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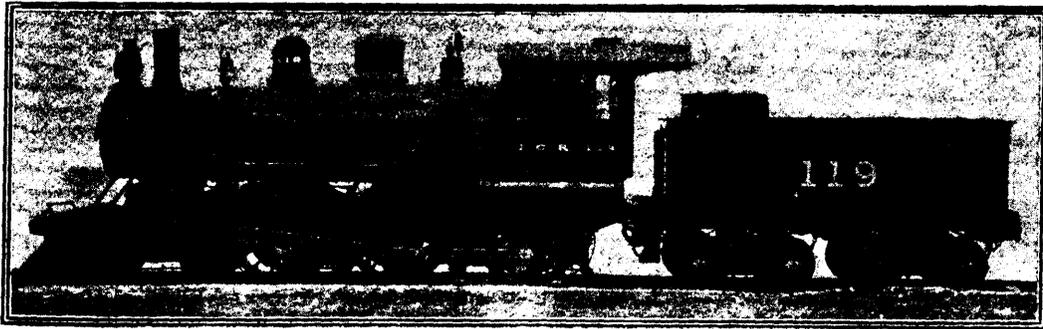
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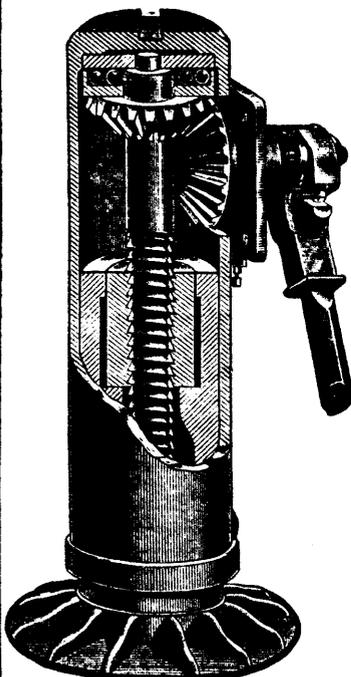
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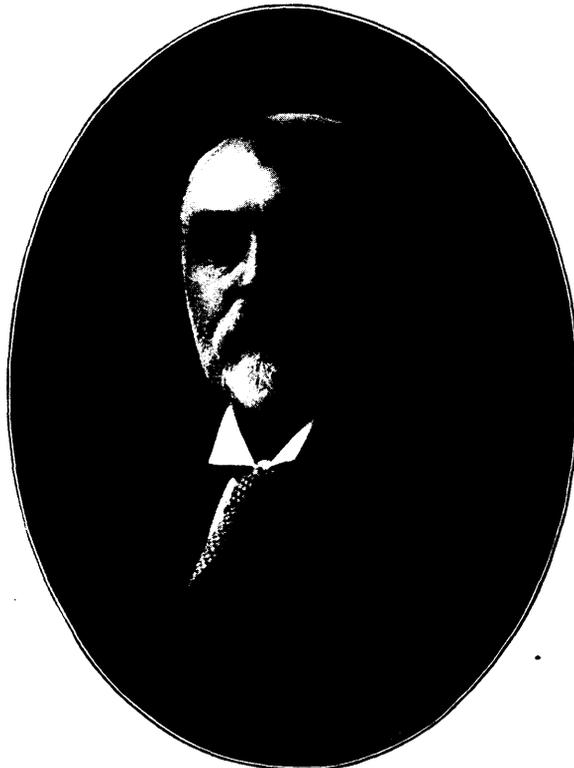
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## Algoma Central and Hudson Bay Ry.

This line, when completed, will connect Sault Ste. Marie, Ont., with the transcontinental line of the C.P.R. at White River, Ont., about 250 miles east of Port Arthur. Its length, exclusive of branches, will be 235 miles. The most important of the branch lines is the Michipicoten branch, which has been in operation for about three years. In the main the line traverses a rugged, broken country, full of lakes, swift flowing streams, and bold rock hills; a country well-timbered, and holding out promise of great mineral wealth. The lakes and streams are full of fish, game and wild fowl abound—in fact, the country is a regular sportsman's paradise. For the first nine miles after leaving Sault Ste. Marie the road goes through a fine and well-settled agricultural district. There is no heavy work on the first 19 miles going north, both curves and gradients are easy. A summit is reached at about the 18th mile, being 568 ft. above the initial point, or 1,176 ft. above sea level. With the exception of the Bellevue trestle at mileage 19 the bridging is light; this structure is one of the heaviest bridges on the line. It is a timber trestle 1,064 ft. long, and at the greatest depth from rail to ground is 98 ft. From here the line drops into the valley of the Goulais river. At mileage 30½ it crosses this river on a pin connected steel truss and a 50 ft. deck girder bridge on concrete abutments. The road after crossing Goulais river, ascends the valley of Spruce creek, crossing this fine trout stream four times on steel girders. The gradients and curvature are heavy in this valley, 1.5% and 10°. Spruce or Achigan creek is the outlet of Achigan lake, which in turn forms the outlet of Bass lake. The two lakes connect at the Narrows, which is crossed on a pile bridge of 36 bents. After overcoming the summit at mileage 47½ the line drops with easy gradients down into the valley of the south branch of the Chippewa river. From the 56-59th mile the road skirts around the shore of Trout lake, a most beautiful body of water, clear as crystal, alive with fish, and in a country teeming with large game. Then the road again begins to rise to overcome the summit between this lake and the north branch of the Chippewa river. In climbing from Trout lake the work is very heavy, as the line passes along steep side hills and precipitous bluffs; however, the gradients, curves and bridging are comparatively light. The grade ascends to mileage 63¾, then falls for six miles to the crossing of the north branch of the Chippewa river. From there the line runs northwesterly,

passing through a very rough, broken country; it follows with a great deal of curvature the course of Mongoose creek to the Batchewana river. This stream will be crossed by two 80 ft. deck girders. The next section embraces the divide between the Batchewana and Montreal rivers. The summit is reached by using curvature to develop distance, and using the maximum gradient of 1½%. The work here is very heavy, being nearly all rock. The Montreal river at mileage 92 necessitates a steel viaduct 1,520 ft. long and 135 ft. above

broken country which extends from east to west, which it was found impossible to get through and get down into the Agawa river, the only outlet to the country. At mileage 110 the line reaches the valley of the Agawa. This valley is a narrow gorge, from 300 to 400 ft. wide, with abrupt cliffs rising 300 to 400 ft. on either side. In many places streams come tumbling down over these cliffs, forming beautiful cascades. This valley is followed until the canyon of the Agawa is reached. This canyon is short, has vertical walls, and narrows up to 100 ft. After leaving it the line again traverses the Agawa valley; as it gradually widens the work becomes light, more earth, sand and hard pan being met with. The line crosses the river six times on pile bridges. The gradients are now all light. The road continues up the valley, making the last crossing at the 132nd mile. It then leaves this river, and for four miles crosses a fairly broken country to Sand lake; from here to the Michipicoten river the work is light. This river will be crossed on a bridge consisting of two 80' and one 40' deck girders on concrete piers. Then the road descends with easy gradients and curves to the valley of Hawk river. At mileage 165 it turns westward and connects at mileage 171 with the Josephine branch, which in turn connects with the Michipicoten branch. From mileage 173 the main line continues generally westerly through a very broken country, full of lakes and high rock bluffs; here the work will be heavy. At mileage 205 the line turns sharply to the north and follows the course of a series of connected lakes which are the source of White river. It then follows this stream, connecting with the C.P.R. at White River station. The road is graded from Sault Ste. Marie to its junction with the Josephine branch; 85 and 80 lb. rails are laid to the mileage 64, and it is the intention to lay track this season to mileage 92. As the road has received Government subsidies it conforms to the Government specification, which insures a stable, substantial and safe, permanent way.



T. H. WHITE, M. CAN. SOC. C. E.  
Chief Engineer, Halifax and Southwestern Railway.

the level of the river, at its greatest height. The viaduct is located on a 8° and 9° compound curve on a level grade. It crosses the river where the channel is divided by a rocky island. As contemplated, it will consist of 15 steel towers, the highest being 111 ft., concrete abutments on each end, the superstructure being ten 60', five 75', and one 81' spans of deck girders. Boller and Hodge, of New York city, are the Consulting Engineers. After crossing the river the road runs westerly until it is within about three miles of Lake Superior. This is owing to a high ridge of

The Mica Boiler Covering Co., Ltd., reports that its business showed a great improvement in both Canada and England last year. Arrangements have been nearly completed for manufacturing mica pipe and boiler coverings at Widnes, Lancashire, Eng., and it is probable that the company will manufacture in France in the very near future.

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NEXT MEETING, Toronto, Ont., in 1904.

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NEXT ANNUAL MEETING of the Grand Council in Kingston, Ont., Jan. 4, 1904.

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## The Transportation Commission.

Although it was officially announced that Sir Wm. Van Horne, Montreal, J. Bertram, Toronto, and H. Kennedy, Quebec, had been appointed a Royal Commission to investigate the transportation problem in Canada, it does not appear that the commissioners have accepted office, or been vested with any powers, or that they have had any consultation with the Government on the question. Sir W. Van Horne, it was announced June 23rd, had declined to act, as also had H. Kennedy. It is understood that J. Bertram has accepted, and that W. Fry, of Quebec had been appointed in place of H. Kennedy. Two secretaries were appointed by the Department. The matter was recently mentioned in the House of Commons, and the report of the committee of the Privy Council to the Governor-General, dated May 19, has since been issued as a sessional paper. The report sets out that the Minister of Public Works had been considering questions affecting the transportation of Canadian products to the

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markets of the world through and by Canadian ports, with a view of placing the Canadian producer in a position to compete successfully with the producers and exporters of other countries. The question involves the consideration of a number of points, including the conditions of original shipment; the storage requirements of lake, river and ocean ports; the harbor facilities of the inland lakes, rivers, and Atlantic and Pacific ports; the conditions with regard to the navigation of the St. Lawrence river for ocean steamers, and the enlargement or improved operation of the canal system; the question of competition by U.S. vessels from Lake Superior ports, and the diversion of Canadian products to Boston, Portland, New York or other U.S. ports. The commissioners named were directed to make such enquiry along the lines indicated; obtaining such evidence and information, and making such reports and recommendations as in their opinion the exigencies of the case may require.

Since the above was put in type an Ottawa despatch, dated June 23, states that Sir Wm. Van Horne has declined to act on the commission, as also has H. Kennedy, of Quebec, but that J. Bertram would accept appointment. W. Fry, of Quebec, has been appointed to act in place of H. Kennedy.

**RAILWAY FINANCE, MEETINGS, ETC.**

**Atlantic and Lake Superior Ry. Co.**—An action has been instituted on the part of the company by C. N. Armstrong to recover \$1,575,000 from the Dominion Government for loss of credit, etc., owing to the failure of the Government to carry out an alleged agreement to guarantee the company's bonds. The matters in dispute date back prior to 1895.

The court has reserved judgment in the action of the A. and L.S. Ry. vs. Heney & Smith. (June, pg. 189.)

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

	1902.	1903.	Increase or Decrease.
<b>GROSS EARNINGS.</b>			
Railway—Vancouver division	\$9,434	\$12,022	\$2,588+
Victoria	7,943	8,520	577+
Westminster	7,783	9,395	1,612+
Lighting—Vancouver division	11,116	15,533	4,417+
Victoria	5,490	7,121	1,631+
	41,766	52,591	10,825+
Less working expenses	29,947	32,951	3,004+
	11,819	19,640	7,821+
Renewal funds	3,458	4,222	764+
Net income	8,361	15,418	7,057+
<b>Aggregate gross earnings, July</b>			
1, 1902, to April 30, 1903	\$86,879	559,780	72,901+
<b>Aggregate net earnings, July</b>			
1, 1902, to April 30, 1903	\$158,890	\$184,253	\$25,363+

The Co. has issued from its London, Eng., office a statement showing the operating profits for the 12 months ended Mar. 31, in comparison with those of previous years. The reports are now made up to June 30 in each year, and the statement is issued for the information of shareholders. The following figures are extracted from the statement:

	1902-3.	1901-2
Operating profits	£51,928	£45,299
London office and general charges	3,500	3,408
Debt interest	11,142	11,250
Preference interest and dividend	19,750	10,000
Balance	26,536	20,641
Debt and share capital	717,600	650,000

Up to June 30, 1902, £5,882 had been written off for preliminary expenses, and £33,225 had been transferred to the various reserve and renewal accounts. The £3,500 for London office and general charges is an estimate, and the £717,600 of debt and share capital does not include £175,000 of Vancouver Power Co. debentures. (June, pg. 189.)

**Brockville, Westport and Sault Ste. Marie Ry. Co.**—The accounts of W. H. Cole, Receiver, have been passed by the Master at Brockville, and the receivership has terminated. The line is being operated by the reorganization syndicate, which is applying to the Dominion Parliament for incorporation as the Brockville, Westport and Northwestern Ry., Westport having been added at the desire of residents on the line. (May, pg. 153.)

**Calgary and Edmonton Ry.**—Net earnings for April \$42,616.11, against \$33,909.55 for April, 1902, making for four months ended April 30, \$100,748.07, against \$125,052.76 for same period 1902.

A meeting of shareholders has been called for July 6 in Toronto, to ratify the lease of the line to the C.P.R. Co. for 99 years. (June, pg. 189.)

**Canadian Northern Ry.**—Gross earnings:—

	1902-03.	1901-02.	Increase.
July	\$132,300	\$87,200	\$45,100
Aug	130,900	97,000	33,900
Sept	209,300	103,300	106,000
Oct	190,200	120,610	69,590
Nov	259,800	119,142	140,658
Dec	202,300	129,918	72,382
Jan	154,700	102,067	52,633
Feb	147,825	100,524	38,301
Mar	174,700	116,900	57,800
April	108,125	109,924	88,201
May	240,600	119,300	121,300
	\$2,040,750	\$1,214,885	\$825,865

Working expenses for Mar., \$157,600; net earnings, \$40,525, against \$24,750 for Mar., 1902; net earnings for 10 months, \$595,366, against \$422,697 for same period, 1901-02.

Press reports recently quoted D. D. Mann as stating that the profits of the C.N. Ry. for the past year, over and above all working expenses and interest charges were \$600,000.

The proposal of the Dominion Government to guarantee the bonds of the company for the purpose of securing the extension of the line to Edmonton, Alta., and towards Prince Albert, Sask., has been approved by the House of Commons. The resolution passed sets forth that the aid is in the nature of a guarantee of the principle and interest of the first mortgage bonds and debentures of the company to the extent of \$13,000 a mile of the line, interest on the bonds to be at the rate of 3% a year, the principal to be payable in 50 years. The bonds are to be secured by mortgage forming a first charge upon the railway. With respect to that portion of the line from the end of the Gilbert Plains branch to the westerly boundary of Manitoba, a distance not exceeding 65 miles, the mortgage shall be a first charge to the extent of only \$10,000 a mile, but shall also rank next after the charges already created, but the mortgage shall rank next after a first charge of \$13,000 a mile on that part of the Prince Albert branch. The mortgage shall also rank after all existing charges on all lines now in operation and other properties owned by the company. The Governor-General-in-Council shall approve of all securities given by the company, but upon the guarantee being signed on behalf of the Government it shall become liable for payment of the principal and interest of the securities and interest guaranteed, such payments to be a charge upon the Consolidated Revenue Fund. All rates upon the railway shall be under the control of the Government or such railway commission as may be appointed; also the Government or the commission may have power to grant to other roads running rights over any parts of the line aided upon such terms as may be considered just. It shall also be unlawful for the C.N.R. to sell or lease any part of its lines to the C.P.R., or make any agreement with that road for the pooling of rates, except with the consent of the Government. Any monies paid by the Government, under its guarantee, shall be accounted as a discharge of the Government's liability, but shall not relieve the C.N.R. from its securities, but the Government shall to the extent of such payment, be placed in the same position as all other holders of the securities of the road.

**Chateauguay and Northern Ry.**—The lease of the charter and all rights, property, etc., of this company to the Great Northern Ry. of Canada for 99 years, was ratified at a meeting of the shareholders of the G.N. Ry. Co. held in Quebec June 2, and the lease signed. (June, pg. 189.)

**Chignecto Marine Ry. Co.**—The annual application for compensation to the bondholders of this company, which expended \$4,000,000 upon an endeavor to construct a railway to carry vessels across the narrow strip of land separating the head of the Bay of Fundy from Northumberland strait, came before the House of Commons June 10. The Finance Minister stated that the Government might be prepared to do something as an act of grace, but not as a right. Press reports state that it is understood that a vote of \$500,000 will be asked for in full satisfaction of all claims, the Government getting control of the right of way, etc., which the company had obtained. A report from London, Eng., states that after the deduction of liabilities, the proposed vote will mean a return to the security holders of £14 s. od. on each £100 of debenture stock; £7 2s. 6d. on each £100 of preference stock, and £1 8s. 6d on each £100 of ordinary stock. (July, 1902, pg. 230.)

**Columbia and Western Ry.**—The special committee appointed by the B.C. Legislature to investigate the granting of an order-in-council dated Sept. 4, 1901, giving the company certain lands, has presented its report. The evidence given showed that there had been some dealings in connection with the matter, and the Attorney-General (D. M. Eberts) and the Commissioner of Lands and Works (W. C. Wells) were dismissed from office by the then Premier, Colonel Prior. The Committee reported that all the circumstances of the case justified the order-in-council cancelling the grant, so far as it related to the "deficiency blocks," in regard to which the allegations were made. (June, pg. 190.)

**Dominion Atlantic Ry.**—Gross earnings for May, \$69,300, against \$67,709 for May, 1902; making for five months ended May 31, \$284,900, against \$302,492.

**Grand Trunk Ry.**—The Minister of Finance recently stated in the House of Commons, in reply to a question, that at the time of Confederation the G.T.R. owed the Province of Canada \$25,607,393, which amount was taken over by the Dominion as an asset. This amount still stands on the balance sheet, no payment having been made on account of principal or interest by the G.T.R.

The receivership of the Detroit and Toledo Shore Line will be discharged July 1, when the line will be taken possession of by the G.T.R.

The G.T.R. Co.'s act authorizing the increase of the 4% guaranteed stock to £10,000,000 has passed the Senate, and on being assented to by the Governor-General will become law. (June, pg. 190.)

**Hamilton Cataract Power, Light and Traction Co.**—At the recent session of the Ontario Legislature an act was passed confirming the incorporation of this company under the Ontario Companies' Act, and the contracts made taking over the undertakings of the Hamilton Electric Light and Cataract Power Co., which owns the Hamilton Street Ry., the Hamilton Radial Electric Ry., and the Hamilton and Dundas St. Ry.

**International Transit Co.**—An act was passed at the last session of the Ontario Legislature authorizing the Lake Superior Power Co. to acquire the stock, property and assets of a number of the Clergue companies at Sault Ste. Marie, Ont., including the International Transit Co. This company operated under the Ontario Companies' Act until recently, when an act was passed by the Legislature confirming the letters patent.

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

	1902-3.	1901-2.	Increase or Decrease.
Dec.	\$15,041.80	\$12,947.48	\$2,094.32+
Jan.	12,132.54	10,117.60	2,014.94+
Feb.	10,716.42	8,894.78	1,821.64+
Mar.	11,533.68	10,233.21	1,300.47+
Apr.	11,818.06	9,941.94	1,876.12+
May	13,144.76	12,233.68	911.08+
	\$74,387.26	\$64,368.69	\$10,018.57+

**Manitoba Ry. Co.**—Notice is given that a first mortgage dated June 1, 1903, from the Manitoba Ry. Co. to H. A. Fabian, of St. Paul, Minn., Railway Official Trustee, has been deposited with the Secretary of State at Ottawa. (June, pg. 191.)

**Montreal St. Ry.**—Earnings and expenses for May:—

	1903.	1902.	Increase. or Decrease.
Passenger earnings	\$170,777.14	\$173,901.58	\$3,124.44-
Miscellaneous earnings			
Operating expenses	2,209.48	4,506.57	2,297.09-
Total earnings	172,986.62	178,408.15	5,421.53-
Operating expenses	112,140.52	85,780.45	26,360.07+
Net earnings	60,846.10	91,627.70	30,781.60-
Fixed charges	20,613.74	18,672.42	1,941.32+
Surplus	40,232.36	72,955.28	32,722.92-
Expenses % of car earnings	65.66	49.90	

# Galena-Signal Oil Company,

Franklin, Pa., and Toronto, Ont.

Successor to Galena Oil Company and Signal Oil Company, sole Manufacturer of the celebrated Galena Coach, Engine and Car Oils, and Sibley's Perfection Valve and Signal Oils.

**CHARLES MILLER,**  
PRESIDENT.

From Oct. 1, 1902, to April 30, 1903:

	1902-3.	1901-2.	Increase. or Decrease.
Passenger earnings.....	\$1,341,071.22	\$1,241,307.39	\$ 99,763.83+
Miscellaneous earnings.....	21,492.73	16,210.51	5,282.22+
Total earnings.....	1,362,563.95	1,257,517.90	105,046.05+
Operating expenses.....	872,072.07	766,237.91	105,834.16+
Net earnings.....	490,491.88	491,279.99	788.11-
Fixed charges.....	140,469.53	124,906.79	15,562.74+
Surplus.....	350,022.35	366,373.20	16,350.85-
Expenses % of car earnings.....	65.03	61.73	

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

**New Brunswick and Prince Edward Island Ry.**—A syndicate, of which B. F. Pearson, of Halifax, N.S., is the moving spirit, has an option on this line, which extends from Sackville to Cape Tormentine, N.B., 36 miles. This line is one of those which the Prince Edward Island Ferry Co. seeks to purchase, in the event of an act of incorporation being given it at the current session of the Dominion Parliament. B. F. Pearson is one of the applicants for this charter.

**Ottawa Valley Ry. Co.**—At a special general meeting, held June 9, the following officers were elected: President, E. McMullen, Boston, Mass.; Vice-President, H. W. Raphael, Montreal; other directors, Hon. J. R. Thibaudeau, H. McLaren, Montreal; A. P. Stevens, Albany, N.Y.; T. A. Richardson, C. M. Thompson, New York. A resolution was passed authorizing the purchase of the Carillon and Grenville Ry., with the object of equipping it as an electric road in connection with the company's proposed lines. In connection with this meeting R. W. Shepherd, Managing Director of the C. and G. Ry., wrote to the daily press stating that he was instructed by his directors to state that no agreement of any kind whatever existed with the O. V. Ry. Co.

**Pere Marquette Rd.**—Press reports state that according to financial statements published, the P. M. Rd. is earning 10% on its common stock.

**Port Arthur-Fort William Street Ry.**—At the recent session of the Ontario Legislature a bill was passed confirming certain by-laws passed by the town council, which owns the street railway connecting Port Arthur and Fort William, Ont. One of these by-laws provides that 1% of the taxes shall be set aside to provide a sinking fund to retire the street railway bonds, but as the bonds had been issued on a 1½% sinking fund, the Legislature inserted a clause in the act that the alteration should not be made unless with the consent of two-thirds of the bondholders.

**Qu'Appelle, Long Lake and Saskatchewan Ry.**—Net earnings for April, \$15,017.77, against \$19,089.10 for April, 1902; making for five months \$21,879.41, against \$48,221.20 for same period 1901-02.

**Quebec and Lake St. John Ry.**—Gross earnings for April \$33,893, against \$33,122 for April, 1902; making for four months \$108,539, against \$108,483 for same period 1902.

At the annual meeting held recently the following were elected: President, G. LeMoine, Quebec; 1st Vice-President, W. Hanson, Montreal; 2nd Vice-President, J. T. Ross, Montreal; other directors: T. A. Pidington, E. Beaudet, Hon. P. Garneau, Hon. J. Tessier, H. J. Beemer, C. A. Hanson, E. Hanson and F. W. Ross. Hon. S. N. Parent, Hon. J. A. Gagne, and G. Tanguay, M.P.P., are directors ex-officio.

**Quebec Central Ry.**—Gross earnings for May, \$57,080.76; working expenses, \$40,784.61; net earnings, \$16,296.15, against \$14,609 net for May, 1902. Net earnings for five months ended May 31, \$62,038.24, against \$61,687.75 for same period 1902.

**South Shore Ry. Co.**—Hon. R. Prefontaine has secured a verdict of \$22,035.55 against this company. The cause of action arose out of the sale of the Montreal and Sorel Ry. to the S.S. Ry. Co., and the amount claimed was a balance due on shares. The proceedings were somewhat complicated, by reason of an intervention and a petition for improbation.

**Temiscouata Ry.**—Net earnings for April \$2,851, making for four months to April 30, net earnings of \$1,504.

**Temiskaming and Northern Ontario Ry.**—At the last session of the Ontario Legislature an act was passed providing for the financing of this railway, now under construction by the Ontario Government as a Provincial undertaking. Under the original act the commissioners were authorized to issue debentures pending the sale of lands, but as the security for these did not specifically include the railway, it was felt that they would be regarded as land grant securities. The present act provides for the issue of 40 year 4% bonds secured on the railway, and the 20,000 acres a mile set apart for its construction and equipment. The income of the commissioners is to be applied for the operation of the line, the payment of the interest on the bonds, and the provision of a sinking fund. Any surplus will be paid into the consolidated fund of the Province.

**Toronto, Hamilton and Buffalo Ry.**—Gross earnings for May, \$46,637, against \$38,969.70 for May, 1902; making for 12 months ended May 31, \$491,002.20, against \$465,369.07 for same period 1901-2.

Application will be made at the current session of the Dominion Parliament for an act to enable the company to issue second mortgage bonds, debentures or debenture stock, such securities to be subject in priority to the existing bonded debt.

Following is a statement of the results of operation of the Co. for the year ended May 31, 1903, with operating and maintenance expenses for May partly estimated:

Gross earnings.....	\$532,666.51
Operating and maintenance expenses.....	337,430.61
Leaving net earnings of.....	\$195,265.90
Interest on bonds.....	131,200.00
Net surplus.....	\$ 64,065.90

Of this net surplus \$40,604.65 was paid into the sinking fund, leaving a balance, which is carried to profit and loss, of \$23,461.25.

**White Pass and Yukon Ry.**—Gross earnings from July 1, 1902, to May 31, 1903, \$1,447,807.

**Quebec Central Ry. Meeting.**

At the annual meeting in London, Eng., May 27, the President, E. Dent, in moving the adoption of the report, said—The gross earnings for 1902 were \$669,341, an increase of \$46,625 over the previous year; the working expenses were \$467,621, an increase of \$45,456, and net earnings were \$201,720, an increase of \$1,169. The results of the operations for the year would have been most satisfactory had it not been for the fact that while the gross earnings were the largest in the company's history, the working expenses showed an abnormal increase, chiefly owing to the high price of coal, due to the prolonged coal strike, and to the increase in the wages of employes, which was general all over Canada and the U.S. The company had contracts for its coal supply, but the collieries were unable to fill the contracts, and the coal had to be bought wherever it could be obtained, so that, instead of \$3 or \$4 a ton being paid, sometimes as much as \$6 or \$7, and even \$10, was given. The net earnings for the first three or four months of the cur-

rent year had been to some extent affected by the same cause. Notwithstanding all this, however, after paying 2¼% interest on the 7% income bonds, against 1½% the previous year, and charging against revenue \$24,114 for necessary improvements to the property, and for compensation claims, etc., there remained \$8,745 to be carried forward. He thought this would be considered most satisfactory in all the circumstances. Most of them were, no doubt, aware that there had been a great increase in immigration to the Northwestern districts of Canada; but the districts covered by their railway did not appear to have benefited by this western "boom," but rather the reverse, for men were moving from the east to the western part of Canada, and this accounted for the present dearth of labor. After providing for interest on prior lien bonds, there remained, including what was brought forward from the previous year, \$119,217. The interest of 3% on the second debenture stock and the dividend of 2¼% on the income bonds would be equivalent to a dividend of 2½% on the old income bonds. So far as the board knew, there were no outstanding claims whatever. The number of passengers carried during 1902 was 219,685, an increase of 32,186 over the previous year. The earnings were \$211,460, an increase of \$15,344. The average earnings of each passenger were 96c., a decrease of .09%. This decline might ordinarily be attributed to a diminution in through traffic, but such, however, was not the case. It was due to the much greater increase in local traffic, and this explanation was satisfactory as indicating a growing prosperity within the immediate section of the country covered by the railway. The total freight carried in 1902 was 436,476 tons, an increase of 44,921 tons, and the earnings amounted to \$435,368, an improvement of \$30,661. The question of placing a steel or iron bridge at Beauce Jct. would have to be faced in the near future, and if that were done the track would have to be raised there. Owing to the continued increase in through traffic between New York, Boston and Quebec, arrangements have been concluded with the New York, New Haven and Hartford Rd., and the Boston and Maine Rd., to again run the through New York-Quebec train, which proved so satisfactory in 1902. It would be within the recollection of shareholders that a year or two ago a large sum was expended on rebuilding and refitting the shops at Newington, close to Sherbrooke. He was now able to state that to the end of 1902 there had been turned out 14 new box cars, and before Jan. 31 an additional 11 had been completed at the works, which meant a saving of \$2,650. The line had been kept in good order, both as to the permanent way and rolling stock. They had ballasted about 23 miles and put down over 60,000 new ties, besides adding over 6,000 ft. of new sidings. They had also purchased two new locomotives in addition to those bought to replace the two destroyed in the accident last year. To the end of April the net earnings for the current year exhibited a shrinkage of \$4,323, as compared with the corresponding period of 1902, but the board hoped that this deficiency would soon be made up, as the prospects of increasing business were good.

The report was adopted and the following were re-elected directors: E. Dent, A. Bremner, F. Grundy, F. H. Norman, Jos. Price and S. G. Sheppard.

A. E. Rosevear, Freight Claim Agent G.T.R., Montreal, was elected Vice-President of the Freight Claim Association, at the annual convention at Detroit, Mich., June 17.

F. Dillinger, Superintendent C.P.R. at Regina, Alta., has been given leave of absence on account of not being very well, and will take a rest in the east,

### Canadian Northern Ry. Stock.

A prospectus, from which the following extracts are made, was issued in London, Eng., on June 2:—"Sperling & Co. are authorized to receive subscriptions for £400,000 4% perpetual consolidated debenture stock, part of an issue limited as within mentioned. The stock will bear interest at the rate of 4% per annum, payable by warrant, half-yearly, on June 30, and Dec. 31 in each year, the first payment of interest calculated from the dates of payment of the instalments being made on Dec. 30, 1903. The price of issue is 90%, payable as follows: £5% on application, £10% on allotment, £35% on July 3, 1903, £40% on Aug. 4, 1903. Or the whole may be paid up in full on allotment, or on the day for payment of any instalment under discount at the rate of 4% per annum.

"This stock is issued under the powers given by acts of the Dominion Parliament, and in pursuance, and under the authority of resolutions of the directors and shareholders of the company. The stock is perpetual and irredeemable. The trust deed provides that the total amount of debenture stock shall not exceed £2,000 a mile of line for the time being opened and operated, and an amount not exceeding the cost price of securities of independent corporations from time to time deposited with the trustees, but the Company cannot issue any debenture stock against such securities without the consent of the trustees for the shareholders. The debenture stock will be secured by a specific first mortgage upon the under-mentioned securities and other securities from time to time deposited with the trustees against further issues and by a general charge upon the undertaking, property and assets of the Company, subject to the £1,180,600 of bonds already created and issued and primarily charged on 287 miles of the Com-

pany's existing railway in Ontario, and to further charges created, or to be created, not exceeding \$10,000 a mile of line (other than the above-mentioned 287 miles of line in Ontario), or \$15,000 a mile if guaranteed by the Parliament of the Dominion or any of the Provinces of Canada.

"The money provided by the present issue will be applied, in the first place, in acquiring the bonds and stocks set out below, arrangements for the acquisition of which have already been made:—1. The Lake Superior Terminals Co., Ltd.: \$1,000,000 5% 1st mortgage gold bonds, \$500,000 stock (being the total stock issued); 2. The Winnipeg Land Co., Ltd.: \$300,000 5% 1st mortgage gold bonds, \$100,000 stock (being the total stock issued); 3. The Minnesota and Manitoba Rd. Co.: \$250,000 5% general mortgage bonds, \$400,000 stock (being the total stock issued, 4. The Minnesota and Ontario Bridge Co.: \$180,000 4½% 1st mortgage debenture bonds, \$100,000 stock (being the total stock issued); 5. The Canadian Northern Telegraph Co.: \$300,000 5% general mortgage bonds, \$500,000 stock (being the total stock issued).

"The stock will be registered on a register kept in England, at the London offices of the Company, Bond Court House, Bond Court, Wallbrook, London, E.C., and will be transferable in sums of £1 sterling or multiples thereof by instrument in writing in the usual common form. The stockholders will be entitled to the benefit of a trust deed, which will be entered into by the Company with the British Empire Trust Co., Ltd., of England, and the National Trust Co., Ltd., of Canada.

"The subscription list will be closed on June 4, 1903, at 4 p.m. It is intended to apply, in due course, for a settlement and quotation of the debenture stock on the London Stock Exchange. Application should be made on the form accompanying the prospectus, and for-

warded to the bankers, the Bank of Scotland and the Canadian Bank of Commerce, or any of their respective branches, together with a cheque for the amount due on application."

We are advised that the stock offered was fully subscribed for when the list closed.

### Canada Southern Ry. Co. Meeting.

The report for the year 1902, presented at the annual meeting at St. Thomas, Ont., June 3, showed:

#### RESOURCES.

Net earnings of 1902	\$310,167.50
Michigan Central Rd., balance of 1901 account paid	224,880.81
Other receipts	3,928.18
Unexpended balance reserve fund for new second track, Dec. 31, 1901	87,207.05
Cash and cash assets, Dec. 31, 1901	18,138.24
	<b>\$644,321.78</b>

#### DISPOSITION OF RESOURCES.

Dividend paid Feb. 1, 1902	\$225,000.00
Dividend paid Aug. 1, 1902	150,000.00
Balance of net earnings due from Michigan Central Rd., Dec. 31, 1902	159,778.40
Unclaimed dividends	69.00
Expended on new second track, 1902	87,851.12
Other expenditures	999.72
Cash and cash assets, Dec. 31, 1902	20,623.54
	<b>\$644,321.78</b>

The balance showed liabilities of \$35,179,186.57, against which there were assets: construction and equipment, \$28,983,987.95; capital stock of owned and controlled companies, \$3,071,962.50; first mortgage bonds of owned and controlled companies, \$2,901,372.50; other investments, \$11,100; accounts receivable, \$30,361.68; due from Michigan Central Rd., \$159,778.40; cash and cash assets, \$20,623.54; total, \$35,179,186.57.

Following are the officers for the current year: President and Treasurer, C. F. Cox,

# American Locomotive Company

**BUILDERS OF LOCOMOTIVES FOR ALL CLASSES OF SERVICE.**

President, S. R. CALLAWAY.

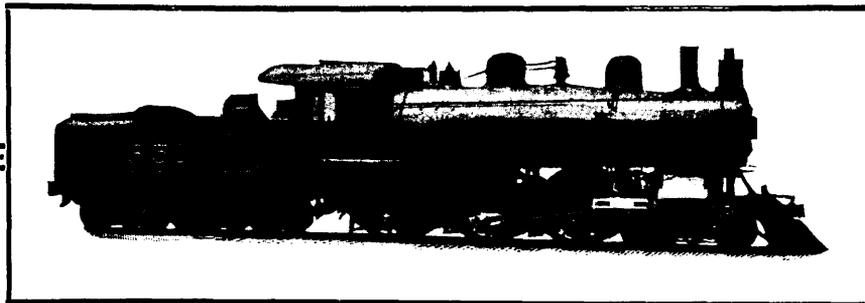
Secretary, LEIGH BEST.

Treasurer, C. B. DENNY.

Vice-President, A. J. PITKIN.

Second Vice-President, R. J. GROSS.

Mech. Engr., J. E. SAGUE.



SCHENECTADY WORKS, Schenectady, N. Y.

BROOKS WORKS, Dunkirk, N. Y.

PITTSBURG WORKS, Allegheny, Pa.

RICHMOND WORKS, Richmond, Va.

COOKE WORKS, Paterson, N. J.

RHODE ISLAND WORKS, Providence, R. I.

DICKSON WORKS, Scranton, Pa.

MANCHESTER WORKS, Manchester, N. H.

**GENERAL OFFICE**

**25 Broad Street, NEW YORK CITY.**

New York; Vice-President, E. A. Wickes, New York; Secretary, N. Kingsmill, K.C., Toronto; other directors: W. K. and F. W. Vanderbilt, C. M. Depew, S. F. Barger, J. E. Brown, New York; H. B. Ledyard, Detroit, Mich.

At a special meeting of the shareholders subsequently held, a new lease of the company's lines to the Michigan Central Rd. was authorized, the existing lease expiring Dec. 31. The new lease, which will date from Jan. 1, 1904, is subject to ratification by the shareholders of the Michigan Central Rd. U.S. press reports state that the new lease is for 999 years, and that under it the M. C. Rd. guarantees on the stock of the C. S. Ry. dividends at the rate of 2½% a year until 1910, and 3% thereafter. The directors were also given power to issue bonds to retire first and second mortgage bonds maturing in 1908 and 1913. (June, pg. 189.)

The various subsidiary companies held their meetings at St. Thomas, June 3 and 4, and elected directors as follows: Niagara River Bridge Co., Niagara Grand Island Bridge Co., Canada Southern Bridge Co., Toledo, Canada Southern and Detroit Ry. Co., and Michigan, Midland and Canada Ry. Co.; same directors as Canada Southern Ry. mentioned above; Leamington and St. Clair Ry.: W. K. and F. W. Vanderbilt, C. M. Depew, C. F. Cox, E. D. Worcester, New York; J. Ross, Montreal; N. Kingsmill, Toronto. Sarnia, Chatham and Erie Ry.: W. K. and F. W. Vanderbilt, C. M. Depew, C. F. Cox, New York; N. Kingsmill, Toronto.

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

Gross earnings, working expenses, net profits, increases or decreases over 1901-02, from July 1, 1902:—

	Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July	\$3,246,620.51	\$2,070,900.25	\$1,175,720.26	\$79,844.32+
Aug.	3,554,184.56	2,101,283.11	1,352,901.45	57,269.36+
Sept.	3,651,481.42	2,240,726.92	1,410,754.50	58,022.78+
Oct.	4,127,402.07	2,511,267.44	1,616,134.63	149,095.41+
Nov.	3,976,068.87	2,417,828.03	1,558,240.84	117,362.10+
Dec.	3,950,146.15	2,286,704.31	1,663,441.84	103,750.33+
Jan.	3,148,455.27	2,231,684.50	916,770.77	96,309.97+
Feb.	2,827,294.65	2,084,553.96	742,740.69	68,380.01+
Mar.	3,615,752.57	2,357,188.11	1,258,564.46	203,649.50+
Apr.	3,795,394.50	2,302,221.19	1,493,173.31	201,466.68+

\$35,901,800.57 \$22,694,367.42 \$13,207,433.15 \$1,135,150.46+  
Approximate earnings for May; \$3,879,000, against \$3,204,000 for May, 1902.

**DULUTH, SOUTH SHORE AND ATLANTIC RY.**  
—Gross earnings for April, \$215,190.81; net earnings, \$72,835.91, against \$241,297.23 gross and \$104,496.15 net for April, 1902. Net earnings for ten months ended April 30, \$815,199.91, against \$815,911.39 for same period, 1901-02. Approximate earnings for May, \$247,285, against \$226,553 for May, 1902.

**MINERAL RANGE RY.**—Approximate earnings for May, \$49,860, against \$53,568 for May, 1902.

**MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.**—Gross earnings for April, \$576,910.43; net earnings, \$253,619.41, against \$535,068.37 gross and \$267,465.22 net for April, 1902. Net earnings for ten months ended April 30, \$2,986,876.24, against \$2,778,551.97 for same period 1901-2. Approximate earnings for May, \$580,326, against \$488,091 for May, 1902.

**Canadian Pacific Railway Land Sales.**

	Acres.	Amount.
July	1902-03	1901-02
July	155,344.93	49,089.96
Aug.	130,723.83	50,747.82
Sept.	145,535.83	60,000.46
Oct.	270,616.23	150,572.96
Nov.	146,687.81	151,922.89
Dec.	577,382.61	132,151.16
Jan.	102,581.29	109,846.99

	Acres.	Amount.
Feb.	183,554.82	78,030.43
Mar.	184,139.22	101,029.22
April	207,344.12	231,127.11
May.	187,416.19	207,153.05
Total	2,201,326.90	1,321,741.05

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

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

	1903.	1902.	Increase.	Decrease.
Jan.	\$2,634,200	\$2,278,978	\$355,222	.....
Feb.	2,432,661	2,018,926	413,735	.....
Mar.	2,967,408	2,537,873	429,535	.....
April.	2,787,054	2,436,756	350,298	.....
May.	2,913,553	2,574,198	339,355	.....
Total	\$13,734,876	\$11,846,731	\$1,888,145	.....

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

**GRAND TRUNK RY.**

Revenue for April:

	1903.	1902.	Increase.	Decrease.
Gross receipts	£457,000	£396,500	£60,500	.....
Working expenses	315,600	258,500	57,100	.....
Net profit	£141,400	£138,000	£3,400	.....

Aggregate from Jan. 1 to April 30:

	1903.	1902.	Increase.	Decrease.
Gross receipts	£1,784,700	£1,524,700	£260,000	.....
Working expenses	1,278,700	1,019,500	259,200	.....
Net profit	£506,000	£505,200	£800	.....

**GRAND TRUNK WESTERN RY.**

Revenue for April:

	1903.	1902.	Increase.	Decrease.
Gross receipts	£97,700	£87,200	£10,500	.....
Working expenses	82,200	72,200	10,000	.....
Net profit	£15,500	£15,000	£500	.....

Aggregate from Jan. 1 to April 30:

	1903.	1902.	Increase.	Decrease.
Gross receipts	£359,900	£309,100	£50,800	.....
Working expenses	320,400	261,300	59,100	.....
Net profit	£39,500	£47,800	.....	£8,300

**DETROIT, GRAND HAVEN AND MILWAUKEE RY.**

Revenue for April:

	1903.	1902.	Increase.	Decrease.
Gross receipts	£17,800	£17,800	£800	.....
Working expenses	15,800	14,200	1,600	.....
Net profit	£2,000	£2,800	.....	£800

Aggregate from Jan. 1 to April 30:

	1903.	1902.	Increase.	Decrease.
Gross receipts	£78,500	£71,100	£7,400	.....
Working expenses	59,800	52,100	7,700	.....
Net profit	£18,700	£19,000	.....	£300

**TRAFFIC RECEIPTS OF THE SYSTEM.**

Aggregate from Jan. 1, to May 30:

	1903.	1902.	Increase.	Decrease.
Grand Trunk	£2,267,452	£1,946,729	£320,723	.....
G. T. Western	459,941	396,244	63,697	.....
D. G. H. & M.	94,841	91,285	3,556	.....
Total	£2,822,234	£2,434,258	£387,976	.....

**The International Association of Car Accountants** held its 28th annual convention at Quebec June 16. The party, of about 80 members and a similar number of ladies, reached Quebec from Montreal by I.C.R., and made its headquarters at the Chateau Frontenac. The officers elected were: President, W. H. Rosevear, G.T.R.; Montreal; Vice-President, H. L. Hunter, Minneapolis, St. Paul and Sault Ste. Marie Ry., St Paul, Minn.; Secretary, L. G. Corcoran, Buffalo; Treasurer, F. M. Luce, Chicago. The next convention will be held at Washington, D.C., in May, 1904. After completing the business of the convention the party was conveyed by special train over the I.C.R. to Halifax, and back to Montreal.

**July Birthdays.**

Many happy returns of the day to  
 J. H. Black, Auditor, Kingston and Pembroke Ry., at Kingston, Ont., born near Smith's Falls, Ont., July 8, 1874.  
 D. W. Campbell, General Superintendent of C.P.R. Atlantic Steamship Service, born at Montreal, July 15, 1860.  
 Geo. Collins, General Superintendent Central Ontario Ry., at Trenton, Ont., born at Kingston, Ont., July 20, 1860.  
 E. J. Coyle, Assistant General Passenger Agent, C.P.R., at Vancouver, B.C., born at Stayner, Ont., July 23, 1870.  
 Wm. Coyne, Assistant to the President Consolidated Lake Superior Co. at Sault Ste. Marie, Ont., born at Calumet, Ind., July 14, 1866.  
 W. R. Haldane, District Freight Agent C.P.R., at Detroit, Mich., born at Galashiels, Scotland, July 6, 1867.  
 J. H. Hanna, Division Freight Agent G.T.R., at Hamilton, Ont., born at London, Ont., July 27, 1867.  
 G. U. G. Holman, President and General Manager Levis County Ry., at Levis, Que., born at Talea, Chili, July 21, 1866.  
 D. T. Lawrence, Manager National Despatch-Great Eastern Line, at Buffalo, N.Y., born at Marysville, Ohio, July 20, 1871.  
 J. M. Lyons, General Passenger and Ticket Agent I.C.R., at Moncton, N.B., born at Halifax, N.S., July 1, 1850.  
 T. J. Maguire, Accountant Quebec Central Ry., at Sherbrooke, Que., born at Quebec, July 31, 1860.  
 E. W. Meddaugh, General Counsel Grand Trunk Western Ry., at Detroit, Mich., born at Morseville, N.Y., July 16, 1833.  
 C. N. Monsarrat, Engineer of Bridges C.P.R., at Montreal, born there July 2, 1871.  
 J. B. Morford, Superintendent Canadian Division Michigan Central Rd., at St. Thomas, Ont., born at Warwick, Orange Co., N.Y., July 16, 1836.  
 J. E. Quidt, General Baggage Agent G.T.R., at Toronto, Ont., born at Richmond, Ontario Co., N.Y., July 10, 1851.  
 W. C. Ross, Mechanical Foreman I.C.R., at Halifax, N.S., born at Quebec, July 26, 1863.  
 E. G. Russell, ex-Manager Intercolonial Ry., born at St. George, N.B., July 23, 1858.  
 P. E. Ryan, Secretary-Treasurer Temiskaming and Northern Ontario Ry. Commission, at Toronto, born at Ottawa, July 26, 1876.  
 Thomas Tait, Chairman of the Board of Railway Commissioners for Victoria, at Melbourne, Australia, born at Melbourne, Que., July 24, 1864.  
**Sault Ste. Marie Steel Industry.**—C. Shields, President of the Consolidated Lake Superior Co., is reported to have stated as follows in a recent interview at Montreal:—  
 "In the manufacture of steel rails at Sault Ste. Marie, Ont., which will be started, as I expected, at the beginning of July, we will this year use 80% of ore from the Mesaba mines, and 20% from the Helen mine. Such a mixture will enable us to secure an ore that is particularly well adapted to the manufacture of a high-grade steel rail, that will, we expect, be equal to any manufactured in any part of the world. There has been a heavy demand for the ore from the Helen mine, and this year we will sell close on 500,000 tons to different companies throughout the U.S. We are shipping it as far down as Virginia. The reason of the large number of sales is that the ore, which is of a peculiar nature, is especially adapted to the manufacture of a high grade of steel when mixed with other ores."

**MAINLY ABOUT PEOPLE.**

Sir C. Rivers Wilson, President G.T.R., and Lady Wilson have returned to England.

H. J. Beemer, railway contractor and engineer, has returned to Montreal after a trip to England.

G. M. Brew, Marine Superintendent of the Furness-Withy steamship line, died in Montreal recently.

John Foy, President Niagara Navigation Co., Toronto, and Mrs. Foy, are visiting Atlantic City, N.J.

D. D. Mann, of Mackenzie, Mann & Co., has given \$5,000 to the Convocation Hall fund of Toronto University.

Mrs. Rippey, wife of W. Rippey, Assistant Superintendent of Transportation, Intercolonial Ry., Moncton, N.B., died there June 10.

Capt. J. R. Sinclair, Manager of the Great Lakes Towing Co., Chicago, Ill., who died there June 15, was a native of Kingston, Ont.

W. T. Waring, Inspector of Machinery and Boilers, for New Brunswick for the Department of Marine, died at St. John, N.B., June 1.

Miss Audrey Blair, daughter of the Minister of Railways and Canals, was married at Ottawa, June 17, to C. S. McCarthy, of that city.

Geo. Dickson, recently appointed Master Mechanic of the Baring Cross, Ark., shops of the Missouri Pacific Rd., was born at Montreal 1857.

H. C. Bourlier, jr., son of H. C. Bourlier, Passenger Agent, Allan Steamship Lines, Toronto, was married there June 18, to Miss N. G. Akers.

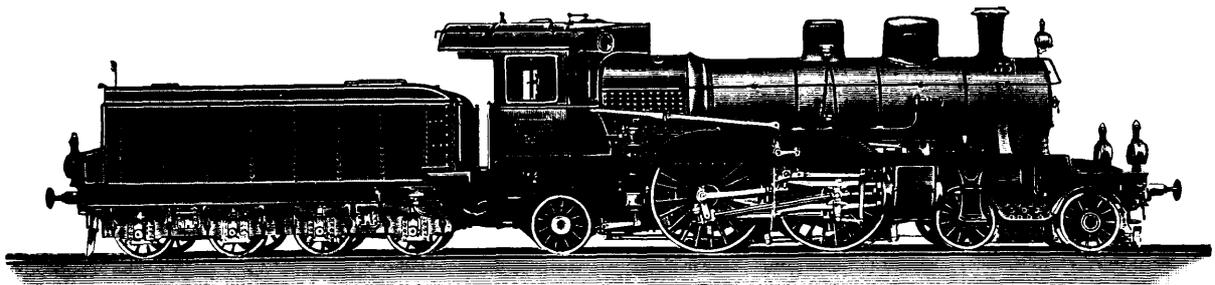
Miss A. Evans, daughter of J. D. Evans, Chief Engineer Central Ontario Ry., was married at Trenton, Ont., June 24, to H. F. Codd, of Toronto.

W. C. Bowles, Assistant General Freight Agent, Western division, C.P.R., at Calgary, Alta., was married, June 3, to Miss Sheddon, at Woodstock, Ont.

Jas. Murdock, of London, Ont., was elected one of the Grand Trustees of the Brotherhood of Railway Trainmen, at the recent convention at Denver, Colo.

T. Blackwell, for many years in the employ of the G.T.R. in London, Ontario, as transfer clerk, and who left the service in 1902, died there June 7, aged 70.

Capt. Bernier, who is promoting a Canadian Polar expedition, proposes to construct

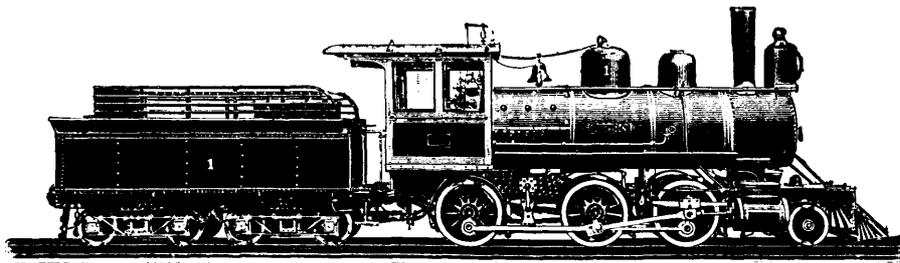


## The Saxon Engine Works, late Rich. Hartmann, Limited

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of  
Workmen,  
5,200.



Capital,  
\$3,000,000.

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Toronto.

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General Sales Agents,  
The Algoma Steel Co., Ltd.

his vessel on the Pacific coast, and to have it ready by June, 1904.

M. Archibald, C.E., son of P. S. Archibald, C.E., of Moncton, N.B., has been appointed Engineer of Construction, Dominion Coal Co. Office, Glace Bay, N.S.

W. Z. Earle, formerly Chief Engineer on the Algoma Central and Hudson Bay Ry., has been appointed to the engineering staff of the Grand Trunk Pacific Ry.

F. L. Robinson, Auditor and General Passenger Agent, Canada Eastern Ry., at Marysville, N.B., was married recently in St. John, N.B., to Miss I. M. Warwick.

Miss E. E. Overend, daughter of M. A. Overend, Foreign Freight Agent, Canada Atlantic Ry., at Montreal, was married recently to T. E. Plewman, of Toronto.

Dr. W. Seward Webb, President, Rutland Rd., is reported seriously ill in London, Eng., and members of his family recently sailed from New York to be with him.

W. Jessop, of W. Jessop & Son, of Sheffield, Eng., makers of steel for locomotive tires, machine tools, etc., recently visited Toronto, Montreal, and other points in Canada.

J. A. Muir, General Manager of the Los Angeles Ry., and a director of the Gila Valley, Globe and Northern Ry., in California, was born at Truro, N.S., Sept. 25, 1850.

A. W. Mackenzie, Treasurer, Canadian Northern Ry., is owner of Wire In, the winner of the King Edward Hotel gold cup at the recent meeting of the Ontario Jockey Club, Toronto.

J. L. Sutherland, a railway contractor of River John, Pictou county, N.S., was killed by an explosion of dynamite on the Northern Colonization Ry. extension at Labelle, Que., recently.

Mrs. Sanford, wife of H. Sanford, Vice-President, Adams Ex. Co., Bridgeport, Conn., died suddenly June 17, at her native place, Newcastle, Ont., where she had a summer residence.

Miss Louise Stout, daughter of W. S. Stout, Vice-President and General Manager, Dominion Express Co., Toronto, was married there June 25, to M. B. Downs, of Bridgeport, Conn.

Alex. Fraser, lumberman, and one of the promoters of the Hull Electric Co., operating the electric railway between Hull and Aylmer, Que., died in Ottawa recently, as a result of a shooting accident.

W. F. Egg, City Passenger Agent C.P.R., Montreal, who has been ill for a couple of months, and has been staying at Ste. Agathe, Que., is recovering, and is expected to return to his office shortly.

Capt. W. B. Leslie, who is in command of a company of the Royal Engineers in the British Somaliland expedition, is a son of Capt. Leslie, Manager of the Collins Bay Rafting Co., Kingston, Ont.

Chief Clerk Martin, of the C.P.R. freight office at Sherbrooke, Que., was presented with a chair, a carving set and other articles, by the staff of the station on the occasion of his marriage recently.

M. J. Kennedy, formerly Superintendent of the Montreal Street Ry., has been appointed Superintendent of the Greenwood division of the Brooklyn Rapid Transit Co.'s surface lines at Brooklyn, N.Y.

A. Piers, Manager C.P.R. Steamship Lines, sailed from New York for England on a business trip, June 12. Mrs. Piers and daughters will join him in England later on, and will be absent until the autumn.

R. C. Morgan, who was recently appointed Superintendent of the Spokane Falls and Nor-

thern Rd., which operates the Great Northern Ry. Co.'s B.C. line, was born at Phillipsburg, Que., Nov. 12, 1864.

J. D. Tompkins, C.P.R. agent at Gretna, Man., has been presented with a suite of oak furniture, by the residents of that town, on his promotion to another post in the company's service at Winnipeg.

J. A. Smith, Chief Clerk in the office of the Master Mechanic, C.P.R., Lake Superior Division, was presented with a suit case by a number of friends on leaving North Bay for Gladstone, Mich., recently.

R. C. Manson, Travelling Freight Agent, G.T.R., Montreal, was recently presented with a case of silverware and cutlery by the staff of the Division Freight Agent's office, on the occasion of his marriage.

Miss C. Mackenzie, of London, Ont., was a passenger on a recent C.P.R. steamer from Vancouver to Yokohama, Japan, where she was to be married to H. B. Darnell, of the C.P.R. Company's office there.

Major C. L. MacNab, of the Royal Sussex Regiment, depot at Chichester, Eng., reaching that rank after only 11 years' service, is a son of the late Alex. MacNab, formerly Chief Engineer of the Intercolonial Ry.

W. D. Reid, General Manager of the Reid Newfoundland Co., has been appointed Treasurer of the Newfoundland Timber Estates, (Ltd.) This Company holds 11,760,000 acres of timber limits in Newfoundland.

Miss Eva Woollatt, daughter of W. Woollatt, General Superintendent of the Lake Erie and Detroit River division of the Pere Marquette Rd., was married at Walkerville, June 7, to O. H. MacMicking, of Calgary, Alta.

C. A. Monkman, chief clerk in the construction department of the C.P.R. at Winnipeg, Man., was married there June 2 to Miss J. M. Allan, daughter of J. H. Allan, of the Canadian Northern Ry. engineering staff.

J. E. Matthews, who has been appointed C.P.R. soliciting passenger agent at Charlottetown, P.E.I., was born at Albany, P.E.I., Aug. 17, 1869, and now enters railway service for the first time. Hitherto he had been successively engaged in teaching, journalism and insurance business.

E. L. Chudleigh, who has been appointed Chief Train Dispatcher C.P.R. at Moose Jaw, Assa., was born at Clinton, Ont., Jan. 3, 1873, and entered railway service in the C.P.R. at Medicine Hat, Assa., Dec., 1888, since which he has been successively messenger, operator, agent and dispatcher, entire service with C.P.R.

The body of B. F. Egan, Superintendent of the Kalispell division of the Great Northern Ry., U.S., who was lost in a snow storm while on a shooting expedition near Belton, Mont., Nov. 4, 1902, was found June 1. It was impossible, owing to the decomposition of the body, to ascertain whether death had resulted from exposure or an accident. Mr. Egan was at one time in the employ of the C.P.R. at Winnipeg.

F. Barlow Cumberland, who formerly carried on a general ticket agency business on Yonge st., Toronto, and who now resides in London, Eng., has been elected President of the newly organized Canadian Society of London. The membership is restricted to native-born Canadians, and those who have had 10 years' residence in Canada. The society, which has a large membership already, recently held a dinner, at which Lord Strathcona presided.

Maritime Province papers recently announced the impending retirement of E. Tiffin, General Traffic Manager of the Intercolonial Ry., the promotion of L. R. Ross, Superintendent of Terminals at St. John, to

the vacant position, and the names of a number of candidates for the position at St. John. Mr. Tiffin denies that he has any intention of resigning; Mr. Ross has returned to St. John after being at Ottawa on official business, and denies all the rumors about himself, including the one that he had been appointed Vice-President of the Lake of the Woods Milling Co.

W. A. Winfield, who has been appointed Manager of the Telephone Co. of Prince Edward Island, was born at Derby, Eng., in 1879, and entered the service of the Nova Scotia Telephone Co. as night operator and switchboard repairer in 1895, removing to Windsor in 1897. He was subsequently made Superintendent of the Windsor district, and in 1900 was appointed District Superintendent of the eastern division of the company's lines, with headquarters at New Glasgow, N.S., remaining there until his present appointment. He is a brother of J. H. Winfield, General Manager of the Nova Scotia Telephone Co.

C. C. Gregory, civil engineer and barrister-at-law, died at Halifax, N.S., recently. He was on the engineering staff of the Great Western Ry. from 1857 to 1859, and after a period in the service of the New Brunswick Government, had charge of construction of the line from St. John, N.B., to Mattawamkeag, Me., now part of the C.P.R. He was also engaged on the construction of what is now the Fredericton branch of the C.P.R., a portion of the Prince Edward Island Ry., of the Eastern Extension Ry., and the Halifax and Cape Breton Ry. As a lawyer he was engaged in a number of cases before the courts and in arbitration proceedings, notably the C.P.R. case against the Dominion Government in regard to construction through B.C., and in the arbitration proceedings of R. G. Reid and the Newfoundland Government.

T. H. White, C.E., whose portrait appears on the first page of this issue, was born at St. Thomas, Ont., Jan. 27th, 1848, and entered railway service in 1870, since which he has been consecutively: 1870 to 1872, rodman on Canada Southern Ry.; 1873, assistant engineer on the Great Western Ry. between Glencoe and Windsor, Ont., and at the Sarnia yards; 1874, leveller and transitman on location from Hamilton to Collingwood, Ont.; May, 1875 to 1883 assistant engineer on surveys, location, and on construction, under Marcus Smith, on the projected Government transcontinental railway; 1883 to 1896, C.P.R. division engineer in charge of construction north of Lake Superior, on the Algoma branch from Sudbury to Sault St. Marie, in Manitoba, Ontario, and Maine; 1896, with Mackenzie, Mann & Co., on location and construction of first 100 miles of Lake Manitoba Ry. and Canal Co.; 1897 in employ of private persons on mining properties in Caribou and Kootenay, B.C.; Jan., 1898, to date with Mackenzie, Mann & Co., in charge of the projected Stikeen-Teslin Ry. (the construction of which was abandoned on the Senate refusing to ratify the contract between Mackenzie, Mann & Co., and the Government); as Chief Engineer on construction of the Ontario and Rainy River Ry.; and now Chief Engineer in charge of construction of Halifax and South Western Ry. at Bridgewater, N.S.

The annual convention of the Train Dispatchers' Association of America was held June 16, at Nashville, Tenn. It was reported that there were now 779 members in the association, an increase of 28. J. R. Lane, of the C.P.R. dispatching staff at Farnham, Que., was elected Vice-President.

C. C. Young, who recently resigned his position as general agent L.E. and D.R. Ry. at London, Ont., is reported to have secured a position on the C.P.R. west of Winnipeg.

## Pintsch System Car and Buoy Lighting.

This Company controls in the United States and Canada the celebrated Pintsch System of Car and Buoy Lighting. It is economical, safe, efficient, and approved by the railway managers and Lighthouse Board of the United States, and has received the highest awards for excellence at the World's Expositions at Moscow, Vienna, St. Petersburg, London, Berlin, Paris, Chicago, Atlanta and Buffalo. 120,000 cars, 5,000 Locomotives and 1,700 Buoys are equipped with this light. 170 Railroads in the United States, Canada and Mexico have adopted this system of lighting, applied on over 20,000 cars.

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This Company's Systems have been adopted by 130 of the principal Railroads of the United States and by the great Sleeping Car Company. They consist of The Steam Jacket System of hot water circulation, The Direct Steam Regulating System and Straight Steam (plain piping).

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Estimates furnished on application and early deliveries assured on orders placed now.

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### Master Mechanics' Convention.

The annual convention of the American Railway Master Mechanics' Association was held at Saratoga, N.Y., June 24 to 26. A number of important reports were presented, of which the following are summaries:

**TON-MILE STATISTICS.**—The report of this committee is based on a series of tests of switching engines made by G. L. Fowler. The observations show that the arbitrary allowance of six miles an hour for engines in switching service is much too high, and that, for strictly yard work, "four miles an hour for passenger switchers, and 3½ miles for freight switchers would undoubtedly be a liberal allowance." Further tests will no doubt be made, using a dynamometer at both ends of the engines in order to obtain the average drawbar pull. When this is done, the ton mileage can be computed by dividing the drawbar pull by the train resistance at the average speed, and multiplying the quotient by the total mileage. In the past, there was less need of a ton-mile basis for switching service because most switch engines were about the same size, having cylinders 18x24 in., drivers 30 in., and a steam pressure of 145 lbs.—the tractive effort being about 18,000 lbs. There are now many switch engines in service having a tractive effort of 32,000 lbs. Evidently the larger engine will do more work in a given time than the smaller machine, and hence the mileage is an unfair basis for comparison.

**ELECTRICALLY DRIVEN SHOPS.**—This is a review of the systems now used for driving machine tools by electricity. The relative merits and cost of each system, as determined from experience, are given. The data on which the report is based are given in considerable detail and will be found invaluable to designers of railway shops.

**LOCOMOTIVE FRONT-ENDS.**—This is a summary of the series of tests which Prof. W. F. M. Goss has been making. Many of the problems of the front-end have been solved, and it is concluded among other things that the taper stack is more efficient than the straight stack of the same diameter; that the higher the stack, the stronger the draft, and that there is a definite relation between the position of the exhaust nozzle and the diameter of the stack. Equations are given for proportioning the several elements in the front-end for given conditions. Attention is also called to the uneconomical feature of the diaphragm, and it is recommended that further tests be made for the purpose of dispensing with the diaphragm, if possible. About 30% of the total draft is dissipated in drawing the hot gases from the tubes and under the baffle plate.

**SPECIFICATIONS FOR LOCOMOTIVE FORGINGS.**—The committee has given a set of specifications for locomotive axles and forgings, covering the physical and chemical requirements of each, methods of making tests and general instructions for inspectors. Three sets of specifications are given, one for driving wheel axles, one for miscellaneous forgings and one for billets. A method is suggested for obtaining test pieces from axles without impairing the value of the axle for service. The specifications have been prepared to conform to those recommended by the International Association for Testing Materials, and the requirements are such that no difficulty should be encountered by the makers in meeting them.

**RECENT IMPROVEMENTS IN BOILER DESIGN.**—The report is a comprehensive review of the progress which has been made in the design of locomotive boilers. Examples of modern construction are given, both English and American. Suggestions are made pointing out the lines along which further improvements can be made. The tendency to overcrowd the boiler shell with tubes is criticized,

and it is recommended that tests should be made for determining the relative efficiency of long and short boiler tubes.

**PISTON VALVES.**—This covers the subject in a thorough and comprehensible manner, and the experience of many roads with different forms of valves is given in detail. The designs of piston valves generally used are shown, and their relative merits are discussed. This subject has been receiving considerable attention, and the piston valve has been, at times, severely criticized on account of its large clearance spaces.—*Railroad Gazette.*

### Recent Dominion Legislation.

The following acts relating to transportation and allied interests, passed at the current session of the Dominion Parliament, were assented to June 25:—

Amending Chap. 8 statutes 1900, authorizing the granting of Railway Subsidies.

Respecting the Kootenay Central Ry. Co.

Respecting the C.P.R. Co.

Respecting the Quebec and New Brunswick Ry. Co.

Respecting the British Columbia Southern Ry. Co.

Respecting the Canada National Ry. and Transport Co.

Respecting the Huron and Ontario Ry. Co.

Respecting the Niagara Grand Island Bridge Co.

Respecting the Ottawa, Northern and Western Ry. Co.

Correcting a clerical error in the Act to incorporate the Edmonton and Slave Lake Ry. Co.

Incorporating the Quebec, Saguenay and Gulf of St. Lawrence Ry. Co.

Incorporating the Coast Yukon Ry. Co.

Incorporating the Kootenay, Cariboo and Pacific Ry. Co.

Incorporating the Joliette and Lake Manuan Colonization Ry. Co.

Respecting the Great North-west Central Ry. Co.

Respecting the G.T.R. Co. of Canada.

Incorporating the Shipping Federation of Canada.

Respecting the Atlantic, Quebec and Western Ry. Co.

Respecting the Hudson's Bay and Pacific Ry. Co.

Incorporating the Père Marquette International Bridge Co.

Incorporating the Regina and Hudson's Bay Ry. Co.

Respecting the Nipissing and James Bay Ry. Co.

Incorporating the Macleod, Cardston and Montana Ry. Co.

Respecting the Lindsay, Bobcaygeon and Pontypool Ry. Co.

Respecting the Edmonton, Yukon and Pacific Ry. Co.

Respecting the Ottawa Electric Ry. Co.

Incorporating the Nipissing and Pontiac Ry. Co.

Respecting the Calgary and Edmonton Ry. Co.

Respecting the Canadian Northern Ry. Co.

Respecting the Alberta Ry. and Coal Co.

Respecting the Lake Erie and Detroit River Ry. Co.

Respecting the Desjardins Canal.

Respecting the Canada Atlantic Ry. Co.

Incorporating the North-west Coal and Coke Ry. Co.

Respecting the Alberta Central Ry. Co.

Incorporating the Hudson's Bay and Occidental Ry. Co.

Respecting the Canadian Steel Co.

Incorporating the Huron, Erie and Buffalo Ry. Co.

Respecting the St. Mary's River Ry. Co.

Incorporating the Cardiff Ry. Co.

Respecting the Interprovincial and James Bay Ry. Co.

Respecting the Klondike Mines Ry. Co.

Incorporating the Hamilton, Galt and Berlin Ry. Co.

Respecting the Elgin and Havelock Ry. Co.

### Per Diem Charge for Cars.

At the annual convention of the International Association of Car Accountants and Car Service Officers, held recently in Quebec, the committee on per diem presented a lengthy report on the operation of the system. The committee points out "that the established rate of 20c. a day for the use of foreign cars is inadequate to cover the interest on the investment, depreciation and repairs, and that it has not acted as an incentive to return cars at times when cars are in great demand. The committee recommends that the rate be advanced to 30c. a day, although admitting that even that charge would still be inadequate. While the recommendation is a step in the right direction it does not go far enough. Certainly no road should expect to use the cars of other roads without equitable compensation. The theory underlying the whole system of interchange is reciprocity. Railways do not build cars to hire out at 20, 30, or any other number of cents per day. They build cars for their own use and expect when permitting their use by another line to receive an equal number of cars in return. To fix the per diem rate at too low a basis works a double wrong. It does not, on the one hand, pay for maintenance, and it furnishes, on the other hand, an incentive for railroads to borrow cars rather than to build them. The per diem rate should be very materially raised. On the basis of an even exchange there would be nothing to pay, and where the exchange is unequal the rental ought to be compensatory. The same argument will apply as to the return of cars. Twenty cents a day furnishes little inducement for a road to return borrowed equipment when it can earn from 10 to 100 times that amount by keeping it. From this standpoint, also, the present per diem rate encourages roads to borrow instead of building cars. There is certainly no incentive to invest large amounts in equipment if the needed cars can be had when wanted, and only so long as wanted, at the rate of 20c. a day. It is very easy to dodge the penalty clause of the arrangement, and, as stated by the committee in its report, a large number of roads have successfully illustrated how this may be done. Nor, when it comes to this part of the question, is it the smaller roads or those having the least equipment that are the chief offenders. According to the committee, 'the result has been that nearly every road has attempted to retain in its possession every car that it got hold of regardless of initials or ownership.' Such a condition will justify the raising of the per diem rate to an amount that will effectually check the practice. So long as the interchange is equal it makes no difference how high the rate is fixed, and simple justice requires that when it is unequal the burden should be upon the borrowing road."—*Railway Age.*

**St. John's, Nfld., Street Ry.**—We are advised that recent press reports, to the effect that suburban trolley cars, operated by storage batteries, were to be placed in service on the line, is "merely a newspaper story," and that the management knows nothing about any such project. (June, pg. 218.)

M. J. Haney, C.E., has returned recently to Toronto from his trip round the world, and is now at Charlottetown, P.E.I., superintending his contract for building the substructure of the Hillsboro' river bridge.

## RAILWAY DEVELOPMENT.

## Projected Lines, Surveys, Constructions, Betterments, Etc.

**Adams River Ry. Co.**—C. Elliott, H. McLean and J. R. Webster were incorporated at the last session of the B.C. Legislature under this title, and not as the Adams River and Hectate Channel Ry. Co., as mentioned in their application. (June, pg. 213.)

**Alaska.**—Press reports state that \$120,000 worth of railway material and equipment have been forwarded to Solomon city, Alaska, for the construction of a railway from Solomon city to Council city, 50 miles. (May, pg. 145.)

**Alberta Central Ry.**—An act has been passed at the current session of the Dominion Parliament authorizing an extension of time for the construction of this line, and giving power for a further extension. (Feb., pg. 37.)

**Alberta Ry. and Coal Co.**—Power has been given by an act passed at the current session of the Dominion Parliament, to the company to amalgamate with the St. Mary's River Ry. Co., or to purchase the undertaking of that company. (Feb., pg. 37.)

**Algoma Central and Hudson Bay Ry.**—See pg. 221.

**Atlantic, Quebec and Western Ry.**—An act has been passed at the current session of the Dominion Parliament giving Dominion incorporation to the A., Q. and W. Ry. Co., a Quebec provincial company. The company is empowered to construct a railway from Gaspé Basin, Que., through the valley of the St. John or York river for 30 miles, thence westerly to the I.C.R., north of Causapsal, thence southwesterly to Edmundston, N.B.; also from the Atlantic and Lake Superior Ry. at Paspebiac, Que., to Gaspé Basin, via Port Daniel. The company is given power to construct a deep-water terminal at Gaspé Basin, to construct a short line of railway from its authorized line to the terminal, and to acquire the line of the Atlantic and Lake Superior Ry. The capital is fixed at \$2,000,000, and bonds to the extent of \$25,000 a mile may be issued. The line is to be commenced within two and completed within five years.

The New Canadian Co. (Ltd.) has been formed in London, Eng., with the object of acquiring the charters of the A., Q. and W. Ry. Co., and financing the construction of the line. Application is being made at the current session of the Dominion Parliament for an act giving this British company a Dominion charter, to enable it to carry out its purposes, and to construct terminals, wharves, etc., at Gaspé Basin, and to enter into contracts with owners of ocean-going steamers to use the same. The capital of the proposed company is \$500,000.

Considerable opposition was shown to the passing of the railway bill, on the ground that it was not intended to use the large powers asked for, except with a view of obtaining subsidies, which would be used for financing the construction of a line from Gaspé to some oil well owned by those interested in the charter. The New Canadian Co. has deposited \$35,000 in the London, Eng., branch of the Bank of Montreal to pay for surveys, and will pay \$50,000 in cash or shares for the charter of the railway. A number of the incorporators of the railway are also directors, etc., of the New Canadian Co. The application for the charter for the N. C. Co. was referred by the Senate back to the Railway Committee for further consideration, June 13. (May, pg. 145.)

**Bay of Quinte Ry.**—The extension of this line from Tweed to Bannockburn, Ont., via Actinolite (or Bridgewater) is under way, the contractors being McCoy and Wilford, and J. R. McQuigge. The distance is about 29 miles. (June, pg. 213.)

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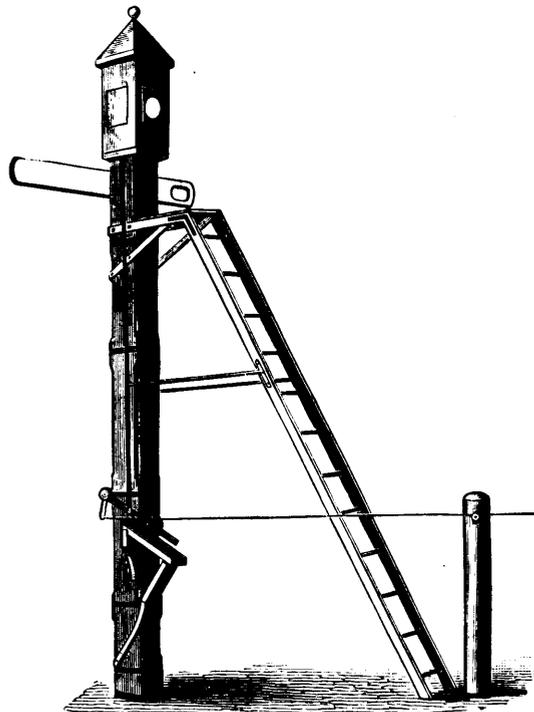
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**Belleville and Point Anne Ry. Co.**—A. A. Ansley, W. Pinkerton, T. S. Carmen, U. E. Thompson, J. McGowan, J. W. McNab, were incorporated at the recent session of the Ontario Legislature with this title to construct a railway from the G.T.R. line in the township of Thurlow, to the shore of the Bay of Quinte at Port Ann. The capital of the company is fixed at \$50,000, and power is given to issue bonds to the extent of \$10,000 a mile. The application was made in the name of the Point Ann Ry. Co., but the title was changed by the Legislature. The line is to connect the Belleville Portland Cement Co.'s works with the G.T.R. (May, pg. 150.)

**Berlin, Waterloo and Lake Huron Ry.**—During the passage of the bill of the Berlin, Waterloo, and Georgian Bay Ry. Co. through the Commons its title was changed by substituting "Lake Huron" for Georgian Bay, and changing the route so that the line to be constructed will extend from Berlin to Wellesley, Linwood, and Glen Allan, thence to Goderich, Ont. Collingwood was the terminus originally proposed. (June, pg. 213.)

**Brandon, Saskatchewan and Hudson's Bay Ry.**—M. S. Fraser, J. D. McGregor, C. A. Young, A. C. Fraser, P. B. H. Ramsey, J. A. Osborne, C. Whitehead, T. C. Norris and J. W. Bettes, are making application at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from the International boundary between ranges 23 and 25 west of the principal meridian in Manitoba, via Brandon and Pas Mission to Fort Churchill or some other point on Hudson's Bay; from the International boundary between ranges 16 and 18 west of the principal meridian to the International boundary south of the Souris river; from Brandon to Neepawa; and branches not exceeding 50 miles in length. The Bill was thrown out by the Railway Committee, but was restored to the order paper by direction of the House of Commons, June 24. (Mar., pg. 93.)

**B.C. Northern and Mackenzie Valley Ry. Co.**—The bill incorporating this company was passed at the recent session of the B.C. Legislature. The main lines to be constructed will be of standard gauge and will be operated by steam, but power is also given to construct branch lines or feeders of a gauge to be approved by the Government, to be operated either by steam or electricity, and to construct branches on the monorail principle. (June, pg. 213.)

**The B.C. Southern Ry. Co.** was at the current session of the Dominion Parliament granted an extension of five years within which to construct or acquire a railway from Fort Steele to Golden, B.C., following the valleys of the Columbia and Kootenay rivers.

**Bruce Mines and Algoma Ry.**—The amended act giving power to construct a line from the present terminus at Rock Lake station, Ont., to Biscotasing station on the C.P.R. transcontinental line, was passed at the recent session of the Ontario Legislature. (June, pg. 213.)

**Canada Atlantic Ry.**—Power was given at the current session of the Dominion Parliament to construct a line from west of Whitney station, Ont., northwesterly to Sault Ste. Marie, Ont. The line is to be constructed within five years, and power is also given to complete lines authorized in previous acts within five years from the date of this act.

The extension to Sault Ste. Marie will probably be constructed from Brule Lake station, 182 miles west of Ottawa, although there have been rumors to the effect that the line constructed in 1902 by the St. Anthony Lumber Co., from Whitney to Big Opeongo lake, would be utilized. While this piece of line was constructed as a lumbering road, it was generally stated that the work done was of such

a character as would warrant the use of the line for passenger traffic. E. J. Chamberlin, General Manager, is reported to have recently stated that surveys for the new line would be commenced early next winter and that construction would be proceeded with immediately thereafter. (May, pg. 145.)

**Canada Central Ry.**—An act was passed at the recent session of the Ontario Legislature authorizing the construction of a line, in connection with its authorized main line, from Sudbury to Toronto, passing through Scotia Jct., Fenelon Falls, Port Perry; and a line from near Montreal river, Nipissing district, easterly to the boundary between Ontario and Quebec. A resolution was passed by the Legislature authorizing the setting apart of 7,400 acres of land a mile, towards the construction of not exceeding 70 miles of railway from the head of deep water navigation on the French river, through Sudbury, to a point in Hutton tp. H. C. Hamilton, Solicitor at Sault Ste Marie, Ont., for the Consolidated Lake Superior Co., stated that this was the line for which F. H. Clergue recently asked a land grant bonus from the Government. Those interested in the line were not identical with those behind the C.L.S. Co., but included some of them; and their relations to the C.L.S. Co. would be altogether in harmony. The line would connect at Sudbury with the Manitoulin and North Shore Ry. Co.'s line. F. H. Clergue will leave shortly for England, and it is said his object is to place the Company's bonds. (Jan., pg. 19.)

**Canada National Ry. and Transit Co.**—By an act passed at the current session of the Dominion Parliament the Company has been given an extension of two years within which the construction of the projected railway from Toronto to Collingwood, Ont., may be commenced. (Feb., pg. 38.)

**Cape Breton Electric Ry.**—The difficulties between the Company and the town council of Sydney Mines, N.S., have been adjusted, and the operation of the lines in the town commenced. (Jan., pg. 19.)

**Cape Breton Ry.**—We were advised June 4, that the bridge over river Tillard would be completed a few days thereafter, and that rails would be laid into St. Peters N.S., about the same time. The stations and other structures on the 31 miles between Point Tupper and St. Peters, are being proceeded with, and it is expected that everything will be completed so to permit operations by Aug. 1. No definite arrangements have been made for continuing construction eastward from St. Peters. (June, pg. 213.)

**Cardiff Ry.**—J. J. Haney, W. G. Black, J. L. McDougall, Jr., Ottawa; J. E. Woods, C. Renney, Frank, Alta., were incorporated by an act passed at the current session of the Dominion Parliament with this title to construct a railway from sec. 31, tp. 6, range 3, west of the 5th meridian, to a junction with the C.P.R. Crow's Nest branch near Frank, Alta. Bonds to the extent of \$30,000 a mile may be issued, and the Company may lease or sell its line to the C.P.R. (Jan., pg. 19.)

**Central Trunk Ry.**—The application to the Ontario Legislature for a charter to incorporate the C.T. Ry. Co., was signed by H. F. Codd, Toronto; W. D. Hogg, Ottawa; A. Langlois, J. Robinson, H. W. Raphael, Montreal; M. J. O'Brien, Renfrew; E. McMullen, Boston, Mass.; C. M. Thompson, J. D. Wells, New York city. The application was thrown out by the Railway Committee. (June, pg. 213.)

**The Chateauguay and Northern Ry.** has acquired a width of 40 ft. of the right of way of the Montreal Terminal Ry. from Bout de

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l'Isle to Moreau st., Montreal, and has also purchased some property for station and terminal purposes. A plan of the station and terminals will be submitted to the city council for approval. (May, pg. 146.)

**Chicoutimi and Northeastern Ry.**—J. Girard, Chicoutimi, Que.; Sir. A. P. Caron, C. B. Powell, J. Edgerly, R. V. Sinclair, R. Sinclair, J. A. Ellis, Ottawa; J. G. and B. A. Scott, W. J. Ray, E. J. Duggan, Quebec, are applying at the current session of the Dominion Parliament for the incorporation of a company with this title to construct a railway from the Quebec and Lake St. John Ry., near Chicoutimi, to Rigolet Bay, or some point on the Gulf of St. Lawrence or Atlantic coast.

**Comox Coal Co.**—Owing to a discovery of anthracite coal about 4 miles from Cumberland, Vancouver Island, a railway is being constructed by the Comox Coal Co. to the mines. Rails have been purchased and were expected to reach Victoria by the end of June.

**Coast Yukon Ry. Co.**—By an act passed at the current session of the Dominion Parliament R. Kelly, F. Burnett and J. Webster, Vancouver, B.C., were incorporated with this title to construct a railway from Kitamaat inlet, Douglas channel, B.C., to near Atlin lake, thence to the Yukon river, and thence to the International boundary between Alaska and Yukon Territory via Dawson. The Company is authorized to issue bonds to the extent of \$40,000 a mile, and is given two years to commence, and five years to complete its railway. (May, pg. 147.)

**The Colonial Portland Cement Co.** was given power at the last session of the Ontario Legislature to construct an iron or steel tramway from its works on Colpoys' Bay, Keppell tp., Ont., to its marl deposits. (April, pg. 119.)

**Debert Mines to Debert Station.**—Hon. F. A. Lawrence, Dr. Hayes and R. Archibald had an interview with the Minister of Railways and the Finance Minister at Ottawa, June 18, with a view of obtaining a subsidy for the construction of about 4 miles of railway in Colchester county, N.S., to connect Debert station, on the Intercolonial Ry., with Debert coal mines. Preliminary surveys have been made and an easy gradient is reported to have been found.

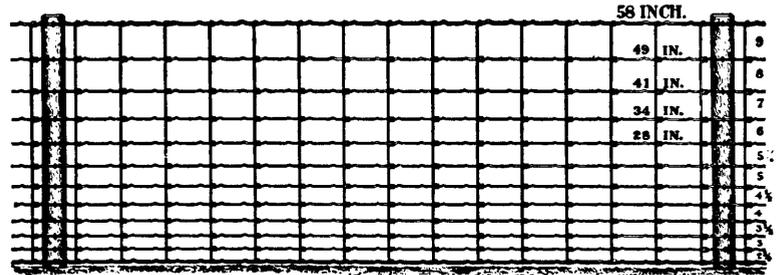
**Dominion Atlantic Ry.**—Considerable improvements are being made at the Kentville station and yard. The covered platform is being extended to the west, and the ground to the south of the station is being laid out with shrubbery. It is proposed to divert the tracks of the Cornwallis valley branch approaching the station, and to rearrange the siding accommodation, extending it to the western end of the yard.

**Edmonton and Slave Lake Ry.**—By a clerical error the word "Railway" was omitted in sec. 1, English version of the company's act of 1899, and at the current session of the Dominion Parliament an act has been passed correcting the error.

**Edmonton, Yukon and Pacific Ry.**—Construction has been commenced on the extension of this 4 mile railway from its present terminus Edmonton, Sask., to the site of the new station on the Hudson's Bay Co.'s property. It is expected the line will be pushed through this season as far as Fort Saskatchewan. The time for the completion of construction of the Company's projected line has been extended by an act passed at the current session of the Dominion Parliament for a further period of five years. (Feb., pg. 39.)

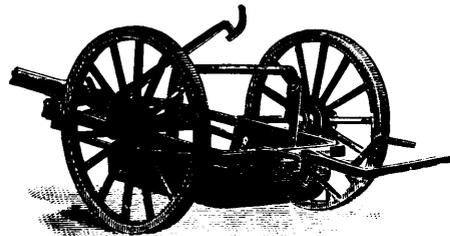
**Elgin and Havelock Ry.**—R. E. Harris, President, and J. F. Stairs, a director of the Company, accompanied by P. S. Archibald, C.E., Manager, made an inspection trip over the line recently. The roadbed, etc., has

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been considerably improved since the new owners took the line over.

At the current session of the Dominion Parliament an act was passed authorizing an extension of the line from Havelock, N.B., to Chipman; from between Havelock and Chipman to Salisbury or Moncton, and from Elgin to near Alma on the Bay of Fundy. (Mar., pg. 95.)

**Embro Radial Ry.**—J. Sutherland, J. G. Lindsay, W. E. Andison, W. R. Munroe, J. Munroe, D. R. Ross, H. Adams, H. Sutherland, Embro, Ont., were incorporated at the last session of the Ontario Legislature under this title to construct an electric railway from Embro to Beachville, from Embro to Woodstock, from Embro to lot 15, con. 8, Oxford, from Embro to Stratford, from Embro to St. Mary's. The capital of the company is fixed at \$400,000, apportioned to the different sections of the line, and work may be commenced on any one section, so soon as 25% of the capital apportioned for that section shall have been paid up. (Mar., pg. 95.)

**Fort Erie to Chippawa.**—The proposal to construct an electric railway between Fort Erie and Chippawa, Ont., and in regard to which an agreement was entered into between the Commissioners of Queen Victoria Niagara Falls Park and the Fort Erie Ferry Ry. Co., respecting the embankment of Niagara river, has not gone beyond the promotion stage. At the recent session of the Ontario Legislature an act was passed giving the Commissioners power to enter into an agreement with any company to construct an electric railway between the two points named, such company being debarred from amalgamating with any electric company holding a Dominion charter. The line and highway is to be laid out and constructed according to a profile and specifications contained in the act, and the company is to pay a rental at a rate to be agreed upon for the privileges conveyed. Pending the agreement with a company the Commissioners may incur necessary expenditures for the preservation of the park against the wash of the river; for the repair or construction of the highway along the river, and for the purchase of any land required for the purpose; such expenditures to be considered in making an agreement with a company to construct the electric line. The act declares that the agreement made with the Fort Erie Ferry Ry. Co., and the acts ratifying the same are null and void. (Oct., 1901, pg. 307.)

**Fort Frances, Manitoba and Northern Ry.**—A. and L. B. Blum, Boston, Mass.; E. W. Smith, Meriden, Conn.; J. G. Mollatt, New York city, were incorporated at the recent session of the Ontario Legislature with this title to construct a railway, to be operated by steam or electricity, from Fort Frances northerly to the C.P.R. transcontinental line at or near Dinorwic, with a branch from Manitou lake to the C.P.R. transcontinental line at Dyment, together with other branches. The authorized capital of the company is \$1,000,000, and power is given to issue bonds to the extent of \$20,000 a mile. The company is empowered to develop electric power, to own elevators, etc., to enter into agreements for leasing or hiring rolling stock, and to amalgamate with the C.P.R., the G.T.R., the Ontario, Hudson's Bay and Western Ry. Co., the Algoma Central Ry., the Canadian Northern Ry. and the Canada Western Ry., or any other railway. (Jan., pg. 21.)

**Fraser River Bridge.**—We were advised June 4 that pier 4 was about down to its final position, and pier 2, a double pier, had not been started, but as it is a small affair it will give no great trouble. Work on pier 3 has been stopped for the present owing to having struck a nest of logs. This will prevent any further work from being done on it until after the high water has subsided. Construction on the approaches is being rapidly proceeded

with, and work on the superstructure will be begun shortly. (June, pg. 213.)

**Great Northern Ry. of Canada.**—The repairs to the Grand Mere bridge, which was destroyed by fire early in May, have been completed and through traffic resumed. During the reconstruction of the bridge passengers were transferred across the river in a ferry, a train being run to the bridge on either side of the river.

We were recently advised that nothing definite had been decided as to the construction of additional lines or projected branches for the current season. (Feb., pg. 39.)

**Guelph Junction Ry.**—W. Bell, President, and other officials recently had an interview with Sir Thomas Shaughnessy, President C.P.R., with respect to the projected extension of the line to Goderich. This extension has been contemplated for a long time, and President Bell states that provided sufficient encouragement is given by the municipalities through which it will pass it will soon be constructed. (May, pg. 147.)

**Guelph Ry. Co. (Electric).**—By an act passed at the recent session of the Ontario Legislature the title of the company was changed to the Guelph Radial Ry., and it was authorized to extend its line from its present terminus on the Elora road, to Mount Forest, via Elora, Fergus and Arthur; from Guelph to Erin, with other extensions to Puslinch lake and Preston. The company is given power to enter into agreements with other companies and to connect its lines with those of other companies. The company may issue bonds to the extent of \$20,000 a mile, which may be charged on any section of the line as if it were a separate railway. Freight may be carried on all the lines with the approval of the Railway Committee of the Privy Council. The city of Guelph may within six months acquire the line, together with the Puslinch lake property, for \$30,000, subject to the existing debenture debt, or if this right is not exercised authority is given to the council to subscribe for \$25,000 of the company's preference stock. (Mar., pg. 95.)

**Halifax and Southwestern Ry.**—We were recently advised that the final approval by the Nova Scotia Government of the plans for the line between Halifax and Mahone had not been received, consequently it is impossible to give the exact route which will be followed. Several conferences have recently taken place in respect of the location of the line near Liverpool, and a Government engineering party has been sent out to survey a line from near Port Medway to Brooklyn.

The contract which J. A. Wheaton had for grading near Hubbard's Cove, about 6 1-3 miles has been completed. Angus Sinclair has a contract for grading from Mahone Bay towards Halifax, on the section for which plans have been accepted, which he has sublet as follows: H. Sorette, 5 1-3 miles; J. Cote & Co., 6 2-3 miles; J. G. McDonald & Co., 5 2-3 miles; J. Cote & Co., 2 miles; J. Kennedy, 4 miles; McDonald & Mitchell, 2 miles; N. Nicholson, 2 miles; Henderson & Scott, 10 miles. (June, pg. 214.)

**Hamilton and Caledonia Ry. Co. (Electric).**—An act was passed at the recent session of the Ontario Legislature extending the time for the commencement of the line authorized from Hamilton to Lake Erie, via Caledonia, and authorizing the construction of a branch from Cayuga easterly to Dunnville. The lines have to be commenced within two years and completed within five years. The title of the company was also changed to the Hamilton, Caledonia and Lake Erie Ry. Negotiations are in progress with the Hamilton city council for a right of way within the city. Considerable objection has been made to the route surveyed by the Company, and the council is trying to arrange an alternative route. (June, pg. 215.)

**Hamilton, Grimsby and Beamsville Ry. Co. (Electric).**—An act was passed at the recent session of the Ontario Legislature confirming a by-law of the village of Beamsville settling a matter in connection with the right of way granted to the company. (June, pg. 215.)

**Hudson's Bay and Pacific Ry.**—An act has been passed at the current session of the Dominion Parliament extending the time within which the line from Fort Churchill on Hudson's Bay, to Calgary, Alta., may be commenced, for a period of two years, and the time within which it may be completed for five years from Oct. 1, 1903. (Mar., pg. 95.)

**Huntsville and Lake of Bays Ry.**—The application of the company at the recent session of the Ontario Legislature for an extension of two years within which work may be commenced, and of five years for the completion of the line, was passed. No railway subsidies having been voted at the recent session, the company's application for one was not successful. (April, pg. 119.)

**Huron, Bruce and Grey Electric Ry.**—At the recent session of the Ontario Legislature an act was passed changing the name of the company to the Ontario West Shore Electric Ry. Co., and authorizing the construction of additional lines as follows:—From Dunganon, via Lucknow, to Walkerton, Ont.; also to Wingham; and from the Huron-Middlesex boundary to Sarnia. The township of Colborne has passed a bylaw granting \$7,000 towards the construction of this line. (Mar., pg. 95.)

**Huron, Erie and Buffalo Ry.**—The Dominion Parliament has passed the act applied for at the current session, incorporating a company, consisting of officials of the Pere Marquette Rd., to construct a railway from St. Thomas to the Niagara river. The capital of the company is fixed at \$2,000,000; construction is to be commenced within two years, and power is given to acquire a bridge across the Niagara river. Press reports state that the Pere Marquette Rd. will not construct any extension of its Ontario line, the Lake Erie and Detroit River Ry., but will give its traffic between St. Thomas and the Niagara river, either to the G.T.R. or Michigan Central lines, the reason given for this decision being that there would be no local traffic for an additional line. (June, pg. 215.)

**Huron and Ontario Ry.**—The act reviving the charter of the H. and O. Ry. Co. has been passed at the current session of the Dominion Parliament, and power given to construct an extension of the projected line from a point between Bradford and Shelburne, Ont., to Toronto. Construction is to be commenced within two years, and power is given to amalgamate with any railway company in Canada. (June, pg. 215.)

**Intercolonial Ry.**—Work has been commenced at the Three Mile House grading for the double track between Richmond and Rockingham, N.S. Reid and Archibald are the contractors.

A number of additional sidings are being constructed at Point Tupper, N.S., and also at a number of points in New Brunswick.

The 100 lb. rails laid on the uncompleted Chignecto Marine Ry. have been purchased by the I.C.R., and are being used to replace light rails on the line near Campbellton, N.B.

Press reports state that 15 miles of new fencing will be put up on the St. John division during the year.

It is reported that about 1 1/2 miles of line between St. John, N.B., and Jardine's bridge will be double tracked.

Construction will, press reports state, be resumed at Gilbert's Island yard, St. John, early in July. The principal work to be done to complete the yard is tracklaying and ballasting.

Forest fires in Quebec province are responsible for the burning of the stations at Ashton Jct. and Forestdale.

A train service was put in operation June 22 on the new branch from the main line at Riviere Ouelle station to St. Denis wharf, on the St. Lawrence, about  $6\frac{1}{4}$  miles. The steamer Admiral, lately on the Baie des Chaleur route, will make several trips a day between St. Denis wharf and Murray Bay. The new branch and the steamer service gives a short route between Montreal and Murray Bay. Hitherto Murray Bay has been reached by the Richelieu and Ontario Navigation Co.'s steamers only. (June, pg. 215.)

**Interprovincial and James Bay Ry.**—The Dominion Parliament passed an act at the current session extending until May, 1905, the time within which construction on the projected line from Lumsden's Mills, on the Kippawa branch of the C.P.R., to Des Quinze river, Que., may be commenced, and until May, 1910, the time within which the line may be completed. (April, pg. 119.)

**James Bay Ry.**—Press reports state that a good line from Parry Sound, Ont., has been located as far as Deer Lake.

**The Joliette and Lake Mannan Colonization Ry.** has been incorporated at the current session of the Dominion Parliament to construct a railway from Joliette to Lake Mannan, Que., and to carry on a general navigation business on any navigable waters reached by its line. It may enter into agreements with the C.P.R., the Great Northern Ry. of Canada, or the Montreal Terminal Ry., by which its line may be leased or absorbed. The capital of the company is \$1,000,000, and it may issue bonds to the extent of \$25,000 a mile. Construction is to be commenced within two years, and completed within five years. (May, pg. 149.)

**Keewatin and Ontario Ry.**—The application of D. C. Cameron, M.P.P., Rat Portage, Ont., E. T. Carter, J. Alexander, R. F. Lord and G. H. Worthington, at the recent session of the Ontario Legislature, for the incorporation of a company to construct a railway from the western boundary of Ontario to Rat Portage, and thence to the mouth of the Albany river, with power to construct a number of branches, was withdrawn by the promoters. (May, pg. 149.)

**Kingston and Frontenac Ry.**—Jas. Gillies, Carleton Place, Ont.; Jno. S. Gillies, A. E. de Renzy, McNab township, and A. McLellan, Ottawa, were the applicants for incorporation with this title at the recent session of the Ontario Legislature. They are interested in extensive marl deposits around Loughboro lake, and propose to construct a railway, to be operated by steam or electricity, from Kingston to the marl pits, and from the lake at the pits to a junction with the Kingston and Pembroke Ry. It is also proposed to operate steamers on the lake. Preliminary surveys for the railway are reported to have been made by Mr. Mitchell, a Kingston engineer. (June, pg. 215.)

**Kingston and Gananoque Electric Ry.**—The act of 1895, incorporating the Kingston and Gananoque Electric Railway Co., was revived at the recent session of the Ontario Legislature. The provisional directors named in the new act are: J. M. Campbell, C. E. Britton, E. L. Atkinson, W. J. Gibson, J. C. Judd, J. B. McArthur, C. J. Sewell. The company may issue bonds to the extent of \$20,000 a mile, and may make arrangements for running powers, etc., with the C.P.R., the G.T.R., or the Brockville, Westport and Sault Ste. Marie Ry. The title of the company was changed to the Kingston, Gananoque and Perth Electric Ry. Co., and its powers so far as the operation of a telephone line are concerned were limited to the operation of its railway. (May, pg. 149.)

**Kingston and Pembroke Ry.**—An extension of time for a further period of five years



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was granted at the current session of the Dominion Parliament for the completion of the additional lines authorized. A deputation from the district asked the Minister of Railways to insist that the proposed line from Sharbot Lake to Carleton Place, Ont., should be completed within a year. (May, pg. 149.)

**Klondike Mines Ry.**—An act has been passed at the current session of the Dominion Parliament granting an extension of two years for the commencement and five years for the completion of the proposed line from Klondike city to Stewart river, Yukon. (June, pg. 215.)

**Kootenay, Cariboo and Pacific Ry.**—The Dominion Parliament at its current session passed an act incorporating R. L. T. Galbraith, H. Watt, J. A. Harvey, C. H. Pollen, of Fort Steele, B.C., as a company with this title to construct a railway from Fort Steele, B.C., to a junction with a railway through the Yellowhead Pass. Authority was given to issue bonds to the extent of \$25,000 a mile, and to enter into agreements for the sale or transfer of the line to the C.P.R., the Canadian Northern Ry., or the Kootenay Central Ry. An act was passed at the recent session of the B.C. Legislature giving a provincial charter to the same applicants for a railway between the same points. (June, pg. 215.)

**Kootenay Central Ry.**—By an act passed at the recent session of the B.C. Legislature the act of incorporation obtained in 1901 is repealed, and a new one given. Power is given to construct a railway from Fort Steele to Elko, and from Fort Steele to Golden, to carry on a telegraph, telephone and express business, to make traffic arrangements with other railways, to promote other companies and to issue bonds to the extent of \$20,000 a mile. The company has also secured an extension of time for the commencement and completion of its line for two and five years, respectively, by an act passed at the current session of the Dominion Parliament. (June, pg. 215.)

**Kootenay Development and Tramways Co.**—At the last session of the B.C. Legislature an act was passed incorporating a company with this title to construct tramways in the West Kootenay district. Electricity is to be the motive power, and it is proposed to construct the lines on the monorail principle. (June, pg. 215.)

**Lake Erie and Detroit River Ry.**—Plans are said to have been completed for the construction of a large steel coal chute at Blenheim, Ont. (June, pg. 215.) See Huron, Erie and Buffalo Ry.

**Lambton Central Electric Ry.**—At the recent session of the Ontario Legislature an act was passed confirming by-laws passed by the townships of Sarnia, Dawn, Enniskillen, Camden, Dresden and the Village of Oil Springs, granting right of way for the company's projected line from Sarnia to Dresden. (April, 1902, pg. 141.)

**Lindsay, Bobcaygeon and Pontypool Ry.**—An act was passed at the current session of the Dominion Parliament granting an extension of two years for the commencement, and of five years for the completion of the company's projected line from Burketon to Bobcaygeon, Ont. The head office of the company is removed from Lindsay, Ont., to Toronto. Two locating parties have been in the field, one in charge of A. H. N. Bruce, C.E., and the other in charge of A. Brunell, C.E., the office at Lindsay being in charge of J. McCunn, C.E. Trial lines were run between Lindsay and Burketon, on the C.P.R., Montreal-Toronto line, the line between Lindsay and Bobcaygeon having been previously located. The whole work of location was completed June 20, the route passing through Dunsford, between Lindsay and Bobcaygeon; and near Nestleton and Blackstock between

Lindsay and Burketon. The maximum gradient will be 1%, and the maximum curvature 4°. It is expected that construction will be started immediately at several points, as the line is accessible from Scugog river and lake, and from Sturgeon lake for some distance south of Bobcaygeon. H. W. D. Armstrong is Chief Engineer.

An agreement respecting the operation of the line has been entered into between the Lindsay town council, the L.B. and P. Ry. Co., and the C.P.R. (June, pg. 215.)

**London, Parkhill and Grand Bend Electric Ry. Co.**—O. Baird, J. M. and C. A. Gibbs, A. E. Mullin, A. A. McTavish, Parkhill, Ont., were incorporated at the last session of the Ontario Legislature with this title to operate a railway by any motive power except steam, from Lake Huron, near the boundary of Huron and Lambton counties, to London, via Parkhill. The offices of the company are to be at Parkhill, and the line may be constructed in sections: from Grand Bend to Parkhill, from Parkhill to Poplar Hill, and from Poplar Hill to London. The capital is fixed at \$100,000, of which \$40,000 is to be applied to the first section, and \$30,000 to each of the two other sections; and bonds to the extent of \$20,000 a mile may be issued. Connection may be made with other lines, and agreements respecting running powers made.

**The Macleod, Cardston and Montana Ry. Co.** was incorporated at the current session of the Dominion Parliament. It was given power to issue \$1,000,000 of capital stock and bonds to the extent of \$25,000 a mile of its lines and branches, and to amalgamate with the C.P.R., or with any other railway which runs to the International boundary. It is also authorized to effect junctions with lines at the U.S. boundary. (May, pg. 149.)

**Massawipi Valley Ry.**—In the action recently brought by this company against J. B. Reed, the Dominion Supreme Court has decided that the company is the proprietor of the lands between the railway fence and the Massawipi river and all construction built by Reed on the west half of the river will be demolished, subject to compensation from the railway company for the actual value of the construction.

**Massey Copper Mines.**—The spur line from Massey station on the C.P.R. Sault Ste. Marie branch is being constructed by the Massey Station Mining Co. (Ltd.). It commences 500 ft. west of Massey station, and runs to the mines, about 3 miles. The line is being constructed by the company, under the superintendence of Jos. Errington. It is expected that it will be completed about the end of July.

**Metropolitan Ry.**—The York county council recently passed a resolution suggesting that the company should instal a telephone service in connection with the operation of the line.

**Michigan Central Rd.**—The St. Thomas, Ont., city council is conferring with the officials of the line respecting the construction of a subway at the Ross st. crossing, and for grade crossings of the company's tracks at Elgin and William streets, for the electric railway owned by the city.

Press reports state that plans have been prepared for the construction of a new station at Gross Isle, Mich., at a cost of \$6,000.

Plans have been filed in the U.S. showing a proposed line to connect the tracks of the Toledo, Canada Southern and Detroit, and Detroit, Delhay and Dearborn divisions, with crossings of the Lake Shore and Michigan Southern and Wabash lines in Wayne county, Mich. (April, pg. 119.)

**Middlesex and Elgin Interurban Ry. (Electric).**—The application made at the re-

cent session of the Ontario Legislature on behalf of this company to enable it to amalgamate with any other similar company, to acquire stock in similar companies, and to enter into an agreement with the St. Thomas city council, for running rights over the corporation's electric railway, was withdrawn. (May, pg. 149.) See also Southwestern Traction Co.

**Midland Terminal Ry.**—J. J. Drummond, Midland, Ont.; F. Leeming, Brantford, Ont.; P. Freyseng, Toronto; C. E. Gudewill, R. Wilton, A. K. Fisk, G. E. Drummond, Montreal, were incorporated at the recent session of the Ontario Legislature with this title for the purpose of constructing a railway from Midland to the G.T.R., near Penetanguishene, thence westerly and southwesterly to Perkinsfield, on the G.T.R. The capital of the company is \$500,000, and bonds to the extent of \$20,000 a mile may be issued. Agreements may be made with other companies respecting the hiring or leasing of rolling stock, and the company may enter into agreements with the G.T.R., the C.P.R., the Canada Atlantic Ry., the Manitoulin and North Shore Ry., and the Intercolonial Ry. as to connections, running powers, etc. The line, it is said, is being promoted in the interests of some of the people associated with the Consolidated Lake Superior Co. (May, pg. 149.)

**Minnietakie, Lac Seul and Albany Ry.**—J. Sykes, H. Holdroyd, Glen Williams, Ont.; W. C. Young, Brampton, Ont.; H. W. Selby, Dinorwic, Ont.; W. R. Payne, J. Porter, J. H. Hall, W. H. Wallbridge, J. Shilton, W. J. Elliott, Toronto, were incorporated at the recent session of the Ontario Legislature, with this title to construct a railway from Dinorwic, on the C.P.R. transcontinental line, to Lake Minnetakie, thence to Lac Seul and via Lake St. Joseph to Fort Hope, on the Albany river, with power to construct branch lines. The capital stock of the company is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$20,000 a mile. The line may be constructed in sections, and agreements may be made with the C.P.R. for the operation of the line, or for amalgamation. (Mar., pg. 95.)

**Montreal and Southern Counties Ry. (Electric).**—A. J. de B. Corriveau is negotiating with the G.T.R., with a view of obtaining an entrance into Montreal over the Victoria Jubilee bridge, for the system of electric railways he is promoting. It is reported that the Montreal Park Ry. or the Montreal Park and Island Ry. has a charter right to cross the bridge, but Mr. Corriveau states that these rights have lapsed. (June, pg. 217.)

**Montreal Terminal Ry. (Electric).**—A car service was placed in operation June 3, on the line in the city recently completed by this company. Coming down Cadieux st., the cars turn at the Drill Hall, go up City Hall ave. and across a trestle below St. Norbert st. to Cadieux st. once more, then northward and eastward through Hochelaga ward, down to the tracks leading to Bout de l'Isle. (June, pg. 217.)

**Morrissey, Fernle and Michel Ry.**—The act of incorporation applied for at the recent session of the B.C. Legislature was passed, with the construction powers applied for therein. (June, pg. 217.)

**Nepigon Iron Range Ry.**—H. A. Wiley, J. T. Horne, W. F. Langworthy, S. A. Marks and H. Cassels, are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from the northwest corner of Nepigon bay, on Lake Superior, to Black Sturgeon bay, on Lake Nepigon, by way of Black Sturgeon river and lake. (April, pg. 120.)

**Nepigon Lake.**—At the recent session of the Ontario Legislature a resolution was passed authorizing a transfer of the subsidy

of \$3,000 and 5,000 acres of land a mile, granted for the construction of the Thunder Bay, Nepigon and St. Joe Ry., to any company undertaking to construct a line from the C.P.R. to Lake Nepigon. The T.B.N. and L.St.J. Ry. was projected from Port Arthur to Lake St. Joseph, via Lake Nepigon, but beyond making some preliminary surveys

nothing has been done. In 1902 a subsidy was granted to the Nepigon Ry. Co. in respect of 14 miles of railway to open up some pulp limits. An arrangement was made to lease the commercial fishing rights in Lake Nepigon to the Canada Fish Co., one of the conditions being that a railway, 40 miles in length, should be constructed from the lake

to the C.P.R. at Nepigon station. It was stated at the time the contract was made that this line would be constructed, as the daily papers put it, "without costing the country a cent." In moving the resolution transferring the subsidy the Commissioner of Public Works said the Fish Company had undertaken to build a road by the terms of its charter, but it

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was not to be expected that it would do so without assistance. (Jan., pg. 19; Nepigon Ry., April, pg. 120; and Thunder Bay, Nepigon and St. Joe Ry., June, 1901, pg. 177.)

**New Brunswick Southern Ry.**—A number of trestle bridges between Carleton and Musquash, N.B., were burned out by the recent forest fires. These are being rebuilt, and it was expected that the work would be completed by the end of June. (Nov., 1902, pg. 386.)

**New Ontario and Hudson Bay Ry.**—An application was made by J. R. MacArthur, J. W. Colt, C. E. Hanson, New York; T. L. Beiseker, Fessenden, N.D.; C. H. Davidson, Minneapolis, Minn.; E. F. Getchell, J. F. Langan, Chicago, Ill.; D. MacArthur, Winnipegosis, at the recent session of the Ontario Legislature for an act incorporating a company with this title to construct a railway from North Bay to New Liskeard, thence northerly and westerly to James Bay, near the mouth of the Mattagami river; and a branch from the Mattagami river to the C.P.R. transcontinental line at Missinaibi. Very extensive powers were asked with a view of developing water powers and colonizing the country to be opened up. The Legislature did not view the proposition with favor, and the bill was not passed. (April, pg. 121.)

**The Niagara Grand Island Bridge Co.** was granted an extension of time for two years within which to commence and five years within which to complete its projected bridge across Niagara river. (Feb., pg. 44.)

**Niagara, Queenston and St. Catharines Ry. (Electric).**—The applicants at the current session of the Dominion Parliament for the incorporation of a company with this title are: J. N. McKendry, F. Denton, H. L. Dunn, A. D. Crooks, Toronto; E. J. McIntyre, Niagara, Ont.; R. G. Code, and E. F. Burritt, Ottawa. (June, pg. 217.)

**Nipissing and James Bay Ry.**—At the current session of the Dominion Parliament an act was passed granting an extension of four years within which to commence and complete its line from North Bay, Ont., to Lake Temagami, and five years to commence and complete the extension from Lake Temagami to Moose Factory. (Feb., pg. 45.)

**The Nipissing and Pontiac Ry. Co.** was incorporated at the current session of the Dominion Parliament to construct a railway from New Liskeard, Ont., to Lake La Quinze, Que., with branches not exceeding 30 miles long. The capital is fixed at \$1,000,000, and bonds to the extent of \$25,000 a mile may be issued. The company is empowered to carry on a navigation business on the lakes and rivers reached by its lines, and telegraph and telephone lines for the public benefit. Agreements may be entered into with the C.P.R., the G.T. Pacific Ry., or the Temiskaming and Northern Ry., for leasing or amalgamating its lines with either of them. (May, pg. 150.)

**The North Lanark Ry.** was incorporated by the Ontario Legislature in 1899 to construct a railway from the Kingston and Pembroke Ry., near Mile Lake, to the C.P.R. or the Canada Atlantic Ry., near Arnprior, Ont., and to operate the same by steam or electricity. No construction has been done, and at the recent session of the Ontario Legislature an act was passed changing the location of the terminal points of the projected line. The route now authorized is from Blythfield township to Ottawa, and if the line is to be operated by electricity it may be carried along the public highway. The capital is increased from \$250,000 to \$450,000, and the bonding power is increased from \$10,000 to \$20,000 a mile. The company is authorized to enter into agreements for traffic, for leasing its line, or amalgamating with the Kings-

ton and Pembroke Ry., the C.P.R., the Canada Atlantic Ry., or the Ottawa and New York Ry. The line is to be completed within five years. (April, pg. 121.)

**North Shore Ry., Power and Navigation Co.**—A contract is reported to have been let to Connolly Bros., for the completion of the nine miles of railway from the Bay of Seven Islands to the falls of the Ste. Marguerite river, the construction of wharves, etc. P. Hume is engineer in charge of the work for the contractors, and Ross & Holgate for the company. (Feb., pg. 45.)

**Northwest Coal and Coke Ry. Co.**—F. J. Stamford, F. and J. H. Seaman, F. C. Elliott, B. B. Mighton, Nelson, B.C.; and C. E. D. Wood, Macleod, Alta., were incorporated at the current session of the Dominion Parliament with this title to construct a railway from Bull Park to the C.P.R. Crow's Nest Pass line near Cowley, Alta. The capital was fixed at \$300,000, and power was given to issue bonds to the extent of \$20,000 a mile. Authority was given to lease or sell the line, when constructed, to the C.P.R. or any other company. (May, pg. 150.)

**Nova Scotia Eastern Ry.**—Press reports state that survey parties are in the field going over the route of this projected line. (May, pg. 150.)

**Nova Scotia Southern Ry.**—H. T. Ross, of Bridgewater, N.S., has been appointed a commissioner by the Dominion Government to make enquiry and report to the Government respecting claims due by any person, firm or corporation in connection with the construction or unfinished construction of this railway. A good deal of construction was done on this line between Shelburne and New Germany, including grading, bridge building and track laying, and clearing and grading between Liverpool and Indian Garden during 1900. The line was not finished, and in 1902 passed under the control of MacKenzie, Mann & Co., who have under construction a section from New Germany to Caledonia. The object of the commission is to clear up the affairs of the old company. (Feb., pg. 45.)

**Ontario Electric Ry.**—At the recent session of the Ontario Legislature an act was passed authorizing the organization of the company, as soon as 10% of the capital has been paid up. The company is authorized to construct a line from Toronto to Cornwall, Ont. (May, pg. 150.)

**Orford Mountain Ry.**—The final line located for the extension of this line from Kingsbury to opposite Windsor Mills, Que., is 9½ miles long, but an even 10 miles were located carrying the line three-fourths of a mile beyond Windsor Mills. Plans are being prepared, and we were advised on June 13 that a contract had not been let. The gradients are easy, with the exception of 1½ miles, the gradient on which is 69 ft. to the mile, while the maximum curvature is 7°. H. C. Cleveland is Chief Engineer. (June, pg. 217.)

**Ottawa, Northern and Western Ry.**—By an act passed at the current session of the Dominion Parliament the Ottawa, Northern and Western Ry. has been granted an extension of two years for the commencement, and five years for the completion of the lines authorized to be constructed by the Pontiac and Pacific Jct. Ry. and the Ottawa and Gatineau Colonization Ry., now amalgamated under the above title.

We were advised, June 9, that track on the extension of the old Ottawa and Gatineau Colonization Ry. had been laid from Gracefield for 10 miles, to a point two miles up Blue Sea lake. A steam shovel was at work in the ballast pit 4 miles north of Gracefield. Ballast was being distributed, a few low dumps were being made up, and the lift was just about started. Tracklaying was being

discontinued for a couple of weeks to allow a heavy rock cut to be completed, just ahead of the point reached by the steel. About two-thirds of the grade beyond the rock-cut to Maniwaki had been completed, and work was being rushed on the balance. Stations and tanks are being located and construction on these was expected to be commenced on an early date. The fencing of the line has been commenced from Gracefield. The contract for the greater portion of the grading was sublet by H. J. Beemer, the general contractor, to D. R. McDonald & Co. (June, pg. 217.)

**Pacific Northern and Eastern Ry.**—At the last session of the B.C. Legislature an act was passed incorporating J. Irving, H. F. Bullen, and F. B. Gregory, Victoria, B.C., as a company with this title to construct a railway from Hazelton to the northern boundary of B.C., near Teslin lake, and from Hazelton to the eastern boundary of the Province via Peace river or Pine river pass. (June, pg. 217.)

**The Pacific Northern and Omineca Ry. Co.** was granted an extension of time for two years within which to commence its authorized line of railway, at the recent session of the B.C. Legislature. F. S. Barnard, J. Irving and J. A. Mara are directors. (Feb., pg. 45.)

**Pere Marquette International Bridge Co.**—The Dominion Parliament has passed an act incorporating a number of officials of the Pere Marquette Rd. with this title, for the purpose of building a bridge over the Detroit river at Amherstburg, Ont., to a point in Michigan. The construction of the bridge is not to be commenced until the U.S. authorities have approved of the project; and the bridge has to be commenced within two years, and completed within five years, after such approval. Power is given to connect with lines in Canada, and to amalgamate with other companies for the erection of the bridge. The capital is fixed at \$500,000, and bonds to the extent of \$1,000,000 may be issued. (June, pg. 217.)

**Pere Marquette Rd.**—In connection with the projected extension of the P.M. Rd. into Chicago, and of its Canadian connection, the Lake Erie and Detroit River Ry., from St. Thomas to the Niagara river, Ont., press reports state that arrangements have been perfected for terminals in Chicago, Ill., and Buffalo, N.Y. A company—the Marquette Construction Co.—has been incorporated in New Jersey to construct the line from New Buffalo to Hammond, Ind., 20 miles, which will give the Chicago connection. Other press reports state that the St. Thomas-Niagara river line will not be constructed for some time at least, but that arrangements will be made for trackage rights either over the Michigan Central Rd. or the G.T.R. See also Huron, Erie and Buffalo Ry., Sarnia, Petrolia and St. Thomas Ry. and Lake Erie and Detroit River Ry.

**Prince Edward Island Ferry Co.**—H. C. Read, Sackville, N.B.; Hon. P. Poirier, Shediac, N.B.; E. B. Williams, G. E. Hughes, Charlottetown, P.E.I.; B. F. Pearson, Halifax, N.S., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to operate a steam ferry between New Brunswick and Prince Edward Island. In carrying out the ferry project the company may lease and operate lines of railway to connect its ferries with the Intercolonial Ry. at Shediac and Truro, or at either place, and is given power to acquire the line of the New Brunswick and Prince Edward Island Ry., and the charter of the Shediac and Coast Ry. Co., and may enter into agreements with these companies, and with the I.C.R. for leasing or selling its lines or undertaking to them. (April, pg. 121.)

**Prince Edward Island Ry.**—A survey is reported to have been recently started by T. May, C.E., with a view of doing away with a curve at Milton. Press reports state that the work will be done this year. (June, pg. 217.)

**Quatsino Ry.**—The act incorporating a company with this title applied for at the recent session of the B.C. Legislature was granted. In addition to constructing the railway the company may carry on a navigation business, and may enter into arrangements with other railways for amalgamation or the operation of its line. (June, pg. 217.)

**Quebec and New Brunswick Ry.**—At the current session of the Dominion Parliament an act was passed extending the time for the completion of the projected line from Quebec to Conners, N.B., for a further period of five years, and the company was authorized to construct a bridge over the St. John river at Conners within five years after the U.S. authorities had approved of bridging the river. The company is authorized to amalgamate with any U.S. company incorporated to construct a bridge and connecting railways over this point. (Feb., pg. 45.)

**Quebec Bridge.**—Work has been commenced in connection with the erection of the superstructure of this bridge over the St. Lawrence river. The work now going on is only of a preliminary character. (April, pg. 121.)

**Quebec, Saguenay and Gulf of St. Lawrence Ry.**—Jas. and Geo. Clarke, of New York city; Jno. and Wm. Clarke, of Toronto, and Thos. Meaney, of Quebec, were incorporated with this title by an act passed at the current session of the Dominion Parliament to construct a railway from the Bay of Seven Islands to the Saguenay river between Lake St. John and Tadoussac, thence to Quebec. Power is given to amalgamate with the C.P.R., the G.T.R. or the G.T. Pacific Ry.; to arrange with express companies for the operation of an express service, and to own and operate steamships. It may also enter into an agreement with the North Shore Power Ry. and Navigation Co. for the use of any railway line belonging to it. The company may issue bonds to the extent of \$30,000 a mile on its railway, and also bonds for the construction of steamers. (May, pg. 151.)

**The Red Deer Valley Ry. and Coal Co.** is applying for an act at the current session of the Dominion Parliament reviving the act incorporating the company, authorizing the changes on the route and extensions of which notice was given; granting to Dec. 31, 1903, for the commencement of the first section of the line from Calgary, Alta.; and to 1905 for its completion, and giving until 1907 and 1912 for the commencement and completion of the extension to a point between Fort Pitt and Battleford, Sask. The act has passed the House of Commons, and the Minister of Railways stated that the revival of the company's powers did not give any title to the land grant which was originally voted. (Feb. pg. 46.)

**Regina and Hudson's Bay Ry.**—The application for the incorporation of a company with this title has been granted at the current session of the Dominion Parliament. (May, pg. 151.)

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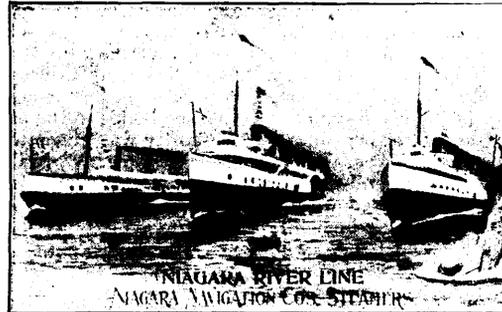
**Reld Newfoundland Co.**—The new freight sheds under construction at St. John's, Nfld., press reports state, are situated east of the bridge at the new terminus. The shed for outwards freight will be 200 ft. long by 35 ft. wide, and that for inwards freight will be

175 ft. long by 46 ft. wide; while the office building, 30 ft. by 35 ft., will be situated between the two buildings.

The trestle work over North river at Clark's beach, press reports state, is to be done away with, and will be replaced by a steel

## Niagara River Line

### THE NIAGARA-TORONTO ROUTE



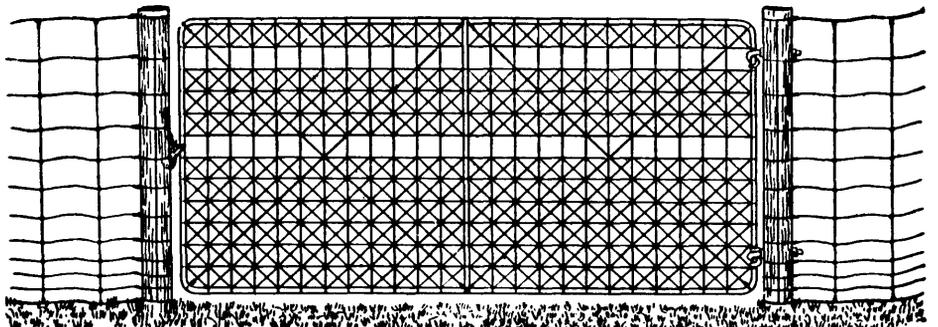
For Lewiston, Queenston, Niagara-on-the-Lake, Niagara Falls, Buffalo, New York, Boston, Philadelphia, Cleveland, and all points South, East and West.

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LIMITED

Walkerville, Ont.

Montreal, Que.

St. John, N.B.

bridge of two 60-ft. spans on stone abutments.

We were advised, June 8, that the surveys for the construction of a branch from near Holyrood to some talc deposits were going on, but that no definite arrangements had been made as to construction. (June, pg. 217.)

**Restigouche and Western Ry.**—A press report quotes T. Malcolm, the promoter of this New Brunswick railway, as saying in Fredericton, June 20, that construction would be commenced within ten days thereafter, and that 1,800 men would be employed on the line. (June, pg. 217.)

**The Rocky Mountain Ry. and Coal Co.** is applying at the current session of the Dominion Parliament for an act extending for two years the time within which construction may be started, and for five years, the time within which the line may be completed. The provisional directors, to replace those named in the original act of 1891, are: Hon. J. Costigan, Ottawa; J. N. Greenshields, K.C., Montreal; Hon. T. H. McGuire, W. R. Hull, J. G. Young, Calgary, Alta. (Feb., pg. 47.)

**Sandwich, Windsor and Amherstburg Ry.**—At the recent session of the Ontario Legislature an act was passed confirming an agreement made with the Windsor city council respecting running rights in the city, and authorizing local municipalities to grant exemption from taxation to the company. The City Ry. Co., of Windsor (Ltd.), which is under the same management as the S. W. and A. Ry. Co., is a party to the agreement respecting rights in Windsor. (June, pg. 218.)

**Sarnia, Petrolia and St. Thomas Ry. Co.**—J. L. Englehart, W. English, G. G. Moncrieff, Petrolia, Ont.; D. Milne, F. F. Pardee, Sarnia, Ont., were incorporated at the recent session of the Ontario Legislature with this title to construct a standard gauge railway from Sarnia to Petrolia, thence to St. Thomas, Ont. The capital of the company is fixed at \$1,000,000, and bonds may be issued to the extent of \$20,000 a mile of single track, \$10,000 a mile additional for double tracking and \$5,000 a mile for equipment. (April, pg. 121.)

**Sarnia Street Ry.**—An act was passed at the recent session of the Ontario Legislature confirming an agreement between the township of Sarnia and the company for a franchise, and extending the time for constructing the uncompleted sections of the line. (Feb., pg. 47.)

**Sherbrooke, Que., Street Ry.**—Press reports state that the additions being made to the company's power plant will increase its available power by 50%. At a special meeting of the council, held June 5, a resolution was passed authorizing the laying of a double track on Bridge and Pine streets on certain conditions, which the company has declined to comply with. (Feb., pg. 47.)

**Southwestern Traction Co. (Electric).**—At the recent session of the Ontario Legislature an act was passed authorizing the company to amalgamate with the Middlesex and Elgin Interurban Ry. Co. under this title, increasing its capital to \$1,500,000. Authority is given to construct a line from Aylmer, via St. Thomas, to London, Ont., with a branch from St. Thomas to Port Stanley, in addition to the lines previously authorized to be constructed. The additional lines to be constructed are those for which the M. and E. I. Ry. Co. had secured franchises.

The company has constructed a line from London to Lambeth, and expects to place it in operation on an early date. (Feb., pg. 47.)

**The St. Joseph Transportation Co.,** a reference to which will be found on pg. 253,

under Ontario and the Great Lakes, is applying at the current session of the Dominion Parliament for an act of incorporation, authorizing it, among other things, to construct a single or double-track railway, not less than 3-ft. gauge, along its canal, with branch lines not exceeding 15 miles in length, to towns and villages within 15 miles of the canal, and to operate the same by electricity, steam or any other motive power.

**St. Mary's River Ry.**—An act was passed at the current session of the Dominion Parliament authorizing the extension of the line from Spring Coulee, Alta., to Cardston, Mountain View, and any point in range 1, west of the 5th meridian; from between Spring Coulee and Mountain View to the C.P.R. between range 2, west of the 5th meridian, and range 27, west of the 4th meridian, and from Stirling easterly to range 4, west of the 4th meridian, between the C.P.R. and the International boundary; with branches not exceeding 30 miles in any one case. The head office of the company is changed to Montreal, and power is given to issue bonds to the extent of \$15,000 a mile. (Feb., pg. 47.)

**St. Thomas St. Ry.**—By an act passed at the recent session of the Ontario Legislature, the rights and powers of the St. Thomas Street Ry. Co. are vested in the city, and the council is authorized to issue debentures for \$15,000 for repairs to the line and its equipment, and for the purchase of additional cars, etc. Authority is also given to extend the line from St. Thomas to Port Stanley, and to issue in respect of such extension debentures to the extent of \$15,000 a mile. Authority is also given to enter into agreements with other electric railways, and to sell the lines on the passing by the citizens of the necessary by-laws. (April, pg. 121.)

**Stratford Radial Ry. (Electric).**—H. M. Sloan, J. Jamieson, G. Sutherland, Chicago, Ill.; R. Paxton, Port Dover, Ont.; J. E. Ferguson, Ingersoll, Ont., were incorporated by an act passed at the recent session of the Ontario Legislature with this title to construct an electric railway in Stratford with branches to Mitchell, St. Marys, Embro and other points. Power is given to enter into agreements with other companies for running arrangements, or to amalgamate with them. The capital of the company is fixed at \$500,000, of which \$200,000 is to be devoted to the lines in Stratford and the Mitchell branch, and \$150,000 each to the Embro and St. Marys branch lines. Bonds to the extent of \$20,000 a mile may be issued. The lines are to be commenced in two years and completed in five years. (April, pg. 121.)

**Suburban Rapid Transit Co. (Electric).**—The Winnipeg city council has passed a resolution extending the time for the completion of the line from city limits to Sturgeon Creek for four months from July. The reason given for the delay is that the rails cannot be delivered until Aug. (May, pg. 151.)

**Sudbury, Copper Cliff and Creighton Electric Ry.**—N. T. Hillary, J. S. Gill, D. Baikie, R. Martin, W. H. Mulligan, J. McLeod, J. Purvis, R. H. Arthur, Sudbury, Ont.; D. L. McKinnon, J. R. McKinnon, W. C. Kilpatrick, J. Price, Copper Cliff, Ont., have been incorporated at the recent session of the Ontario Legislature with this title to construct an electric railway from the boundary of Snider township, Algoma, through Copper Cliff and Sudbury, and the township of McKim, Nipissing. The capital is \$150,000, and bonds to the extent of \$15,000 a mile may be issued on each five-mile section as it is completed. (April, pg. 122.)

**Temiskaming and Northern Ontario Ry.**—When grading was started in 1902 on this line it had not been decided whether it would join existing lines at North Bay or Nipissing

Jct., consequently the contractors began work about three miles out of North Bay. Since the arrangement for terminal facilities at North Bay was completed with the C.P.R., right of way has been acquired and the grade from the C.P.R., east of North Bay, to the point where work was started in 1902, completed. An official ceremony took place June 15, at the point of junction with the C.P.R., when the first spikes were driven. The Mayor of North Bay drove the first one, and H. Doheny, one of the sub-contractors, the second. Tracklaying was proceeded with immediately thereafter, and press reports stated, July 2, that 10 miles had been laid. A work train is in operation. (June, pg. 219.)

**Tillsonburg, Lake Erie and Pacific Ry.**—At the recent session of the Ontario Legislature an act was passed confirming a by-law of the town of Ingersoll, voting \$20,000 as a bonus to this company, in connection with the extension of its line from Tillsonburg to Ingersoll.

The Dominion Government has been asked to vote a subsidy for an extension of the line from Ingersoll to Collingwood, via Embro and Stratford. (June, pg. 219.)

**Toronto and Hamilton Ry. (Electric).**—The application to the Dominion Parliament at its current session for the incorporation of a company to construct an electric railway from Toronto to Hamilton and with power to connect with or acquire other electric railways, is meeting with considerable opposition. The cities of Toronto and Hamilton, as well as other municipalities are opposing the bill on various grounds, and numerous amendments are being made. The bill is understood to be in the interests of the Toronto Ry. Co., and it is claimed that the powers of amalgamation asked for by the T. and H. Ry. would enable it to absorb the Toronto Ry., the Hamilton Street Ry. as well as the other electric railways round Toronto, Hamilton and St. Catharines, thereby interfering with the rights of the Province and the municipalities to control speed, etc. (June, pg. 219.)

**Toronto, Hamilton and Buffalo Ry.**—At the recent annual meeting it was arranged that during the current season considerable work will be done in the way of filling in trestle bridges and improving embankments east of Hamilton, Ont. (April, pg. 122.)

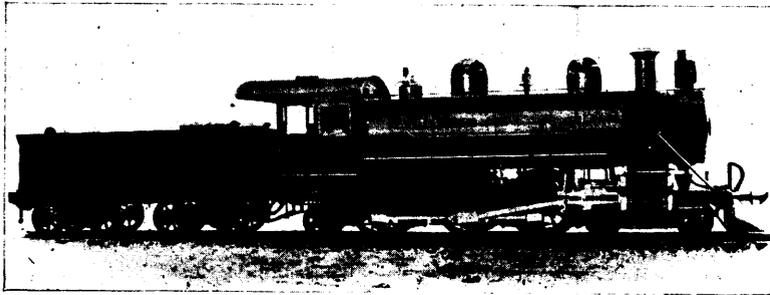
**Toronto and Mimico Ry.**—At the recent session of the Ontario Legislature an act was passed changing the name of the Toronto and Mimico Electric Ry. and Light Co. to the Toronto and Mimico Ry. Co., and authorizing an extension of its line from Long Branch to Hamilton, and to connect its lines with those of the Toronto Suburban Ry., the Toronto Ry., the Hamilton Street Ry., the Hamilton Radial Electric Ry. and the Hamilton, Grimsby and Beamsville Electric Ry., and to enter into arrangements with these companies for amalgamation, lease or purchase of their lines in whole or part, or for the lease or purchase to either of them of any portion of its lines. (June, pg. 219.)

**Winnipeg Electric Street Ry.**—We were recently advised that the daily press reports that extensions to East and West Kildonan were projected, were premature, as the matter had not been considered by the company, and that no decision had been reached as to any other extension. (May, pg. 153.)

**Vancouver, Victoria and Eastern Ry.**—Contracts are reported let to Siems & Shields, St. Paul, Minn., for the branch from Grand Forks to Phœnix, B.C., 24 miles, and to P. Welch, Spokane, Wash., for the spur line from Grand Forks to the Granby smelter. Surveys are also reported to have been made for a line from Phœnix to the Okanagan river, B.C., 123 miles. (June, pg. 219.)

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Grand Trunk Elevators, No. 2 and No. 3, Portland, Me.	2,500,000	"
Export Elevator, Buffalo, N.Y.	1,000,000	"
J. R. Booth Elevator, Depot Harbor, Ontario	1,000,000	"
Southern Pacific Terminal Co.'s Elevator, Galveston, Texas	1,000,000	"
Erie R. R. Transfer & Clipping House, Chicago, Ill.	100 cars in 10 hrs.	"
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.	1,500,000	"
Burlington Elevator Co., Peoria, Ill.	500,000	"
Canada Atlantic Railway Elevator, Coteau Landing, Que.	500,000	"
Northern Grain Co., Manitowoc, Wis.	1,350,000	"
Union Elevator, East St. Louis, Ill.	1,100,000	"
Montreal Warehousing Co.'s Belt Conveyor System		

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#### TERMS OF PAYMENT.

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

- 160 acres at \$4.00 per acre, 1st instalment \$95.85, and 9 equal instalments of \$80.
- 160 acres at \$4.50 per acre, 1st instalment \$107.85, and 9 equal instalments of \$90.
- 160 acres at \$5.00 per acre, 1st instalment \$119.85, and 9 equal instalments of \$100.
- 160 acres at \$5.50 per acre, 1st instalment \$131.80, and 9 equal instalments of \$110.
- 160 acres at \$6.00 per acre, 1st instalment \$143.80, and 9 equal instalments of \$120.00.

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

#### DISCOUNT FOR CASH.

If land is paid for in full at time of purchase, a reduction from price will be allowed equal to ten per cent. on five-sixths of the purchase money.

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

F. T. GRIFFIN,  
Land Commissioner C.P.R. Co.,  
Winnipeg.

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**Vancouver, Westminster, Northern and Yukon Ry.**—An official recently denied press reports to the effect that construction had been suspended on this line near New Westminster, B.C., and the contractor, K. Ffolliott says the work is being pushed ahead, there being about 400 men at work. (June, pg. 219.)

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

**Whitby Station.**—A new station is under construction at Whitby, Ont., about midway between the present station and the center of the town.

**Don Yard Improvements.**—In connection with the improvements at the Don yards, Toronto, the two old single track bridges have been removed outwards to be used for switching tracks, which will enable the whole of the switching to be clear of the main line. A new double track bridge has been constructed for the main line tracks. The extension of the tracks for the switching system to Queen st. is under way, and it is proposed that all the switches will be connected with these lines so as to relieve the main line of all switching operations. It is contemplated to extend these switching lines to York. (Dec., 1902, pg. 405.)

**Toronto Freight Sheds.**—Possession of the land for the new freight sheds between John and Simcoe streets was taken July 1, and arrangements are in progress for commencing work thereon. The plans are all complete, and only one or two small matters require to be adjusted between the company and the city council before a start can be made on construction. (June, pgs. 195 and 201.)

**Hamilton Freight Yards.**—Work is in progress at the new freight yards at Hamilton. The site includes the entire block bounded by Canon, Elgin and Robert streets, and Ferguson ave., and one-half of the two blocks running to Barton st., a total length of 1,188 ft. The yard will be approached by a switch from near Kelly st., and there will be three tracks the whole length of the yard, then the freight house, a transfer platform, then two tracks, and the rest of the yard will be laid out in tracks in pairs with roadways between for loading or unloading by carloads. The freight shed and offices will run through from Barton st. to Cannon st., and will have a width of 40 ft., the office building having a depth of 85 ft. 3 in., and the freight shed proper a depth of 1,103 ft. The office building will have on the ground floor the office for the working of the yard, while the agents' and clerks' offices will be on the first floor. The whole of the freight work will be concentrated at the new yards, and the present freight sheds near Stuart st. station will be utilized for freight storage purposes. (June, pg. 195.)

**Hamilton Improvements.**—Following up the agreement between the company and the city council relative to construction of some overhead bridges and the connection of the main line and the old Northern and Northwestern Ry. at Strachan st., plans of the bridges and estimates of the cost have been submitted by the G.T.R. to the city council. As soon as the city approves of the plans and estimates the work will be proceeded with. Under the terms of the agreement the city has to pay a proportion of the cost of the bridges. (June, pg. 195.)

**Brantford Deviation.**—The improvements at Brantford and Paris, Ont., which are being worked out in connection with the carrying of the Niagara-Sarnia main line through Brantford, are to be on a very extensive scale. The plans for the whole of the works contemplated have not been finally adopted. One piece of work which is being carried out is

the lowering of the level of the Harrisburg-Tillsonburg line, and the raising of the main line, so as to do away with the crossing of the tracks in Brantford. (June, pg. 196.)

**Stratford Shops and Station.**—Local press reports quote Manager McGuigan as having recently stated that the company proposes spending \$1,000,000 or \$1,500,000 upon improvements in that city. What these improvements will be has not been definitely settled, but it is understood that there will be a new passenger station and offices, and extensive additions to the shops. Several properties have recently been acquired north of the Buffalo-Goderich tracks, giving the company possession of a sufficient area to build a large and modern station building, and to rearrange the tracks. (June, pg. 196.)

**Sarnia-Kingscourt Jet. Double-track.**—A contract has been let for double-tracking the line from Kingscourt Jct. to Sarnia Tunnel, 21.39 miles. The grading will be done by Ross & McRae, and the ballasting and tracklaying will be done by the regular employes of the road department. It is expected that the grading will be completed and double-track laid from Wyoming to Sarnia Tunnel, 13.62 miles, this year.

**Grand Trunk Pacific Ry.**—The proposals of the Dominion Government in reference to the aid to be given the G.T.P.Ry. Co. have been foreshadowed by the Ottawa correspondent of the Toronto Globe, and will, though with some alteration in detail, in all probability be passed. If the plan is carried out as outlined the G.T.P.Ry., while operating what will be practically a transcontinental line, will only own that section of it lying between Winnipeg and the Pacific coast, the line east of Winnipeg being owned by the Government. The proposal is that the Government shall construct a line from Moncton, N.B., via Quebec, to Winnipeg, Man., which will be leased to the G.T.P.R. Co. for 50 years, free for five years, for the net surplus of receipts over working expenses for the second five years, and for 3% upon the cost of construction for the remaining 40 years. Running rights are to be granted to other companies over this section of the line, and the rates to be charged are to be under the control of the Government, but they cannot be reduced to such an extent as will prevent the payment of the rental. The construction of this section of the line will be under the control of a commission appointed by the Government, but whether the work will be done by the commission, or by the G.T.P.R. Co. under contract is not stated. It is reported that the company has 60 survey parties in the field, of whom 10 are said to be working between Quebec and Lake Abitibi, near the Ontario-Quebec boundary. This, however, is not confirmed and no official information in regard to it appears to be obtainable.

In respect of the portion of the line from Winnipeg to the Pacific coast to be owned by the company, the Government proposal is to guarantee the bonds of the company to the extent of 75% of the cost of construction, but not exceeding \$13,000 a mile for the prairie section, and \$30,000 a mile on the mountain section, the length of which is fixed at 500 miles. The capital of the company is to be reduced from \$75,000,000 to \$45,000,000; \$5,000,000 has to be deposited in the Bank of Montreal in cash or approved securities, and as far as possible the materials used in the construction of the line are to be of Canadian manufacture. A majority of the directorate are to be residents of Canada, and it is reported that the British directors will comprise a representative of the Rothschilds, Lord Welby, Sir C. Rivers Wilson and A. Smithers, of the G.T.R., while the Canadian directors will include C. M. Hays, who is to be President, and W. Wainwright, who will be Vice-President.

A Montreal despatch states that Senator Cox, Jas. Ross and others will form a company, which will be entrusted with the construction of the G.T. Pacific Ry. from Winnipeg to the Pacific coast, as well as the line from Moncton to Winnipeg, proposed to be constructed by the Dominion Government. (June, pg. 196.)

### Canadian Northern Ry. Construction.

**Port Arthur Elevators.**—Regarding the additional elevators to be erected, D. D. Mann is reported to have recently stated in Montreal that two more would be built, bringing the capacity up to 7,000,000 bush. We were advised July 6 that the matter was not in a sufficiently forward condition to say whether construction would be gone on with this year. (June, pg. 205.)

**Winnipeg Terminals.**—The negotiations between the company and the city council respecting the erection of a station and hotel are still in progress, and consequently nothing definite can be said in regard to the plans of either, or when work is likely to be commenced. (June, pg. 205.)

**Branch Through Springfield.**—A deputation from the municipality of Springfield, Man., waited on officials of the C.N. Ry. recently, asking that the route of the projected line to Lac du Bonnet, via Birds' Hill and Tyndall, be changed, so that the line will run through Oak Hammock. Surveys are being made with a view of locating the line in accordance with the suggestions of the deputation.

**Branch to Oak Point.**—Track is being laid on the old Winnipeg and Hudson's Bay line from Winnipeg to Oak Point, on Lake Manitoba, 53 miles, and the work is expected to be completed during July. (Feb. pg. 51.)

**Greenway Southwesterly.**—Construction is in progress on this branch from Greenway on the Morris-Brandon branch, southwesterly, 40 miles. (May, pg. 174.)

**Carberry to Neepawa.**—Construction is being pushed on this 20 mile branch connecting Carberry, Man., with the Neepawa branch line. (June, pg. 205.)

**Portage la Prairie.**—General Superintendent James recently informed a deputation from the Portage la Prairie, Man., Board of Trade that plans for a new station at that place had been prepared. When the new station is erected the old one will be used as a freight shed.

**Portage la Prairie Southwesterly.**—Construction is reported to have made considerable progress on the line through the Rosendale district, southwesterly from Portage la Prairie, Man. (June, pg. 205.)

**Rosburn Branch.**—The extension of this branch from Rosburn Jct. to the western boundary of the province, 80 miles, of which 13.1 miles was completed in 1902, is being gone on with, and will be completed this season. (May, pg. 174.)

**McCreary Branch.**—Construction on this branch from Neepawa to McCreary has been completed. (May, pg. 174.)

**Manitoba Branches.**—Of the branch lines which the Western Extension Ry. Co. contracted with the Manitoba Legislature to construct during 1902, track was laid on 27.1 miles, and the grading for a further distance of 23.40 miles was completed in 1902. The unfinished portion of the McCreary branch has been completed, and construction is being gone on with on 160 miles of the other lines authorized. Of the 343 miles of line authorized there are now completed or under construction 212 miles, leaving 131 miles, for the construction of which the Government is authorized to grant an extension of time. The lines on which no work is at present being done are: Emerson, easterly, 20 miles,

six miles uncompleted; Roland or Myrtle to Morden, 20 miles; Minto or Elgin southwest-erly, 30 miles; Fairfax to Souris, 15 miles; Hartney to Virden and westerly, 40 miles; Swan River branch, 20 miles.

**Prince Albert and Edmonton Extensions.**—The act to give effect to the resolution passed by the Dominion Parliament, authorizing the guarantee of bonds to the extent of \$13,000 a mile for about 620 miles of line on the extension from Grandview, Man., to Edmon-ton, Alberta; and at the same rate for 100 miles from Prince Albert, Sask., easterly on the extension from Erwood, has been passed by the House of Commons. Provision is made for the control of the rates on the line so aided by the Government or by the railway com-mission, when appointed; for the granting of running powers over the lines to other com-pa-nies, and for preventing the sale to the C.P.R. of any of the lines belonging to the C.N.R. In connection with the discussion on the resolutions and the act a return was presented to the house showing the cost of the construction of the two sections of the line to be aided, as estimated by R. F. Tate, Resident Engineer at Toronto, of Mackenzie, Mann & Co., and of C. Schrieber, Deputy Minister of Railways. For the 620 miles of line from Grandview to Edmonton, the esti-

mate of Mr. Tate was at the rate of \$19,143.60 a mile, which includes \$3,000 a mile for equipment, and \$1,467.60 a mile for inter-est charges during construction and contin-gencies; while the estimate of Mr. Schrieber was at the rate of \$18,301 a mile, including \$3,000 a mile for equipment, and 10% on the cost of construction for interest charges and contingencies. For the 100 miles into Prince Albert, Mr. Tate's estimate was at the rate of \$19,807.71 a mile, of which \$15,279.74 was for actual construction, while Mr. Schrieber's estimate was \$18,856.83, of which \$14,415.30 was for actual construction, \$3,000 a mile being allowed in each case for equipment, and 10% for interest charges and contin-gencies. The estimates provide for 60 lb. rails, and for the fencing of the track at \$1 a rod. The estimates for the Grandview-Edmonton extension provide for four crossings of the Saskatchewan rivers at a cost of \$868,000, and on the Prince Albert extension for one crossing of the Saskatchewan river at a cost of \$180,000.

**Grand View-Edmonton Extension.**—The route from Grand View, Man., to the cross-ing of the Saskatchewan river is under con-tract and the grade is covered with men who are pushing work as fast as possible. (June, pg. 205.)

**Prince Albert Extension.**—The grading to Melfort, on the Carrot river, about 100 miles from Erwood, Sask., is being pushed rapidly, and tracklaying will be gone on with as early as possible. (June, pg. 205.)

**Duty on Steel Rails.**—In connection with the item appearing in our last issue relating to the duty on steel rails and the imposition of a surtax of one-third of the duty on articles manufactured in any country discriminating in its tariff against Canadian goods which may be imported into Canada, it should be pointed out that steel rails are now admitted free of duty, and will be so admitted until the duty of \$7 a ton becomes operative by pro-clamation, when the surtax will, as a matter of course, become operative also as against imports from any country discriminating against Canadian produce or manufactures. The surtax, which will be collected on manu-factures arriving from Germany and other countries discriminating against Canada after Sept. 30, will then apply to everything upon which the Canadian tariff imposes a duty. It is expected that by Sept. 30 the whole of the railway material for which contracts were made with German firms will have been delivered.

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

**Bridge Contracts.**—We were advised June 9 that the contracts reported in the daily press as having been let at the end of April for bridges were greatly exaggerated. Contracts were then let for the superstructure for 44 bridges, 90% of which were short plate girder spans. No bridges of any magnitude are to be built, with the possible exception of one bridge over the St. John river, near Perth Jct., N.B., where three 160 ft. truss spans are to be renewed, with three 167 ft. riveted through lattice spans on existing piers. (May, pg. 179.)

**Place Viger Yards.**—The company has not concluded its negotiations with the Montreal city council in respect to the conditions upon which some streets are to be closed up, to allow of the extension of the Place Viger yards. (May, pg. 179.)

**Northern Colonization Ry.**—It was expected that about 16 miles of the grade on the extension of the line from LaBelle, Que., would be completed by the end of June, and D. R. McDonald, one of the contractors, recently stated in Montreal that the whole of the 21 miles to Nominique would be graded by Sept. 1. The rails, he said, had been delivered, and tracklaying would be commenced on an early date. (June, pg. 205.)

**Prescott Improvements.**—Extensive improvements are reported to be in contemplation at Prescott, Ont. The passenger station is to be removed to a more central situation and modernized, and the roundhouse will be moved to Oxford. The waterfront will be converted into a long dock for the accommodation of vessels.

**London Yards.**—A couple of sidings east of Adelaide st., London, Ont., have been extended this year, and it is intended to erect a new oil house. (June, pg. 205.)

**North Bay to Fort William.**—F. Munro, one of the contractors for the new buildings at North Bay, Ont., recently stated in Montreal that the C.P.R. had a large number of men at work along the north shore of Lake Superior, and is making very material improvements to the line—straightening curves, reducing gradients, lengthening sidings and putting in most substantial turntables and other station facilities. A press report states that the Canadian Construction Co., of Montreal, has a contract for work on the line between North Bay and Sudbury, Ont.

**Winnipeg Station and Subway.**—The negotiations between the city council and a number of property owners were recently reported to have been completed, and that the necessary agreements had been signed so that the negotiations could be renewed with the C.P.R. respecting the construction of a subway at Main st. and the new station. (June, pg. 205.)

**Winnipeg Yards.**—Considerable extensions and improvements are being made in the yards at Winnipeg, press reports stating that the accommodation will be increased 50%. There will be about 50 additional tracks laid on the extension of the yard from Beacon st. to the city limits; a new round house for 42 locomotives and a new coaling plant are also contemplated.

**Inland Elevator.**—We are informed that the question of building a large elevator at Winnipeg or Brandon, Man., in order to save haulage to Fort William during the winter months, after lake navigation is closed, is under consideration, but nothing definite has been arrived at.

**Darlingford Southwesterly.**—A survey is being made for the construction of a line from Darlingford, on the Pembina branch, southwesterly to Kaleida, Man. Press reports

state that construction will be commenced immediately. (May, pg. 179.)

**Glenboro-Lauder Extension.**—The projected extension of this branch westerly from Lauder, Man., to Arthur will, Sir Thomas Shaughnessy recently stated, not be gone on with this year, and its construction will be held over for another year, at any rate. (June, 1902, pg. 202.)

**Minnedosa, Man.**—We are officially informed that the fire at Minnedosa, Man., on May 9, did not destroy the station, as stated in press reports. (June, pg. 205.)

**Manitoba and Northwestern Ry.**—After a lengthened discussion, extending over several days, before the Railway Committee of the House of Commons, the bill to authorize the company to construct a line from between Yorkton and Prince Albert, Sask., to Battleford, Sask., and thence to Wetaskiwin, Alta., and from Churchbridge to a junction with the Pheasant Hills branch of the C.P.R., near Esterhazy, was withdrawn (June, pg. 205.)

**Revelstoke.**—Press reports state that with a view to obviate trouble experienced with snowslides every spring, the course of the track will be altered from the south to the north side of Summit lake, west of Revelstoke, B.C. The work will involve the construction of three tunnels and about one mile of track.

**Nelson Shops.**—It was expected that the foundations for the new machine shops at Nelson, B.C., would be completed early in June, and that the erection of the buildings would be commenced immediately thereafter.

**Westminster Section.**—It is reported that the track between Westminster Jct. and Nicomin, B.C., 46 miles, is being relaid with heavy rails, of which large quantities have recently been landed at Vancouver.

**Tourist Hotel at Victoria.**—During the recent visit of Sir Thomas Shaughnessy to Victoria, B.C., an arrangement was made by which the C.P.R. agreed to construct a large tourist hotel at that point. The proposal of the company was to expend \$300,000 in the erection of an hotel of the same standard as the Chateau Frontenac at Quebec, upon the reclaimed lands known as the James Bay embankment; the city to grant the site free, give exemption from taxes for 15 years, free water, and to construct two new streets. This was approved at the meeting of the C.P.R. board held on Sir Thomas' return to Montreal. The final arrangements are being made by the city council prior to the formal contract being entered into. At the recent session of the B.C. Legislature an act was passed authorizing the city of Victoria to grant a free site for the hotel and give aid towards its construction on the lines indicated in the proposal.

**Hampton and St. Martins Ry.**—This 30 mile railway, extending from Hampton, N.B., on the Intercolonial Ry., 22 miles from St. John, to St. Martins, 30 miles, has not been operated for some time. Recently a deputation from St. Martins asked the officials of the Central Ry. of New Brunswick to operate the line. On June 4, a meeting was held in St. Martins at which several thousand dollars of stock was subscribed in a company to operate the line, and on June 9, the Attorney-General of New Brunswick had an interview with the Minister of Railways with a view of obtaining the loan of sufficient rolling stock for the line from the I.C.R.

**Peterborough and Ashburnham Street Ry.**—The Peterborough, Ont., city council has under consideration a proposition for the operation of the street railway. We were recently advised that the negotiations were not closed. (June, 1902, pg. 196.)

**C.P.R. Districts and Mileage.**

Since the article under this head, on pg. 249, went to press, the Lake Superior division has been divided into two operating districts, instead of three as heretofore. District 1 comprises the main line from Chalk River to Cartier, not including the latter station, 233.2 miles; Sudbury to Sault Ste Marie, 178.9 miles; Mattawa to Temiskaming, 38.8 miles; Kipawa Jct. to Kipawa, 9.2 miles; Sudbury to Blizzard, 5 miles; total, 465.1 miles. C. Murphy, heretofore Superintendent of old district 1, at North Bay, becomes Superintendent of new district 1, with same headquarters.

District 2 comprises the main line from Cartier to Port Arthur, not including the latter station, 514.1 miles. G. Erickson, heretofore Superintendent of old district 3 at Schreiber, has been appointed Superintendent of new district 2, with same headquarters for the present. Dispatching offices at Schreiber and Chappleau.

R. Chapple, heretofore Superintendent of old district 2 at Chappleau, has been assigned other duties.

**Hudson's Bay Co.**—The important position which this Company occupies in regard to development of Canada may be realized from a study of a map of the Dominion recently issued, upon which the trading posts of the company are marked in red. There are 168 in all, of which only 31 are on lines of railway, the remainder being scattered all over the Dominion at a greater or less distance from the settled parts of the country. There are trading posts from the Atlantic to the Pacific, and from the International boundary on the south to the Arctic ocean on the north. It will be noted that the Company has no posts in the Maritime Provinces, in Quebec, south of the St. Lawrence river, or in what is called old Ontario. The distribution of the posts through the various provinces and territories are as follows: Labrador, 4; Ungava, 9; Quebec, 24; Ontario, 28; Keewatin, 13; Manitoba, 11; Assiniboia, 5; Saskatchewan, 11; Alberta, 9; Athabasca, 19; Mackenzie, 9; British Columbia, 19; Yukon, 7.

**Canadian Railway Instruction Institute.**—Hugh Miller, who recently resigned his position as G.T.R. agent at Bay City, Mich., after 25 years' uninterrupted service with the company as operator, agent, trick and chief dispatcher, car distributor and assistant trainmaster, has settled in Toronto, where he has established the Canadian Railway Instruction Institute for the purpose of teaching practical railway station work, including telegraphy, standard rules, train dispatching, freight and ticket clerks' work, and agents' duties. The demand for good operators is very brisk on all the railways, and there is an excellent field for an institute where they can be properly instructed.

M. Archibald remains assistant to Mr. Whyte, Engineer of Construction of the Dominion Coal Co. at Glace Bay, N.S., and has not been appointed Engineer of Construction, as stated on page 229 of this issue. Mr. Whyte is away on a short leave of absence, and it is probable the report in regard to Mr. Archibald originated from this cause.

An Ottawa press report states that the commissioners on cattle guards will report that they have been unable to find any guard that will turn cattle from a railway track, and at the same time can be used efficiently and without danger to trains.

W. Mackenzie, President of the Canadian Northern Ry., sailed from New York, July 3, on the SS. Cymric, for Liverpool.

C. B. Plant has been appointed C.P.R. Superintendent's accountant at Souris, Man., not C. B. Platt, as stated in our last issue.

**Beeson's Marine Directory of the North-western lakes for 1903**, its fifteenth issue, is now printed by the publisher, H. C. Beeson, Chicago, Ill., which enables a closer attention to be given to details of the publication, and to the inclusion of additional information and illustrations. In the main departments of the directory the information given of vessels trading on the Great Lakes is complete, while the Canadian list is up to date. The record of engines and boilers adds materially to the value of the directory. A valuable addition this year is an inset giving tables of the distances between ports on the Great Lakes, so arranged that the distance from any port to any other port may be readily calculated. Included in the directory are a number of articles of interest to marine men, and an epitome of the decisions in a number of important cases in the Admiralty courts. The price of the directory is \$5.00.

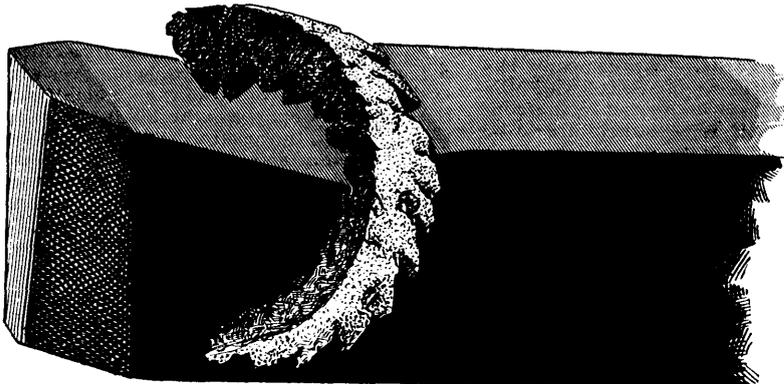
Ben. Webster Folger, who has been appointed General Manager of the Canadian Lake and Ocean Navigation Co., at Toronto, was born at Cape Vincent, N.Y., in 1838. On taking up his residence at Kingston, Ont., he founded the firm of Folger Bros., who control the Kingston, Cataraqui and Portsmouth Electric Ry., as well as the gas and electric light works, and who are also the principal stockholders in the St. Lawrence River Navigation Co., and Thousand Islands Steamboat

Co. He was one of the promoters of the Canada Pacific Express Co. in 1880; of the Donnelly Salvage and Wrecking Co., Kingston, Ont.; and was General Superintendent of the Kingston and Pembroke Ry., from 1876 to 1895, and General Manager of the

same line from 1895 until 1902, when it was acquired by the C.P.R.

T. Tait, Chairman of the Board of Railway Commissioners for Victoria, Australia, has reached Melbourne, having travelled overland from Brisbane, Queensland.

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**TRANSPORTATION APPOINTMENTS.**

**Canadian Lake and Ocean Navigation Co.**—J. H. Plummer has been elected President, vice A. E. Ames, resigned.

B. W. Folger, of Kingston, Ont., has been appointed General Manager. Office, Toronto.

**Canadian Northern Ry.**—W. A. Brown, heretofore Superintendent of Winnipeg Terminals and lines West of Winnipeg, is appointed Superintendent of lines East of Winnipeg. Office at Port Arthur.

J. W. Dawsey has been appointed Superintendent of Winnipeg terminals and lines west of Winnipeg.

**Canadian Pacific Ry.**—J. E. Matthews has been appointed soliciting passenger agent at Charlottetown, P. E. I., not J. T. Matthews, as stated in our last issue.

G. H. Webster, who has been appointed Right of Way Agent, with office at Montreal, will deal with all right of way matters and leases for the Company's properties over the entire system, and secure the registration of all plans, title deeds, etc. The local right of way agents will report to Mr. Webster.

We were recently advised that no one had been appointed as Chief Inspector of Time Service to succeed R. J. E. Scott, resigned. J. J. F. Houghton is temporarily doing the work.

L. O. Armstrong, Colonization Agent, has also been appointed Tourist Agent. He will write up the sporting literature and have charge of camping, canoeing, shooting, fishing and summer resorts.

J. W. Wetmore has been appointed Claims Attorney for the Atlantic, Eastern and Lake Superior divisions. Office, Montreal.

G. E. Graham has been appointed Supervisor of Refrigerator Service and Weighing over the entire system. Office, Montreal.

D. R. Bell, heretofore Superintendent at Moose Jaw, Assa., has been appointed Superintendent of Toronto Terminals for traffic. Office, Union Station, Toronto. The maintenance of track, etc., remains under the jurisdiction of G. Spencer, Superintendent district 1, Ontario division.

F. G. Martyn, Trainmaster district 2, Ontario division, has removed his headquarters from Toronto Jct. to London, Ont.

J. J. Scully has been appointed acting Superintendent district 5, Central division, at Regina, Alta., vice F. Dillinger, on leave of absence.

W. J. Coe has been appointed Storekeeper of the Western division, with headquarters at Calgary, Alta., vice W. A. MacPherson, resigned.

W. L. Darling has been appointed Superintendent's Accountant at Cranbrook, B. C.

The following appointments have been made in connection with the Atlantic steamship service. F. W. Flanagan, General Passenger Agent; H. D. Annable, General Freight Agent; E. Edwards, European Traffic Manager's Assistant, offices, 67 and 68 King William St., London, E. C., Eng. They will report to the European Traffic Manager at London.

**Consolidated Lake Superior Co.**—G. W. Chance having resigned as Manager of the International Transit Co. at Sault Ste. Marie, Ont., and the Trans-St. Mary's Traction Co. at Sault Ste. Marie, Mich., the duties of the position are being performed by T. J. Kennedy, General Superintendent of the Algoma Central & Hudson Bay Ry. R. Hill continues as Assistant Superintendent of the electric railways. W. O. Thomas continues as Electrical Engineer, and W. B. Rosevear, General Traffic Manager of the A. C. & H. B. Ry., also has charge of traffic matters on the electric railways.

**Eastern Steamship Co.**—W. H. Price is reported to have been appointed Assistant General Passenger and Ticket Agent, and L. R. Thompson Travelling Passenger Agent. Headquarters at St. John, N. B.

**Grand Trunk Ry.**—S. Chamberlain has been appointed Roadmaster district 4, vice G. Beekingham. Office, St. Lambert, Que.

X. H. Cornell has been appointed Master of Transportation, Western division, vice A. H. Lander. Office, Durand, Mich.

J. R. Williams has been appointed Trainmaster district 25 (C. S. & M.), districts 27, 28 and 29, vice X. H. Cornell, transferred. Office, Durand, Mich.

J. W. McCarthy has been appointed Trainmaster district 25 (Main line), vice J. R. Williams, transferred. Office, Battle Creek, Mich.

**Great Northern Ry. of Canada.**—Following is a list of officials revised since the recent changes:—President, Hon. P. Garneau; 1st Vice-President, J. McNaught; 2nd Vice-President, H. H. Melville; 3rd Vice-President, V. Chateauvert; General Superintendent, A. J. Gorrie; Treasurer, E. E. Ling; Auditor, W. A. Kingsland; General Freight and Passenger Agent, G. Tombs; Secretary, L. G. Scott; Master Mechanic, J. Pitt; Master Car Builder, J. B. Musgrave; Roadmaster, W. J. Powers. The position of Purchasing Agent has been abolished, and the purchasing is now done through the General Superintendent's office.

**Intercolonial Ry.**—F. E. Whelpley has been appointed Cashier, vice T. Dunning, retired.

**Lake Erie and Detroit River Ry.**—R. J. Tate, heretofore freight agent at Walkerville, has been appointed general agent at London, Ont., vice C. C. Young, resigned.

O. C. Tillmann has been appointed freight agent at Walkerville, Ont.

**Montreal Street Ry.**—Jas. Ross having resigned his position as a director and Vice-President, F. L. Wanklyn, heretofore General Manager, has been elected Vice-President, and will continue as General Manager.

Duncan McDonald, formerly Superintendent, and latterly in the service of a traction company in Paris, France, has been appointed General Superintendent.

**Railway Equipment Notes.**

The St. Thomas, Ont., city council has received two cars for its electric street railway.

The London Street Ry. has added five new cars to its equipment for use on the Springhill line.

The Toronto, Hamilton and Buffalo Ry. is in the market for two heavy freight locomotives.

The B. C. Electric Ry. Co. has placed a new combination car in operation on its Vancouver line.

The Cumberland Ry. and Coal Co. has ordered 6 flat cars from Rhodes, Curry & Co., Amherst, N. S.

The Mabou and Gulf Ry. Co. has placed an order with Rhodes, Curry & Co., Amherst, N. S., for six coal cars.

The Montreal Terminal Ry. Co. has received its additional equipment and is now operating its cars into Montreal city.

The Grand Valley Electric Ry. has placed two additional cars in operation on its line between Brantford and Paris, Ont.

The Hamilton Street Ry. has added five open and five closed cars to its equipment. They were purchased in the U. S.

A. R. Macdonell, contractor for the Temiskaming and Northern Ontario Ry., has received two locomotives at North Bay, Ont.

The Canadian Northern Ry. and the Pere Marquette Rd. have arranged with the Galena-Signal Oil Co. of Franklin, Pa., to use Galena oil for the initial lubrication of their equipment.

The St. John, N. B., Street Ry. has received two new double-truck cars fitted with airbrakes from the Montreal Street Ry. car works, and four additional cars are under construction.

The C. P. R. has placed an order in Scotland for 20 10-wheel compound freight locomotives, duplicates of those being built by the Saxon Engine Works, Chemnitz, Germany. Delivery is to be made in Oct. and Nov.

The Canada Atlantic Ry. is equipping its locomotives with a patent fuel economizer and smoke consumer. These appliances have already been applied to a number of the company's freight locomotives, and in all cases were found to work satisfactorily.

The New Brunswick Coal and Ry. Co. has ordered from Rhodes, Curry & Co., Amherst, N. S., 5 box cars and 40 flat cars. Press reports state that it has received one new locomotive, has purchased three locomotives from the Intercolonial Ry., and is having three combination passenger and baggage cars built.

"The steam distribution of the Vauclain compound locomotive," is the title of Record of Construction no. 42, issued by the Baldwin Locomotive Works. It is a paper read before the Mechanical Engineering Society of Columbia University, New York, and the Mechanical Engineering Society of Lehigh University, South Bethlehem, Pa.

The Grand Jury of York county in their presentment to the judge at the recent Quarter Sessions, stated that the cars in use on the Toronto Suburban Ry. were, by reason of long service, beyond repair, and a source of danger to passengers; and expressed a hope that the company would awake to its responsibility before a serious accident occurred.

The Minneapolis, St. Paul and Sault Ste. Marie Ry. has ordered from the American Locomotive Co. seven compound consolidation locomotives, 22½ and 35x30 in., and seven moguls, 21 and 32½x26 in., which will be duplicates of previous orders. They will be built at the Schenectady Works, the consolidations to be delivered in Sept., and the moguls in Oct.

The Simplex Railway Appliance Co. of Canada, which has a plant at St. Henri de Montreal, finds its business increasing so rapidly that it has decided to secure a site, probably near Montreal, on which it will erect a manufacturing plant for making its bolsters, roller side bearings and brake beams, also steel underframings and other parts for freight cars. It is probable the company will also go into car building.

The C. P. R.'s twelve 10-wheel passenger locomotives built in Scotland, have been delivered in Montreal, the second lot of six reaching there June 16. The locomotives were shipped in parts, and were put together by mechanics sent over by the Glasgow company, assisted by C. P. R. men. The first six completed were sent to run west of Fort William, and one of them, a few days after it was put on the run, went through a bridge at Scovil, Ont., and with the debris of the bridge lies at the bottom of the lake, which is about 70 ft. deep, with a treacherous bottom.

The C. P. R. received the following new

equipment between May 11 and June 13: 6 10-wheel passenger locomotives from Scotland; 3 sleeping cars, built at the Company's Hochelaga shops, 14 freight refrigerator cars, 60,000 lbs. capacity, built by Rhodes, Curry &

Co., Amherst, N.S.; 68 freight refrigerator cars, 60,000 lbs. capacity, built at the Company's Perth, Ont., shops; 67 flat cars, 60,000 lbs. capacity, built by Rhodes, Curry & Co.; 90 flat cars, 60,000 lbs. capacity; 135 flat cars,

60,000 lbs. capacity, built by the Algoma Central and Hudson Bay Ry. at Sault Ste. Marie, Ont.

The Toronto Globe recently republished the following item from its issue of April 19,

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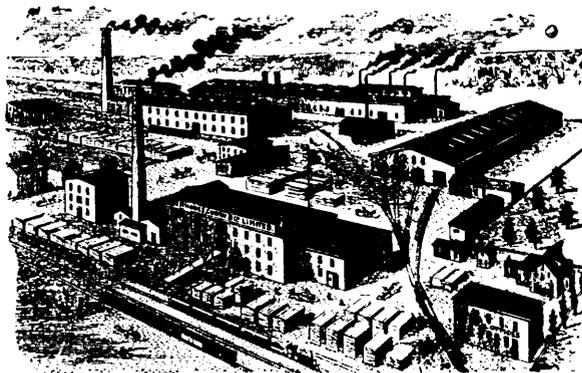
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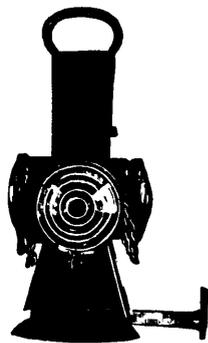
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1853: "The first locomotive and tender for the Ontario, Simcoe and Huron Rd. was yesterday removed from Mr. Good's foundry. It bore the appearance of very substantial workmanship, and we doubt not will be found equal in every respect to any imported article;" and the following from its issue of June 13, 1853: "Yesterday afternoon that enterprising individual, Mr. Good, of the Toronto Locomotive Works, turned out another locomotive tender, which, like his former production, is very creditable to his establishment. The new locomotive is rapidly approaching completion." The locomotive referred to in the first item was illustrated on pg. 367 of our issue of Nov., 1902.

The C.P.R.'s 10 compound consolidation locomotives, for which an order has been placed for delivery before Sept., 1904, will have the following general dimensions:—Diameter of drivers, 57 in.; weight, in working order, total, 164,000 lbs.; on drivers, 144,800 lbs.; cylinders, size, h.p., 22 in. dia.; l.p., 35 in. dia. x 26 in. stroke; boiler type, radial stayed; working pressure, 200 lbs.; diam. at smallest ring, 5 ft. 0-3/4 in.; firebox, length, 9 ft. 1-7/8 in.; width, 3 ft. 6-5/8 in. at mud ring; depth, front, 5 ft. 6 1/4 in., back, 5 ft. 1 1/4 in.; tubes, number, 254; diam, 2 in. o.d.; length, 12 ft. 10-9/16 in.; heating surface, in sq. ft.; tubes, 1,710; firebox, 166; total, 1,876; grate service, sq. ft., 32; tender, style C.P. standard freight; water capacity, 5,000 imp. gallons; coal, 10 tons; tires, Krupp; headlights, C.P.R. standard; brakes, Westinghouse; tender brake beams, Simplex; break shoes, C.P.R. standard; driving wheel centers, cast steel 51 in. dia.

**Recent Ontario Legislation.**

The following acts relating to transportation and allied interests were passed at the recent session of the Ontario Legislature:—  
 Respecting the North Lanark Ry.  
 Respecting the Hamilton Electric Light and Cataract Power Co.  
 Incorporating the Fort Frances, Manitou and Northern Ry. Co.  
 Respecting the Bruce Mines and Algoma Ry. Co.  
 Respecting the Huntsville and Lake of Bays Ry. Co.  
 Respecting the Sandwich, Windsor and Amherstburg Electric Ry. Co.  
 Respecting the Ontario Electric Ry. Co.  
 Respecting the Sarnia Street Ry. Co.  
 Reviving the act incorporating the Ontario and Sault Ste. Marie Ry. Co.  
 Incorporating the Belleville and Point Ann Ry. Co.  
 Incorporating the Stratford Radial Ry. Co.  
 Respecting the Huron, Bruce and Grey Electric Ry. Co.  
 Incorporating the Embro Radial Ry. Co.  
 Incorporating the London, Parkhill and Grand Bend Ry. Co.  
 Respecting the St. Thomas Street Ry.  
 Incorporating the Minnetakie, Lac Seul and Albany River Ry. Co.  
 Incorporating the Sarnia, Petrolia and St. Thomas Ry. Co.  
 Incorporating the Sudbury, Copper Cliff and Creighton Electric Ry. Co.  
 Respecting the Canada Central Ry. Co.  
 Respecting the Colonial Portland Cement Co. (Ltd.)  
 Respecting the Hamilton and Caledonia Ry. Co.  
 Respecting the Guelph Ry. Co. and changing its name to the Guelph Radial Ry. Co.  
 Respecting the Southwestern Traction Co.  
 Reviving the act incorporating the Kingston and Gananoque Electric Ry. Co.  
 Respecting the town of Port Arthur (street railway and telephone debentures).  
 Incorporating the Midland Terminal Ry. Co.

Respecting the International Transit Co.  
 Respecting the Lake Superior Power Co. and certain other companies.  
 Respecting the Toronto and Mimico Electric Ry. and Light Co.  
 Respecting the Lambton Central Electric Ry. Co.  
 Confirming by-law 713, of the township of Bertie (bonus to shipbuilding yard).  
 Amending the Street Railway Act.  
 Confirming by-law 247 of the village of Beamsville (right-of-way to Hamilton, Grimsby and Beamsville Electric Ry.).  
 Respecting the township of Pelee (bonus for steamer service).  
 Providing for the construction of works of improvement along the bank of the upper Niagara river.  
 Amending the Temiskaming and Northern Ontario Ry. Act.  
 Providing for the construction of municipal power works and the transmission, distribution and supply of electrical and other power and energy.

**British Columbia Legislation.**

The following acts relating to the transportation and allied interests were passed at the recent session of the B.C. Legislature:—  
 Ratifying order-in-council rescinding the order-in-council dated Sept. 4, 1901, respecting the land grant of the Columbia and Western Ry. Co.  
 Securing to pioneer settlers within the Esquimalt and Nanaimo Ry. land belt their surface and under-surface rights.  
 Amending the Vernon and Nelson Telephone Co. Act, 1891.  
 Incorporating the Kootenay, Cariboo and Pacific Ry. Co.  
 Incorporating the Adams River Ry. Co.  
 Incorporating the Morrissey, Fernie and Michel Ry. Co.  
 Respecting the Pacific, Northern and Omineca Ry. Co.  
 Incorporating the Pacific, Northern and Eastern Ry. Co.  
 Incorporating the Flathead Valley Ry. Co.  
 Incorporating the British Columbia Northern and Mackenzie Valley Ry. Co.  
 Incorporating the Quatsino Ry. Co.  
 Respecting the Nicola, Kamloops and Similkameen Coal and Ry. Co.  
 Incorporating the Kootenay Development and Tramways Co.  
 Incorporating the Kootenay Central Ry. Co.  
 Authorizing the city of Victoria to grant exemption of taxation and water rates to aid in the establishment of a tourists' hotel in the city.

**C.P.R. Districts and Mileage.**

The C.P.R. has heretofore numbered its districts consecutively from the Atlantic to the Pacific, but with the coming into effect of the June time-table a new system has been adopted. Each General Superintendent's division is treated as a whole, and the districts into which it is divided are numbered without reference to the adjoining division. The mileage is calculated for each section, and not from Montreal, as has hitherto been the case. The working time-tables for lines east of Port Arthur, Ont., are signed by C. W. Spencer, General Superintendent of Transportation, Eastern Lines; and those for the lines west of Port Arthur by J. W. Leonard, Assistant General Manager, as well as by the General Superintendents. The districts are now numbered as follows:

ATLANTIC DIVISION—Wm. Downie, General Superintendent, St. John, N.B., 688.5 miles.

District 1—C. W. Burpee, Superintendent, Brownville Jct., Me., 331.7 miles.  
 District 2—D. C. Newcomb, Superintendent, Woodstock, N.B., 356.8 miles.

EASTERN DIVISION—Jas. Osborne, General Superintendent, Montreal, 1269.3 miles.  
 District 1—T. Williams, Superintendent, Farnham, Que., 344.8 miles.  
 Montreal Terminals—W. J. Singleton, Superintendent, Montreal, 20.5 miles.  
 District 2—W. J. Singleton, Superintendent, Montreal, 123.5 miles.  
 District 3—J. E. A. Robillard, Superintendent, Montreal, 434.7 miles.  
 District 4—H. B. Spencer, Superintendent, Ottawa, 345.8 miles.

ONTARIO DIVISION—H. P. Timmerman, General Superintendent, Toronto, 778.7 miles.  
 District 1—Geo. Spencer, Superintendent, Toronto, 259.9 miles.  
 District 2—J. Manson, Superintendent, Toronto, 519.0 miles.

LAKE SUPERIOR DIVISION—G. J. Bury, General Superintendent, North Bay, Ont., 974.2 miles.  
 District 1—C. Murphy, Superintendent, North Bay, Ont., 459.1 miles.  
 District 2—R. Chapple, Superintendent, Chapleau, Ont., 268.6 miles.  
 District 3—G. Erickson, Superintendent, Schreiber, Ont., 246.5 miles.

CENTRAL DIVISION—F. P. Brady, Assistant General Superintendent, Winnipeg, Man., 2364.4 miles.  
 District 1—A. Price, Superintendent, Fort William, Ont., 458.0 miles.  
 District 2—J. T. Arundel, Superintendent, Winnipeg, Man., 449.9 miles.  
 District 3—R. Peard, Superintendent, Souris, Man., 410.7 miles.  
 District 4—J. Brownlee, Superintendent, Brandon, Man., 530.9 miles.  
 District 5—F. Dillinger, Superintendent, Regina, Assa., 514.9 miles.

WESTERN DIVISION—R. R. Jamieson, General Superintendent, Calgary, Alta., 1434.7 miles.  
 District 1—W. K. Thompson, Superintendent, Moose Jaw, Assa., 422.4 miles.  
 District 2—J. Niblock, Superintendent, Calgary, Alta., 593.1 miles.  
 District 3—J. G. Taylor, Superintendent, Cranbrook, B.C., 419.2 miles.

PACIFIC DIVISION—R. Marpole, General Superintendent, Vancouver, B.C., 946.3 miles.  
 District 1—T. Kilpatrick, Superintendent, Revelstoke, B.C., 353.7 miles.  
 District 2—H. E. Beasley, Superintendent, Vancouver, B.C., 285.6 miles.  
 District 3—D. G. Ross, Superintendent, Nelson, B.C., 307.0 miles railway, and 339.0 miles of water routes.

**Grain Elevator Notes.**

The Dowling Milling Co., Edmonton, Alta., is building an 80,000 bush. elevator, bringing its elevator accommodation up to 120,000 bush.  
 Press reports state that the G.T.R. has leased the old elevator at Penetanguishene, Ont., to Roger Bacon & Co., who operate the elevator at Collingwood, Ont.  
 The Northern Elevator Co.'s elevator at Gainsboro, Man., was burned to the ground, and some slight damage was done to the Dominion Elevator Co.'s elevator at the same point, May 29.

Elevators are being built by a U.S. firm near Carman, Minto and Elgin, Man., and it is reported that six or more elevators will be built at other points by the same firm during the summer. Each building will have a capacity of 30,000 bush.

The Canadian Transportation and Storage Co., referred to under Ontario and the Great Lakes on pg. 253, is asking among numerous powers from the Dominion Parliament the right to construct or acquire elevators, or subscribe for or acquire stock in elevator companies.

The Northern Elevator Co., operating under a Dominion charter, has been authorized to increase its capital from \$500,000 to \$1,000,000, and has been authorized to subscribe for the stock or bonds of other elevator companies, or to acquire the stock or bonds of similar companies.

The Colonial Elevator Co. has been incorporated under the Dominion Companies' Act, with a capital of \$350,000, to carry on through out Canada, with Winnipeg as headquarters, a general elevator business. The incorporators are: J. D. McMillan, E. N. Osborne, F. J. Smith, C. T. Jaffray, and H. O. Tull, Minneapolis, Minn.

The engineers in charge of the construction of the harbor elevator at Montreal have reported to the Harbor Commissioners that the elevator will not be completed within the time specified in the contract, Aug. 1. The Commissioners are investigating the cost of an electrical equipment for the elevator, and the contractors have been asked to submit plans and specifications.

The Imperial Elevator Co. has been incorporated under the Manitoba Companies' Act,

with a capital of \$500,000, to carry on an elevator business in Manitoba in connection with a general trading business. The head offices are to be in Winnipeg. The incorporators are: M. Boyd, W. J. Bettingen, Minneapolis, Minn.; C. A. Bettingen, St. Paul, Minn.; J. K. Cummings, Detroit City, Minn.; W. C. Leistikow, Grafton, N.D.

The Ontario Legislature at its recent session passed an act confirming the by-law passed by the Fort William town council, granting exemption from taxes (except school taxes) for 30 years for the 500,000 bush. elevator, and a flour mill having a capacity of 1,500 barrels a day, to be erected by the Ogilvy Flour Mills Co. Plans and specifications for the elevator have been prepared by John S. Metcalf Co., Chicago, Ill. The elevator is to be absolutely fireproof.

**SHIPPING MATTERS.**

**Certificated Engineers for Steamboats.**

A bill to amend the Steamboat Inspection Act of 1898 has passed its second reading in the House of Commons, and has been referred to a sub-committee for consideration. The bill was introduced by L. G. McCarthy, M.P., at the instance of the National Association of Marine Engineers of Canada, which, in its circular relating to the bill, asked that every vessel coming under the Act, of whatever capacity, be required to carry certificated en-

gineers; that all temporary certificates be abolished; that engineers holding 4th-class certificates be allowed to take charge of steamboats of from 5 N.H.P., single cylinder, up to 10 N.H.P. of compound type; that candidates for fourth-class certificates must have had 36 months' service in a machine shop making and repairing engines, and 12 months in an engine room as oiler or fireman, or 48 months' service as oiler or fireman on the watch; that all candidates for certificates be required to have their credentials examined and verified by the subordinate council of the N.A. of M.E. in the locality in which they reside; that the deck hose be placed under the charge of the deck officers after it has passed inspection, and the engineer relieved of responsibility in connection therewith during the season of navigation; and that all vessels plying on Canadian waters be subject to the laws governing Canadian built vessels. The bill deals with the first three points in the association's circular, the others are matters to be dealt with by orders-in-council. The association claims that men holding the temporary certificates have but a scanty knowledge of the business, and endanger the safety of

**RAILWAY SPRINGS**

Equalizing, Drawbar, Buffer and Spiral Springs of all kinds.

Locomotive, Tender and Passenger Car Springs of every description.

Electric Car Springs from the largest to the smallest.

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**B. J. COGLIN & CO., 432 St. Paul Street, Montreal, Canada.**

**MONTREAL STEEL WORKS, Limited**

SUCCESSORS TO  
**THE CANADA SWITCH AND SPRING CO., Limited,**  
 CANAL BANK, PT. ST. CHARLES, MONTREAL.

**Manufacturers of Steel Castings**  
 (Open Hearth System)

**Springs, Frogs Interlocking Plants Installed**  
**Switches Jenne Track Jacks, Etc.**

**FOR STEAM AND ELECTRIC RAILWAYS.**

**LATROBE STEEL AND COUPLER COMPANY**

MANUFACTURERS OF

**CHICAGO AND MUNTON ALL-STEEL**  
**AUTOMATIC COUPLERS**

**WORKS—MELROSE PARK, ILL.**

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**DOMINION LINE STEAMSHIPS**  
**FAST TWIN-SCREW SERVICE. WEEKLY SAILINGS.**

**MONTREAL TO LIVERPOOL**  
 HALIFAX TO LIVERPOOL Via Queenstown  
 BOSTON TO LIVERPOOL Via Queenstown  
 BOSTON TO MEDITERRANEAN PORTS

**MONTREAL TO LIVERPOOL**

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

**BOSTON TO LIVERPOOL**

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

**BOSTON TO MEDITERRANEAN**

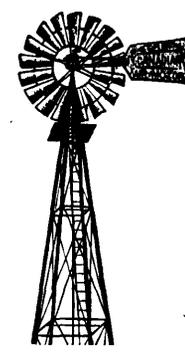
Vancouver	June 6th	July 18th	August 29th
Cambroman	" 20th	Aug. 8th	Sept. 19th

Spacious Promenade Decks, Electric Light, Passenger Accommodation all amidships.

The steamers on the Montreal and Boston services to Liverpool are all twin-screw and powerful steamers. They are fitted in the most modern style to enable the patrons of the Company to cross the Atlantic with comfort.

For all particulars apply to the local agent of the Company or to

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 Cor. King and Yonge Street, Toronto.  
**DOMINION LINE OFFICE,**  
 17 St. Sacrament Street, Montreal.



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 (Canadian Airmotor)

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**T. A. MORRISON & CO.,**  
 206 St. James St., Montreal.

**New and Secondhand Contractors' Plant, etc.**

the public. The holders of the fourth class, the association claims, could replace the temporary men and there would be no scarcity of help, nor any danger to the public. A holder of a fourth class certificate is capable of taking charge of the smaller steamboats. The holder of a temporary certificate, it is claimed, is not capable of this, as he must be unable to qualify for a fourth class certificate, otherwise he would hold such. The engineers also ask, and the bill provides, that all steamboats except private yachts and tug boats under five nominal horse power, should carry certificated engineers.

The Dominion Marine Association is taking the matter up, and a deputation of its members will appear before the sub-committee when it meets to state the case on behalf of the steamboat owners. The views of owners are being gathered so that the deputation may be acquainted with the conditions prevailing in all parts. The owners of steamers on the minor inland waters are particularly affected by the proposal to do away with the temporary certificate.

### Notices to Mariners.

The following notices to mariners have been issued by the Department of Marine:

No. 36. May 22. - Quebec—88. River St. Lawrence, ship channel between Montreal and Quebec, Lake St. Peter, dredging, warning.

No. 37. May 27.—Prince Edward Island—89. Gulf of St. Lawrence shore, New London harbor, channel changed, outer range light extinguished. New Brunswick—90. Chaleur bay, Restigouche river, changes in buoys.

No. 38. June 1.—Quebec—95. Gulf of St. Lawrence, Cape Rosier, change in characteristic of light completed. 96. River St. Lawrence below Quebec, South Traverse middle ground, gas buoy established.

No. 39. June 1.—Ontario—97. Chart, east side of Lake Huron, from Goderich to Chantry island.

No. 40. June 3.—Quebec—99. River St. Lawrence, ship channel between Quebec and Montreal, Contrecoeur to Varennes, changes in buoyage.

No. 41. June 5.—New Brunswick—100. Northumberland strait, Richibucto harbor entrance, south beach, range lights changed. 101. Richibucto river, Rexton, particulars of bridge.

No. 42. June 6.—Quebec—102. River St. Lawrence, ship channel between Quebec and Montreal, Lake St. Peter, Yamachiche bend, gas buoy established. 103. River St. Lawrence, ship channel between Quebec and Montreal, off Longue pointe, gas buoy established. 104. River St. Lawrence, ship channel between Quebec and Montreal, gas buoy established.

No. 43. June 8.—Manitoba—105. Lake Winnipeg, chart of southern portion issued.

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

No. 23. June 6.—Lake Superior—1127. Duluth-Superior harbor, depths. St. Mary's river—1128. Vidal shoals channel range lights, intended change.

No. 24. June 13.—Lake Erie—1185. Cleveland harbor, improvements, buoy established, caution.

### Maritime Provinces and Newfoundland.

The St. John's Tug Co. has had built at Indian Arm, the hull of a tug, which has been towed to St. John's, Nfld., where she will receive her engines.

The str. Halifax went ashore in Halifax harbor June 11, and was towed off with but slight damage. The tow boats have put in claims for salvage amounting altogether to \$18,950.

The Cape Breton Steamship Co. has purchased the coasting steamer Baynes Hawkins in England, which on arriving in Nova Scotia will be put on a route between Halifax and Sydney.

The recent forest fires in Albert county, N.B., resulted in the destruction, among other property, at Hopewell Cape, of the tug Delta, and of the hull of a steamer being built by W. Dixon for Petitcodiac river.

The ferry str. Chebucto, operating between Halifax and Dartmouth, N.S., was built in Glasgow, Scotland, for service on the East river, New York, and was run there for a number of years before being brought to Halifax.

R. Thomson, of Rothsay, N.B., has purchased the steam yacht Scionda from U.S. owners, and has taken out Canadian papers therefor. The Scionda was built at Athens, N.Y. in 1887; is 92 ft. 9 in. long, 17 ft. 6 in. beam, 8 ft. 9 in. in depth, and is fitted with compound engines 11 in., 20 in. diam., by 16 in. stroke.

Revallion & Co., of London, Eng., recently purchased the Norwegian str. Stord, of 372 tons register, and have fitted her out for a barter trading expedition along the coast of Labrador and Hudson's Bay. One station is reported to have been opened at Rigolet, and the steamer was on her way to Nain when stress of weather drove her into St. John's, Nfld.

The hull of the new str. Westport, to replace a smaller one of the same name on the route between St. John, N.B., and Nova Scotian ports, has been launched at Shelburne, N.S., and was towed to Yarmouth to be engaged. Her dimensions are: length, 103 ft.; breadth, 23.5 ft.; depth of hold, 9 ft., and she will have accommodation for 150 passengers and 100 tons of cargo.

The Imperial Dry Dock Co. has applied to the St. John, N.B., city council to grant it the site near the Sand Point wharves, formerly granted for the construction of a dry dock. The company proposes to construct a wooden dock 620 ft. long, with granite and concrete entrance, and to establish a ship repair plant in connection. Exemption from taxes for 40 years, and a grant of \$2,500 a year for the same period is also asked. A committee was appointed to draw up an agreement.

The Eastern Steamship Co.'s new str. Calvin Austin has been placed on the run between St. John, N.B., and Boston, Mass. Her dimensions are: length, 325 ft.; breadth, 62 ft.; depth of hold, 21 ft. The hull is of steel, has cellular double bottom, and is divided by five water-tight and collision bulkheads. She is fitted with triple expansion engines, cylinders, 26 in., 43 in. and 71 in. diameter by 42 in. stroke, to which steam is supplied by four boilers 14 ft. by 12 ft., at a pressure of 175 lbs.

A special committee, consisting of representatives of the St. John, N.B., city council, the Board of Trade and the Trades and Labor Council, has under consideration the question of the harbor accommodation at the port. At the last meeting a resolution was passed to the effect that it was desirable to vest in commissioners or trustees, the harbor properties on the western side of the harbor from South Rodney wharf down, no matter by whom owned, and a sub-committee was appointed to prepare a definite scheme for a trust on these lines.

The interest of M. F. Plant, who held the majority of stock in the Canada Atlantic and Plant Steamship Co., has been acquired by a Boston syndicate and the company reorganized. The officers of the new company are: President, A. S. Hayes, of Boston; Treasurer, A. W. Pery, Boston; Secretary and General Manager, H. L. Chipman, Halifax; other directors, F. J. Daggett, G. E. Gale,

Boston; R. T. MacIlreith, Halifax. The company acquires the str. Halifax, the charter of the str. Olivette, and the wharf property at Halifax and other points, the price paid, it is reported, being about \$250,000.

### Province of Quebec Shipping.

The Montreal Harbor Commissioners have approved of the suggestion that the control of the pilots on the river should be vested in the Department of Marine.

Owing to the lengthened drought in the country the St. Lawrence at Montreal on May 31 registered a level of 30 ft. 9 in., or 13 inches lower than the level registered on May 31, 1902.

P. F. Bowen & Co., St. Paul st., Quebec, have been appointed agents for the str. Alexandria, operated by the Montreal, Rochester and Quebec Transit Co., between Buffalo, N.Y., and Quebec.

The steamer purchased in Glasgow, Scotland, for the Dalhousie-Gaspe route by the North American Transportation Co., has been renamed the Restigouche, and has been fitted up to replace the Admiral.

The Quebec Harbor Board has written to the Montreal Harbor Commission complaining of the excessive whistling of steamers going up and down the river, and asking for joint action in putting a stop to it.

The Quebec Harbor Board has refused to grant the request of the C.P.R. to erect a large shed on the Louise embankment to be used as an immigrant quarantine station in connection with its Atlantic steamships.

In view of the increasing trade at Quebec a proposal has been made for the dredging of the inner basin and the acquisition and improvement of the frontage on St. Andrew st., with a view of affording accommodation for the coasting trade.

A suggestion has been made that the Canadian Government should invite a representative of Lloyds to inspect the St. Lawrence channel and the aids to navigation provided, with a view of obtaining a reduction in the insurance of ocean-going vessels.

With a view of providing return cargoes of pulp, etc., for his company's steamers carrying grain from U.S. ports to Quebec, Capt. Wolvin has acquired an additional 150 square miles of timber limits in the vicinity of Ste. Anne des Montes. The property includes two sawmills, to which it is proposed to add pulp mills.

The Government investigation into the grounding of the ocean steamer Carrigan Head in Lake St. Peter, on April 24, shows that the buoys marking the channel were out of place, and a recommendation was made that the channel be patrolled by a steam launch with the view of seeing that the buoys do not get shifted from their positions by the currents or other causes.

The Montreal Harbor Commissioners have passed a by-law for handing over the widened portions of Common and Commissioners Streets to the city, the latter body undertaking to allow the railway tracks now laid to remain, and to permit the laying of others for the purpose of giving access to the wharves when necessary, and to allow full and free access to the wharves at all times.

The Government has authorized the loan of a further sum of \$3,000,000 to the Montreal Harbor Commission for the purpose of improving the terminal facilities at that port. The resolution approving of the loan provides that the money shall be advanced as required, after the plans have been approved. The loan is for 25 years at 3%. It is proposed to expend about \$2,500,000 in the provision of steel sheds at the wharves, and the balance will be

utilized for grading and paving the wharves, which is now going on.

The question of the liability of the insurance companies in London, Eng., for loss occasioned by the burning of the Richelieu and Ontario Navigation Co.'s str. Montreal, at Montreal in March, has been settled by the companies paying over the amount, \$395,000. The Montreal was built by the Bertram Engine Works Co. at Toronto, and taken to Montreal through the rapids to be completed, and was accidentally burned. The policies of insurance have been assigned by the builders to the R. and O.N. Co. as security for advances made during construction.

**Ontario and the Great Lakes.**

The str. W. D. Matthews, for the St. Lawrence and Chicago Navigation Co., was launched at Collingwood June 20.

Capt. Thos. Donnelly, of Kingston, Ont., has been appointed surveyor for the Bureau Veritas for the Great Lakes and inland waters.

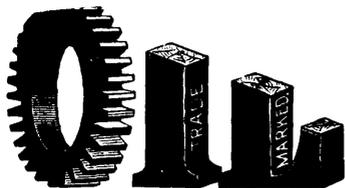
The Kawartha Lakes Navigation Co.'s str. Kenosha has been thoroughly repaired and overhauled, and the accommodation rearranged.

The Ontario Legislature has passed an act confirming the by-law passed by the township

of Bertie fixing the assessment at \$30,000 of the shipyard being laid out on the Niagara river by the Canadian Shipbuilding Co.

The Canadian tug Sarnia has been fined \$1,000 by the U.S. customs authorities at Port Huron for not taking out clearance papers, and \$140 for towing a U.S. schooner from Lake Huron to Port Huron in violation of the U.S. laws.

Specifications are being prepared by Major W. H. Bixby, U.S. engineer, for a new ship canal parallel with the present St. Clair flats ship canal. The cost of the new canal is estimated at \$330,000, and it is said contracts



**For Steamboats AND RAILWAYS**

Vacuum Oils Reduce Friction, thus saving Coal and preserving Machinery.

VACUUM 600 W. CYLINDER  
VACUUM No. 1 MARINE ENGINE (better than Lard)  
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Catalogue and Price List sent on application.

**Holt, Renfrew & Co.**  
TORONTO and QUEBEC.

**MANITOBA**

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

CROPS.	AVERAGE		
	ACRES.	YIBLD.	TOTAL.
Wheat.....	2,039,940	26. "	53,077,267 bus.
Oats.....	725,060	47.5 "	34,478,160 "
Barley.....	349,790	35.9 "	11,848,422 "
Potatoes..	22,005	157. "	3,459,325 "

**STOCK.**

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

Horses.....	146,591	Sheep.....	20,518
Cattle.....	282,343	Pigs.....	95,598

Value of Dairy Products ..... \$926,314

**15,000 FARM LABORERS**

Came from Eastern Canada to assist in the harvest fields of Manitoba in 1902—and the demand was not fully satisfied.

**MANITOBA FARMERS ARE PROSPEROUS.**

Farmers erected, this year, farm buildings valued at one and one-half million dollars.

**MANITOBA LANDS**—For sale by the Provincial Government. Over 1,000,000 acres of choice land in all parts of the Province are now offered at from \$2.50 to \$5.50 per acre. Payments extend over nine years. **Special Attention** is directed to 500,000 acres along the line of the Manitoba and Northwestern Railway at \$3.50 and \$4.00 per acre.

**FREE HOMESTEADS** are still available in many parts of the Province.

For full information, maps, etc., FREE, address  
JAMES HARTNEY, Manitoba Emigration Agt.,  
77 York Street, Toronto, Ont.  
Or J. J. GOLDEN, Manitoba Emigration Agt.,  
617 Main St., Winnipeg, Man.



**FARMING IN THE SOUTH.**

The Passenger Department of the Illinois Central Railroad Company is issuing monthly circulars concerning fruit growing, vegetable gardening, stock raising, dairying, etc., in the States of Kentucky, West Tennessee, Mississippi, and Louisiana. Every Farmer or Homeseeker, who will forward his name and address to the undersigned will be mailed free, Circulars as they are published from month to month.

The Local Agent is asked to note Cheap Rates to all the North West, also to California from February 15 to April 30, nearly \$20 less than regular second class fare and ordinary Pullman service from Chicago or Cincinnati. Special folders for St. Paul, Minneapolis, California and West, and regular folders with it all in. December folder is a good one. Get it!

**G. B. WYLLIE,**  
Canadian Passenger Agent,  
210 ELLICOTT SQUARE, BUFFALO, N.Y.

**RICHELIEU AND ONTARIO NAVIGATION COMPANY.**

**"Niagara to the Sea."**

**MAIL LINE STEAMERS**  
(Palatial Steel Steamers)

Leave Toronto (from June 1st to 13th) Mondays, Wednesdays and Saturdays; thereafter daily, except Sunday, for Rochester, Kingston, Clayton, 1,000 Island Points and intermediate ports (running all the Rapids) to Montreal, where connection is made with steamers for Quebec, Murray Bay, Tadousac and points on the famous Saguenay River.

**HAMILTON LINE**  
(Fine Iron Steamers)

Plying between Hamilton, Toronto, Montreal and intermediate ports, passing through the picturesque scenery of the Bay of Quinte, 1,000 Islands and shooting the Rapids.

Service: Tri-weekly, Tuesday, Thursday and Saturday from Hamilton and Toronto. Monday, Wednesday and Friday from Montreal.

For further particulars apply to

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

**NEW YORK CENTRAL**  
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will be let as soon as the specifications are completed.

The tug Lord Stanley, purchased by the Dominion Government for the hydrographic survey of Lake Superior, has been fitted for her new work, and is located in Thunder bay. She has been renamed the Bayfield; and is in command of Capt. W. O. Zealand, late of the Algoma Central Ry. Co.'s steamer Monks-haven.

The Canadian Lake and Ocean Navigation Co. (Ltd.) has been licensed as an extra Provincial company under the Ontario Companies' Act, F. Plummer, of Toronto, being named its attorney. The company is authorized to carry on the business of a "shipbuilding, engineering, navigation, transportation and terminal company."

The screw str. City of New York has been sold by the estate of Capt. T. Currie, Port Huron, to Geo. Wilkinson, of Sarnia. The City of New York was built in 1863, and has the following dimensions: length, 136 ft.; breadth, 27 ft.; tonnage—gross, 301; net, 209 tons. The engines are high pressure, 24 by 36; firebox boiler, 16 by 10; built in Cleveland.

The J. H. Plummer, H. M. Pellatt and A. E. Ames, the three steamers built in Great Britain for the Canadian Lake and Ocean Navigation Co., reached Canadian waters early in June, from Antwerp, where they took on cargoes of steel rails for the Canadian Northern Ry. for Port Arthur, Ont. They are the first vessels that ever discharged there without breaking bulk after crossing the Atlantic.

The str. White Star, running between Toronto and Oakville, Ont., is undergoing extensive repairs at the Polson Iron Works, Toronto. On June 2, while off Bronte, the rod that connects the walking beam and the cylinders snapped and did a good deal of damage before the engines could be stopped. The Oakville Navigation Co. chartered the str. Niagara to take the place of the White Star while repairs are being made.

The Lake Superior Dry Dock Co. (Ltd.) has been incorporated under the Ontario Companies' Act to construct dry docks in Ontario, or to acquire docks and railway tracks and switches, etc., and to generate and transmit steam and other power. The capital is \$1,000,000, the offices to be in Toronto. The incorporators are R. H. Paterson, G. H. Hunter, T. Reid, R. G. Agnew, W. G. Francis, E. M. Gardiner and S. C. Wood.

J. A. Cuttle, General Manager of the Montreal Transportation Co., recently reported to the Minister of Marine that up to May 30 his company has carried 1,900,000 bush. of grain from Kingston to Montreal, an increase of 1,400,000 bush. compared with the same period of 1902. He attributes the increase to the removal of the canal tolls, which has enabled vessels to run right through to Kingston, instead of discharging at points on the upper lakes.

The Canadian and the U.S. canals at Sault Ste. Marie were open for vessels for some days in April, and 1,651,839 tons of freight passed through against 2,399,234 in April, 1902. In May the total freight passing through the canals was 4,551,270 tons against 4,084,397 in May, 1902. The figures for the Canadian canals are:

	1903.	1902.
April.....	1,59,763 tons	190,926 tons
May.....	636,747 "	341,262 "
Total.....	796,510 tons	532,188 tons

The str. Westmount, one of the new steamers built in England for the Montreal Transportation Co., has reached Montreal on her way from Antwerp to Fort William, Ont., with a cargo of steel rails. The Westmount has the following dimensions: length over all, 254 ft. 6 in.; breadth, 42 ft.; moulded depth,

23 ft. She is fitted with triple expansion engines, 21 in., 35 in. and 58 in. cylinders, with a 39-in. stroke, to which steam is supplied by two single ended boilers, 13 ft. 9 in. diameter by 10 ft. 3 in. long, at a pressure of 180 lbs.

The str. Empire State, owned by the Thousand Islands Steamboat Co., was burned to the water's-edge at Kingston, Ont., June 6. She will be a total loss, but this loss has not been definitely figured out, though it is fully covered by insurance. The Empire State is a screw steamer, built in 1862 at New York, and was originally known as the Sylvan Stream. Her dimensions are: length, 157 ft.; breadth, 27 ft.; depth, 8 ft.; gross tonnage, 379 tons. She is fitted with beam condensing engines 40 by 96, gunboat boiler, 7-2-3 by 30.

The St. Joseph Transportation Co. is the title under which J. T. R. Laurendeau, of Montreal; G. P. Magann, of Toronto; L. G. Routhier, T. G. Coursolles, J. White, of Ottawa; W. W. Beverly, F. Belanger, of New York city, and O. Cabana, Jr., of Buffalo, are applying for incorporation at the current session of the Dominion Parliament. The company proposes to construct a canal from St. Joseph, on the eastern shore of Lake Huron, to near Port Stanley, on Lake Erie. The capital is fixed at \$10,000,000, and the head offices are to be in Montreal.

The Polson Iron Works, Toronto, has added very considerably to its accommodation at its shipbuilding yard and has put in a lot of new machinery. One of the principal pieces of machinery on the shipyard is an electric travelling gantry crane. The rails are 70 ft. apart and extend for about 500 ft., so that the steel work for two or three boats under construction at the same time may be readily delivered at the proper place. The boom is 120 ft. long and is about 60 ft. from the ground. The electrical equipment consists of two 25-h.p. and one 5-h.p. multipolar, type motors in weather-proof casings, together with the usual reversible controllers, trolley fittings, etc. A motor has been installed for the reversible hoist for operating the sheer legs used for placing machinery in vessels and for other purposes.

The Canadian Transportation and Storage Co. is seeking incorporation at the current session of the Dominion Parliament, with a capital of \$2,000,000, and power to increase it to \$5,000,000, and head offices in Toronto. The objects of the company are to carry on a general navigation business in Canada and abroad; to own wharves, elevators, warehouses, etc.; to aid in the construction of terminal facilities; to own lighters; to engage in wrecking and salvage operations; to acquire and operate electric tramways not exceeding 5 miles in length in any one case, as may be required for its business, and to acquire similar businesses. The applicants are: F. Nicholls, W. Mackenzie, H. M. Pellatt, A. Augstrom, Toronto; A. Campbell, Toronto Jct.; D. McGillivray, De W. Carter, Port Colborne, Ont.

The Canadian Lake and Ocean Navigation Co. has elected J. H. Plummer, President in place of A. E. Ames, resigned, and has appointed B. W. Folger, Snr., its General Manager. The company has seven steamers on the Great Lakes—Turret Chief, Turret Crown, Turret Cape, and Turret Court, J. H. Plummer, H. M. Pellatt, and A. E. Ames. Of these the first four were operated in 1902, and the other three were built in Great Britain during the winter. These three steamers it is intended to operate between Montreal and Port Arthur, Ont., carrying package freight, as well as grain in bulk, while the four turret type steamers will be operated as grain carriers between the upper lakes and Kingston. In connection with the Montreal-Port Arthur route, negotiations are in progress between the officials of the company and representa-

tives of the Canadian Northern Ry. on the one hand, and the officials of the Toronto city council on the other, with a view of securing wharf accommodation, so that Toronto may be made a port of call for the company's steamers. In connection with these steamers on the inland waters, the steamers Toronto and Aboukir, at present trading between Montreal and Antwerp, are managed by interests identified with the C.L. and O.N. Co., so that through routes on freight may be quoted between the northwest and Europe.

### Manitoba and the Northwest Territories.

H. H. Ross has built a steamer at Medicine Hat, Assa., for trading on the North Saskatchewan river. The Prince Albert Board of Trade desires him to make his headquarters in that town.

The Winnipeg city council has protested to the Dominion Government against the approval of the plans of the projected C.P.R. bridge across the Assiniboine river at St. James unless a swing span is put in.

Oldfield & Gardner, of Winnipeg, are reported to have decided to construct a harbor at Winnipeg Beach, Man., with a view of running steamers there from Selkirk, and from Winnipeg on the completion of the St. Andrews locks.

The str. Alexandria, which is 120 ft. long, and draws 4 ft. of water, reached Portage la Prairie, Man., from Winnipeg, June 11. The trip was made at the instance of the Dominion Government for the purpose of taking soundings, and investigating the possibilities of the navigation of the Assiniboine river from Winnipeg. It is stated that it is 22 years since a steamer reached Portage la Prairie from Winnipeg. The distance between the two points by the river is about 200 miles, and this is reported to be easily navigable, with the exception of a section at St. James' rapids, and one or two other points, where the channel could be straightened and other improvements made. The farmers along the river are reported to be in favor of the river being rendered navigable. The investigations will be proceeded with on the river as far as Brandon.

### B.C. and Pacific Coast Shipping.

The str. Victorian has been placed in service as a car ferry between Victoria and Port Guichon by the Victoria Terminal Ry. and Ferry Co.

The first steamers from Whitehorse reached Dawson, Yukon, June 7, but steamers from Lake Laberge had reached Dawson a week previously.

The C.P.R. has purchased four lots on the water front at Victoria, with a view of providing additional wharf accommodation for its B.C. coast steamships.

The North Vancouver town council has granted a lease of the ferry privileges to the company promoted by Mr. Hamersly. It is proposed to improve the service.

The launch of the steam launch Beryl for the British Admiralty, took place at Victoria, B.C., and not Vancouver, B.C., as stated in our last issue. A sister launch is under construction at the same yard.

The Kinross Co. (Ltd.) has been incorporated under the B.C. Companies' Act, with a capital of \$44,000, to acquire the iron ship Kinross, of Liverpool, and to carry on a general shipping and navigation business. The Kinross was built at Liverpool, Eng., in 1877, is 242 ft. long, 37 ft. beam, 24.7 depth of hold and 1,399 tons register.

H. A. Alley, Australian press reports state, is endeavoring to arrange for the establish-

ment of a new line of steamers to trade between Vancouver, B.C., Seattle, Wash., and Australian ports, via New Zealand. Four steamers, he says, will be placed on the service, and connection will be made on this side of the Pacific with the Great Northern and Northern Pacific railways.

The British Government has renewed its contract with the C.P.R. Pacific steamships for the carriage of mails between Vancouver and China and Japan for a further period of five years. In making the announcement the British Postmaster-General stated that the hopes that were entertained of a thoroughly fast service between Great Britain and the far east, through Canada, had not been realized, and intimated that the contract would not be again renewed unless there was a great improvement.

The steamers engaged on the different routes of the C.P.R.'s B.C. coast service are:

Victoria-Vancouver route, Charmer, daily; Victoria-New Westminster route, Yosemite, twice a week; New Westminster-Steveston route, Transfer, daily; New Westminster-Chilliwack route, Beaver, three times a week; Northern B.C. route, Tees and Danube, weekly; West coast, Vancouver Island, Queen City, four times a month; Alaska route, Princess May, every 10 days, and Amur, every 12 days, thus giving in sailing about every six days.

Petersen, Tait & Co., of Newcastle-on-Tyne, England, entered into a contract with the Dominion Government in 1897 to establish a line of steamers between Canada and Great Britain, and deposited \$50,000 as security for the execution of the contract. The firm was not able to finance the undertaking and the contract was cancelled. Wm. Peter-

sen, now of the Canadian Lake and Ocean Navigation Co., applied for a return of this deposit, and the Government has decided to grant the request and to pay interest at the rate of 3% from 1897.

The Dominion Government recently asked for tenders for a weekly steamship service between Canada and Great Britain, alternately, by 16 and 21 knot vessels. Two tenders were received, one from H. & A. Allan and the other from the Dominion Line, one of the companies controlled by the International Mercantile Marine Co., of New York, the first asking £300,000 a year, and the second £200,000 a year, and each attaching conditions. The Minister of Trade and Commerce has announced that neither offer was satisfactory, and that further tenders would probably be called for.

The Dominion Government has placed \$100,000 in the supplementary estimates for

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A. A. HEARD, CHAS. S. LEE,  
Ass't Gen. Pass. Ag't, New York. Gen. Pass. Ag't, New York.

G. R. CHESBROUGH,

West'n Pass. Ag't, Buffalo, N.Y.

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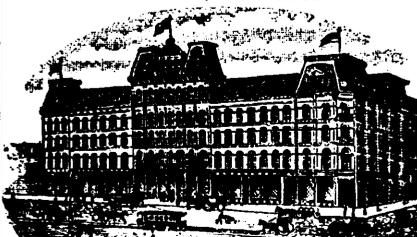
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1903-4 for the purpose of paying customs officials for extra duty after regular office hours and on Sundays and public holidays. Hitherto the cost of this service has been a charge upon the transportation companies, but the Government has decided to charge it to the country. The question of the removal of this charge from the transportation companies was taken up by the Dominion Marine Association and arguments for it were put forward when the deputation waited upon the Government, April 8.

The Little Red Book for 1903 has been issued by the Marine Review Publishing Co. of Cleveland, Ohio. It is in the usual handy size for the waistcoat pocket, and gives a list of about 1,500 vessels trading on the Great Lakes, together with the owners, masters and engineer of each. The vessels of 315 owners are listed, all the vessels owned by the one line or company being given together, the number of the fleet being quoted as a reference in the alphabetical list of vessels. A new list is added this year giving the capacity of all vessels suitable for the iron ore carrying trade. The number of Canadian fleets included in the list is 27, with 111 steamers and 19 schooners or tow barges, against 21 fleets with 96 steamers and 19 schooners or tow barges. In the issue for 1903 the ten steamers for the Great Lakes and St. Lawrence Transportation Co. are included, though they are not yet in service, while a number of additional steamers, four of which are already in service, are not mentioned, their purchase, or the appointment of their officers, not having been completed in time for inclusion.

#### Among the Express Companies.

W. J. Sloan, agent of the Great Northern Ex. Co. at New Westminster, B.C., has been sentenced to 16 months' imprisonment with hard labor for embezzling the Company's funds.

The Dominion Ex. Co. has extended its service on the C.P.R. extension from Waskada to Lyleton, Man., and has opened offices at Edrans, Cameron, Corona, Coulter and Lyleton thereon.

The Dominion Ex. Co. has placed its service on the following water routes for the season of navigation: C.P.R. steamships, B.C. lake and river service on Tront Lake, between Gerrard and Tront Lake City; Deseronto Navigation Co.'s steamers between Deseronto, Northport, Belleville and Picton, Ont.

An endeavour was made in the House of Commons, when the bill for the appointment of a railway commission was under consideration in committee, to have a clause inserted bringing express companies under the control of the commission. The Minister of Railways stated that the bill in a general way covered all reasonable complaints regarding express parcels; beyond this the regulation of express companies was a matter for a separate law.

#### Telegraph and Cable Matters.

The Commercial Cable Co. has declared a quarterly dividend of 2% payable July 1.

The De Forest system of wireless telegraphy has been installed on the Hamilton Steamboat Co.'s steamer Macassa.

The Newfoundland Legislature has appropriated \$50,000 for extensions of the telegraph lines on the island during the current year.

The C.P.R. telegraph department is stringing an additional wire between St. John and St. Stephen, N.B., to give a line entirely for commercial work.

The Newfoundland Government has erected postal telegraph offices at Clarenceville,

Blandford, Glenwood, Lewisport, Norris Arm, and Millertown Jct.

T. A. Colwell, on leaving the employ of the Commercial Cable Co. at Canso, N.S., recently, was presented with a gold watch and chain by the company's officials and operators there.

The C.P.R. telegraph department is stringing an additional copper wire on its line between Winnipeg and Brandon, Man., and will string an additional wire along the C.P.R. Pembina Mountain branch.

Forty miles of cable will be laid from Banfield Creek, B.C., up the Alberni canal, to replace a section of land line which broke down frequently during the winter. This line is used in connection with the all-British trans-Pacific cable.

The Yale-Kootenay Telephone and Telegraph Co., which strung lines from Cascade to Carson, and from Midway to Greenwood, B.C., has sold them to the Great Northern Ry. Co., U.S.A., which owns the connecting lines in Washington Territory.

The Dominion Department of Public Works operates 5,720 miles of telegraph lines, employing in connection therewith 222 officers. The yearly average of messages sent is 89,400, of which 40,000 are credited to the Yukon. The total expenditure account of the Government telegraph service for the year ended June 30, 1902, was \$298,988, and revenue \$114,266.

The Dominion Government telegraph line under construction, to make the circuit of Cape Breton island, has been completed to St. Peters; and the stringing of the line on the southern shore of the island is under way. Offices on the new lines completed last year, and now in progress, will be located at St. Peters, L'Ardroice, Grand River, Forchu, Gabarus, Louisburg, and Main Adieu, with two on Scattarie island.

The C.P.R. telegraph department has opened the following new offices:—Ottertail, B.C., Banff hotel, Halbright, N.W.T.; International pier, Whitney pier, N.S.; Otta Lake, Queenston, Ravensworth, Seguin Falls, Banning, Ont.; Belisle Mill, Mount Tremblant, Que. The following offices have been closed:—Edrans, Man.; Sidewood, N.W.T.; Baden, Dalton, Metagama, Otter, Pardee, Ryerson, Ont.; Conception, Chelsea, Que.

E. H. Millington, Superintendent of the telegraph service of the Michigan Central Rd. at Detroit, Mich., was born at Guelph, Ont., Dec. 1, 1859, and started as a messenger for the Montreal Telegraph Co. at Guelph in 1873, subsequently becoming an operator for the Dominion Telegraph Co. He entered railway telegraph service in 1882 with the Canada Southern Ry., and became chief operator in 1889, being appointed to his present position Aug., 1902.

The operation of the all-British and trans-Pacific cable has not been so successful as was anticipated, the Cable Board recently estimating that there would be a deficit for the year ended Mar., 1904, of £92,000. As Canada has to pay 5-18 of any deficit, her share would amount to £25,555. The matter was mentioned in the House of Commons, and the Senate, and certain correspondence was directed to be laid on the table. It appears that the Government has protested against what appears to be an act of bad faith on the part of the New South Wales Government in entering into an agreement with the Eastern Extension Cable Co., by which this company was given entrance to the post offices throughout N.S.W.; and that it also proposed to the Cable Board to permit press messages to be transmitted free for three months as an experiment, but the Australian States refused to join in the proposal.

#### General Telephone Matters.

The Regina, Assa., city council has under consideration the desirability of installing a municipal telephone system.

The Nova Scotia Telephone Co. is applying to the Provincial Government to sanction an increase of rates in Truro.

The New Brunswick Telephone Co. will string a metallic line from Fredericton to St. John, and from Moncton to St. John.

The Nissouri Telephone Association has its line in operation connecting Thamesford, Lakeside, Kintore and Medina, Ont.

The new municipal telephone building at Fort William, Ont., replacing the one burned during the winter, has been completed, and the telephone plant installed.

The Bell Telephone Co. has offered to pay \$352 a year for an exclusive franchise for five years in Sault Ste. Marie, Ont., but this was not satisfactory to the council and the company was asked to make another proposition on certain lines.

The Bell Telephone Co. has agreed to give Montreal West a telephone service at city rates, connection being made with the Westmount exchange. The town council has granted the franchise, and the lines will be installed at once.

The Bell Telephone Co. has protested against the Sherbrooke, Que., city council locating the poles of the People's Telephone Co. in close proximity to its poles, in contravention of an agreement between the city and the Bell Telephone Co. in 1885.

The Bell Telephone Co. is clearing the site of its proposed new building in Hospital st., Montreal. The site adjoins its present building and includes the Skelton property, 45 ft. frontage and 3,183 sq. ft. in area, and the next property, 98 ft. frontage and 7,577 sq. ft. in area.

The New Brunswick Telephone Co. declared a dividend of 4% for the year, and elected the following officers at its annual meeting: President, Hon. A. G. Blair, M.P.; Vice-President, J. L. Black, Sackville; Managing Director, Senator Thompson; Secretary and Treasurer, W. E. Smith.

The bill respecting telephones introduced into the House of Commons by W. F. Maclean, M.P. for West York, was referred to a special committee. Deputations representing the Bell Telephone Co., Toronto, Ottawa and other cities, and the Union of Canadian Municipalities, were heard by the committee.

The Consolidated Telephone Co. has been incorporated under the New Brunswick Companies' Act, with a capital of \$5,000, to carry on a telephone business in Carleton and Victoria counties. The incorporators are: M. E. Commins, P. Corbett, M. Bohan, of Bath; P. Gorey, P. McLaughlan, of Johnville, and the offices of the company are at Bath.

The proposition to expend \$2,000,000 in the laying of a conduit into which telephone, telegraph and other electric companies will be compelled to lay their wires by the Montreal city council, will be submitted to the tax payers before any definite action is taken. A conference between the council committee and representatives of the companies interested was held, June 18, to discuss the matter.

The West Isles Telephone Co. has been incorporated under the New Brunswick Companies' Act with a capital of \$4,000, to construct a telephone line between Lord's Cove and various other sections of the district of West Isles, and to make connection with the lines of any other similar company. The incorporators are: J. S. Lord, F. A. Richardson, E. A. McNeill, W. L. Randall, A. Murray, of West Isles, and the offices of the company are at Lord's Cove, N.B.

The Canadian Freight Association's general summer meeting will be held at Manoir Richelieu, Murray Bay, Que., on July 8. Most of the members, especially the western ones, will travel by the R. and O. N. Co.'s steamers, and from Quebec will make the round trip via Tadousac and up the Saguenay to Chicoutimi, returning to Murray Bay for the meeting.

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**DIVIDEND NOTICE.**

NOTICE is hereby given that an interim dividend of four per cent. upon the capital stock of the company has this day been declared, and that the same will be payable at the office of the Company, 54 King Street East, Toronto, on the 2nd of July, 1903, to shareholders of record on the books of the Company on the 16th June, 1903.

The transfer books of the company will be closed from the 17th of June to the 2nd of July, 1903, both days inclusive.

By order of the Board.

JOHN FOY, PRESIDENT.  
Toronto, 13th June, 1903.

### PURCHASING AGENTS' GUIDE.

(Continued from third page of Cover.)

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

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

**Cattle Guards Commission.**—The Commissioners appointed to make an investigation into the question of cattle guards for railways had not presented a report to the Minister of Railways up to June 20. The commission ceased testing appliances at the end of April, having, during the time it was in session at Ottawa, made 169 tests of 112 different devices. Out of all these devices 44 were found to stop cattle, a large number of them being devices in the shape of gates closing across the track when animals approaching stepped on a platform. A number of devices submitted were in the shape of a "bluff," and of these seven tests proved effective in frightening animals. Other guards submitted and tested were in the shape of traps, and several of these proved effective by catching animals' legs and throwing them down so that they had to be extricated. Of the various strictly surface guards exhibited none proved effective, the animals crossing them all.

H. W. Lawlor, the holder of a book of coupon tickets, available over the Montford and Gatineau Colonization Ry., has secured a verdict of \$500 against the Company, and J. Brunet, its President prior to the amalgamation with the Great Northern Ry. of Canada. Mr. Lawlor offered the conductor a detached coupon, which he refused to accept, and was upheld in his refusal by the President, who was on the train, on the ground that detached coupons could not be received. Mr. Lawlor insisted on the ticket being accepted and was put off at the first stopping place, hence the action for ejection.

A branch of the railway Y.M.C.A. has been started at Lindsay, Ont., and a portion of the Y.M.C.A. building is being fitted up specially for the railway men, about \$700 being spent on the alterations and furnishing of the new rooms.

The G.T.R. has provided a library on its through trains for the use of passengers on cafe-parlor and Pullman cars. Each cabinet will contain from 25 to 50 books, and these will be changed every three months.

The Montreal Street Ry. Co. proposes to aid in the formation of a mutual benefit association for its employes, and is arranging details which will be laid before the men soon.

The Michigan Central Rd. is placing a number of one and two-arm electric motor semaphores on its Canadian division between Windsor, Ont., and Buffalo, N.Y.

The Central Vermont Ry. has removed its Montreal agency from 138a St. James Street to 134 St. James Street.

The Lake Erie and Detroit River Ry. has closed its up-town office in London, Ont.

# The Purchasing Agents' Guide

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

<b>Accident Insurance</b> Canadian Ry. Accident Ins. Co. . . . . Ottawa, Ont. Travelers' Insurance Co. . . . . Montreal.	<b>Door Signs</b> Acton Burrows Co. . . . . Toronto.	<b>Matches</b> The Hudson's Bay Company . . . . .
<b>Aerated Waters</b> E. L. Drewry . . . . . Winnipeg.	<b>Dry Goods</b> The Hudson's Bay Company . . . . .	<b>Milepost Numbers</b> Acton Burrows Co. . . . . Toronto.
<b>Air Brakes &amp; Fittings</b> Westinghouse Mfg. Co. . . . . Hamilton, Ont.	<b>Electric Car Route Signs</b> Acton Burrows Co. . . . . Toronto.	<b>Mohair</b> The Hudson's Bay Company . . . . .
<b>Ales</b> E. L. Drewry . . . . . Winnipeg.	<b>Electric Cranes</b> Dominion Bridge Co. . . . . Montreal W. H. C. Mussen & Co. . . . . Montreal.	<b>Nails, Wire</b> Dominion Wire Manufacturing Co. . . . . Montreal
<b>Anchors</b> Rice Lewis & Son . . . . . Toronto.	<b>Enameled Iron Signs</b> Acton Burrows Co. . . . . Toronto.	<b>Numbers</b> Acton Burrows Co. . . . . Toronto.
<b>Axles</b> James Hutton & Co. . . . . Montreal Jas. W. Pyke & Co. . . . . Montreal. Rhodes, Curry & Co. . . . . Amherst, N.S.	<b>Engines, Stationary &amp; Marine</b> Polson Iron Works . . . . . Toronto.	<b>Oakum</b> Rice Lewis & Son . . . . . Toronto The Hudson's Bay Company . . . . .
<b>Babbitt</b> Rice Lewis & Son . . . . . Toronto.	<b>Engraving</b> Acton Burrows Co. . . . . Toronto. Toronto Engraving Co. . . . . Toronto.	<b>Oils</b> Galena-Signal Oil Co., Franklin, Pa., & Toronto. The Queen City Oil Company . . . . . Toronto.
<b>Blankets &amp; Bedding</b> The Hudson's Bay Company . . . . .	<b>Expanded Metal</b> Expanded Metal and Fire-Proofing Co. . . . . Toronto.	<b>Office Signs</b> Acton Burrows Co. . . . . Toronto.
<b>Block &amp; Tackle</b> Dominion Wire Rope Co. . . . . Montreal. Rice Lewis & Son . . . . . Toronto.	<b>Express Office Signs</b> Acton Burrows Co. . . . . Toronto.	<b>Packing</b> The N. L. Piper Railway Supply Co. . . . . Toronto.
<b>Boat Fittings &amp; Hardware</b> Rice Lewis & Son . . . . . Toronto.	<b>Fencing</b> Canadian Steel and Wire Co. . . . . Hamilton, Ont. Dominion Wire Manufacturing Co. . . . . Montreal. Page Wire Fence Co. . . . . Walkerville, Ont.	<b>Pinch Bars</b> The Hiram L. Piper Co. . . . . Montreal. The N. L. Piper Railway Supply Co. . . . . Toronto.
<b>Boiler Covering</b> Mica Boiler Covering Co. . . . . Montreal.	<b>Fire-Proofing</b> Expanded Metal and Fire-Proofing Co. . . . . Toronto.	<b>Pipe Covering</b> Mica Boiler Covering Co. . . . . Montreal.
<b>Bollers</b> Polson Iron Works . . . . . Toronto.	<b>Flags</b> Rice Lewis & Son . . . . . Toronto. The Hudson's Bay Company . . . . .	<b>Plushes</b> The Hudson's Bay Company . . . . .
<b>Bolter Tubes</b> B. J. Coghlin & Co. . . . . Montreal. Jas. W. Pyke & Co. . . . . Montreal.	<b>Flour</b> The Hudson's Bay Company . . . . . The Ogilvie Flour Mills Co. . . . . Montreal.	<b>Porter</b> E. L. Drewry . . . . . Winnipeg.
<b>Bolsters</b> Simplex Railway Appliance Co. . . . . Montreal.	<b>Foghorns</b> Rice Lewis & Son . . . . . Toronto.	<b>Portland Cement</b> Rice Lewis & Son . . . . . Toronto.
<b>Bolts</b> Rice Lewis & Son . . . . . Toronto.	<b>Gates</b> Page Wire Fence Co. . . . . Walkerville, Ont.	<b>Printing</b> The Hunter, Rose Co. . . . . Toronto. The Mail Job Printing Company . . . . . Toronto.
<b>Brake Beams</b> Simplex Railway Appliance Co. . . . . Montreal.	<b>General Supplies</b> The Hudson's Bay Company . . . . .	<b>Pumps</b> Rice Lewis & Son . . . . . Toronto.
<b>Brass and Copper Cloth</b> The B. Greening Co. . . . . Hamilton, Ont.	<b>Grain Elevators</b> John S. Metcalf Co. . . . . Chicago, Ill.	<b>Railway Supplies</b> The N. L. Piper Railway Supply Co. . . . . Toronto.
<b>Brass Castings</b> St. Thomas Brass Co. . . . . St. Thomas, Ont.	<b>Groceries</b> The Hudson's Bay Company . . . . .	<b>Rail Joints</b> Montreal Rolling Mills Co. . . . . Montreal.
<b>Bridge Numbers</b> Acton Burrows Co. . . . . Toronto.	<b>Hardware</b> Rice Lewis & Son . . . . . Toronto. The Hudson's Bay Company . . . . .	<b>Rails (New)</b> James Cooper . . . . . Montreal. Drummond, McCall & Co. . . . . Montreal. J. J. Gartshore . . . . . Toronto.
<b>Bridges</b> Dominion Bridge Co. . . . . Montreal.	<b>Headlights</b> N. L. Piper Railway Supply Co. . . . . Toronto.	<b>Rails (for relaying)</b> James Cooper . . . . . Montreal. J. J. Gartshore . . . . . Toronto. T. A. Morrison & Co. . . . . Montreal. W. H. C. Mussen & Co. . . . . Toronto. Rice Lewis & Son . . . . . Toronto. Jas. W. Pyke & Co. . . . . Montreal.
<b>Buoy Lighting</b> Safety Car Heating and Lighting Co., New York	<b>Hose</b> Rice Lewis & Son . . . . . Toronto.	<b>Roof Trusses</b> Dominion Bridge Co. . . . . Montreal.
<b>Cables, Electric and Feeder</b> E. F. Phillips Electrical Works, Ltd., Montreal. The Wire and Cable Co. . . . . Montreal.	<b>Illustrations</b> Acton Burrows Co. . . . . Toronto.	<b>Rope</b> Rice Lewis & Son . . . . . Toronto. The Hudson's Bay Company . . . . .
<b>Car Couplers</b> Latrobe Steel and Coupler Co., Philadelphia, Pa.	<b>Interlocking Plants</b> Montreal Steel Co. . . . . Montreal.	<b>Semaphore Arms</b> Acton Burrows Co. . . . . Toronto.
<b>Car Heating</b> Safety Car Heating and Lighting Co., New York	<b>Iron</b> Rice Lewis & Son . . . . . Toronto.	<b>Semaphores</b> The Hiram L. Piper Co. . . . . Montreal. The N. L. Piper Railway Supply Co. . . . . Toronto.
<b>Car Jacks</b> James Cooper . . . . . Montreal. W. H. C. Mussen & Co. . . . . Montreal.	<b>Iron Signs</b> Acton Burrows Co. . . . . Toronto.	<b>Shafting</b> Rice Lewis & Son . . . . . Toronto.
<b>Car Lighting</b> Safety Car Heating and Lighting Co., New York	<b>Japans</b> McCaskill, Dougall & Co. . . . . Montreal.	<b>Shipbuilders' Tools &amp; Supplies</b> Rice Lewis & Son . . . . . Toronto.
<b>Carpets</b> The Hudson's Bay Company . . . . .	<b>Journal Bearings</b> Jas. W. Pyke & Co. . . . . Montreal. St. Thomas Brass Co. . . . . St. Thomas, Ont.	<b>Ship Lamps</b> The Hiram L. Piper Co. . . . . Montreal. The N. L. Piper Railway Supply Co. . . . . Toronto.
<b>Cars</b> Rhodes, Curry & Co. . . . . Amherst, N.S.	<b>Lager Beer, &amp;c.</b> E. L. Drewry . . . . . Winnipeg.	<b>Ships</b> Polson Iron Works . . . . . Toronto.
<b>Car Wheels</b> Jas. W. Pyke & Co. . . . . Montreal. Rhodes, Curry & Co. . . . . Amherst, N.S.	<b>Lamps &amp; Lanterns</b> The Hudson's Bay Company . . . . . Rice Lewis & Son . . . . . Toronto. The Hiram L. Piper Co. . . . . Montreal. N. L. Piper Railway Supply Co. . . . . Toronto.	<b>Shovels</b> James Cooper . . . . . Montreal. The Hudson's Bay Company . . . . . Rice Lewis & Son . . . . . Toronto.
<b>Castings</b> Montreal Steel Co. . . . . Montreal. Rhodes, Curry & Co. . . . . Amherst, N.S.	<b>Launches</b> Polson Iron Works . . . . . Toronto.	<b>Side Bearings</b> Simplex Railway Appliance Co. . . . . Montreal.
<b>Cement Machinery</b> Jas. W. Pyke & Co. . . . . Montreal.	<b>Life Insurance</b> Travelers' Insurance Co. . . . . Montreal.	<b>Signal House Numbers</b> Acton Burrows Co. . . . . Toronto.
<b>Chains</b> Rice Lewis & Son . . . . . Toronto.	<b>Lights, Contractors and Wrecking</b> James Cooper . . . . . Montreal. W. H. C. Mussen & Co. . . . . Montreal.	<b>Signals</b> The Hiram L. Piper Co. . . . . Montreal. N. L. Piper Railway Supply Co. . . . . Toronto.
<b>Coal Haulage Ropes</b> The B. Greening Co. . . . . Hamilton, Ont.	<b>Linoleum and Floor Coverings</b> The Hudson's Bay Company . . . . .	<b>Signs</b> Acton Burrows Co. . . . . Toronto.
<b>Concrete Mixers</b> W. H. C. Mussen & Co. . . . . Montreal.	<b>Locomotives (Compressed Air)</b> American Locomotive Co. . . . . New York, N.Y. Baldwin Locomotive Works . . . . . Philadelphia, Pa. Locomotive and Machine Co. of Montreal	<b>Snow Ploughs</b> Rhodes, Curry & Co. . . . . Amherst, N.S.
<b>Contractors' Plant</b> James Cooper . . . . . Montreal. T. A. Morrison & Co. . . . . Montreal. W. H. C. Mussen & Co. . . . . Montreal.	<b>Locomotives (Electric)</b> American Locomotive Co. . . . . New York, N.Y. Baldwin Locomotive Works . . . . . Philadelphia, Pa. Locomotive and Machine Co. of Montreal	<b>Spikes</b> Rice Lewis & Son . . . . . Toronto.
<b>Cotter Pins</b> Dominion Wire Manufacturing Co. . . . . Montreal.	<b>Locomotives (Rack)</b> American Locomotive Co. . . . . New York, N.Y. Baldwin Locomotive Works . . . . . Philadelphia, Pa. Locomotive and Machine Co. of Montreal	<b>Springs</b> B. J. Coghlin & Co. . . . . Montreal. Montreal Steel Co. . . . . Montreal.
<b>Cross Arms, Top Pins &amp; Side Blocks</b> The Firstbrook Box Co. . . . . Toronto.	<b>Locomotives (Steam)</b> American Locomotive Co. . . . . New York, N.Y. Baldwin Locomotive Works . . . . . Philadelphia, Pa. Canadian Locomotive Co. . . . . Kingston, Ont. James Cooper . . . . . Montreal. Locomotive and Machine Co. of Montreal	<b>Station Name Signs</b> Acton Burrows Co. . . . . Toronto.
<b>Crossing Gates</b> The N. L. Piper Railway Supply Co. . . . . Toronto.	<b>Machine Tools</b> The Saxon Engine Works, Chemnitz, Germany	<b>Steamboats</b> Polson Iron Works . . . . . Toronto.
<b>Curtains</b> The Hudson's Bay Company . . . . .		<b>Steamboat Signs</b> Acton Burrows Co. . . . . Toronto.
<b>Cuts</b> Acton Burrows Co. . . . . Toronto.		<b>Steam Couplers</b> Safety Car Heating and Lighting Co., New York
<b>Derriek Ropes</b> The B. Greening Co. . . . . Hamilton, Ont.		
<b>Derrieks</b> James Cooper . . . . . Montreal.		

(Continued on preceding page.)

# Hudson's Bay Company

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## FARMING AND GRAZING LANDS

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