Toronto, and appointed Auditor in 1885. In 1895 he organized the Money Order Department, which has been under his supervision ever since; and since the inauguration of the Western Ex. Co. in 1895, operating over the Minneapolis, St. Paul and Sault Ste. Marie Ry. and other lines in the U.S., he has also acted as Auditor of that company. In Nov., 1906, he was appointed Chairman of the Express Traffic Association.

Telegraph and Cable Matters.

On the installation of the necessary instruments, the Temiskaming and Northern Ontario Ry. telegraph line to Englehart, Ont., will be put in operation. The Marconi wireless telegraph operators were brought from their stations on the lower St. Lawrence to Quebec, Dec. 1, and the stations closed for the winter. It is reported that the C.P.R. telegraph

department has installed a 40-wire switchboard at Moose Jaw, Sask., to provide for the operation of a dual system of telegraphy and telephony.

The Kingston and Pembroke Ry. telegraphers have applied for the appointment of a conciliation board under the Lemieux Act, to enquire into their complaints. They have named J. G. O'Donoghue, Toronto, as their representative.

It is reported that a U.S. Company is about to erect a wireless telegraph station at Prince Rupert, B.C., and that if the necessary arrangements can be made construction will be commenced at once. This proposal means an additional station to the one to be erected there by the Dominion Government during this year.

C.P.R. telegraph offices have been opened at: Alberta,—Hillcrest and Sheppard; B.C., Haney; Manitoba,—Basswood and Hazelridge; Ontario,—Coldwater Jct.; Saskatchewan,—Aylesbury, Elbow, Guernsey, Southey, Welwyn, and Wilkie. The name of Peart, Ont., has been changed to Ambo.

Press reports from Winnipeg recently stated that J. W. Baker, one of the Winnipeg Board of Control, and formerly in the C.P.R. Telegraph Department, had been offered the position of Superintendent G.T.P.R. Telegraphs. We are officially advised that the report is without foundation and that no such appointment is contemplated.

R. N. Vyvyan, Engineer Marconi Wireless Telegraph Co., who built the Glace Bay station, is reported to have said in an interview at Liverpool, Eng., recently, that the company is at present transmitting an average of about 5,000 words a day, and expects shortly to deal with 30,000 or 40,000 words daily, and to extend its service throughout Canada, instead of confining its operations to Montreal only.

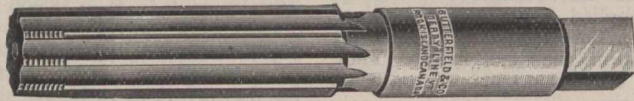
The Board of Railway Commissioners passed the following order 5679 Nov. 25: In the matter of the oral application of the G.T. Pacific Telegraph Co., made this day by its solicitor, D'Arcy Tate, for the approval of the tolls to be charged by the company for messages to be transmitted over that portion of its line in Ontario along the route of the G.T. Pacific Ry. between Westfort and Lake Superior Jct. Upon the recommendation of the Chief Traffic Officer of the Board, it is ordered that the tolls submitted, namely, the day toll of 25 cents for messages of 10 words or less, and 2 cents for each additional word, and the night toll of 25 cents for messages of 10 words or less, and 1 cent for each additional word, be temporarily approved; and that the company be authorized to charge and collect the tolls hereby approved until, unless otherwise ordered, the Board shall dispose of the question of telegraph tolls generally.

The Purchasing Agents' Guide

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Canadian Ry. Accident Ins. Co. Ottawa, Ont.
- Aerated Waters**
E. L. Drewry. Winnipeg.
- Air Brakes and Fittings**
Canada Foundry Co. Toronto.
Canadian Westinghouse Co. Hamilton, Ont.
- Ales**
E. L. Drewry. Winnipeg.
- Alloys**
Goldschmidt Thermit Co. Toronto.
- Angle Bars**
Hamilton Steel & Iron Co. Hamilton, Ont.
Montreal Rolling Mills Co. Montreal.
- Anti Rail Creepers**
Belle City Malleable Iron Co. Racine, Wis.
- Automobiles**
Polson Iron Works, Ltd. Toronto.
- Axes**
James Smart Mfg. Co. Brockville, Ont.
- Axe Steel**
Montreal Steel Works. Montreal.
- Axles**
James Hutton & Co. Montreal.
Jas. W. Pyke & Co. Montreal.
Rhodes, Curry & Co. Amherst, N.S.
- Beacons**
International Marine Signal Co. Ottawa.
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Cardwell Mfg. Co. Chicago, Ill.
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Canada Foundry Co. Toronto.
Jno. McDougall, Caledonian Iron Works Co. Montreal
Polson Iron Works. Toronto.
Robb Engineering Co., Ltd. Amherst, N.S.
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Canada Foundry Co. Toronto.
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Montreal Rolling Mills Co. Montreal.
Toronto Bolt and Forging Co. Toronto.
- Bolts, Carriage and Machine**
Toronto Bolt and Forging Co. Toronto.
- Bolts, Track**
Montreal Rolling Mills Co. Montreal.
Toronto Bolt and Forging Co. Toronto.
- Box Car Loaders**
Mussens Limited. Montreal.
- Brake Beams**
Chicago Railway Equipment Co. Chicago, Ill.
Dominion Car and Foundry Co. Montreal.
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Crossen Car Mfg. Co. Cobourg, Ont.
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Hart-Otis Car Co. (Ltd.) Montreal.
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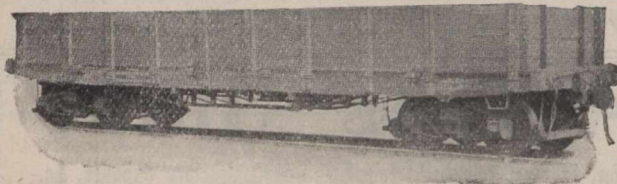
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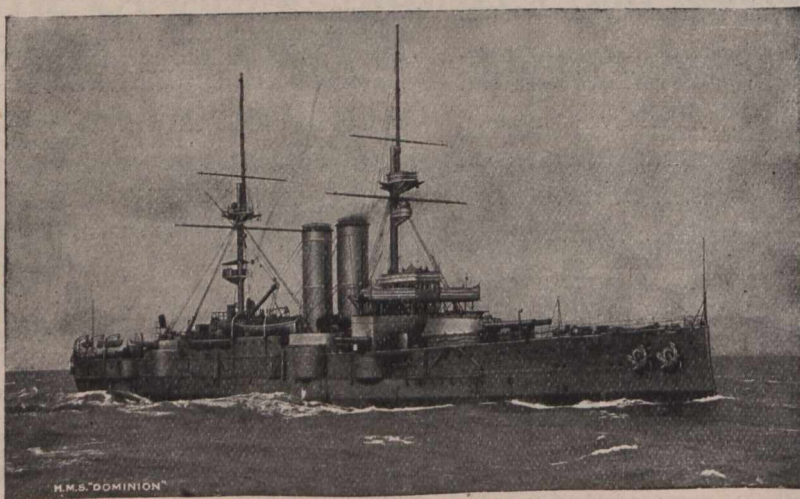
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