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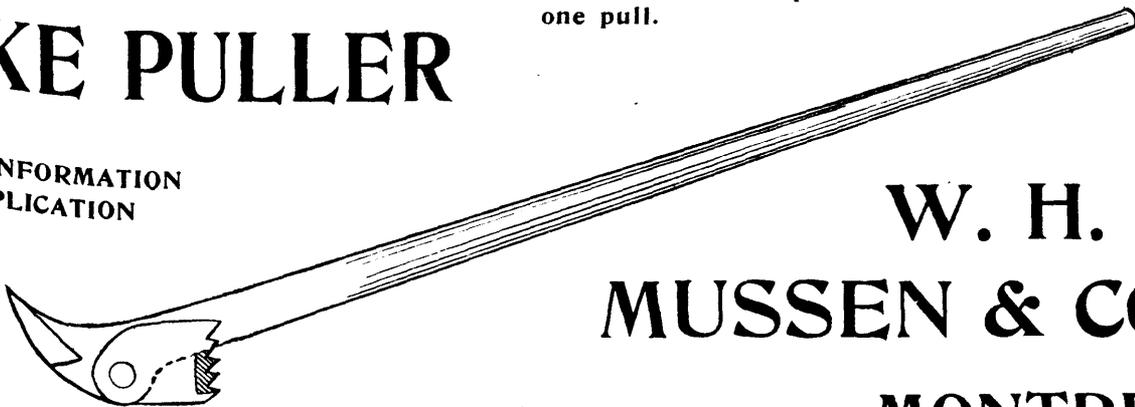
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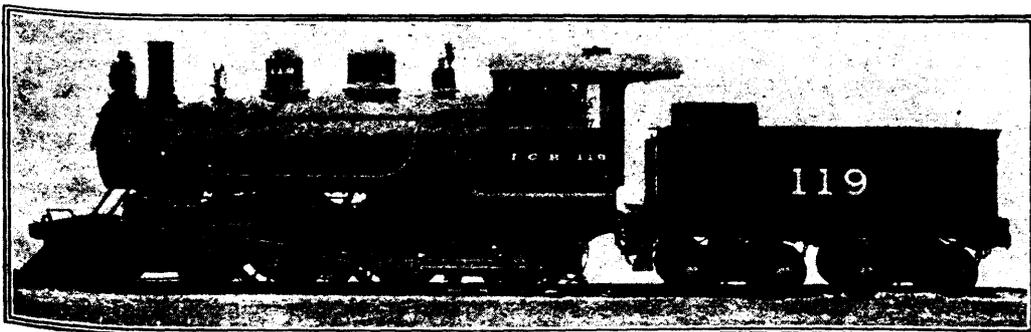


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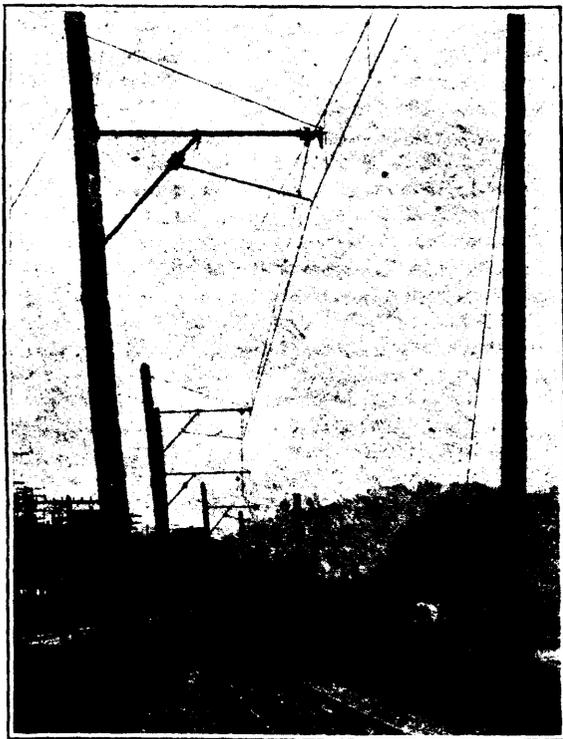
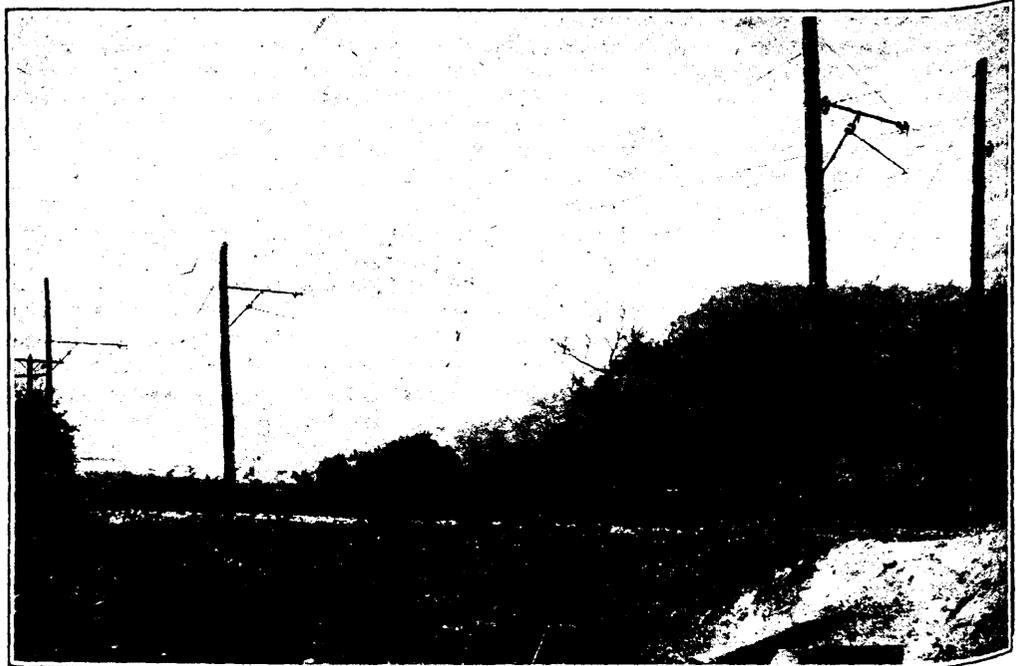
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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Athabaska Ry. and Oil Co.—A. C. Dobell, Quebec; I. Carling, Exeter, Ont.; F. Ross, J. K. Cornwall, P. Roy, Edmonton, Alta., applied at the current session of the Dominion Parliament for the incorporation of a company with this title, and a capital of \$1,000,000, to construct a railway from Edmonton to the junction of the Athabasca and Clearwater Rivers, and to search for and deal in petroleum. The Railway Committee of the House of Commons threw out the clauses relating to the railway. (Feb., pg. 45.)

Atlantic, Quebec and Western Ry.—A contract has been let for the construction of this line to the New Canadian Co., which has started to construct a section of 15 miles from Paspebiac to Shigawak, Que. About two miles of grading has been done, together with all the culverts, and the clearing on a further six miles has been completed. This section of the contract is pretty light, there being no rock work. There will be three bridges in the 15 miles, one a 50 ft. span and one a 60 ft. span, concrete piers and steel superstructures; and one about 600 ft. long, which will be of trestlework. It is hoped to get this 15 miles completed this year. A further distance of 87 miles will have to be built to reach Gaspé, on which preliminary surveys have been made. The chief engineer is Sir Douglas Fox, London, Eng., and the resident engineer for the railway company and the construction company is J. V. Nimmo. (Mar., pg. 89.)

Bessemer and Barry's Bay Ry.—It is hoped to obtain a subsidy in aid of the construction of this projected line from L'Amable, Ont., during the current session of the Dominion Parliament, and we are advised that as soon as this is arranged for construction will be started and pushed to completion. (Apr., pg. 143.)

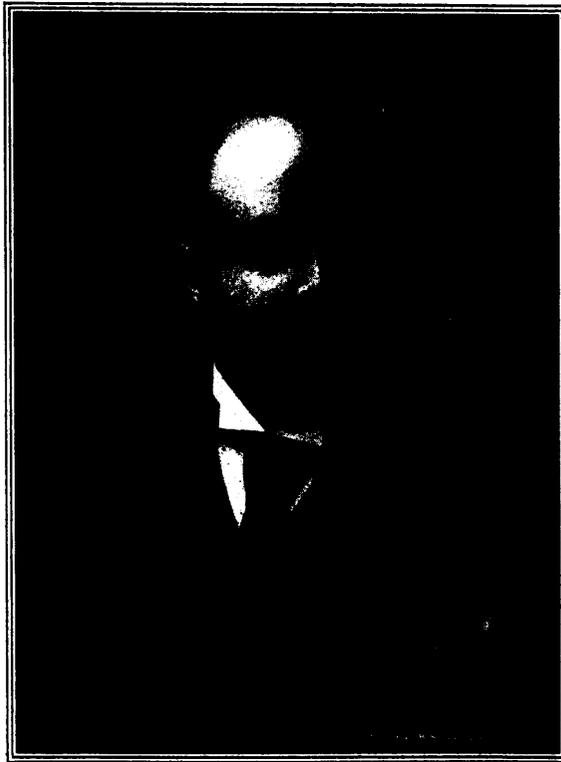
Brockville, Westport and Northwest-ern Ry.—C. Harris, of Kingston, Ont., has completed a preliminary survey of this line from the present terminus at Westport, Ont., to the French River, and a location party is reported to be in the field. It is expected that some construction will be done during the current season. A Dominion Government commissioner has been investigating certain claims against the old company, which, it was agreed by the new owners, were to be discharged out of a portion of an unearned subsidy which was to be paid on the company bringing the line up to the Government standard. (Mar., pg. 89.)

Buctouche and Rexton Ry.—R. A. and J. D. Irving, J. C. Ross, A. B. Carson, J. Jardine, E. J. Smith, F. W. Sumner, are applying at the current session of the New Brunswick Legislature for an act incorporating a company with this title, with power to construct a railway from Buctouche to Rexton, and thence to Richibucto Cape, N.B. Power is also asked to amalgamate with the Moncton and Buctouche Ry., and the Kent Northern Ry., or either of them.

Cape Breton Coal, Iron and Ry. Co.—The work of grading for the line from the company's mines at Cochrane's Lake to a junc-

Great Northern Ry. of Canada.—The scheme of arrangement with the creditors of the line has been approved by the Court of Exchequer and will go into effect on the completion of the formalities. This having been completed it is expected that a commencement will be made on the construction work planned within the last two or three years. The projected extensions include the construction of a line from Shawinigan Jct. to Quebec, 80 miles, which will give the company an entrance into Quebec, independent of the Quebec and Lake St. John Ry.; a line from St. Jerome to Morin's Flats, to connect the old Montford and Gatineau line with the company's main line; and a line from Bout de l'Île to St. Jerome, which would permit of trains being run from Montreal to the terminal point of the old Montford and Gatineau Ry. It is also expected that track will be laid on the seven miles graded in 1904, between St. Epiphane and St. Jacques l'Achigan, at an early date. In Montreal the company has a site of 75 acres for terminal purposes, with a water front of 286 ft., and some negotiations have taken place with the Montreal Harbor Commissioners with the object of having a wharf erected there. (Mar., pg. 93.)

Halifax and Southwestern Ry.—The Provincial Engineer, in his report for 1904, dated Jan., 1905, states that the construction of the line from Halifax to Liverpool was pushed forward with considerable vigor. Tracklaying was completed from Mahone Bay to Halifax in Nov. On July 20, application was made to open the line from Mahone Bay to Chester for some special traffic. In company with the Dominion Government engineer and W. A. Hendry, C.E., of the Provincial staff, R. McColl, the Provincial Engineer, inspected the line and passed it for traffic at a slow rate of speed. The line was closed down immediately after the Chester regatta, in order to enable the company to complete the ballasting. There was considerable delay in this work owing to the difficulty experienced in securing material sufficiently clean for ballast anywhere along the line. A feature of the road is the masonry, which is of massive cut granite of the finest quality, equal, if not superior, to any in the province. The steel bridges have all been completed and the station houses are either completed or under way. One lift of ballast has been put on throughout, and in some places a second lift has been put on, and will be completed as soon as the weather permits in the spring. Tracklaying was completed from Bridgewater to Liverpool in Nov., but too late to permit of much ballast being put on. The line was opened for passenger traffic, after



G. A. MOUNTAIN

Chief Engineer Board of Railway Commissioners.

tion with the Sydney and Louisburg Ry. near Sydney, N.S., we are informed, is in progress. T. Lancaster, the present Manager, is understood to be leaving for Colorado in the interests of those who control the property, and will be replaced as Manager at Sydney by — Thomas, who is coming out from England. (April, pg. 143.)

Fraser River Bridge.—A return presented to the British Columbia Legislature shows that the cost of the railway and general traffic bridge over the Fraser River at New Westminster was \$1,020,424.43.

(Continued on page 185.)

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RAILWAY DEVELOPMENT.

(Continued from page 181.)

inspection, in Jan. Trains are being run on the Caledonia branch three times a week, there not being traffic for a daily train. West of Liverpool the work has been delayed, owing to the difficulty of deciding on the most suitable location. The first line surveyed was from Bridgewater west, passed north of Mill Village, thence through Milton and down the west side of the Mersey River to Broad River, thence up Broad River and through the interior to Shelburne. A survey was made by the Department under the superintendence of W. A. Hendry, C.E., starting from the company's line a short distance west of Italy Cross, and running within 2½ miles of Port Medway, thence through Brooklyn to Liverpool. Later on, a survey was made by Mr. Hendry from Shelburne along the coast towards Liverpool, with the idea of diverting the line nearer the shore, to accommodate East Jordan, Lockport, Ragged Island Harbor, Sable River, Port L'Herbert, Granite Village, Port Joli and Port Mouton,—connecting with the company's survey and running from Broad River through Summerville, Hunts Point, and Whites Point to Liverpool. Notwithstanding the shore being so rocky and rugged, he succeeded in getting a very fair line, which would touch most of the points along the shore, and at the same time would neither increase the length or cost to any extent. The company adopted the general route of the Department's survey from Italy Cross to Liverpool, but extended its own location up the east side of the Mersey River, through Milton, and then across the river and through the interior to Tom Tidney River, and then down the Tom Tidney to Sable River, where it connected with the Department's survey along the shore to Shelburne. The plan of the line from Liverpool to Barrington was not submitted until Aug. 5. Immediately upon receipt of this, the portion from Sable River to Barrington was recommended for approval, but the other portion was disapproved, on the ground that the line along the shore would be more suitable to the public. Work was immediately started on the portion approved from Shelburne to Sable River, and has been vigorously prosecuted ever since. A further examination has since been made over the disputed line, and it is hoped, now that full information has been gathered regarding these routes, that the location will be settled shortly, so as to enable work to be pushed forward as soon as the weather permits. (April, pg. 143.)

James Bay Ry.—We are advised that at the end of March the grading had been well advanced between Parry Sound and Severn River, about 50 miles, and it was expected to commence tracklaying on that section at the end of April. From the Severn River to Brechin but little had been done, owing to some questions of location which are in process of settlement. The question involved whether the line will run through Orillia or not, and in connection with its settlement, deputations have waited on both the Dominion and the Provincial Governments, urging the claims of the two routes. From Brechin to Richmond Hill the work is mostly light, and nothing was done during the winter, as it was more advantageous to go on with the rock work in the Don Valley. In the Don Valley below Richmond Hill, a considerable quantity of grading had been done. The contractors expected to have their men out on all parts of the line by the end of April. The section between Parry Sound and Washago is expected to be completed and the track to be laid by the end of June, and the Toronto-Washago section to be similarly completed by the end of August. Track is to be laid

from north to south, Angus Sinclair having the contract.

Plans have been approved by the Railway Commissioners for a bridge across Wallace Cut, at the north end of Janaks Island, Lake Muskoka, and for a bridge over the Severn River at the Ragged Rapids Crossing.

Some change has been made in the location of the line at the Parry Sound end. The new line will cross the Canada Atlantic Ry. by an overhead crossing, but the original line connecting with the C.A. Ry. at Quebec Siding will not be done away with. The foundation for the bridge over the Seguin River in Parry Sound has been completed. From Parry Sound north the grading on some six miles has been practically completed. This was done by Johnson and Beveridge, Parry Sound. As to the contract for the line to French River, no definite action was expected to be taken until the end of April. (Mar., pg. 93.)

Klondyke Mines Ry.—The Dawson, Grand Forks and Stewart River Ry., of London, Eng., has entered into a contract to construct 84 miles of line from Dawson City to the Stewart River. It was originally proposed to start the line at Klondyke City, and about two miles of track was reported to have been laid in 1903, from that point. Power was subsequently obtained to make the starting point of the line at Dawson. It is hoped to have the section from Dawson to Grand Forks completed this year.

Mabou and Gulf Ry.—No work was done on this line during 1904. The line extends from the mines to the shipping wharf at Mabou Harbor. Considerable work was done during the year at the wharf. The plans of the line from Dick's Point to the crossing of the Inverness and Richmond Ry. and Coal Co.'s line, have been submitted and approved. Plans have also been filed for the line from the crossing of the I. and R. Ry. and C. Co.'s line at 7½ miles, to Orangedale on the I.C.R., but have not been approved pending an examination of the ground.

Minudie Coal and Ry. Co.—Plans, profiles and books of reference for this projected line have been submitted to the Provincial Engineer at Halifax. As however, the line shown crossed the Maccan and Joggins Ry. (the Canada Coals and Ry. Co.'s line), the company was notified that it must comply with the terms of the act requiring notice to be given to the company owning the line proposed to be crossed, before the plans could be approved. When these requirements have been complied with and the crossing settled, the plans will be recommended for approval.

The charter is owned by the Minudie Coal Co., the officers of which are:—President, Jas. Robinson; Vice-President, L. Galivert; Secretary-Treasurer, G. A. Forbes, and the offices are in Montreal. The railway is under construction from River Hebert, on the Canada Coals and Ry. Co.'s line, to Minudie, 7 miles, where the collieries are, and from which the principal traffic will be drawn. The engineer is P. H. Smith, and the contractor for the grading and bridging is Wm. Sutherland. We are advised that a start was made in Nov., 1904, and some work was done at the cuts during the winter. It is hoped to have the grading completed by Sept., and the track laid by the end of the year.

Nova Scotia Eastern Ry.—The Provincial Engineer in his annual report states that the preliminary surveys for this line had been completed, a very good location having been secured. The plans and profiles had not been filed, but a general plan was filed by the company. This showed a line starting at Dartmouth, running along the shore through Cole Harbor, Lawrencetown and Chezzetcook, to within a short distance of Musquodoboit harbor, thence up the Mus-

quodoboit River, through Meagher's Grant, Little River and Middle Musquodoboit, to Upper Musquodoboit; thence across to Trafalgar and through Caledonia, following the west branch of the St. Mary's River to Melrose; thence to Country Harbor Cross Roads, and down the Salmon River to Guysboro, thence up Milford Haven and along the shore to the terminus at the Strait of Canso. The general plan also shows a branch from Melrose up the east branch of the St. Mary's River to New Glasgow, and another branch down from the Country Harbor River from Country Harbor Cross Roads to Country Harbor. A plan and profile of the location of a section of the line from Country Harbor Cross Roads to Country Harbor was filed and approved. Work was started on this portion of the line, but the operations were discontinued after a trifling amount of work had been done. A contract is reported to have been arranged in London, Eng., for the underwriting of the entire bond issue of the company, amounting to about \$5,000,000. J. W. Grier, of Montreal, left for England, April 5, to sign the papers.

Prince Edward Island Ry.—The work of M. J. Haney, contractor for the substructure of the bridge across the Hillsboro River, has been completed with the exception of some rip-rapping of the approaches, which is expected to be done by June 30. When we were last advised, four spans of the superstructure had been placed in position. April, pg. 145.

Prince Edward Island Tunnel.—A deputation waited on the Dominion Government at Ottawa, Mar. 31, on behalf of the residents of the Island, for the purpose of asking it to arrange for the construction of a tunnel under Northumberland Strait, at its narrowest point, between Cape Tormentine, N.B., and Cape Traverse, P.E.I., which at this point is about 7½ miles wide. As an argument in favor of the project the deputation pointed out that during the recent winter the island was cut off from the mainland for 59 days at one stretch, whilst the condition of affairs two years ago was equally as bad. A proposition to construct a tunnel was made about eighteen years ago, and M. J. Butler, Assistant Engineer of the Transcontinental Railway Commission, was quoted as saying that there are sufficient data available to establish the feasibility of the tunnel proposition. It was also mentioned that M. J. Haney, the contractor, who built the substructure of the Hillsboro River bridge, had offered to construct a tunnel for \$10,000,000 and to complete the work in six years.

Quebec Central Ry.—The Company has completed a new steel bridge, replacing the wooden structure over the Chaudiere River near Beauce Junction on that line. The contract for the new bridge, including all materials and erection, was awarded to the Dominion Bridge Company. The bridge is a four span truss bridge of 520 feet over all.

St. John Bridge and Ry. Extension Co.—The New Brunswick Legislature is being asked at its current session to pass an act authorizing the granting of a right of way 100 ft. wide through the grounds of the Provincial Hospital, St. John, for a nominal sum. This is being asked for as when the company was originally permitted to take the land the boundaries were not defined, neither was a crown grant made for the property.

Tillsonburg, Lake Erie and Pacific Ry.—Plans have been filed for a proposed extension of two miles at the Ingersoll end of the line. The company has powers to construct a line to Collingwood, either by Stratford or Berlin. D. McNichol, Vice-President C.P.R., which has leased the line, and other officers of the C.P.R., inspected the terminals at Port Burwell, Ont., on Lake Erie, with a view of deciding on extensions, April 7.

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Eastern Canadian Passenger Association.

At a meeting held in Montreal April 4 the following lines were represented: Bay of Quinte Ry., Canada Atlantic Ry., Canadian Pacific Ry., Central Vermont Ry., Grand Trunk Ry., Great Northern Ry. of Canada, Intercolonial Ry., Kingston and Pembroke Ry., Lake Ontario and Bay of Quinte Steamboat Co., Muskoka Lakes Navigation and Hotel Co., New York and Ottawa Ry., New York Central Rd., Niagara Navigation Co., Northern Navigation Co., Ontario and Quebec Navigation Co., Ottawa River Navigation Co., Pembroke Navigation Co., Pere Marquette Rd., Quebec Central Ry., Quebec Southern Ry., Richelieu and Ontario Navigation Co., Rideau Lakes Navigation Co., Temiscouata Ry., Toronto, Hamilton and Buffalo Ry., Turbine Steamship Co., United States and Dominion Transportation Co., Wabash Rd. T. Henry, chairman pro tem, presided, C. E. Cleary acting as Secretary.

The minutes of the preliminary meeting held Mar. 9, were approved. The meeting adjourned for an hour as a token of sympathy and respect for W. Wainwright, and his family, owing to the death of Mrs. Wainwright. The executive committee reported that in lieu of appointing a chairman as the salaried executive officer of the Association, a competent salaried secretary be appointed for the present, that the chairman's position be honorary, and that he be elected annually from the Association. The articles of Association were amended accordingly, and adopted.

The committee on rules reported progress and were requested to complete their report and present it at a special meeting of the Association in Toronto May 9. The general baggage agents' report as to fundamental baggage rules was referred to the committee on rules. The articles of Association will be presented for signature at the Toronto meeting.

T. Henry, Traffic Manager Richelieu and Ontario Navigation Co., was elected chairman for the year by acclamation. J. H. Walsh, G.P.A. Quebec Central Ry., was elected on the executive committee to succeed Mr. Henry. The appointment of a secretary was referred to the executive committee.

A number of reduced fares for special events were agreed to. Among others for Victoria Day, May 24, lowest one way 1st class fare for round trip, good going May 23 and 24, to return May 25, and for Dominion Day, July 1, same fare, good going June 30, July 1, 2 and 3, to return July 4. The sale of hereafter to Monday excursion tickets will commence on the 1st Saturday or Sunday in May, instead of, as formerly, on the first Saturday or Sunday in June.

The executive committee has since appointed G. W. Webster, Assistant to the General Freight and Passenger Agent of the Canada Atlantic Railway, as Secretary of the Association, with office at 54 Beaver Hall Hill, Montreal.

Following are the leading features of the articles of organization:

The lines signing the articles agree to organize the Eastern Canadian Passenger Association, embracing the territory in Canada east of and including Port Arthur, Sault Ste. Marie, and the St. Clair and Detroit Rivers. All steam transportation lines and electric transportation lines having traffic relations with such steam transportation lines, within the territory above mentioned, may be admitted to membership in the association by consent of lines already members, upon signature of the articles of organization. The purposes of the organization are to promptly secure to each of the parties authentic information in relation to tariffs, rate sheets, and ticket regulations of the respective par-

ties and changes therein, and the due filing and publication thereof; to aid in securing compliance with the laws relating to and regulating commerce; and to enable the parties hereto to mutually confer, advise and act in relation to the subjects above stated, and the proper methods to secure the purposes aforesaid. The officers shall be a chairman, an executive committee of three, and a secretary. The executive committee shall be elected by ballot, and annually hereafter at the January meeting, or, in case of failure to elect at that time, at the next regular meeting. Vacancies through removal, death, or resignation, shall be filled by the Chairman until the next meeting of the association. The executive committee shall appoint a secretary who shall perform such duties as may be assigned to him. He shall represent the association in its negotiations with other associations. The Chairman shall construe the articles of organization and all resolutions adopted thereunder. The secretary shall be responsible for all money received and disbursed by him in conducting the business of the association, and shall be bonded in a surety company, and for an amount satisfactory to the executive committee. The executive committee shall supervise the expenses of the association, consider all questions that may be referred to them by the association and report its recommendation. Each line party hereto shall fix and determine its own reduced fares, and shall file with the secretary all its rate sheets, circulars, rules and regulations, pertaining to passenger traffic within the purview of this association; and the secretary, as agent of each individual line, shall disseminate such information as may be necessary to the parties hereto. Nothing in the articles of organization shall be construed as giving authority to the secretary, or to the association, or to any person or officer of the association, to fix or determine any rate for any party hereto, but each party alone shall fix and determine its own rates; and nothing herein shall be construed as preventing any party hereto after it has fixed such rates from changing the same from time to time, as it may elect. Each line party hereto, reserving always to itself the right to take independent action, agrees that, should it decide to change its reduced fares, it will file with the secretary a written and specific notice of the action it intends to take, at least five days before same shall take effect, such notice of intention to be so filed with the secretary before any line party hereto announces, advertises or participates in any such changed rates. All decisions and rulings of the Chairman shall be observed until reversed by a majority vote of interested lines. When appeal is taken from the Chairman's decision, or failure to decide, it must be decided by a majority vote of the lines interested, such appeal to be final. All such appeals must be made within ten days from the date of the action complained of; when the appeal is because of failure of Chairman to decide, it shall be made within ten days from date question is presented to him for decision. When an appeal is taken to the association, it shall be the duty of the Chairman to convene the interested lines within ten days from receipt of appeal, unless the appellant assents to have it considered at the next regular meeting of the association. Regular meetings of the association shall be held at Montreal on the Tuesday after the first Monday in January, April, July and October. All members of the association shall be entitled to vote on general matters, but in matters of policy, affecting material interests, any member may have the right to call for vote by lines. In such cases only one vote by any one line shall be cast. On general questions each line shall have but one vote, provided that on all special questions only lines directly interested in the

issue shall be allowed to vote. The Chairman shall decide what lines are directly interested in such questions. No resolution shall be declared adopted unless it shall have received the affirmative votes of not less than two-thirds of the lines represented at any meeting of the association. When a vote by lines is asked for on any proposition, every voting line present shall vote either for or against it, unless excused by the Chairman before voting begins, and the proxies held by the Chairman shall be accorded as directed by him. The expenses of the association shall be divided among the lines parties hereto, on an equitable basis as may be determined from time to time; the minimum annual proportion of each line to be \$25. Assessments to be made and collected by the secretary. The articles of association to continue for one year or until dissolved by a majority vote of lines parties hereto, but any line may withdraw therefrom after expiration of said year by giving 30 days' prior notice in writing to the Chairman provided such notice takes effect on the first day of a calendar month, and provided that all assessments against such lines are fully paid. The withdrawal of any line shall not dissolve the association except by consent of a majority of the remaining lines.

G.T.R. SEMI-ANNUAL MEETING.

At the semi-annual meeting in London, Eng., April 13, the following report was presented for the half-year ended Dec. 31, 1904. The following summary shows a comparison of the half-year's revenue account with that of the corresponding half-year, ended Dec. 31, 1903:—

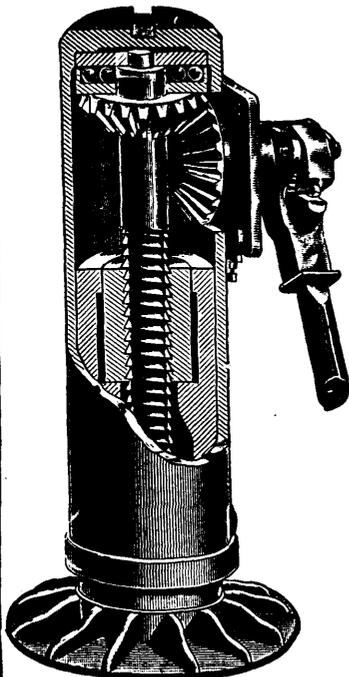
Dec. 31, 1903.		Dec. 31, 1904.
£3,138,468	Gross receipts.....	£3,129,814 6 7
2,214,084	Working expenses, being at the rate of 70.45% as compared with 70.55% in 1903.	2,205,091 8 7
924,384	Net traffic receipts.....	924,722 18 0
	Add—	
12,931	Amount received from International Bridge Co.....	12,930 12 9
404	Interest on Toledo, Saginaw, and Muskegon bonds.	1,677 3 0
6,507	Interest on bonds of Central Vermont Ry.....	6,506 14 3
61,865	Interest on securities of controlled lines and on St. Clair tunnel bonds acquired by the issue of Grand Trunk 4% debenture stock	61,855 16 0
7,164	Balance of general interest account.....	23,760 4 8
£1,013,255	Net revenue receipts.....	£1,031,453 8 8

Following are the net revenue charges for the half-year, compared with the corresponding period:

Dec. 31, 1903.		Dec. 31, 1904.
£ 77,603	Rents (leased lines).....	£ 77,603 0 9
488,721	Interest on debenture stocks and bonds of the Co.....	488,733 9 10
48,550	Interest on debenture stock and bonds of lines consolidated with the G.T.R.	47,589 11 3
614,874		613,926 1 10
464	Deduct—Detroit, Grand Haven and Milwaukee surplus.....	14,575 19 3
614,410		599,350 2 7
398,845	Leaving a surplus of.....	432,103 6 1
£1,013,255		£1,031,453 8 8

Adding the balance of £4,363 3s. 11d. at the credit of net revenue account June 30, 1904, to the above surplus for the past half-year, the total amount available for dividend is £436,466 10s. 0d., from which the direct-

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reduce the friction and increase the power of the Jack.

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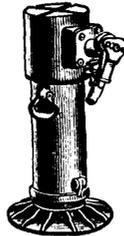
are cut from solid steel forgings, thereby giving highest efficiency and greatest durability.

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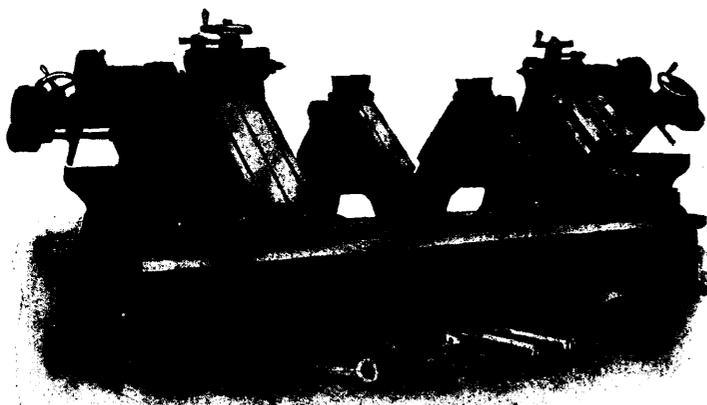
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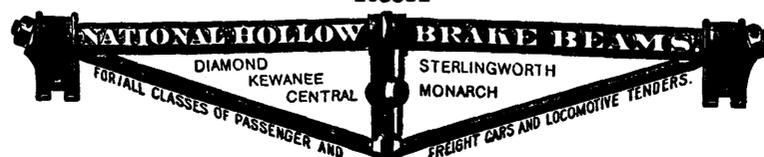
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ors recommend the payment of the following dividends, viz.:

For the half-year on the 4% guaranteed stock	£132,886	5	10
5% for the year on the first preference stock	170,841	10	0
5% for the year on the second preference stock	126,420	0	8
	<u>£429,847</u>	<u>16</u>	<u>6</u>

leaving £6,618 13s. 6d. to be carried forward to next half-year's account.

Following table exhibits a comparison of the receipts for the half-years ending Dec. 31, 1904 and 1903.

Description of Receipts.	1904.		1903.		Decrease.
	£	s. d.	£	s. d.	
Passengers	991,484	39	933,799	39	57,685
Mail	153,777	11	156,586	11	2,809
Freight and live stock	1,926,148	10	1,971,985	10	45,837
Miscellaneous	79,468	10	71,797	10	7,671
	<u>£3,130,877</u>	<u>10</u>	<u>£3,138,168</u>	<u>10</u>	<u>£7,291</u>

TRAFFIC STATISTICS.

Description of Receipts.	1904.		1903.		Decrease.
	£	s. d.	£	s. d.	
Passengers carried	5,498,686	38	5,139,073	38	359,613
Average rate per passenger	38	9d.	38	7 3/4d.	1 1/4d.
Tons of freight and live stock	7,043,376	7	6,738,702	7	304,674
Average rate per ton	58	5d.	58	10 1/2d.	5 1/2d.
Tons carried one mile	1,329,229,304	1	1,406,765,548	1	77,536,244
Earnings per train mile	78	7 1/2d.	77	7 1/2d.	0 9/8d.

The average rate per ton per mile on the entire freight business was 0.70 of a cent, compared with 0.68 of a cent in the corresponding half-year.

The working expenses, excluding taxes, amounted in the half-year to £2,154,379, or 68.83% of the gross receipts, as compared with £2,175,214, or 69.31% in the corresponding half-year; a decrease in amount of £20,835, and in the proportion to the gross receipts of 0.48%.

The following table exhibits a comparison of the revenue expenditure, including taxes, for the half-years ended Dec. 31, 1904, and 1903.

Description of Expenditure.	1904.		1903.		Decrease.
	£	s. d.	£	s. d.	
Maintenance of way, and structures	381,046	10	397,688	10	16,642
Maintenance of equipment	559,166	10	582,905	10	23,739
Conducting transportation	1,169,377	10	1,169,377	10	0
General expenses	59,712	10	38,570	10	21,142
Taxes	70,455	10	70,455	10	0
Total	<u>£2,239,756</u>	<u>10</u>	<u>£2,239,935</u>	<u>10</u>	<u>£179</u>

The train mileage of the half-year compares with that for the half-year ended Dec. 31, 1903, as follows:

Description of Mileage.	1904.		1903.		Decrease.
	£	s. d.	£	s. d.	
Passenger	4,187,985	10	3,938,103	10	249,882
Freight	5,028,243	10	5,354,432	10	326,189
Mixed trains	324,257	10	394,736	10	70,479
Total	<u>9,538,485</u>	<u>10</u>	<u>9,687,271</u>	<u>10</u>	<u>148,786</u>

From the foregoing statements it will be observed that the G.T.R. gross receipts for the half-year show a decrease of £8,654, or 0.28%; the working expenses, including taxes, a decrease of £8,993, or 0.41%; and the train mileage a decrease of 146,786, or 1.52%.

There has been a decrease of 26 miles in the length of lines worked, caused by the leasing of 13.22 miles of the Beauharnois Branch to the St. Lawrence and Adirondack Co., and the transfer to sidings of the Toronto Belt Line, 12.79 miles, Flos Tramway, 8.28 miles, and the Wharf Branch at Montreal 4.29 miles, less increased mileage owing to sundry adjustments.

The total charges to the capital account for the half-year were £239,692 3s. 5d. Of this, £400 was in respect of a similar amount of G.T. Junction 1901 bonds acquired during the half-year, £250 for additional 4% debenture stock issued on the exchange of £1,000 Northern Railway third preference bonds, and £41 7s. 7d. commission paid on account of 4% guaranteed stock issued during the preceding half-year.

The actual expenditure on capital account was as follows:—

New works	£ 65,107	10	1
Double track	153,311	8	11
Land purchased	20,581	16	10
	<u>£239,000</u>	<u>15</u>	<u>10</u>

No additions to rolling stock at the expense of capital have been made during the half-year. Twenty-eight freight locomotives and 150 refrigerator cars have been built in the company's shops, and 5 passenger engines, 2 dining, 4 parlor café, 6 first-class, 3 baggage and second-class, and 10 baggage cars were purchased during the half-year on revenue account. There is an apparent deficiency of 409 freight cars, but owing to the larger and more expensive description of cars constructed during recent years, the carrying capacity of the cars in service has been increased by 129,633 tons, the equivalent of 5,064 cars of the present average capacity.

The doubling of the line between Hamilton and Sarnia has been completed from Hamilton to Lynden (14 miles), Brantford to Paris (7.80 miles), and Paris to London (47.29) miles during the past half-year, and the double track between those places is now in use for traffic. It has been decided to continue the doubling of the line on this division, and instructions have been given to proceed with the work between Kingscourt Junction and Komoka (27.43 miles) during the current year. On the completion of this section of the line, there will only remain about 30 miles of single track between Montreal and Chicago via Hamilton, a distance of 845 miles.

The gross receipts of the G.T. Western Ry. Co. for the half-year were £522,280, against £580,684 in 1903, a decrease of £58,404, and the working expenses were £444,173, against £498,571, a decrease of £54,398, leaving a net profit of £78,107, against £82,113, a decrease of £4,006, compared with the corresponding period of 1903. The net revenue charges for the half-year were £82,744 against £79,922, so that there was, on Dec. 31, a net revenue debit of £4,637, which amount is carried forward, as compared with a net revenue credit of £2,191 for the corresponding half-year of 1903. The number of passengers carried during the half-year was 868,989, against 874,338, a decrease of 0.61%; and the passenger train receipts, including mails and express receipts, were £181,987, against £174,536, an increase of 4.27%. The quantity of freight moved during the half-year was 1,353,515, against 1,396,552 tons, a decrease of 3.08%, and the receipts from this traffic were £339,531, against £405,637, a decrease of 16.30%.

The gross receipts of the Detroit, Grand Haven and Milwaukee Ry., for the half-year were £160,915, against £142,283 in 1903, an increase of £18,632; the working expenses were £109,364, against £104,948, an increase of £4,416, thus leaving a balance of £51,551, against £37,335, and showing an increase in net revenue of £14,216, compared with the corresponding half-year of 1903. The net revenue charges for the half-year were £36,975, against £36,871 in 1903, so that there was a net revenue surplus of £14,576, as compared with £464 for the corresponding period of 1903. The number of passengers carried during the half-year was 415,333, against 399,302, an increase of 4.01%; and the passenger receipts, including mails and express receipts, were £62,070, against £64,316, a decrease of 3.49%. The quantity of freight moved was 669,853 tons, against 470,601 tons in 1903, an increase of 42.34%; and the receipts from freight traffic were £95,970, against £76,417 in 1903, an increase of 25.59%.

The directors express their deep regret at the recent loss, through death, of their late colleague, Jos. Price, who for many years occupied the position of Vice-President. A resolution will be submitted to the meeting authorizing the reduction of the number of the directors to ten. A London committee of the G.T. Pacific Ry. Co., consisting of members of the board of the Grand Trunk Railway, has been constituted to administer the affairs of that company in England, and under the by-laws of that company will receive as remuneration for their services £2,000 per annum. The retiring directors are Sir C. Rivers Wilson and J. A. Clutton-Brock, who are eligible and offer themselves for re-election. H. C. Newton, one of the auditors in London, and W. M. Ramsay, one of the auditors in Canada, also retire and offer themselves for re-election.

REPORTS OF OFFICIALS.

The Chief Engineer, after referring to the reduction in mileage and the progress of the second track work mentioned in the directors' report, reported that the expenditure during 1904 for maintenance of way and structures was \$4,027,758.60, against \$4,067,082.56 in 1903. The amount spent on the track or permanent way, for repairs of roadway, ballasting and ballast, clearing snow, renewals of rails and ties, including their proportion of the cost of superintendence, was \$2,572,061.18 in 1904, being at the rate of \$727.39 per mile; in 1903 the amount was \$2,243,207.82, or at the rate of \$629.76 per mile. The replacement of old obsolete iron bridges by steel structures is still in progress. New stations have been built at Coaticook, Danby, Bulstrode, St. Eulalie, Moulinette, Farran's Point, Kimmount, Uxbridge, Allandale, Nipissing Junction, Corson's, Brentwood, Perch, Beachville, Brantford, Hickson, Chesley, Warton, Blyth, Glencoe, Welland Junction, and Bridgeburg—22 stations in all.

The materials used for renewals and repairs of main tracks and sidings were: New steel rails laid in track, 23,919 tons; partially-worn steel rails laid in branch lines and sidings, 26,188 tons; new ties placed in track, 1,333,921; ballast, 435,081 cubic yards.

The Superintendent of Motive Power reported expenditure, mileage, etc., as follows:

Half-year ended.	Total Expenditure.	Train Mileage.	Rate of Expenses per Mile.		
			Train	Engine	Car.
Dec. 1904.	Dollars.		Cents	Cents	Cents
1904.	3,707,044	9,538,485	38.86	30.04	2.44
1903.	3,840,737	9,685,271	39.66	30.81	2.37

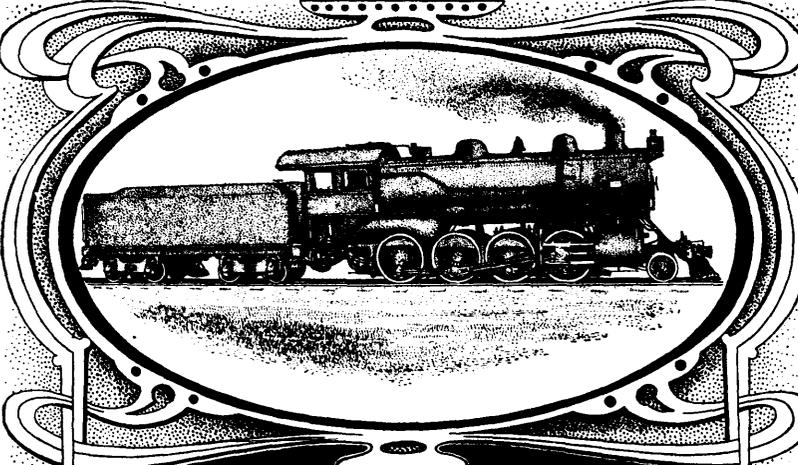
A decrease in expenditure of \$133,693.00,

Toronto Transportation Club.—On the invitation of W. B. Bamford, Travelling Freight Agent C.P.R., some 25 travelling freight agents, etc., with headquarters at Toronto, met there April 14, to discuss the formation of a transportation association or club. Mr. Bamford presided, P. K. Perry, of the Canadian Freight Association's office, acting as secretary. W. B. Bamford, J. A. Sutherland, Contracting Freight Agent New York Central Rd.; G. M. Thomas, Travelling Agent Intercolonial Ry., and G. Barnes, Soliciting Freight Agent G.T.R., were appointed a committee to draft a constitution, etc., to be presented at an adjourned meeting on May 5.

The International Railway Congress, the business sessions of which will be held at Washington, D.C., will open May 4, and will conclude May 13, after which there will be a series of tours arranged for the foreign delegates. The delegates will include the following from Canada: C.P.R.—Sir T. G. Shaughnessy, President; W. Whyte, Second Vice-President; I. G. Ogden, Third Vice-President; G. M. Bosworth, Fourth Vice-President; W. F. Tye, Chief Engineer; H.

H. Vaughan, Superintendent of Motive Power; W. E. Fowler, Master Car Builder. G.T.R.—C. M. Hays, Second Vice-President and General Manager; E. H. Fitzhugh, Third Vice-President; F. H. McGuigan, Fourth Vice-President; W. D. Robb, Superintendent of Motive Power, and W. McWood, Superintendent of Car Department.

The U.S. Congress has passed an act providing for the award of a bronze medal to any persons who, by extreme daring, endanger their own lives in saving or endeavoring to save life from any wreck, disaster or grave accident, or in preventing or endeavoring to prevent such wreck or accident. The Department of Marine at Ottawa at present votes some recognition to mariners for life saving, and the Canadian Humane Society, of which H. P. Dwight, President G.N.W. Telegraph Co., is President, makes awards for other gallant acts, but the recognition given by these two means does not cover all the gallant deeds done. The passing of an act by the Dominion Parliament similar to that now passed in the U.S., would be the means of providing a proper recognition of heroic deeds of whatever kind performed in Canada.



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GOLD HAS NO
SUBSTITUTE**

G.T.R. SEMI-ANNUAL MEETING.

(Continued from page 189.)

or 3.48% compared with a decrease in train miles of 146,786, or 1.52%.

The average number of cars moved per train was.....	Passenger Trains	Freight Trains	Mixed Trains
And for the corresponding period.....	4.6	25.9	8.2
	4.6	26.2	8.6

The comparative cost of repairs per train, engine and car mile was:

Cost per Mile.	Repairs and renewals of Locomotives.		All repairing charges, including shop machinery, tools, and marine equipment, etc.	
	1904	1903	1904	1903
Train.....	7.51	6.12	10.33	8.50
Engine.....	5.86	4.75	7.63	6.95
Car.....	0.47	0.37	0.93	0.51

The car expenditure, mileage, etc., was as follows:

Half-year ended.	Total Miles run by Cars.		Cost per Mile.	
	Passenger.	Freight.	Total.	Train.
Dec. 1, 1904.	20,067,215	132,159,481	152,226,696	8.20
" 1903.	18,976,642	142,982,900	161,959,542	9.68
	Dollars. 791,779	937,997		

The Superintendent of the Car Department showed a decrease of \$155,318, or 16.57% in the cost of repairs to cars, with a decrease in car mileage of 9,732,846 miles, or 6.01%. The car statistics show that 150 refrigerator cars were built new, one coal car was rebuilt at the company's shops at cost of revenue. In addition two dining cars, four parlor café cars, six first-class cars, three baggage and second-class cars, and 10 baggage cars were purchased and charged to revenue.

The revenue account for the half-year is as follows:

RECEIPTS.	£	s.	d.
Passengers.....	997,041	11	10
Fares.....	5,557	2	6
International bridge tolls.....	1,985,865	17	9
St. Clair tunnel tolls.....	79,720	0	9
Mails and express.....	1,906,145	8	0
Freight and live stock.....	76,407	12	6
Less.....	£3,129,814	6	7
Cartage, etc.....	53,109	6	5
International bridge tolls.....	11,733	12	8
St. Clair tunnel tolls.....	14,847	10	8
Miscellaneous receipts, rents, tolls, etc.....			

EXPENDITURE.	£	s.	d.
Maintenance of way and structures.....	18.57%	581,046	5 9
Maintenance of equipment.....	11.47%	359,189	6 9
Conducting transportation.....	36.63%	1,146,566	18 10
General expenses.....	2.16%	67,576	10 5
Total working expenses.....	68.83%	2,154,379	1 9
Taxes.....	1.62%	50,712	6 10
	70.45%	2,205,091	8 7
Balance to net revenue account.....		921,722	18 0
		£3,129,814	6 7

TRANSPORTATION APPOINTMENTS.

Canadian Pacific Ry.—H. L. Jordan has been appointed Division Engineer of Construction at Montreal, vice F. S. Darling, who has been appointed Division Engineer of Construction at Toronto. Mr. Jordan will have charge of such work as is assigned him by the Chief Engineer.

A. E. Lalande, heretofore acting city passenger agent at Montreal, has been appointed city passenger agent there.

F. R. Perry, heretofore Acting District Passenger Agent at St. John, N.B., has been appointed District Passenger Agent there.

Cape Breton Electric Ry.—A. F. Townsend has been appointed General Superintendent. Office, Sydney, N.S.

Esquimalt and Nanaimo Ry.—The operations of the line did not pass to the C.P.R. on April 1, as was arranged, consequently there were no changes in the operating staff such as had been anticipated.

Grand Trunk Ry.—W. Holmes having resigned, the office of Trainmaster at Island Pond has been abolished. Reports heretofore made to the Trainmaster will be sent to C. L. Mayne, Assistant Superintendent, Island Pond.

T. L. Grabill has been appointed Baggage Master, Bonaventure Station, Montreal, succeeding F. W. Gieselman, who has returned to the United States.

The following agents have been appointed:—Cannington, Ont., R. H. Jones (relieving); Chesley, Ont., J. T. Rose; Paisley, Ont., J. Clancy.

Grand Trunk Western Ry.—K. M. Landis, Attorney at Chicago, having resigned to accept the appointment of Judge of the U. S. District Court, Kretzinger, Gallagher, Rooney & Rogers, Monadnock Block, Chicago, have been appointed Attorneys for the States of Indiana and Illinois, and will have entire charge of the legal affairs of the company therein. This amends the general circular entitled "Handling of Legal Documents" so far as applies to the States of Indiana and Illinois, and all notices, writs, and legal process of any nature served upon agents or employes in above territory, must be sent to that firm at its address in Chicago.

Michigan Central Rd.—W. H. Underwood, heretofore General Eastern Passenger Agent at Buffalo, N.Y., has been appointed Assistant General Passenger Agent, with headquarters at Chicago, vice G. E. King, resigned.

The position of General Eastern Passenger Agent having been abolished, J. W. Daly, heretofore General Eastern Passenger Agent of the Lake Shore and Michigan Southern Ry., at Buffalo, has been appointed Chief Assistant General Passenger Agent of both the Lake Shore and the Michigan Southern Ry. and the Michigan Central Rd., with headquarters in the Fidelity Building, Buffalo. A. P. Blasier, Travelling Passenger Agent M.C.R., and C. H. Chevee, Travelling Passenger Agent L.S. & M. S.R., will report to Mr. Daly.

H. A. Worcester, heretofore Superintendent Western Division Lake Shore and Michigan Southern Rd., Chicago, Ill., has been appointed Assistant General Superintendent Michigan Central Rd. with headquarters at Detroit, Mich. He will have special charge of all train movements, station and telegraph service, and in addition will perform such other duties as may be assigned him by the General Superintendent.

New York and Ottawa Ry.—The officials of the N.Y. and O. Ry., which includes the Ottawa and New York Ry., extending from Ottawa, Ont., to Tupper Lake, N.Y., for the current year are:—President, W. H. Newman; Vice-Presidents, E. V. H. Rossiter, W. C. Brown, J. Carstensen, W. J. Wilgus;

Telegraphic reports of the meeting state that in moving the adoption of the report Sir Rivers Wilson referred feelingly to the great loss the company had sustained by the death of Jos. Price. He referred among other matters to the report of the Ontario Commission, which had been looking into the question of the taxation of railways, and stated that the company was determined to fight any attempt by the Ontario Government to increase the taxes levied upon railways. He thought it was most unfair treatment on the part of Ontario, as the G.T.R. had done so much for the province. During the discussion at the conclusion of the chairman's address, a shareholder asked what route the G.T. Pacific Ry. would take over the Rocky Mountains. The President replied that there were many who would like to know that, and that General Manager Hays, when travelling about to pick out the route, was followed by company promoters and others anxious to learn the route. Replying to further questions about the G.T. Pacific Ry., the President stated that it was expected that the construction of the Lake Superior branch would commence in June, and the building of the prairie branch in July. In connection with the G.T. Pacific Ry. the President congratulated the stockholders on the financial association of the Rothschilds with the G.T.R. in connection with the flotation of the G.T.P.R. bonds.

Another shareholder drew attention to a statement contained in a Canadian newspaper which said that John Pullen, an officer of the G.T.R., had stated that over \$2,000,000 had been paid out in claims the past year. The President, replying, said that the statement had appeared in an obscure newspaper which he had never heard of before. Mr. Pullen had been misrepresented, as no such amount had ever been paid in claims.

The report and statement of accounts were adopted, and the dividends recommended therein declared.

The resolution reducing the number of directors to ten was passed, and the retiring directors and auditors were re-elected.

At the Canadian Railway Club's monthly meeting in Montreal April 4, W. N. Dietrich, Electrical Engineer C.P.R., read a paper on Electric Power as applied to railway shops.

The bill proposing to provide better protection at railway crossings, introduced by E. A. Lancaster, which was rejected by the Railway Committee, was subsequently brought before the House of Commons by its promoter, and after a discussion, was defeated by 42 votes to 12.

The Toronto Globe recently stated that "George Stanley, dining car conductor on the G.T.R. on the run between North Bay and Toronto, has been appointed Superintendent of dining cars on the Central Vermont Ry., with headquarters at St. Albans." We are advised that no such appointment has been made, and that the C.V. management does not contemplate appointing a superintendent of dining cars. We are also advised that no one of the name of George Stanley has been employed as a dining car conductor on the G.T.R.

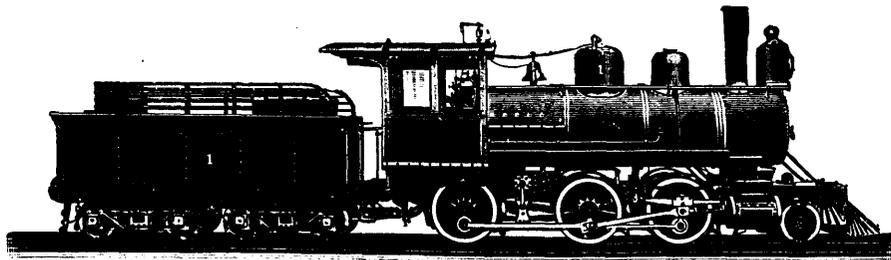


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CHEMNITZ (Germany),

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Workmen,
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Capital,
\$3,000,000.

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The General Railway Signal Company has acquired the American assets and properties of the Taylor Signal Company, of Buffalo, N. Y., and of the Pneumatic Signal Company, of Rochester, N. Y., and is prepared to furnish and install approved forms of mechanical, pneumatic, electro-pneumatic and electric interlocking devices, track circuit appliances, motor signals, railway gates, etc.

JAMES PLAYFAIR, Pres. & Gen'l Mgr.

D. L. WHITE, Vice-President.

J. W. BENSON, Sec'y-Treas.

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First-Class Tugs for Wrecking, Raft Towing, etc. Steam Pumps, Divers, Jacks, Hawsers and Lighters.

General Attorney, I. F. Place; General Superintendent of Motive Power, Equipment and Rolling Stock, J. F. Deems; General Auditor, M. L. Bacon; Auditor Passenger Accounts, J. L. Faircomb; Auditor Freight Accounts, W. T. McCulloch, of New York; General Manager, H. W. Gays; General Freight and Passenger Agent, G. H. Phillips; Assistant General Passenger Agent, H. K. Gays; Master Mechanic, M. Gooderich; Roadmaster, M. Keefe, of Ottawa.

Northern Pacific Ry.—F. Cameron has been appointed contracting freight agent. Office, Winnipeg, Man.

Orford Mountain Ry.—R. K. Harris has been appointed Chief Engineer, succeeding the late H. C. Cleveland. Office, Kingsbury, Que.

Pere Marquette Rd.—W. C. Greoning has been appointed Superintendent of the company's shops at St. Thomas, succeeding J. T. Stafford, appointed Assistant Master Mechanic at Grand Rapids, Mich.

Temiskaming and Northern Ontario Ry.—G. A. McCarthy, heretofore Assistant Engineer, Toronto, Niagara Falls Power Co., has been appointed Engineer of Way, T. and N. O. Ry. He will have charge of the completed portion of the line from North Bay to New Liskeard, Ont. Office, North Bay.

Toronto Ry.—Ewen Mackenzie, Assistant Superintendent and Purchasing Agent, has resigned.

A. M. Grantham has been appointed Purchasing Agent.

J. H. Donnelly, of Indianapolis, Ind., has been appointed Master Mechanic, succeeding A. M. Smith, resigned.

MAINLY ABOUT PEOPLE.

Lord Strathcona has returned to England after a short stay in Canada.

T. H. Wickes, Vice-President of the Pullman Co., died at Chicago, Ill., Mar. 28.

W. Cooke, C.P.R. ticket agent at Fort Steele, B.C., was drowned there April 17, while out duck shooting.

Mrs. Bell, wife of John Bell, K.C., Consulting General Counsel for the G.T.R., died at Belleville, Ont., April 18.

A. E. Trites, Salisbury, N.B., has secured a contract on the extension of the Bangor and Aroostook Ry. to Seaport, Me.

F. Tutton, who died in Toronto April 8, was a son of the late F. Tutton, first Superintendent of the Kingston Locomotive Works.

W. Whyte, Second Vice-President C.P.R., is about to erect a residence at the corner of River Ave. and Llewellyn St., Winnipeg.

W. H. Davis, a member of the firm of Wm. Davis and Sons, contractors for railway and canal works, died at Montreal Mar. 23, aged 54.

Miss Ada McNicholl, second daughter of D. McNicholl, Vice-President C.P.R., died in Montreal, April 16, after an illness of some months.

Mrs. W. R. MacInnes, wife of the Freight Traffic Manager C.P.R., sailed on the str. *Manitoba*, from St. John, N.B., April 29, for England.

W. Duthie, representing the Great Lakes and St. Lawrence Transportation Co., has been elected a member of the Montreal Board of Trade.

F. H. Chrysler, K.C., Ottawa, has been appointed counsel to the House of Commons special committee, which is investigating the telephone question.

Jas. Mills, of the Board of Railway Commissioners, left Ottawa for Clifton Springs, N.Y., April 19, to recuperate after a somewhat serious illness.

J. A. Stone, G.T.R. agent, was entertained at dinner recently by the business men of Ridgeway, Ont., on his transfer from that place to Dunnville, Ont.

J. X. Perrault, one of the Secretaries of the Transportation Commission, of which the late Jno. Bertram, of Toronto, was chairman, died at Montreal, April 7.

A. P. Cockburn, Manager and Secretary Muskoka Lakes Navigation and Hotel Co., is publishing a book under the title of "The Political Annals of Canada."

W. Downie, General Superintendent C.P.R., Atlantic Division, left St. John, N.B., April 29, on the str. *Manitoba*, for England, where he will remain for two or three months.

Miss J. K. Thompson, daughter of W. K. Thompson, C.P.R. Superintendent at White River, Ont., was married there April 12, to P. R. Wright, of Toronto Junction, Ont.

Professor Osler, of the Minnesota State Experimental Farm, Cookston, Minn., has been appointed Manager for Sir Wm. Van Horne's stock farm at St. Andrew's, N.B.

W. Blyth, travelling engineer and airbrake instructor Canada Atlantic Ry., Ottawa, attended the International Airbrake Association meeting at New Orleans, early in April.

D. E. Brown, C.P.R. General Agent for China and Japan, was married at Seattle, Wash., recently, to Mrs. C. B. Mills. Mr. and Mrs. Brown have since arrived in Hong Kong.

The late C. Cameron, of Collingwood, Ont., whose death was announced in our last issue, left an estate worth about \$100,000. As he left no will his relatives are seeking to administer.

The residence of T. C. Keefer, C.E., Rockcliffe Park, Ottawa, was entered by masked burglars, Mar. 30, and Mr. and Mrs. Keefer were robbed of their jewelry at the point of a revolver.

F. Grundy, Vice-President and General Manager Quebec Central Ry., Sherbrooke, Que., sailed for England at the end of April, to attend the annual meeting of the company in London.

Capt. W. Manson, engaged in shipbuilding and lake navigation at Kingston, and Port Hope, Ont., since 1847, died at the latter place, April 15. Capt. Manson of the str. *Argyle* is a son.

Chas. MacWood, formerly chief clerk at the G.T.R. car works, London, Ont., who died in Montreal recently, was a son of W. MacWood, Superintendent of the G.T.R. Car Department.

Sir Thos. Shaughnessy, President C.P.R., accompanied by his daughter, Miss A. Shaughnessy, sailed from New York for England, Mar. 29, on a holiday trip, and are expected back during May.

F. H. McGuigan, Fourth Vice-President G.T.R., and W. R. Baker, Assistant to the Vice-President C.P.R., attended the annual meeting of the American Railway Association, recently held in New York.

In the paragraph appearing in our April issue respecting John Paul, General Freight Agent Niagara, St. Catharines and Toronto Ry., the year of his birth was given as 1853. It should have been stated as 1858.

J. G. Thomson, a former Torontonion, and until lately C.P.R. Travelling Passenger Agent at Chicago, is reported to have been appointed city passenger and ticket agent for the West Shore Rd. in New York.

Sir Wm. VanHorne is one of the incorporators of the Grand Falls Power Co., which has been incorporated under the Dominion Companies' Act for the purpose of developing power at Grand Falls, N.B.

A. E. Cook, Export Freight Agent, C.P.R., is expected to return to Montreal early in

May, from Jamaica, West Indies. He is reported to have considerably benefited in health from his ocean trip to Bristol, Eng., and thence to Jamaica.

Col. E. McMullen, who originally came to Montreal in connection with the promotion of the Montreal Bridge Co., but who has latterly been connected with the promotion of the Ottawa Valley Ry., died in the Royal Victoria Hospital there, April 2, aged 78.

Capt. C. J. Armstrong, formerly 5th Royal Scots Regt., son of C. N. Armstrong, railway promoter and contractor, Montreal, has recently completed the construction of a railway between Harrismith and Bethlehem, Orange River Colony, for the Government.

C. F. Daly, heretofore Chief Assistant General Passenger Agent of the Lake Shore and Michigan Southern Ry. at Chicago, has been appointed Passenger Traffic Manager. A. J. Smith, General Passenger and Ticket Agent, Cleveland, Ohio, remains in that position.

J. G. McIntyre, who was foreman of the boiler shop at the old Great Western Ry. works, Hamilton, and who continued to hold the same position when the G.T.R. removed the works to Stratford, Ont., died there recently, aged 78. He retired from active service 1899.

F. W. White was presented recently with a gold chain and locket by the officials of district 4, C.P.R., on his giving up his position as chief clerk to the Superintendent at Ottawa, to become Assistant Purchasing Agent of the Transcontinental Ry. Commission at Ottawa.

E. B. Dewey, who died in Toronto, April 13, was father of C. E. Dewey, Division Freight Agent G.T.R., Toronto; of S. E. Dewey, Travelling Freight Agent G.T.R., Hamilton, and of F. R. Dewey, in the Toronto freight office of the New York Central and Hudson River Rd.

Harry A. Norton, of Coaticook, Que., who travels 30,000 miles a year in the interest of Norton Ball Bearing Jacks, has just completed an extensive tour of Cuba and Mexico, and is spending a short time at the Norton's winter home, Ralston-by-the-Sea, Santa Barbara, California.

J. T. Stafford, Superintendent Pere Marquette shops, St. Thomas, Ont., was presented with a golden locket and an umbrella by the employes on the occasion of his recent promotion to the position of Assistant Master Mechanic, at the company's shops at Grand Rapids, Mich.

Sir C. Rivers Wilson, President G.T.R.; Sir W. Young, a director G.T.R.; T. Skinner, director C.P.R., and Sir P. Girouard, formerly in charge of the railways in the Transvaal and Orange River Colonies, were among the guests at a dinner of the Canada Club, London, Eng., April 5.

F. D. McNaughton, C.E., who has been appointed Deputy Minister of Public Works for Manitoba, graduated from the School of Practical Science, Toronto, 1898, and for the last five or six years has been engaged as engineer for Cornwall, Ont., and for several of the adjoining municipalities.

A. Davis, who was Manager of the old North Shore Ry. between Montreal and Quebec, and its Superintendent for some time after the C.P.R. acquired it, and who was employed as a consulting engineer by the Department of Railways and Canals, died in Montreal recently. In accordance with his request his body was cremated.

Jas. Coleman, who recently resigned the position of Master Car Builder Central Vermont Ry., was presented with a cabinet of 159 pieces of silver by the officials of the company on the occasion of his leaving St. Albans, Vt., for Montreal, where he has been appointed Superintendent of the works of the Canada Car Co., now under construction there.

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The Canadian Northern Terminal Elevators at Port Arthur, on Lake Superior, have a storage capacity of 7,000,000 bushels.

The plant consists of two independent Power Houses, two Handling Houses and two Storage Houses, so arranged that either one of the Handling Houses can operate the entire plant.

Receiving capacity,	40 cars per hour.
Shipping " "	120 " " "
Cleaning " "	15 " " "

The Storage Houses are of fire-proof tile construction.

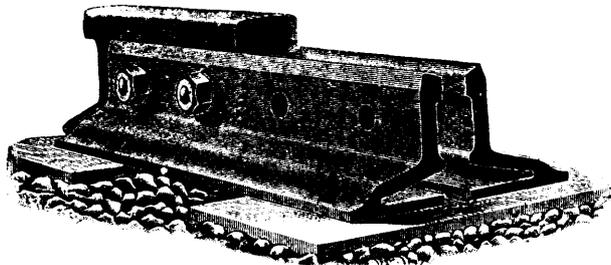
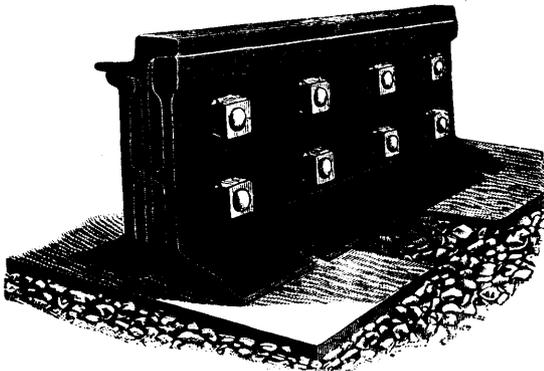
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FRONT & YONGE STS., - TORONTO, ONT.
89 PRINCESS STREET, - WINNIPEG, MAN.
403 CORDOVA STREET, - VANCOUVER, B.C.

N. Curry, of Rhodes, Curry & Co., Amherst, N.S., accompanied by Mrs. Curry, arrived at New Westminster, B.C., April 11. They had previously visited New Orleans, La.; San Francisco, Cal., and Victoria, B.C. They were expected to return to Amherst early in May. Mr. Curry has been elected a director and Vice-President of the Maritime Coal and Ry. Co.

The transportation and allied interests were well represented at the Toronto Horse Show in April, the following having boxes which they bought by auction at the prices named:—E. B. Osler, \$140; W. Mackenzie, \$135; W. D. Matthews, \$135; D. D. Mann, \$130; W. Hendrie, \$130; H. C. Hammond, \$125; R. A. Smith, \$125; T. Long, \$130; G. Marks, \$110, F. B. Polson, \$80.

R. K. Harris, who has been appointed Chief Engineer, Orford Mountain Co., Kingsbury, Que., was born at Maitland, Ont., July 20, 1866, and entered railway service in 1886, since which his record has been: 1886, rodman on construction Brockville, Westport and Sault Ste. Marie Ry.; 1887-1888, rodman on construction of C.P.R. in Maine; to 1895 on engineering staff of the G.T.R. under the late E. P. Hannaford; 1897 to 1899, on the permanent way staff, Middle division, same road; 1900 to 1904, construction engineer Orford Mountain Ry.

A. L. Ogilvie, who has been appointed General Purchasing Agent, Transcontinental Railway Commission, was born at Richwood Orford County, Ont., May 23, 1868. He studied architecture and graduated in Toronto 1890, practising there until 1898, when he went to the Yukon. He returned in 1900 and was appointed architect in the Public Works Department at Ottawa; in 1901 he was appointed Superintendent of Public Buildings at Ottawa, and on Oct. 12, 1904, was appointed General Purchasing Agent to the Transcontinental Railway Commission.

W. H. Underwood, who has been appointed Assistant General Passenger Agent Michigan Central Rd., at Chicago, Ill., was born at Rochester, N.Y., May 6, 1858, and entered railway service 1874, since which he has been office Assistant General Superintendent Michigan Central Rd.; May, 1876, to July, 1878, clerk city ticket office, Canada Southern Ry., Detroit, Mich.; July, 1878, to April, 1883, city passenger and ticket agent Wabash Rd., Detroit; April, 1883, to April, 1887, Western Passenger Agent, Michigan Central Rd., Chicago, Ill.; April, 1887, to April, 1905, General Eastern Passenger Agent, same road, Buffalo, N.Y.

F. I. Whitney, who has been appointed Passenger Traffic Manager, Great Northern Ry., St. Paul, Minn., was for several years prior to 1881 connected with the Michigan Central Rd., and from Sept., 1881, to April, 1887, he was Assistant General Passenger and Ticket Agent of that road. His subsequent record has been: April to July, 1887, passenger agent Lake Shore and Michigan Southern Ry., Chicago; July, 1887, to July, 1888, western passenger agent same road at Chicago; July, 1888, General Passenger and Ticket Agent St. Paul, Minneapolis, and Manitoba Ry., remaining in that capacity as the line developed into the Great Northern Ry.

G. E. King, who has retired from the position of Assistant General Passenger and Ticket Agent Michigan Central Rd., at Chicago, Ill., was born May 1, 1844, and entered railway service in 1863 as tally clerk Michigan Central and Northern Indiana Rd., at transfer freight house; entered service U.S. army infantry, and from Sept., 1864, to the close of the war was clerk to quartermaster at Louisville, Ky.; after the close of the war was engaged in mercantile pursuits to May, 1874,

when he entered the service of the Detroit and Bay City Ry. as general agent and local agent at Bay City, Mich.; Dec. 1, 1876, to April 1, 1887, ticket agent Michigan Central Rd.; April 1, 1887, to Mar. 1, 1889, Assistant General Ticket Agent, same road; Mar. 1, 1889, to April 1, 1905, Assistant General Passenger and Ticket Agent, same road.

G. A. Mountain, whose portrait appears on the first page of this issue, was born in Quebec city, 1860, and began his professional career in the employ of Kinipple and Morris, of London, Eng., engineers for the Louise Embankment and graving docks, Quebec, remaining with them during their work on the Island Ry. of Newfoundland, and the Quebec and Lake St. John Ry. He joined the engineering staff of the Canada Atlantic Ry. in 1881, and was Assistant Engineer until 1887, when he was appointed Chief Engineer, which position he held up to July, 1904, when he was appointed Chief Engineer to the Board of Railway Commissioners for Canada. As Chief Engineer to the Canada Atlantic Ry., he had charge of the construction of the line between Ottawa and Parry Sound, and of the Coteau bridge across the St. Lawrence River. He became a member of the Canadian Society of Civil Engineers in 1887, has been a member of its council for several years, and is a past vice-president.

J. F. Chapman, whose portrait appeared on pg. 157 of our last issue, was born at Frankford, Hastings County, Ont., Aug. 25, 1863, and having learned telegraphy, was appointed first agent of the northern extension of the Central Ontario Ry. at Frankford. As the line was opened up he was moved to other stations, being officially located at Coe Hill Mines, the northern terminus. On the closing down of the Coe Hill mines he entered the service of the Bay of Quinte Ry., his record being: June, 1886, to Aug., 1890, chief clerk to General Freight and Passenger Agent, B. of Q. Ry., at Deseronto; Aug., 1890, to Jan., 1895, Superintendent of the Thousand Islands Ry., at Gananoque, Ont.; Jan., 1895, to Jan., 1904, Assistant General Freight and Passenger Agent, B. of Q. Ry., T.I. Ry., Oshawa Ry., and the Deseronto Navigation Co. at Deseronto; Jan., 1904, to date, General Freight and Passenger Agent, same lines. Two brothers are also in the railway service, E. R. being Superintendent of the Thousand Islands Ry. at Gananoque, and A. M., Agent Central Ontario Ry. at Frankford.

May Birthdays.

Many happy returns of the day to

Garret Vliet, Assistant Master Mechanic, G.T.R., Portland, Me., born at Milwaukee, Wis., May 5, 1854.

W. R. Baker, Assistant to Vice-President, C. P. R., Montreal, born at York, Eng., May 25, 1852.

S. Barker, M.P., ex-General Manager Northern Ry., Hamilton, Ont., born at Kingston, Ont., May 25, 1839.

C. W. Burpee, Superintendent C.P.R., Brownville Jct., Me., born at Keswick, N.B., May 15, 1861.

G. S. Cantlie, Superintendent Car Service, C.P.R., Montreal, born there May 2, 1867.

C. L. Coon, City Passenger and Ticket Agent, G.T.R., Buffalo, N.Y., born at Watertown, N.Y., May 20, 1868.

M. Donaldson, General Superintendent, Canada Atlantic Ry., Ottawa, Ont., born near Edinburgh, Scotland, May 1, 1851.

G. C. Dunn, District Engineer Transcontinental Railway surveys, Fredericton, N.B., born at Quebec, May 13, 1862.

Hon. W. C. Edwards, Temiskaming Steamboat Co., Rockland, Ont., born at Clarence, Ont., May 7, 1844.

J. D. Evans, Engineer Central Ontario Ry., Trenton, Ont., born at Goderich, Ont., May 27, 1843.

F. M. Fallon, City Passenger and Ticket Agent, Rutland Rd., Montreal, born there May 26, 1875.

E. T. Galt, President Alberta Ry. and Irrigation Co., Lethbridge, Alta., born at Sherbrooke, Que., May 24, 1850.

J. R. Gillhula, Chief Dispatcher, Pere Marquette Rd., St. Thomas, Ont., born at Chatham, Ont., May 27, 1865.

A. Hardy, General Freight and Passenger Agent, Quebec and Lake St. John Ry., Quebec, born there May 12, 1855.

C. M. Hays, 2nd Vice-President and General Manager, G.T.R., and President G.T. Pacific Ry., Montreal, born at Rock Island, Ill., May 16, 1856.

W. T. Huggan, Accountant and Auditor Prince Edward Island Ry., Charlottetown, P.E.I., born at Halifax, N.S., May 24, 1851.

J. Hunter, Chief Engineer and General Superintendent Esquimalt and Nanaimo Ry., Victoria, B.C., born at Aberdeen, Scotland, May 7, 1839.

W. S. Kinneer, Chief Engineer, Michigan Central Rd., Detroit, Mich., born at Circleville, Ohio, May 25, 1864.

A. L. Ogilvie, General Purchasing Agent, Transcontinental Railway Commission, Ottawa, Ont., born at Richwood, Oxford County, Ont., May 23, 1868.

G. A. Parker, Auditor Dominion Atlantic Ry., Kentville, N.S., born at Walton, N.S., May 1, 1855.

N. J. Power, Auditor of Disbursements, G.T.R., Montreal, born at Rochester, N.Y., May 19, 1843.

Hayter Reed, Manager-in-Chief C.P.R. hotels, born at L'Original, Ont., May 26, 1849.

H. B. Sherwood, Superintendent Bay of Quinte Ry., Napanee, Ont., born at Auburn, N.Y., May 25, 1847.

E. Tiffin, General Traffic Manager, I.C.R., Moncton, N.B., born at Hamilton, Ont., May 5, 1849.

W. H. Underwood, Assistant General Passenger Agent, Michigan Central Rd., Chicago, Ill., born at Rochester, N.Y., May 6, 1858.

J. H. Walsh, General Freight and Passenger Agent, Quebec Central Ry., Sherbrooke, Que., born at Quebec, May 12, 1860.

H. K. Wicksteed, Chief Engineer James Bay Ry., Parry Sound, Ont., born at Quebec May 25, 1855.

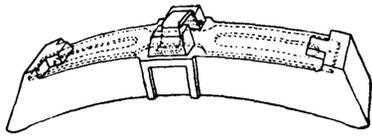
James Yeo, ex-Roadmaster Intercolonial Ry., Riviere du Loup, Que., born at Bideford, Devonshire, Eng., May 1, 1830.

J. A. Yorick, Canadian Passenger Agent, Chicago, Burlington and Quincy Rd., at Toronto, born at London, Ont., May 7, 1872.

The American Locomotive Co., and the Locomotive and Machine Co. of Montreal, have removed their New York offices to the Trinity Building, 111 Broadway.

At the Canadian Railway Club's monthly meeting in Montreal May 2, L. R. Johnson, Assistant Superintendent of Motive Power C.P.R., will lecture on Japan, illustrated by lime light views. There will also be a musical programme and ladies will be admitted.

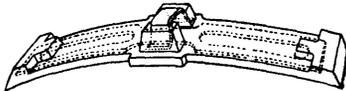
The Intercolonial Ry. passenger department has issued a number of attractive folders for the current season. "The Maritime Express" gives a description of all the points reached by the line, starting from Montreal, with a time table of the train. The others are "Salmon Fishing," "Moose of the Miramichi," "Fishing and Hunting," and "A Week in the Canaan Woods." The map given in these folders has been brought somewhat more up-to-date than those previously issued, but it is still considerably out, notably in regard to the route of the Halifax and Southwestern Ry.



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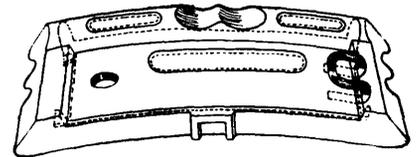
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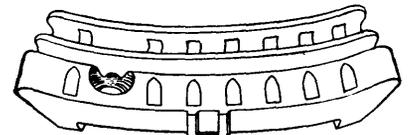
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Canadian Freight Association.

The annual meeting was held in Montreal April 6, the President, Carl Howe, in the chair. J. Paul, G.F.A. Niagara, St. Catharines and Toronto Ry.; J. S. Pyeatt, Superintendent Pere Marquette Rd., and R. A. Carter, D.F.A. Richelieu and Ontario Navigation Co., were elected active members, and B. H. Bennett, G.A., Chicago and Northwestern Ry., was elected an honorary member.

It was pointed out that the meeting was held on the Association's 21st anniversary. The Association started with 18 members, and now has over 90 active and 30 honorary members.

Officers and committees were elected as follows: President, W. R. MacInnes; 1st Vice-President, Geo. Collins; 2nd Vice-President, F. J. Watson; Executive Committee, W. B. Bulling, J. Pullen, C. Howe; Advisory Committee, J. W. Loud, W. R. MacInnes, W. P. Hinton.

CLASSIFICATION COMMITTEE—W. B. Bulling, S. P. Howard, F. J. Watson, C. E. Dewey, T. Marshall, C. Howe, C. A. Jaques, W. Phillips, E. R. Bremner, F. F. Backus.

FREIGHT INSPECTION COMMITTEE—G. Collins, F. Conway, F. F. Backus, M. H. Brown, J. J. Mossman, A. Cowan, L. Macdonald, John Paul.

CAR SERVICE COMMITTEE—J. B. Morford, M. C. Sturtevant, G. S. Cantlie, E. Fisher, J. F. Chapman, J. S. Pyeatt, E. F. Seixas, G. Tombs.

The appointment of Secretary-Treasurer and Manager of the Car Service Bureau and the Inspection Bureau, was referred to the Executive Committee.

It was decided to hold the next meeting of the Association in July at Hotel Champlain, Bluff Point, N.Y.

C.P.R. Powers Respecting Branch Lines.

The Supreme Court of Canada has delivered judgment in the case referred to it by the Board of Railway Commissioners, in which the right of the C.P.R. Co. to construct branches from its main transcontinental line, under the terms of its original charter, and without additional parliamentary authority, was involved. The particular line under construction, and upon which the point was raised, is from Romford, on the main transcontinental line 6.7 miles east of Sudbury, Ont., to a junction with the company's line at or near Kleinburg, Ont., to give direct connection with Toronto. The point was raised by the James Bay Ry. Co., one of now under construction from Toronto to Mackenzie, Mann and Co.'s lines, which is now under construction from Toronto to Parry Sound, en route to Sudbury. The case was arranged between counsel for the C.P.R. and the James Bay Ry., and approved by the Railway Commissioners, and the contesting parties submitted statements of facts in support of their contentions. The questions submitted in the stated case were:

- (1) Has the C.P.R. under the legislation, schedules and charter aforesaid, now power to construct the branch line referred to, or has the time expired within which such branch line might be constructed?
 - (2) Do such legislation, schedules and charter authorize construction by the said company of the proposed branch line, it being altogether situated in the Province of Ontario?
 - (3) Is it open to the James Bay Ry. Co. or to the Board of Railway Commissioners to take the objection that the time within which the said company may build branch lines under its charter has expired?
- Judges Sedgewick, Girouard and Nesbitt delivered lengthy opinions answering ques-

tions 1 and 2 in the affirmative. Judge Davies concurred in Judge Nesbitt's opinion, and also answered questions 1 and 2 in the affirmative. Judge Nesbitt thought an answer to question 3 was unnecessary, in view of his opinion on the other questions, but he answered it in the affirmative. Judge Sedgewick concurred with Judge Nesbitt in regard to question 3. Judge Davies expressed no opinion in regard to question 3. Judge Girouard said that in consequence of his answers to questions 1 and 2 an answer to question 3 was unnecessary. Judge Idington dissented from the other judges, and gave his opinion that the time had expired within which such a branch line as the Romford-Kleinburg line might have been constructed. The net result is that the court stood four to one in favor of the C.P.R. Co.'s contention that under the legislation, etc., of 1881, it has the power to build the branch line referred to, and that such legislation, etc., authorizes the construction by the company of the branch line, it being altogether situated in Ontario.

Taxability of the C.P.R. Land Grant.

The Supreme Court of Canada has delivered judgment in the three appeals, in which the question of the taxability of the lands granted to the C.P.R., to aid in the construction of the line, was involved. The municipalities of Cypress and Argyle, in Manitoba, were the plaintiffs in two of the cases, which raised the right of municipalities in Manitoba to tax C.P.R. lands within the area added to the province in 1881; and in the third case the C.P.R. appealed against the action of the school district of Springdale, N.W.T., in assessing the portions of the C.P.R. land grant within its limits for school purposes. The court, after a full review of all the facts, and the statutes referring thereto, decided that the 20 years' exemption from taxation, granted for the 25,000,000 acres of land conveyed to the C.P.R. by the Dominion Government in the contract for the construction of the line, was to begin from the issuing of the letters patent granting the lands to the company after selection. The two appeals from Manitoba were dismissed, and the one from Springdale was allowed, in each case with costs in favor of the C.P.R.

While the three cases were nominally fought by the local authorities, they were test cases taken at the instance of the Dominion Government. In the Manitoba cases the courts there held that the power to tax commenced 20 years from the date of the issuing of the letters patent by the Crown, which decision has been confirmed; and in the Springdale case, the courts held that there was power to tax the lands for school purposes. The C.P.R. appealed against this view, and its appeal has been upheld.

A. R. Creelman, K.C., Chief Solicitor of the C.P.R., in an interview after the decision had been announced, stated that the chief source of grievance is now rapidly disappearing. So soon as the lands are sold and occupied the exemption ceases. That is a point which should be made perfectly clear. Large areas of the company's holdings are now being sold each year, so that the quantity of non-taxable lands is disappearing much more rapidly than would be the case were the expiration of the 20 year limit awaited. One thing is certain, the company has no desire to hold the lands longer than is absolutely necessary. The sooner the now unoccupied areas are populated the better it will be for the company as a transportation concern.

The Lethbridge Electric Co. is enlarging its plant and has ordered a 350 horse-power engine and two 125 horse-power boilers from the Robb Engineering Co., Amherst, N.S.

Orders by the Railway Commissioners.

The following orders have been issued by the Board of Railway Commissioners:—

Authorizing the Canadian Northern Ry. to cross the C.P.R. at Emerson station, Man., (Feb. 14).

Approving plans for the construction of a spur line, 1,900 ft. long, near the Forks of Credit Station, Ont., for the C.P.R. (Mar. 14.)

Authorizing the Vancouver, Westminster and Yukon Ry. to construct a branch line on Front St., Vancouver, B.C. (Mar. 14.)

Directing the removal of the west track of the Lake Erie and Detroit River Ry., where it crosses the London and Port Stanley gravel road, Elgin county. (Mar. 16.)

Approving of the crossing of the G.T.R. by the Dupuis Fourth Line drain, near the Ruscom, in Rochester tp., Essex County. (Mar. 21.)

Approving plans for a deck-plate girder span over Baker brook on the Temiscouata Ry. (Mar. 22.)

Authorizing the Vancouver, Victoria and Eastern Ry. and Navigation Co. to open the branch from Grand Forks to Phenix, B.C., and the Granby Smelter spur. (Mar. 23.)

Authorizing the James Bay Ry. to construct a bridge over Wallace cut, Lake Muskoka, and over the Severn River at Ragged Rapids crossing. (Mar. 24.)

Approving of plans for the reconstruction of a number of bridges on the C.P.R. lines. (Mar. 27.)

Authorizing the Vancouver, Westminster and Yukon Ry. to carry its telegraph wires across the track of the C.P.R. in New Westminster, B.C. (Mar. 27.)

Authorizing the Vancouver, Westminster and Yukon Ry. to carry its telegraph wires across the tracks of the British Columbia Electric Ry. in Vancouver, B.C. (Mar. 27.)

Authorizing the Vancouver, Westminster and Yukon Ry. to carry its telegraph wires across the C.P.R. tracks near the Fraser River Bridge, New Westminster, B.C. (Mar. 27.)

Authorizing the C.P.R. to construct a branch line from the spur already constructed at Bienfait, Man. (Mar. 28.)

Granting authority to the G.T.R. to reconstruct the bridge over the River Speed, 48½ miles from Toronto. (Mar. 28.)

Sanctioning the deviation of the C.P.R. line between mileage 104 and mileage 107, near Aikens, Assa. (Mar. 28.)

Approving the crossing of the C.P.R. in Sault Ste. Marie, Ont., by tracks of the International Transit Co., on the latter providing the necessary interlocking, derailing and signalling devices. (Mar. 28.)

Granting permission to the Guelph and Goderich Ry. to permanently divert the highway near Milverton, Ont., under the bridge crossing the Milverton River. (Mar. 30.)

Directing the C.P.R. to provide interlocking, derailing and signalling devices at the Ashburnham bridge, Peterborough, Ont., where the railway crosses the Trent Valley canal. (Mar. 30.)

Authorizing the C.P.R. as lessees of the Guelph Junction Ry. to construct a line to the Page-Hersey Iron Tube Works, Guelph, Ont. (Mar. 30.)

Approving plans of a deviation of the already located line of the Canadian Northern Ry. from Carman, between the track end and the proposed junction with the Morris-Brandon branch at Somerset, Man. (Mar. 30.)

Authorizing the C.P.R. as lessees of the Ontario and Quebec Ry. to construct a spur track on George St., Peterborough, Ont. (Mar. 31.)

Approving general specifications for steel railway bridges and viaducts, and bridge masonry for the G.T.R. (April 4.)

Approving plans for deck-plate girder span

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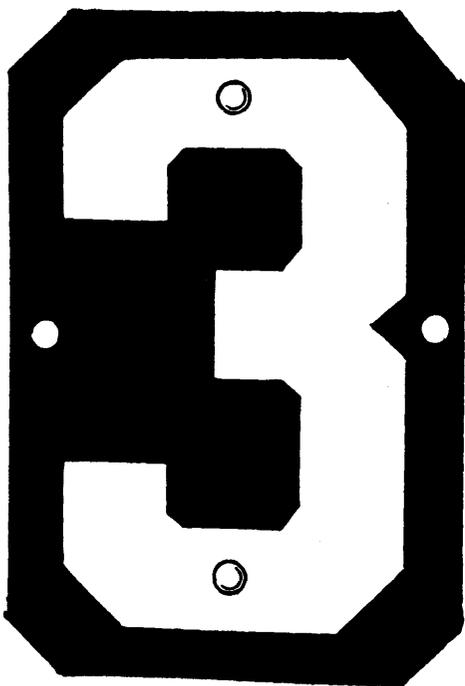
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over Little River, Que., for the Temiscouata Ry. (April 4.)

Authorizing the Vancouver, Westminster and Yukon Ry. to use the swing bridge recently completed over False Creek, Vancouver, B.C. (April 8.)

Extending to April 15 the time within which the G.T.R. may accept the order for the expropriation of the Front St. property, Toronto. (April 8.)

Approving plans for the reconstruction of bridge 488A over the Kicking Horse River, C.P.R., Mountain section, Pacific division. (April 12.)

Approving plans for the reconstruction of seven bridges on the Canada Atlantic Ry. (April 12.)

Authorizing the C.P.R. as lessees of the Ontario and Quebec Ry. to expropriate for railway purposes lands in the town of Perth, Ont. (April 13.)

Authorizing a deviation from the located line of the projected line of the Toronto and Niagara Power Co., through Grimsby township. (April 15.)

effect to the Government proposal was introduced April 10, and consists of an amendment to the Railway Act. The proposal is that on the transfer of the Canada Atlantic Ry. to the G.T.R., the Government reserves running powers over the G.T.R. from Montreal to Coteau, Que., and over the C.A.R. from Coteau, Que., to Parry Sound, Ont., for through freight and passenger trains, and to do a local freight and passenger business. The terms of compensation for such rights are to be determined by the Railway Commission, with an appeal to the Supreme Court instead of to the Governor-in-Council as in ordinary cases. The Premier explained that it was not the intention of the Government at present to run I.C.R. trains from Montreal to Georgian Bay, but as the G.T.R. and the Canada Atlantic Ry. were making an agreement between themselves, the Government merely ensured that if it were desired to have running rights for the Intercolonial Ry., the Railway Commission was authorized to fix the terms. The bill was read a first time.

There was expended for rolling stock for the Intercolonial Ry. between July 1, 1896, and June 30, 1904, a total of \$5,751,085.03. The rolling stock on hand June 30, 1905, was:—302 locomotives, 367 passenger cars, 10,107 freight cars, 86 snow ploughs, etc. There were on hand to be rebuilt at that date, three locomotives, three passenger cars, and one snow plough.

The 200 convertible ballast cars which the C.P.R. is having built at its Angus shops will be 34 ft. long, and of 80,000 lbs. capacity. The bodies will be of wood, placed on C.P.R. standard trucks; journals, 5 by 9 ins.; and cast iron wheels, 35 ins. in diameter. The special fittings will include Westinghouse air brakes, Simplex bolsters, and brake beams; and Susemihl side bearings.

The Crossen Car Manufacturing Co., Cobourg, Ont., has delivered during the current year three first-class vestibuled coaches, four second-class vestibuled coaches, two baggage and mail cars, to the Temiskaming and Northern Ontario Ry.; one first-class passenger coach and one combined baggage and mail coach to the Central Ontario Ry., and 50 box cars to the Intercolonial Ry.

The Locomotive and Machine Co., of Montreal, has completed an order for ten 10-wheel locomotives for the Canadian Northern Ry.; and has now under construction 10 mogul Richmond compound locomotives for the G.T.R.; one mogul Richmond compound locomotive for the Quebec and Lake St. John Ry., and a small 4-wheel saddle tank locomotive for the Lakefield Portland Cement Co.

The Intercolonial Ry. between Mar. 28 and April 19 added to its rolling stock four Pacific type locomotives from the Canadian Locomotive Co., Kingston, Ont., and three baggage cars from Rhodes, Curry & Co., Amherst, N.S. It also received 26 box and 43 flat cars from Rhodes, Curry & Co., to replace cars broken up or otherwise destroyed. No orders have been placed for rolling stock since Mar. 28, and the line is not at present in the market for any.

The Paul Lee Co. has been incorporated under the New Brunswick Companies' Act, with a capital of \$60,000 and offices at Moncton, N.B., to engage among other things in the manufacture of railway and tram cars, trucks, carriages, rolling stock and equipments of all kinds, including everything employed in and about the construction of such rolling stock. The provisional directors are:—P., J. A., C. S., and Mrs. A. Lea, D. J. Welsh, of Moncton, and M. M. Churchill, of Yarmouth, N.S.

The Canadian Locomotive Co., Kingston, Ont., is building a 10-wheel tank locomotive for the West Canadian Collieries, Blairmore, Alta., of the following general dimensions:—Type of engine, double-ended side tank; fuel, bituminous coal; gauge, 4 ft., 8½ ins.; weight, 140,000 lbs.; wheel base, rigid, 10 ft.; cylinders, 18 x 24 ins.; driving wheels, 50 ins.; boiler pressure, 190 lbs.; type of boiler, radial stayed; brakes, Westinghouse automatic; style of tank, side; capacity of tank, 1,200 imperial gallons; front and rear truck, radial type.

Considerable progress has been made with the erection of the buildings for the Canada Car Co. at Montreal. The entire superstructure, it is expected, will be completed by the end of June, and it is hoped to have the machinery installed so as to begin the manufacture of cars in August. Electric turbine power will be used throughout, and over 100 motors will be required for the driving of individual machines. Electric cranes will also be used. The company expects to open the plant with 1,500 hands, which will be increased to 2,000 as soon as required. The plant will have a total capacity of 600 freight cars, 15 passenger coaches, and 30 electric railway cars a month.

Railway Equipment Notes.

The Minudie Coal and Ry. Co. will be in the market shortly for a locomotive, passenger car and 10 or 20 flat cars.

The James Bay Ry. has ordered from the Canada Foundry Co., Toronto, five 10-wheel locomotives, for May and June delivery.

The passenger car erecting shop at Rhode, Curry & Co.'s works, Amherst, N.S., is being extended owing to increased demands for cars.

J. J. Gartshore has sold a locomotive of the yard engine type to the Grey and Bruce Cement Co., Owen Sound, to run between the marl pits and the G.T.R.

Rhodes, Curry & Co., Amherst, N.S., have recently completed 250 flat cars and 50 box cars for the Intercolonial Ry., and 50 box cars for the Quebec Central Ry.

The Intercolonial Ry. is not at present in the market for additional equipment, but will be very shortly, an appropriation of \$698,500 being voted for that purpose.

One of the old first-class cars of the Canada Eastern Ry. has been reconstructed in the I.C.R. shops at Moncton, N.B., as a combined second-class and baggage car.

The G.T.R., between Feb. 11 and Mar. 20, received the following new equipment:—160 box cars, 60,000 lbs. capacity, from the United States, being part of an order for 1,000 cars.

The C.P.R. placed the following orders for equipment between Mar. 22 and April 13:—11 passenger and freight locomotives, one sleeping car and one tourist car, at its Angus shops; and one pile driver in the United States.

The G.T.R. added to its rolling stock between Mar. 11 and April 1, 226 box cars of 60,000 lbs. capacity, from a U.S. firm with which an order for 1,000 cars had been placed, and 231 box cars of similar capacity, also from a U.S. firm.

The C.P.R. added the following to its equipment between Mar. 22 and April 13:—Five switching locomotives, one first-class car, four colonist cars, 235 flat cars, from its Angus shops; eight vans from its Farnham, Que., shops, and four colonist cars from the United States.

The Crossen Car Manufacturing Co., Cobourg, Ont., has under construction 10 second-class vestibuled coaches, and five baggage cars for the Canadian Northern Ry.; four conductor's vans for the James Bay Ry.; one baggage and mail car and 10 stock cars for the Temiskaming and Northern Ontario Ry.

RATES FOR GRAIN AND MILLED PRODUCTS.

The following order was issued by the Commissioners on April 15:—

"In the matter of the complaint of the Farmers' Association of Canada against the G.T.R. Co., the C.P.R. Co. and other Railway Companies in Ontario and Quebec, under sections 252 and 253 of the Railway Act, 1903, to the Board, alleging that discrimination exists between the rates and of grain products, respectively, in that higher rates are charged on the grain than on the milled products thereof, both of rates.

Upon hearing Messrs. Wilson and Gregory on behalf of the complainants and Mr. Loud for the respondent companies, and upon the report and recommendation of the Chief Traffic Officer of the Board, and the evidence adduced—the Board doth order that the respondent companies restore the equilibrium between their freight rates on grain and its products by reducing the rates now charged on grain to the same basis as charged on the milled products thereof."

The I.C.R. and the Canada Atlantic.

In connection with the passing through the House of Commons of the bill authorizing the G.T.R. to acquire and take over the Canada Atlantic Ry. the announcement was made April 5, that special legislation would be introduced by the Government to enable it to take running rights over the G.T.R. from Montreal to Coteau, Que., and over the Canada Atlantic Ry. from Coteau, Que., to Depot Harbor, Ont., upon terms to be fixed by the Railway Commission. This will enable the I.C.R. to run its trains through from Halifax, N.S., and St. John, N.B., to Depot Harbor, Ont. The proposed legislation provides not only for the use by the I.C.R. of the Canada Atlantic Ry. Co.'s terminals at Depot Harbor, Ont., but gives authority to provide independent terminals there should circumstances warrant it. The Minister of Railways, in announcing the forthcoming legislation, stated that the tolls to be charged by the I.C.R. west of Montreal would be subject to the control of the Railway Commission, and added that the Commission would have no more control of the line east of Montreal than it has at present. It would be the Government's policy to use the line between Georgian Bay and Montreal, together with the present system, for the purpose of taking freight from the Great Lakes to the Canadian seaboard at Montreal, Quebec, Halifax, St. John and possibly Sydney. The special legislation necessary to give

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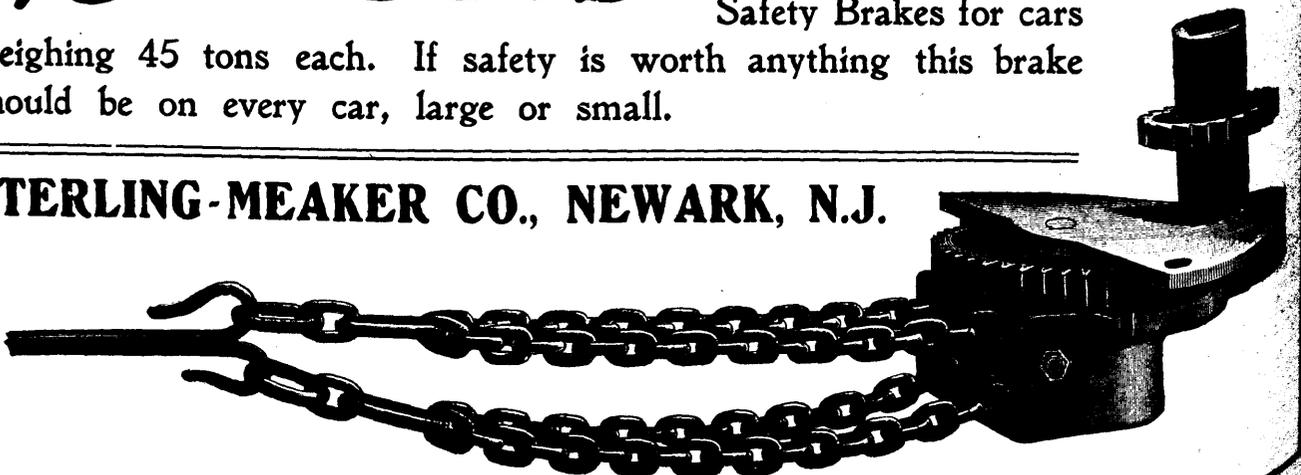
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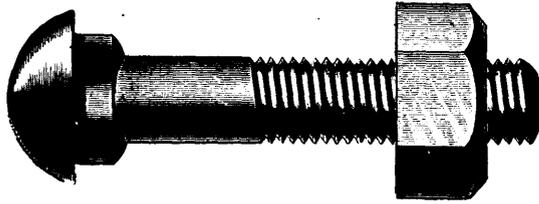
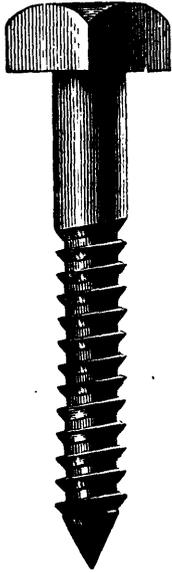
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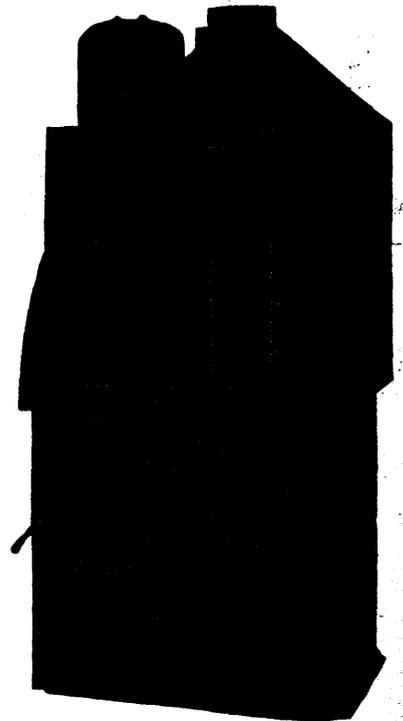
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During the months of **MARCH, APRIL AND MAY** the Wabash will make sweeping reductions in one way colonist rates from Canada to Texas, Old Mexico, California, Nevada, Oregon, Idaho, Montana, Arizona, Utah, Washington and British Columbia.

Also round trip tickets on sale daily at greatly reduced rates to the south and west. There is nothing more assuring to the traveller than his knowledge of the fact that he is travelling over the Wabash System, the great winter tourist route to the south and west. For full particulars address

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TORONTO

ST. THOMAS,

ONTARIO

Victoria and Sidney Ry.—The B.C. Government guaranteed the interest upon \$300,000 of bonds to the extent of 2% a year for this railway. During the year ended June 30, 1904, the Government paid \$6,030 for interest and expenses, but there were no receipts. The total cost to the province of this guarantee to the date above named has been \$84,605.

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

Gross earnings, working expenses, net profits, increases or decreases over 1903-04, from July 1, 1904:—

	Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July	\$4,398,833.95	\$2,949,181.81	\$1,449,652.14	\$131,125.02+
Aug.	4,474,237.04	2,946,307.21	1,527,930.43	93,827.93+
Sept.	4,420,237.03	2,952,068.47	1,268,807.56	66,541.75+
Oct.	4,742,961.93	3,177,848.02	1,566,113.91	87,913.10+
Nov.	4,751,970.43	3,082,395.69	1,669,574.74	191,593.56+
Dec.	4,562,142.45	2,899,473.62	1,662,668.83	81,523.57+
Jan.	3,454,501.93	2,829,833.46	422,668.47	65,016.44+
Feb.	3,036,094.05	2,753,922.73	302,171.32	219,630.51+

Approximate earnings for Mar., \$4,093,000 against \$3,480,000, for Mar., 1904.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for Feb., \$188,422.40; net earnings, \$45,635.30 against \$171,758.43 gross and \$30,008.23 net for Feb., 1904. Net earnings for eight months ended Feb. 28, 1904, \$74,803.39, against \$53,097.96, for same period, 1903-04. Approximate earnings for Mar., \$236,836 against \$200,000 for Mar., 1904.

MINERAL RANGE RY.—Approximate earnings for Mar., \$66,072, against \$48,801 for Mar., 1904.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for Feb., \$523,872.75; net earnings, \$179,062.93, against \$389,207.02 gross and \$103,056.13 net for Feb., 1904. Net earnings for eight months ended Feb. 28, 1904, \$2,950,827.44 against \$2,411,707.82 for same period 1903-04. Approximate earnings for Mar., \$705,046, against \$474,106 for Mar., 1904.

Canadian Pacific Railway Land Sales.

	Acres.	Amount.	
July 1904-05	1907.04	1903-04	
Aug.	30,425.75	\$177,473.94	\$1,020,404.70
Sept.	15,669.99	267,647.32	88,735.88
Oct.	16,470.02	263,339.45	1,217,529.81
Nov.	23,792.84	60,441.12	268,757.99
Dec.	23,392.84	15,950.07	104,843.47
Jan.	34,196.59	22,563.95	112,261.70
Feb.	34,500.41	30,146.00	142,383.40
Mar.	27,853.56	116,840.78	171,750.50
Apr.	15,906.61	14,729.69	116,278.76
May	225,858.52	12,992.06	87,576.00
	804,651.44	\$1,045,146.61	\$3,550,084.15

Grand Trunk Ry. Earnings, Expenses, etc.

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

	1905.	1904.	Increase.	Decrease.
Jan.	\$2,536,340	\$2,253,378	\$202,962	.....
Feb.	2,163,683	1,649,535	514,158	.....
Mar.	2,911,267	2,649,779	261,478	.....
	\$7,611,290	\$6,552,682	\$1,078,608	.....

GRAND TRUNK RY. CO.

The following figures relate to the individual lines, and are made out in sterling:

	1905.	1904.	Increase.	Decrease.
Gross receipts	£350,600	£260,900	£89,700	.....
Working expenses	299,700	285,700	14,000	.....
Net profit	£50,900(D)	£24,800	£75,700	.....

Aggregate from Jan. 1 to Feb. 28:

	1905.	1904.	Increase.	Decrease.
Gross receipts	£762,600	£616,200	£146,400	.....
Working expenses	620,700	602,700	18,000	.....
Net profit	£141,900	£13,500	£128,400	.....

GRAND TRUNK WESTERN RY. CO.

Revenue for Feb.:

	1905.	1904.	Increase.	Decrease.
Gross receipts	£75,200	£62,200	£13,000	.....
Working expenses	70,400	68,900	1,500	.....
Net profit	£4,800(D)	£6,700	£11,500	.....

Aggregate from Jan. 1 to Feb. 28:

	1905.	1904.	Increase.	Decrease.
Gross receipts	£162,200	£145,700	£16,500	.....
Working expenses	147,800	145,900	1,900	.....
Net profit	£14,400	£ 200	£14,600	.....

DETROIT, GRAND HAVEN & MILWAUKEE RY. CO.

	1905.	1904.	Increase.	Decrease.
Revenue for Feb.:				
Gross receipts	£18,700	£15,800	£2,900	.....
Working expenses	17,200	16,800	400	.....
Net profit	£1,500(D)	£1,000	£2,500	.....

Aggregate from Jan. 1 to Feb. 28:

	1905.	1904.	Increase.	Decrease.
Gross receipts	£44,810	£39,900	£4,910	.....
Working expenses	35,200	33,400	1,800	.....
Net profit	£ 9,600	£ 6,500	£3,110	.....

TRAFFIC RECEIPTS OF THE SYSTEM.

Aggregate from Jan. 1 to Mar. 31:

	1905.	1904.	Increase.	Decrease.
Grand Trunk	£1,227,067	£1,047,854	£179,213	.....
G. T. Western	268,339	244,087	24,252	.....
D. G. H. & M.	72,669	54,500	18,169	.....

Total..... £1,568,075 £1,346,441 £221,634

Canadian Northern Ry. Earnings, etc.

Gross earnings for Feb., \$214,800; working expenses, \$154,600; net earnings \$60,200 against \$175,100 gross; \$123,300 working expenses, and \$51,800 net for Feb., 1904. Gross earnings for eight months ended Feb. 28, \$2,577,500; net earnings \$871,600 against \$2,114,000 gross, and \$725,600 net for same period 1903-04. Mileage in operation 1,602 against 1,350 in Feb., 1904.

Approximate earnings for Mar., \$273,100 against \$201,900 for Mar., 1904.

Railway Taxation in Ontario.

During the session of 1903 the Ontario Legislature appointed a special committee for the purpose of considering and reporting upon the question of the taxation of railways. The commission, consisting of H. J. Pettypiece, then M.L.A.; Professor Shortt, and Judge Bell, held a number of sittings at which representatives of the railways presented their views on the subject of taxation; and the commissioners visited a number of places in the U.S. in order to gather information as to the principles of taxation adopted in the different states. The commission presented a lengthy report to the Legislature April 7. The present system of taxation levies a uniform rate of \$30 a mile on all roads in excess of 150 miles in length in the settled portions of the province, and \$15 a mile on the shorter lines. In lieu of this the commission suggests that a tax be levied on the gross earnings of the different railways in the province, and recommends a means for distributing the tax between the province and the various municipalities. "On the basis of gross earnings," the report sets forth, "the province would be able to determine the whole of the taxes which the railways and similar corporations should pay within its borders. The portion to be assessed on real estate would be determined locally as at present. Then by deducting from the total provincial taxes of each corporation the portion to be paid in the various municipalities the difference would represent the share of the provincial treasury." While the rate of 3% on gross earnings was suggested, the commission said: "It is, of course, a matter which can be adjusted from time to time to suit the increasing prosperity of the country and of the corporations." As a basis for determining the gross rental, the commission said: "The best opinion would favor some such arrangement as receipts from all traffic between terminals in Ontario to be assigned entirely in Ontario; receipts from an Ontario terminal and one outside in the proportion of the Ontario mileage to the whole haul; receipts from traffic passing through the province to be assigned to Ontario mileage to the whole haul. In which case some allowances might be made for terminal charges." The most effective method of administering the proposed system of corporate taxation, the commission pointed out, would be by the appointment of a Provincial Board of Taxation, to consist of three members, part of whose time only would be required, with a

permanent secretary and assistant to attend to the clerical details.

The report also sets forth that: "Inasmuch as the business of telegraph, express and sleeping car companies is so intimately associated with railway corporations, especially in Canada, and inasmuch as electrical railways are not only furnishing urban service but are extending throughout the country in competition with the regular steam roads, and are likely to be definitely extended in the future, it would be advisable to treat these corporations and doubtless several others upon the same basis as the railways, and to apply to them a tax on gross receipts with rates adjusted to their ability to pay."

The Canadian Westinghouse Co. has issued circulars on its Westinghouse switchboard indicating instruments, and its Westinghouse bi-polar motors, type B, for direct current circuits.

The Canadian Northern Ry. has opened its main line to the Elbow of the North Saskatchewan River, and freight and passenger trains are being run through from Port Arthur, Ont.

The Stovel Co., Winnipeg, has issued an excellent indexed vest pocket map of Manitoba which they say is the first map made in Canada by the wax process. It is well executed, and will be found convenient.

The Ontario Government has no intention of introducing a railway taxation bill during the present session. Taxation levied on railways will be, as a rule, shifted to their patrons, and the companies will become part of the taxing machinery. Multiplying taxations is the most popular economic folly.—Toronto Globe.

The bill to compel railways to reduce their fares to 2 cents a mile when the receipts amount to \$3,000 a mile, to 2½ cents a mile when the receipts are between \$2,000 and \$3,000 a mile, and restricting the fare to 3 cents a mile when the receipts are under \$2,000 a mile, has been withdrawn from the House of Commons by its promoter, W. F. Maclean, M.P.

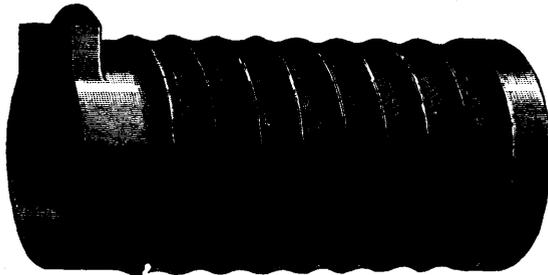
The G.T.R. Literary and Scientific Institute, Montreal, has completed its 47th year. It has 612 members on its roll, and the attendance at classes during 1904 was 4,108, while 8,000 volumes were issued from the library. The library contains 7,593 volumes, and there are regularly received in the reading room 87 papers and magazines, many of them being of a technical character.

The Canadian Co-operative Co. has been incorporated under the Dominion Companies' Act, with a capital of \$20,000 and offices at Winnipeg, Man., to carry on buying and selling grain, constructing elevators, operating steam and other vessels, wharves, and purchasing and operating locomotives, cars and other rolling stock as may be necessary for the conduct of the business. C. H. Forester, J. McVicar, C. Brown, and G. A. Elliott, of Winnipeg, are the provisional directors.

The Robb-Mumford Boiler Co., of Amherst, N.S., has purchased the Charles River Iron Works, owned by Edward Kendall & Sons, of Cambridgeport, Mass., and will remove the business to South Framingham, Mass., where office quarters and a main shop 150 by 300 ft. are now being built on the line of the Boston & Albany Rd. The officers of the company will be: President, D. W. Robb; Secretary and Treasurer, G. W. Cole; General Manager, F. H. Keyes, and Superintendent, J. W. Wilde. The Kendalls will retire from business, and the new company will continue the manufacture of tubular boilers, in addition making a specialty of the Robb-Mumford internally fired boiler. The Robb-Mumford Boiler Co. is controlled by the same interests as the Robb Engineering Co. of Amherst.

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Uniform Thickness, Easily Cleaned, Unexcelled for Strength, Unsurpassed for Steaming Capacity.

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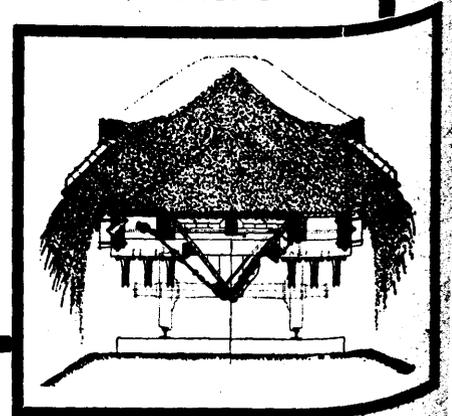
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Steel Rails, Scrapers, Barrows, Track Jacks, Switch Ropes, Track Tools, etc.

F. H. HOPKINS & CO., MONTREAL
(Late James Cooper)

Rodger Ballast Hart
Convertible Cars



Pintsch Gas Statistics.

The following figures show the application of Pintsch gas for lighting railway trains, buoys and beacons throughout the world, from which it will be seen there are 134,855 cars, 6,191 locomotives, 1,516 buoys and beacons, equipped with this system of lighting, and 364 special gas works fitted up to manufacture and compress the gas:

	Cars	Loco- motives.	Gas Works.	Buoys & Beacons.
Germany.....	46,200	5,930	70	140
Denmark.....	45		3	21
England.....	20,500		80	280
France.....	8,000		20	250
Holland.....	3,800	5	12	100
Italy.....	1,570		5	20
Switzerland.....	410	2	1	
Austria.....	5,525		15	5
Russia.....	4,000	170	22	30
Sweden.....	800	53	6	5
Serbia.....	220		1	
Turkey.....	120			
Bulgaria.....	117			
Egypt.....	200		4	80
Canada.....	600		4	243
Brazil.....	1,400	31	2	45
Argentina.....	1,200		13	10
Chili.....	50		2	
Australia.....	3,000		10	40
India.....	11,600		19	208
United States.....	25,200		71	35
Japan.....	150		2	25
China.....	150		1	
Mexico.....	150		1	
Total.....	134,855	6,191	364	1,516

The Grand Trunk Pacific Railway.

The G.T. Pacific Ry. directorate, it would appear, is to be divided into two, the British members, who represent the G.T.R., forming a committee in England for the purpose of looking after the financing of the project, and the Canadian members of the board dealing with construction matters, etc. The question of the early starting of construction appears to be pretty definitely settled, from the announcement made by the President of the G.T.R. at the half-yearly meeting in London, Eng., April 13. He stated that a beginning would be made with construction at Fort William, Ont., on the Lake Superior branch in June, and with the Prairie section of the main line at Winnipeg, in July. At Fort William, where the Mission Island proposition has been secured for terminal purposes, an arrangement has been made whereby the town will give a bonus of \$250,000. Legislative sanction is being asked for this, and some opposition is being shown, particularly by Port Arthur, Ont., which claims not to have been treated fairly by the company. Nothing definite has been announced respecting the Winnipeg terminals, but it is stated that there is a strong probability of an arrangement being made with the Canadian Northern Ry. for the construction of joint terminals. An agreement has been made by which Edmonton, Alta., will give a subsidy in consideration of that town being made a divisional headquarters. The G.T. Pacific Ry. has acquired the charter of the Pacific Northern and Omineca Ry., and the charter rights and property of the Bulkley and Telkwa Valley Coal Co. The P.N. and O. Ry. has a charter to construct a railway from Kitamaat Inlet, by the most convenient route to Hazelton on the Skeena River, thence to Teslin or Atlin Lake, or both, on the northern boundary of B.C., also from Hazelton by the most feasible route via the Skeena, Babine, Driftwood, Omineca and Finlay Rivers to Peace River Pass, thence easterly to the eastern boundary of B.C., thence to Edmonton, Alta. The coal company's lands are about 17,000 acres in extent, and lie in the country to be opened up by the P.N. and O. Ry. Its charter was granted under the B.C. Companies' Act Mar. 16, the capital being \$1,000,000, and the head offices are at Victoria. It has very wide powers, covering some 50 or more different businesses, includ-

ing the building and operation of steam and other vessels, the construction and operation of telegraph and telephone lines, and similar allied businesses, and including such other businesses as paper makers, printers, publishers and newspaper proprietors.

The Division Engineers in charge of the G.T. Pacific surveys are: G. A. Knowlton, North Bay, Ont.; B. B. Kelliher, Winnipeg, Man.; and C. C. Van Arsdol, Edmonton, Alta. (April, pg. 153).

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

Bridge Renewals.—The Board of Railway Commissioners has approved the plans, etc., for the renewal of a large number of bridges at various points on each division.

Winnipeg Station.—The transfer of the office staffs into their offices in the new buildings was reported to have been completed by the middle of April. (April, pg. 151.)

Extension to Icelandic River.—It has been arranged to construct an extension of the Teulon or Winnipeg Beach branch to Icelandic River, about 30 miles; and W. Whyte, Second Vice-President, stated, Mar. 31, that about 16 miles would be completed this year. The extension will be completed in 1906.

Reston-Wolseley Line.—A contract has been let to J. D. McArthur, Winnipeg, for the construction of a line from Reston, Man., on the Arcola branch line, which now extends to Regina, Assa., to Wolseley, Assa., at mileage 1,728 on the transcontinental line. (April, pg. 151.)

Branch at Blenfait.—Authority has been given by the Railway Commissioners for the construction of a branch line from a point on the spur line already constructed, to section 19, tp. 2, range 6, west of the 2nd principal meridian. The extension will be 4.32 miles, and the length of the whole branch, 4.84 miles. (Nov., 1904, pg. 401.)

Victoria Hotel.—The contract for the construction of the hotel at Victoria, B.C., has been let to A. E. and R. Barrett, of Vancouver. The contract covers the superstructure only, the foundations having been put in under a separate contract. The price is said to be about \$500,000. Work was expected to be started by the end of April. The main floor will be 14 ft. above the level of the street and on it will be situated the offices, dining hall, 38 by 77 ft.; drawing room, 30 by 50 ft.; smoking room, 20 by 36 ft.; and palm room, 68 by 46 ft. The roof of the palm garden will be wholly of glass. The reception floor will have two approaches, the main entrance being at the southern end of the building. On the ground floor there will be the bar, kitchen and servants' quarters. The kitchen, 100 by 44 ft., will project beyond the main portion of the building toward Humboldt St. On a level with Government St. will be situated the grill room, fitted in old German style; billiard and sample rooms. Six stories of the hotel will be devoted to guest rooms, accommodation being arranged at present for over two hundred.

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

Kingston.—Surveys have been made with a view of bringing about the reduction of the grade between Kingston and Kingston Mills, Ont. In connection with this proposed work, a suggestion has been made that the city should offer a site for a station on condition that the main line should be taken into the city.

Bridge at Speed River.—The Railway Commissioners have approved plans for the reconstruction of the superstructure of the bridge over the Speed River at Guelph.

Sarnia Tunnel Electrification.—One of the features which has to be taken into account

in arranging plans for the adoption of electricity to haul the trains through the Sarnia Tunnel is the 2% grade each way. The proposition under consideration is to use 90 ton electric locomotives. F. Arnold of Chicago is the engineer who has been employed by the company in connection with the matter.

Track Elevation at Chicago.—The G.T.R. will this year commence track elevation at its connection with the Chicago and Western Indiana Rd., at Wallace and 49th streets, Chicago, Ill., and will continue the work westerly for about 2½ miles. The work will consist principally of earth embankments between streets, with bridges over 23 streets. The bridges will be of concrete, with steel superstructure. It is expected to have this work completed in 1906, at the same time as the Chicago and Western Indiana Rd., of which the G.T.R. is one of the owners, will have completed its track elevation.

ELECTRIC RAILWAYS.

Projects, Construction and Betterments.

Canada-Middlesex Ry.—Owing to the opposition of Brantford and St. Catharines interests the bill for the incorporation of this railway was withdrawn by its promoters from further consideration by the Railway Committee of the House of Commons. (April, pg. 161.)

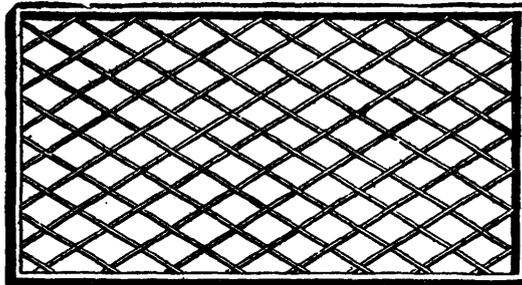
Edmonton Street Ry.—We are informed that it is expected to complete about five miles of line this year in Edmonton and Strathcona, Alta. The connection with the latter place depends entirely on the making of arrangements for crossing the bridge. The contract for the erection of the power house has been let to C. May, of Edmonton. The electrical equipment will be Westinghouse, and the steam equipment will consist of two cross tandem corliss engines and boilers. The contract calls for the opening of the line by Sept. It is possible that a further eight miles will be built, which will include an extension to St. Albert. J. H. Campbell is engineer in charge of construction. (April, pg. 161.)

Hamilton, Ancaster and Brantford Ry.—The agreement between the company and the Hamilton City Council provides for the construction of the line from Hamilton to Brantford, Ont., by Nov. 30, 1906, and for the charging of a mileage of \$300 a year until the line from Galt to Guelph is constructed. The company is said to have acquired practically the whole of the right of way required, and the promoters state that construction will be started shortly. (April, pg. 161.)

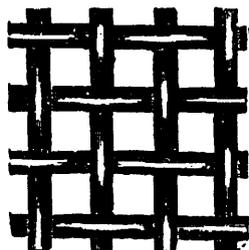
Niagara, St. Catharines and Toronto Ry.—When the matter of the extension of this company's line to Toronto came before the Railway Committee of the House of Commons, April 6, there was considerable discussion as to the proposed crossing of Burlington Beach. It was decided to take up the consideration of the Toronto and Hamilton Ry. bill, which proposes to carry its line across the beach also, at the same time. A number of the same people are financially interested in both projects. After a lot of discussion it was decided that an amendment should be inserted in the bills of both companies to the effect that the same right of way across the beach should be used by both companies, and that its location shall be subject to the approval of the Railway Commission. It was stated that the location of the track would be east of the G.T.R. tracks, that is on the lake side of the beach; and that the Minister of Railways and the Chief Engineer of the Board of Railway Commissioners had approved of the same. (April, pg. 161.)

Quebec Ry., Light and Power Co.—A proposal to construct a dam at the foot of the

WIRE GUARDS



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LOCOMOTIVE STACK NETTING

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IMPROVED FARMS in all districts of the province can be purchased at from \$10 to \$40 per acre. These prices are advancing every year.

A FEW POINTERS.

On arrival at Winnipeg the wisest policy for any new settler to adopt is to remain in Winnipeg for a few days and learn for himself all about the lands offered for sale and to homestead.

There are districts that have been settled for many years in which land can be purchased. Some of this may be unbroken prairie which still possesses all the richness and productive powers of our virgin prairies. Other lands, cultivated and having comfortable farm buildings, are ready for immediate possession.

There are Provincial Government lands, Dominion Government homesteads, and railway lands to be secured.

The price of land varies from \$3 to \$40 per acre. Location with respect to railways, towns, timber and water determines the price of land.

For information regarding homesteads, apply at the Dominion Land Office.

For purchase of Provincial lands apply at the Provincial Land Office in the Parliament Buildings.

For C.P.R. or C.N.R. lands apply at the land offices of said railway companies.

For lands owned by private individuals apply to the various real estate agents in the city.

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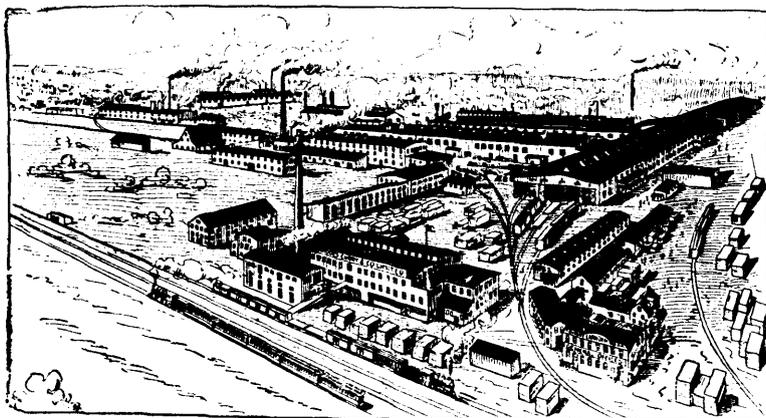
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natural steps on the Montmorency River, for the purpose of increasing the company's water power, and its storage area, has been approved. The dam will be 90 ft. in height, 12 ft. wide at the top, and 65 ft. at the bottom.

St. Catharines to Port Dover.—Application is being made at the current session of the Ontario Legislature for an act incorporating a company with this title to construct an electric railway from St. Catharines to Port Dover, via Dunnville, Ont. The promoters are:—W. J. Aikens, W. F. Haskins, Jas. Bolton, Dunnville, Ont.; J. S. Hamilton, W. G. Elliott, Brantford, Ont.; and N. B. Gash, Toronto.

Southwestern Traction Co.—The route which the company's cars will take over the lines of the corporation electric railway in St. Thomas, Ont., will be as near as possible through the centre of the city, 1½ miles of track being used. Connection will be made with the city lines near the Wabash-G.T.R. bridge, and the cars will pass all the railway stations. Arrangements have been made with the Yarmouth township council for a right of way over the roads from St. Thomas to Port Stanley. The company has secured a private right of way for a portion of the distance, so that it may not be necessary to use all the roadway granted. (April, pg. 161.)

Stratford to Grand Bend.—Application will be made at the current session of the Ontario Legislature for an act to incorporate a company to construct an electric railway from Stratford to Grand Bend, Ont.

Toronto and Hamilton Ry.—Tenders for the grading, culverts, masonry, bridges, and other work required for the construction of this line from Toronto to Niagara Falls, Ont., a distance of 80 miles, were recently invited to be sent in by May 1. The route of the proposed line starts near the intersection of Davenport Road and the C.P.R. track from Toronto to Toronto Junction, and runs westerly on the north side of and parallel to the C.P.R., and crossing the G.T.R. Toronto-North Bay line near Davenport Station; thence under the G.T.R. Toronto-Sarnia line and the C.P.R. Toronto-Owen Sound line, at the back of Toronto Junction, through Lambton Park, to the Humber River, near which the C.P.R. Toronto-Windsor line will be crossed. The course of the line to Islington will be parallel to the C.P.R., and from Islington it will run in practically a straight line to Burlington Beach, crossing the Humber, Mimico, Etobicoke, Port Credit, Oakville and Bronte ravines. From Burlington the line will likely be carried on the lake side of the G.T.R. line across the beach, thence in a straight line to the base of the Niagara escarpment at Vineland. Thence the line gradually ascends the slope of the escarpment, making the plateau at Dr. Alway's land, near Wolverson Mountain road at the west end of Grimsby, thence a straight line will be followed to the Electrical Development Co.'s power house in Queen Victoria Park, Niagara Falls. The company proposes to construct branches north and south of this line, but their routes have not yet been fully determined upon. The maximum gradient is 15 ft. to the mile, except for the section between the east end of Burlington Beach, and the summit of the escarpment, where the maximum gradient reaches 1% compensated. The total degrees of curvature on the 80 miles of line is small. The sharpest curve introduced at the mountain side does not exceed 4%.

While the gradients obtained are better than those of any existing line between Toronto and Niagara River, the cost of the works will be over the average of lines in Ontario, owing to the number of large bridges required at the various ravines mentioned,

together with lift bridges at the crossing of the canal at Burlington Beach, and at the crossing of the Welland canal at Thorold. In addition to this, owing to the physical character of the country and to the rapidity of the run off of the spring and torrential waters following heavy rains, the structures required for the passage of such occasional floods have to be larger than the average, and consequently more expensive. It is the intention of the company to have the work carried out in a first-class manner, with 80 lb. steel rails in main track supported by adequate fastenings, and the final ballasting will consist of broken stones, hence the dust feature, so objectionable to travellers on roads not so ballasted, will be eliminated.

The country to be passed through is thoroughly representative of old Ontario, with its diversified agricultural and horticultural interests, and stock farming. The "short hills" and ravines of Pelham present varied and interesting features, as they have been created by the denudation of the gravel and earthy deposits caused by the elements through a great many years.

We are advised that it is perhaps too soon to make reference to other works contemplated by the Power Co., in connection with the railway and its development, but it will be sufficient to state that if the plans at present under consideration are carried out in their entirety, the material prosperity of the district will be beneficially affected.

The works are under the supervision of W. T. Jennings, M.I.C.E., as Chief and Consulting Engineer, with H. A. Bruce, C.E. as Assistant Chief Engineer, in charge of the railway work. (April, pg. 161.)

See also Niagara, St. Catharines and Toronto Ry.

West Central Ry.—Application is being made at the current session of the Ontario Legislature for an act incorporating a company with this title to construct an electric railway from London eastwards to Guelph, Ont., passing through Embro, New Hamburg, Berlin, Preston, and Hespeler, with branches to Woodstock and Stratford, as well as others not specifically mentioned, not exceeding 12 miles in length. The promoters are A. T. Drummonds, H. M. Mowat, K.C., J. S. Davidson, Toronto; A. E. Welch, London, Ont.; W. D. Harris, Ottawa, and A. Hickling, of London, Eng. Several of these are interested in the Southwestern Traction Co.

Winnipeg Street Ry.—The extensions which the directors have authorized to be made during the current year are:—Extension of track from Maryland bridge to the new suburban park on the south side of the Assiniboine River, about 2 miles; extension of the tracks on Logan Ave., from Neva St. for a mile westerly; and the construction of two miles of track in the municipality of Kildonan. A new sub-station is to be constructed and electrical machinery installed for the water power terminal. It has also been decided to install three 500 h.p. boilers, and one 1,500 h.p. cross compound engine, direct connected to an 850 k.w. alternating generator to the power house.

Electric Ry. Finance, Meetings, Etc.

British Columbia Electric Ry.—Railway earnings for Feb.:—Vancouver, \$16,877; Victoria, \$9,887; Westminster, \$9,383; total, \$36,147, against \$31,463 for Feb., 1904; total railway and lighting earnings, \$73,038, against \$65,445. Working expenses, \$41,295; renewal funds, \$6,695; net income, \$25,048, against \$38,903; renewal funds, \$5,988; net income, \$20,554 for Feb., 1905. Net earnings for seven months ended Feb. 28, \$616,987, against \$552,984 for same period, 1903-04.

Halifax Electric Tramway Co.—Railway earnings for Mar., \$9,321.56, against \$11,151.74 for Feb., 1904.

The Nova Scotia Legislature at its current session passed an act amending in several particulars the company's act of incorporation, and the several acts amending the same.

The company is applying to the city council with a view to having a rearrangement of its assessment. The company asserts that it is being taxed at a much higher rate than any other electric railway or company owning similar franchises in Canada. The property assessed was valued at \$300,900 for 1904, and at \$426,000 for 1905, and the taxes for 1905 are \$15,009.38, against \$12,780.40 for 1904.

Kingston, Portsmouth and Cataract Ry.—The Kingston City Council engaged a special accountant to examine the company's books with a view of considering the question of the city taking over the line. The report presented April 4, showed that in addition to the present outstanding bond issue of \$200,000, there were outstanding liabilities of \$80,000. No interest had been paid on the bonds. The total capital invested was stated to be \$215,000. The council decided not to grant any concessions to the company pending the arrangement of its various entanglements. It is expected that the bondholders will arrange to have the line sold, as the council, at its last meeting, declined to purchase the line.

Levis County Ry.—A. E. Scott, who was formerly Secretary of the company, has been appointed sequestrator. It is understood that — Morse will be retained as Manager. Press reports state that there are a number of questions connected with the finances of the company which will have to come before the courts for adjustment.

Montreal Street Ry.—Passenger earnings for Mar., \$206,725.81; total earnings \$209,231.38, against \$183,689.49, and \$184,857.95 for Mar., 1904. Operating expenses, \$159,004.36; fixed charges, \$22,645.77; surplus, \$27,581.25, against \$148,075.81, \$19,809.32 and \$16,972.82, respectively, for Mar., 1904. Net earnings for six months ended Mar. 31, \$375,562.61; fixed charges, \$118,451.08, against \$356,345.89 and \$105,597.77, respectively, for same period 1903-04.

Toronto Ry.—Car earnings for Mar., \$207,013.73, against \$183,643.18, making for three months ended Mar. 28, \$589,360.79, against \$532,907.43 for same period 1904.

Electric Railway Notes.

The Winnipeg Street Ry. is adding 14 new double truck closed motor cars to its rolling stock.

The London, Ont., City Council is considering a proposal to call upon the Street Ry. Co. to run all-night cars on its lines.

The Edmonton Street Ry. has purchased three motor cars in St. Louis, Mo., and will probably require further equipment at an early date.

A Vancouver dispatch says that J. Buntzen, General Manager B.C. Electric Ry. Co., has been appointed Managing Director with headquarters in London, Eng., and that he will spend three months each year in B.C., also that R. H. Sperling, General Superintendent, will succeed him as General Manager.

The equipment of the Lulu Island Ry., when it is taken over from the C.P.R. by the British Columbia Electric Ry. in July, will be operated as an electric railway by motor cars. We are informed that an electric locomotive, which it was originally stated might be adopted for freight traffic, will not be required.

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The Commissioners of the Queen Victoria Park, Niagara Falls, in their 19th annual report state that they receive \$10,000 a year as rental for the electric railway through the park, and that the total amount received on this account to Dec. 31, 1904, has been \$132,500. The Commissioners have control of 787 acres of park lands, of which 145 acres had been purchased, 20 acres being for the right of way of the electric railways. This 20 acres, together with the use of sufficient water from the river to furnish power, was granted to the railway company at a rental of \$10,000 a year.

Grain Elevator Notes.

The construction of the G.T.R. grain elevator at Windmill Point, Montreal, is being progressed with rapidly, and it is expected to have it completed and ready for the handling of the 1905 crop.

The C.P.R. elevators at Owen Sound are being repaired and strengthened. The work includes putting new stayrods in the bins, putting bracing timbers in the marine leg, and re-roofing elevator B.

At the recent annual meeting of the Godrich Elevator and Transit Co., a dividend of 6%, together with a bonus of 3%, was declared on the earnings for 1904. The retiring directors were re-elected. J. I. A. Hunt, President, and the other officers were re-elected.

J. J. Daly, President Collingwood Elevator Co., on returning to Collingwood, Ont., Apr. 8, stated that all arrangements, financial and otherwise, had been made for the construction of the proposed new elevator, that a contract had been placed with a Buffalo, N.Y., firm, and that construction would be started at once. Concrete will be the material used in building the elevator, which will be equipped with the most modern machinery.

SHIPPING MATTERS.

River and Lake Officers for 1905.

The following appointments have been made by navigation companies engaging in the St. Lawrence River and Great Lakes trades for 1905, in addition to those given in our April issue. In the first column is given the name of the vessel, in the second that of the captain and in the third that of the chief engineer:

DESERONTO NAVIGATION CO., DESERONTO, ONT.

Arctic	W. J. Daly	T. Timlin
Armenia	A. Barnhardt	M. Toppings
Deseronto	M. Palmateer	S. Larue
Ella Ross	D. B. Christie	M. J. McPaul
Ranger	H. Burnip	W. Stanhope
Recruit	D. McVicker	N. Kellar
Reliance	J. Dougherty	J. Toppings
Rescue	T. Lynch	O. Flood
Resolute	J. Gowan	J. Harrison
Valeria	J. Dix	M. Toppings

GREAT LAKES AND ST. LAWRENCE TRANSPORTATION CO., MONTREAL.

A. D. Davidson	H. J. Hagan	W. N. Newcomb
A. M. Marshall	J. Duncanson	G. McMonagle
Geo. C. Howe	F. Pratt	J. H. Norton
H. G. Dalton	W. D. Waite	G. L. Barnhart
Jno. Lambert	R. Gleason	W. T. Riley
John Crerar	A. Craigie	J. Busted
John Sharples	J. F. Gates	L. W. Griggs
J. S. Keefe	D. Barry	G. Winters
Robt. Wallace	D. A. Keah	G. E. Willard
S. N. Parent	J. W. Goodridge	J. W. Drysdale

HAMILTON STEAMBOAT CO., HAMILTON, ONT.

Modjeska	P. Walsh	Wm. Noonan
Macassa	R. Cooney	O. Flumerfelt

LAKE ONTARIO AND BAY OF QUINTE STEAMBOAT CO., KINGSTON, ONT.

Aletha	J. A. Roys	D. McSorley
Caspian	W. Bloomfield	O. J. Hickey
North King	J. Jarrell	

MERCHANTS' TRANSPORTATION CO., MONTREAL.

Cuba	A. Montpetit	E. Hamelin
Melbourne	H. Vaughn	J. Belanger

MONTREAL AND LAKE ERIE STEAMSHIP CO., TORONTO.

City of Montreal	A. Lefebvre	F. Hamelin
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MONTREAL TRANSPORTATION CO., KINGSTON, ONT.

Advance		W. Spencer
Bothnia	J. Doyle	G. Hazlett
D. G. Thompson	Jos. Murray	G. Boyd
Emerson	Jas. Murray	G. Henderson
Fairmount	P. C. Telfer	W. Newbold
Rosemount	J. Wood	R. Taylor
Westmount	A. Milligan	K. Richardson

NIAGARA, ST. CATHARINES AND TORONTO NAVIGATION CO., ST. CATHARINES, ONT.

Garden City	D. Enright	J. H. Brown
Lakeside	N. J. Wright	T. Crossley

ONTARIO AND QUEBEC NAVIGATION CO., PICTON, ONT.

Aberdeen	M. Hicks	G. Geron
Alexandria	E. B. Smith	J. S. Milne
Lloyd S. Porter	M. Heffernan	L. Smith
Niagara		C. A. McWilliams
Water Lily	W. Dulmage	P. Davis

RIDEAU LAKES NAVIGATION CO., KINGSTON, ONT.

Rideau King	E. Fleming	T. Simmons
Rideau Queen	W. Fleming	Jos. Noonan

ST. LAWRENCE RIVER STEAMBOAT CO.

America	J. F. Allen	J. Gillie
Jessie Bain	Not appointed	
Perreport		

THOUSAND ISLANDS STEAMBOAT CO., CAPE VINCENT, N.Y.

Islander	C. H. Kendall	
New Island	Wanderer	W. C. Hudson
Ramona	J. Bertrand	L. Nosworthy
St. Lawrence	M. D. Estes	B. Farrell

TURBINE STEAMSHIP CO., HAMILTON, ONT.

Turbinia	B. W. Bougard	A. White
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RICHELIEU AND ONTARIO NAVIGATION CO., MONTREAL.

Beaure	C. Mongeau	F. Lacroix
Belleville	J. McGrath	W. S. Parker
Berthier	A. Robillard	E. Dennis
Boucherville	J. E. Brossard	A. Crepeau
Brockville	C. J. Hinchley	Jos. Conlin
Chicoutimi		G. Gendron
Cornwall		C. Gendron
Fire Fly	F. Crepeau	A. Gendron
Hamilton	J. P. Stephenson	B. Pinal
Hosanna	J. Gouin	J. St. Michel
Kingston	H. Esford	A. R. Milne
Laprairie	P. McLean	C. Hamel
Longueuil	H. Manderville	
Montreal	F. H. Lafrance	Geo. Gendron
Murray Bay	A. Fortin	N. Beaudoin
Picton	D. Mills	A. Desmartigny
Prescott	A. Dunlop	G. Gendron
Quebec	L. O. Boucher	— Guertin
St. Irene	C. Gouin	J. Hamelin
Tadousac	J. Dugal	M. Latulippe
Three Rivers		J. Matte
Terrebonne	C. Laviolette	E. Beauceage
Toronto	E. A. Booth, Jr.	W. A. Black
Varenes	J. Foubert	

It is expected that the arrangement for a steamship service on the Atlantic Ocean, between Canada and Mexico, will shortly be arranged for, the Mexican Government having practically agreed that the steamers may call at Cuban ports en route. The contract will probably be arranged with the Elder-Dempster Co.

The steamboat engineers of the Pacific coast are petitioning the Dominion Parliament to amend the Steamboat Inspection Act so that aliens shall be required to reside in Canada three years before being granted engineers' certificates. At present U. S. engineers can obtain positions on Canadian vessels immediately on passing the necessary examination, whilst Canadian engineers going to reside in the U. S. have to wait three years before they can qualify.

The Dominion Parliament has voted \$55,000, in addition to \$30,000 voted in 1904, for the construction of a new steamer for the quarantine station at Grosse Isle, Que. The steamer is being built by the Bertram Engine Co., Toronto, the contract price being \$83,000. According to information given in the House of Commons tenders were asked from four or five shipbuilders in Canada, and two in Scotland. The Polson Iron Works, Toronto, and the Collingwood Shipbuilding Co., each bid \$110,000; the Bertram Engine Works, Toronto, \$83,000, and the Scotch firms \$73,000 and \$67,000 respectively. In accepting a tender it was thought it would be fair to add 25% to the Scotch tenders to account for duty which the Canadian builders said they would have to pay on the material. This would make the accepted tender the lowest.

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E. F. SEIXAS, Gen. Mgr., St. Catharines

tral, Quebec and Three Rivers, in Quebec province; Toronto and Belleville in Ontario; and North Sydney and Pictou, in Nova Scotia. The number of members and the method of their election differs in each case, and only the members of the boards at Montreal and Quebec are remunerated. The number of members and method of election are: Montreal—six members, appointed by the Government; the Mayor ex-officio, and one each appointed by the Board of Trade, Corn Exchange Association, Chamber of Commerce and the shipping interests. Quebec—five members appointed by the Government, one each by the Board of Trade, the Levis Board of Trade, and two by the shipping interests; the chairman of the Corporation of Pilots being an ex-officio member in respect of pilotage matters. Toronto—two members appointed by the city council, and two by the Board of Trade, these four to elect a fifth. Belleville—the town council passes by-laws respecting the management of the harbor. Three Rivers—three members appointed by the Government; the Mayor and the President of the Board of Trade for the time being. North Sydney and Pictou—three members appointed by the Government.

Inspection of Steamships.

The Secretary of Commerce and Labor at Washington, D.C., issued instructions Mar. 25 to discontinue the collection of inspection fees from Canadian vessels plying to and from United States ports.

In pursuance of the promise which the Minister of Marine made to the deputation from the Dominion Marine Association which waited on him in Ottawa Mar. 23, he took up with the Secretary of Commerce and Labor for the United States the question of reciprocal steamboat inspection between Canada and the U.S., and asked 1st, whether if Canada were to grant an exemption to U.S. vessels from all inspection other than such as is necessary to determine that a vessel's condition is in accordance with the current certificate, the U.S. would on its part issue an order granting a similar exemption to Canadian vessels; and 2nd, whether a temporary arrangement could be arrived at covering only present Canadian equipment in case the permanent arrangement desired was necessarily delayed beyond the opening of the present season of navigation. It is understood that the Secretary of Commerce and Labor has replied through the usual diplomatic channel, answering the first question in the affirmative and the second in the negative, the negative reply being based on the ground that the exemption which can be allowed under the U.S. statute must cover the entire subject, and cannot be divided, and remarking that the Department of Commerce and Labor can at once take all necessary steps for complete exemption, and that this can be done just as promptly and readily as would be the case in making any partial exemption, supposing the latter to be legally possible. This question has already been handled with other countries in the following manner. As soon as a given country passes an order making such complete exemptions of U.S. vessels as above referred to, the Secretary of Commerce and Labor, on his own authority, issues an order making a like exemption of the vessels of that country. Accordingly if the Dominion Government will pass an order exempting U.S. vessels from inspection, a similar order will be passed at Washington. Up to the time of the passage of an order by the Ottawa Government, but there is every reason to hope that the matter will receive prompt attention.

[Late Note.—April 28—Since the above was

set in type, the Dominion Government has passed the necessary order-in-council.]

Steamships registered elsewhere than in Canada, but engaged in carrying freight only from one port to another in Canada, or on any of the lakes, rivers or coasts of Canada, which were exempted from inspection under the order of April 27, 1904, provided they had a certificate for the then current year from certain British and European insurance corporations, are now subject to inspection under the Canadian Act. The order of Dec. 29, 1904, to that effect also set forth that all tug boats or pleasure yachts, registered elsewhere than in Canada, but plying from one port or place in Canada to another, shall also be subject to the provisions of the Canadian Steamboat Inspection Act, to the same extent as Canadian registered vessels of the same description. In connection with this matter the Department of Marine has notified the Dominion Marine Association that so far as the future is concerned in regard to vessels not registered in Canada, but plying in Canadian waters, the construction of boilers will have to conform strictly to the conditions required by the Canadian rules. In the case of steamers falling under this heading, in which boilers have been installed with the sanction of the Canadian authorities, which are not in strict conformity with the Canadian requirements, the Chairman of the Board of Inspection has been notified to exercise the greatest care, and to give as much latitude as will be consistent with safety.

Notices to Mariners.

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

No. 14. Mar. 4.—Quebec—35. Gulf of St. Lawrence, Magdalen Islands, Entry Island, removal of light station. 36. River St. Lawrence, south shore, Ste. Felicite, geographical position of fog alarm.

No. 15. Mar. 7.—New Brunswick—37. Chaleur Bay, Dalhousie harbor, Douglas or Dalhousie Island, removal of light station.

No. 16. Mar. 7.—Quebec—39. River St. Lawrence, below Quebec, Pointe aux Orignaux, lighthouse rebuilt.

No. 17. Mar. 10.—New Brunswick—40. St. John River, Belleisle Bay, Hatfield point, light improved. Nova Scotia—41. Bay of Fundy, northeast ledge bell buoy replaced in position.

No. 18. Mar. 11.—Nova Scotia—42. Cape Breton Island, east coast, Sydney harbor, west arm, range lights to be established.

No. 19. Mar. 21.—Prince Edward Island—43. North coast, Cape Tryon, lighthouse established.

No. 20. Mar. 21.—British Columbia—44. Chatham Sound, Inskip passage, Port Simpson entrance, Birnie island, arc of visibility of light. Alaska—45. Cook inlet approach, reefs reported.

No. 21. Mar. 23.—Ontario—47. Lake Ontario, Toronto, east gap, fog alarm established. 48. Lake Ontario, Toronto harbor, Gibraltar point, fog alarm permanently discontinued. 49. Lake Huron, north channel, Blind River, changes in range lights.

No. 22. Mar. 24.—Nova Scotia—50. South coast, off entrance to Shelburne harbor, whistling buoy established.

No. 23. April 4.—Quebec—52. River St. Lawrence, submarine bell established at Red Island lightship. 53. River St. Lawrence, mouth of Saguenay River, Prince shoal, gas buoy replaced by lightship, submarine bell. 54. River St. Lawrence, submarine bell established at White Island reef lightship.

No. 24. April 5.—Ontario Lighthouse division—55. River St. Lawrence, Lake St. Louis, Lachine lightship replaced temporarily by gas buoy.

Maritime Provinces and Newfoundland.

K. A. Barber has been appointed a measuring surveyor of shipping for the port of St. John, N.B.

Chief Engineer Smyth, of the cable repair str. Minia, has been appointed Inspector of the Dominion Government steamers, succeeding the late D. Stevens.

A bill to incorporate the Bear River Steamship Co., to operate steamers on Bear River and elsewhere, has been given a second reading by the Nova Scotia House of Assembly.

Tenders were received to April 15 by the Department of Trade and Commerce, for a steamship service between Prince Edward Island, Cape Breton and Newfoundland, and from Bridgetown and Cardigan Bridge, P.E.I., connecting at Pictou, N.S., with the Newfoundland service.

The proposition which Capt. J. A. Farquhar, of Halifax, has submitted to the North Sydney, N.S., town council for the construction of a dry dock at that place, calls for the expenditure of \$250,000 on the dock, and the fitting up of repair shops, and the town is asked to grant exemption from taxation and to vote a bonus of \$2,500 a year for 15 years. Capt. Farquhar stated that negotiations were going on with the Dominion Government, with a view of obtaining a subsidy towards the construction of the dock, and to provide for the maintenance of a wrecking steamer and plant at North Sydney.

Sir Thos. G. Shaughnessy, President C.P.R., in writing to G. Robertson, President of the Imperial Dry Dock, St. John, N.B., recently stated that the present facilities at that port are absolutely inadequate for the tonnage now passing through it, and any probability of increasing the tonnage is out of the question until additional accommodation has been provided. In the face of obstacles of every description, and at a cost he would not like to mention, the C.P.R. had made a determined effort to establish St. John as a winter port for the traffic originating on the 12,000 miles of line it owned and controlled, but the result had been far from gratifying. The C.P.R., to strengthen its hands, had acquired a large fleet of ocean steamers, but there was not wharfage accommodation at St. John sufficient for them unless other steamers were crowded out. The company was now having built two passenger steamers for the route, but there was not a wharf at St. John where these steamers could land passengers and cargo, and the company would therefore be compelled to run them elsewhere after the close of the St. Lawrence season of navigation. It was no part of the duty of the C.P.R. to improve the harbor or build wharves at St. John. It would not be unreasonable to ask the company to provide yards, cattle pens, freight sheds, etc., for the interchange of traffic between the trains and the steamers, or if this be made part of a general scheme of improvement at the port, to pay a fair rent for the same, but beyond that the company would not go. The works necessary were essentially public works, and do not come within the province of an individual railway company. In conclusion, Sir Thomas said: "This subject has been causing our directors and officers a good deal of anxiety, and we all hope some earnest and energetic movement can be started to secure what is so badly wanted within the next year or eighteen months. The present conditions are intolerable, not because the city of St. John has failed to do what it could for the advantage of the port, but because the expenditure involved in the equipment of a national port is much larger than a city with St. John's resources could prudently undertake."

Companies have been formed in New Glasgow, N.S., to take over the str. Wabis and Wasia, chartered to the Nova Scotia Steel Co.



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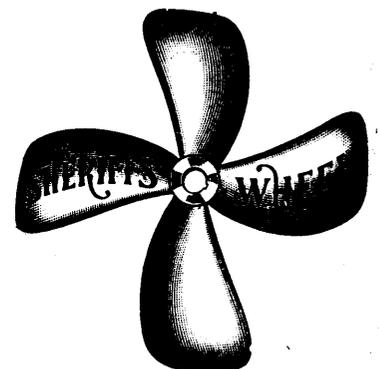
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Province of Quebec Shipping

P. A. Drolet and J. L. Fortin have been appointed Harbor Commissioners for Three Rivers, Que.

The railway and steamboat companies at Montreal are urging the Montreal Harbor Commissioners to build a bridge across the wharves near the landing place of the ferry steamer from St. Helen's Island.

Meldrum Brothers is the title of a company incorporated under the Dominion Companies' Act with a capital of \$250,000 and offices at Montreal, to carry on a general forwarding business, and in connection therewith to own and operate tugs and barges.

The saloon of the Richelieu and Ontario Navigation Co.'s new str. Montreal has been most elaborately decorated; the decorations including two large allegorical paintings, "The Day from Dawn to Night-time," and "The Sunset Hours, Twilight and Night," by F. S. Challenger, Royal Canadian Academy.

The Montreal City Council has approved of a contract with L. Langlois for a ferry service between Montreal and St. Helen's Island at the same fares as heretofore, the contract to run for five years. It has been arranged to put the steamer St. Laurent on the service, and to have an additional steamer on holidays and special occasions.

The icebreaking str. Montcalm was kept at work off and on for several months trying to prevent the formation of the ice bridge at Cap Rouge, Que., but without effect. The result of the winter's work has shown that other means will have to be employed to keep the river open at this point. Before she gave up work for the season, she was closed in by the ice at Cap Rouge, where she was held for several days.

The Public Accounts Committee of the House of Commons is investigating the cause of the explosion of the boiler of the dredge J. I. Tarte. The Government engineer expressed the opinion that the explosion was caused by negligence in letting the water get too low in the boiler, and stated that the boilers had been properly constructed. The dredge and its equipment were constructed at the Polson Iron Works, Toronto.

The Dominion Government str. Montcalm has been fitted with wireless telegraph apparatus, and has been placed in the Gulf of St. Lawrence to cruise between certain defined points, and report the condition of the ice to the shore stations and incoming vessels. This was arranged for through the Shipping Federation of Canada, which has also arranged for the usual daily reports of the ice conditions from the respective signal stations in the gulf and the St. Lawrence River, to be tabulated and available at Montreal, Quebec, Louisburg, and Sydney, until the gulf is clear of ice.

Ontario and the Great Lakes.

The Kelso Fish Co. has had a steam tug built at Rat Portage, Ont., for its trade on Eagle Lake.

The Niagara Navigation Co. will probably issue some bonds and a limited amount of new stock in connection with the building of the additional steamship it has ordered.

The Rideau Lakes Navigation Co.'s steamers, during the season, opening May 1, will connect with the New York Central and Hudson River Rd.'s trains at Clayton, N.Y.

The str. Turbinia has been placed on the dry dock at Kingston, Ont., to be cleaned and repainted, and to have other work done, prior to going on the run between Hamilton and Toronto early in May.

A deputation from the Dominion Marine

Association had an interview in Toronto recently with W. Whyte, Second Vice-President of the C.P.R., with a view of securing greater accuracy and dispatch in loading grain at the Fort William and Port Arthur elevators.

The Lakeside, which sank at her moorings at Port Dalhousie, Ont., Mar. 24, owing to the leaving open of a seacock, has been in no way injured, and was raised so as to steam to Toronto Mar. 28. She commenced making her regular trips between Toronto and St. Catharines April 10.

F. E. Hall and Co. (Ltd.), of L'Original, Ont., has purchased the steam barge Isaac Lincoln, about 150 ft. over all, 30 ft. beam, and 12 ft. depth of hold, and also her consort Robinson, a tow barge. They will trade between Georgian Bay points and Oswego and Ogdensburg, N.Y., with lumber.

The C.P.R. Upper Lake steamers will not call at Sault Ste. Marie, Mich., in future, except in the event of the Canadian canal being unavailable on any particular trip. The fact that the company's steamers did not call on the Ontario side of the river, was a general source of regret to Canadians for some years past.

The Dominion Government is reported to have purchased the str. Manitou from the United States and Dominion Transportation Co., for the further prosecution of the hydrographic survey of Lake Superior. The Bayfield (formerly the Lord Stanley), hitherto in the service, has been ordered to Hudson Bay for similar work there.

The McIlwraith wharf at Hamilton, Ont., has been purchased by a Toronto syndicate headed by F. Nicholls, but nothing has been settled as to the use to which it is to be put. The syndicate referred to is the same one that has purchased the Niagara, St. Catharines and Toronto Ry., and the Niagara, St. Catharines and Toronto Navigation Co.

The str. Lincoln, which was undergoing repairs at Amherstburg, Ont., after having been considerably damaged by ice, was completely burned April 8. She was formerly known as the Greyhound, and plied on various routes out of Toronto. In 1901 she was removed from Lake Ontario, and up to the end of last season ran between Pelee Island and mainland points.

The Thunder Bay Contracting Co. has been incorporated under the Ontario Companies' Act for the purpose of carrying on a general dredging, towing, wrecking and salvage business, and to construct docks, wharves and other harbor works. The capital is fixed at \$50,000, the offices are at Port Arthur, Ont., the provisional directors being:—W. F. Langworthy, A. J. McComber, T. Fisher, G. F. Whalen, G. H. Rapsey, of Port Arthur.

The Montreal and Lake Erie Navigation Co. is the title of the company which has purchased the str. China from the United States owners. She will be managed by C. A. Jaques, of Montreal. Before going on her route she will be thoroughly overhauled and fitted with new engines and boiler. The work will be done by the Bertram Engine Works Co., Toronto. The steamer will be named City of Montreal on being given a Canadian registry.

A large piece of steel has been found upon the mitre sill of lock 1, Welland Canal, evidently from the bottom of a vessel, and it is suggested that it had been torn from the Bannockburn, which was lost in the fall of 1903 on Lake Superior. The theory is that the piece of steel was torn from her hull when going through the lock on her last trip, and that she proceeded on until the rough seas pounded through the lining, completely engulfing and sinking her.

The steamers of the Canadian Lake and Ocean Navigation Co., which will be operated

during the season by the Montreal and Lake Superior Line, will be the A. E. Ames, H. M. Pellatt, and J. H. Plummer, between Montreal Que., and Port Arthur, Ont. The Turret Court, Turret Chief and Turret Cape, will carry freight from Port Arthur to any port offering; and the steamer Scottish Hero has been chartered to the Dominion Steel Co. for its trade between Sydney, N.S., and Montreal.

A press report recently stated the Parry Sound Lumber Co.'s str. Seguin had been purchased by the Department of Marine for use as a lighthouse and buoy tender on the Great Lakes, and that to fit her for the new service a cabin would be built from the stern for about two-thirds of the vessel's length, and on the fore part of the deck a crane for handling the buoys, etc., will be provided. Replying to a question in the House of Commons, April 4, the Minister of Marine stated that the steamer had not been purchased. It is believed, however, that the purchase will be made.

The Ontario and Quebec Navigation Co., recently formed with head office at Picton, Ont., will take over the following vessels:—Str. Alexandria, operating in the freight and passenger business from Olcott Beach and Charlotte, N.Y., to Montreal and Quebec, via the Bay of Quinte and St. Lawrence River; str. Niagara, operating in the excursion business on the Bay of Quinte; str. Lloyd S. Porter and consort Isabella Reid, capacity 2,000 tons; str. Aberdeen and consort Rob Roy, capacity 1,200 tons; str. Water Lily, capacity 200 tons. The last five are exclusively freight boats. B. R. Hepburn is General Manager, and J. de C. Hepburn, General Freight and Passenger Agent.

The Lake Carriers' Association of the U.S. engaged the big str. Algolah, owned by L. R. Boynton, St. Ignace, Mich., to open up the channel at the Straits of Mackinac, and subsequently she opened up the channel in Whitefish Bay, at the Lake Superior end of St. Mary's River. In connection with this work the Department of Marine was urged by the Boards of Trade of Port Arthur and Fort William to engage the Algolah to aid in opening navigation to these ports. It is hoped tugs will be employed next fall to keep the ice open and lengthen the season of navigation at Port Arthur and Fort William, and that similar means will be adopted there each fall and spring in future.

Our Winnipeg correspondent wrote on Apr. 15: "While the stocks of wheat, etc., at the Canadian head of the lakes were larger at the opening this season than last, owing to the unsatisfactory state of the wheat market, the movement east lacked the usual rush for this season of the year, and until the price, either up or down, takes a decided change, the movement will continue in the present unsatisfactory condition. For the opening some 18 bulk carriers were chartered at 2c. to Georgian Bay or Lake Huron ports, and 6c. to Montreal, in the latter case marine insurance being included, which is a decidedly new feature in shipping circles. Several large contracts for the movement of steel rails both from Sault Ste. Marie and from Montreal are reported, and this class of business will keep a number of vessels busy during the entire season."

An order has been placed by R. O. and A. B. Mackay, of Hamilton, Ont., on behalf of themselves and associates, with the Caledon Shipbuilding Co., Dundee, Scotland, for a steel screw package freight steamer having the following dimensions: length, 257 ft.; breadth, 43½ ft.; depth, 26½ ft. She will be fitted with triple expansion engines, cylinders 19½, 33 and 54 in. diameter, by 36 in. stroke, to which steam will be supplied by two boilers, 14½ ft. by 11 ft., at a pressure of



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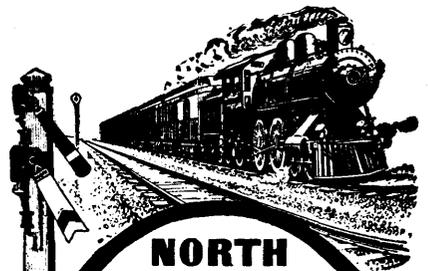
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180 lbs. Three gangways will be provided for loading and unloading of package freight, and she will have a cargo capacity of 70,000 bush. on a 14 ft. draught, and 120,000 bush. on a draught of 19½ ft. Her speed on a 20 ft. draught will be 10 knots an hour. She will be operated by the Montreal and Lake Superior Line, between Montreal and Port Arthur and Fort William, Ont. She is expected to be on the route about Sept.

The Hamilton Steamboat Co.'s str. *Modjeska*, which has undergone an overhaul during the winter at the Bertram Engine Works Co.'s yard, was given a trial trip April 6, when about a hundred representatives of marine and other interests were invited. The principal alteration in the steamer has been the addition of an upper or promenade deck, and a bridge. The engines have been overhauled and a good deal of redecorative work done. On the same day the company's str. *Macassa* was launched at Collingwood, Ont., where she had been lengthened. The *Macassa* was placed in dry dock where she was cut in two amidships, and a new section 24 ft. in length has been added. New boilers are to be installed, and the whole of the internal accommodation is to be rearranged. The *Modjeska* took up her route, making one trip a day each way between Hamilton and Toronto, April 8; and the *Macassa* is expected to be on the route by the end of May.

The Collingwood Shipbuilding Co. (Ltd.) has been incorporated under the Ontario Companies' Act, with a capital of \$1,000,000 and offices at Collingwood, Ont., for the purpose of carrying on a shipbuilding and repairing business, to construct wharves, tunnels, bridges and other works; to operate steamships and sailing vessels, and to engage in wrecking and salvaging services. The company will take over the business, assets and franchises of the Collingwood Shipbuilding Co., at present carrying on business there, and proposes to pay therefor by the issue of provisional directors are: Thos. Long, H. S. Osler, W. B. Raymond, D. L. McCarthy, M.P.; B. Osler, F. Ford, G. C. Loveys, J. M. Ewing and H. Spence. The original company erected a large plant at Collingwood, and built several steamers in 1901-02, but has done little beyond repair work since. No dividend was paid for 1903, and the annual meeting for 1904 was postponed from time to time pending the organization of the new company.

The steamers to be engaged in the package freight line operated by the Montreal and Lake Superior Line, between Montreal and Port Arthur and Fort William, Ont., calling at intermediate points, will be the same as last year, viz.: A. E. Ames, J. H. Plummer, H. M. Pellatt, of the Canadian Lake and Ocean Navigation Co.; Nee pawah and Wahcondah, of the New Ontario Steamship Co.; and the Arabian, owned by J. B. Fairgrieve and Co., Hamilton, Ont. The officers of the line for the season will be: A. Cowan, Traffic Manager, Hamilton; H. W. Cowan, who was attached to the Hamilton office; G. A. Perry, formerly with the Toronto, Hamilton, and Buffalo Ry., will be contracting freight agent at Toronto; J. L. Wilkie will be wharf agent at Toronto; F. A. McGee, heretofore soliciting freight agent at Montreal, will be traveling freight agent for Western Ontario, with headquarters at Hamilton; W. Askin will be commercial agent at Montreal; M. J. Quinn, Northwest agent at Montreal; J. McLerie, F. T. Somerville general agent for Port Arthur and Fort William, with headquarters at Port Arthur.

The Northern Navigation Co.'s fleet have all undergone a general overhaul preparatory to going on their routes for the season. The steamer *Majestic* is having two new arches,

which will greatly strengthen her, and make her a first-class steamer in every respect. The steamer *Midland* has been refitted, her cabins renewed, and new arches put in. The changes on the *United Empire* are sufficiently extensive to warrant a change in name, and she will be known in future as the *Saronic*. Among the alterations made are a new general saloon 40 ft. in length and 15 ft. wide, fitted with plate glass windows 4 ft. square, which will give passengers an opportunity of viewing the scenery in cold weather without having to go outside; the kitchens, ice boxes and mess-rooms, which were formerly on the main deck, have been placed on the spar deck under the new turtle deck; she has also been fitted with engine telegraph, steam capstans and windlasses. The services arranged for include a tri-weekly between Sarnia and Port Arthur, Ont.; a weekly service between Sarnia, Ont., and Duluth, Minn.; a tri-weekly service between Collingwood and Owen Sound and Sault Ste. Marie, Ont.; a bi-weekly service between Collingwood, Parry Sound and French River, Ont., and a daily service between Penetanguishene and Parry Sound, Ont.

The application made by H. C. Spaulding, New York; T. W. Hugo, Duluth, Minn.; T. Burnham, Chicago, Ill.; J. I. Davidson, P. Howland, R. C. Steele, A. T. Drummond, of Toronto, at the current session of the Dominion Parliament, for an act incorporating a company with the title of the Canadian Canals Corporation, has been rejected. It was proposed that the capital be \$15,000,000, the object being to construct and operate navigable waterways, with or without portage railways, from a point on the Georgian Bay between Waubashene and Port Severn, or on Nottawasaga Bay to Lake Simcoe, and thence to Lake Ontario, either in York or Ontario County; and secondly from Nottawasaga Bay, along Nottawasaga River to Lake Ontario in the County of York. In connection with the operation of the proposed canal and portage railways it was sought to obtain powers to acquire the patents granted to H. C. Spaulding for "new and useful appliances in transportation," and the Canadian rights for all improvements of the same. The canal was to be not less than 22 ft. deep, and there was to be a depth of not less than 21 ft. of water on the mitre sills of gates; and the width of the canals was to be not less than 125 ft., or more than 200 ft. at the bottom. Provision was to be made for charging tolls, and to enable the Government to expropriate upon giving six months' notice, at a value to be fixed by arbitration. In moving the second reading of the bill W. S. Calvert gave the following information: The canal is to commence on the Georgian Bay, and will cross over to Lake Simcoe, about 16 miles. Lake Simcoe is 131 ft. higher than Lake Huron, and it is intended to build a ship railway to raise the ships that 131 ft. Lake Simcoe is about 25 miles in length and it is proposed to build a canal about 99 miles in length and then another ship railway, which will be about 1¼ miles in length. Lake Simcoe is 466 ft. higher than Lake Ontario and by these proportions of railways, together with the canal, it is expected to be able to connect the Georgian Bay with Lake Ontario, a distance of 72 miles. It is anticipated that it will save about 618 miles in a round trip. The cost is estimated to be about \$45,000,000.

The Allan Line str. *Victorian*, the first turbine trans-Atlantic liner, made an uneventful voyage, in which she proved herself a steady and comfortable vessel. The engineering experts who accompanied her will report as to her performance on their return to England. The *Victorian's* sister-ship, the *Virginian*, also a turbine steamer, has made her maiden trip from Liverpool to Halifax, N.S.

Manitoba and the Northwest Territories.

The Dominion Government steamer *Bay-ford*, heretofore engaged in the hydrographic survey of Lake Superior, has been ordered to go to Montreal, where she will be fitted to proceed to Hudson Bay for survey work there.

The Geographic Board for Canada has decided that the name *Hudson's Bay*, which has been used time out of mind to describe the great inland sea of Canada, shall no more be used, but that its name shall be *Hudson Bay*. This is in accordance with the rules adopted by the Board, which are based on those drawn up by the Royal Geographic Society in London, England, and which have been adopted by the United States Government.

The question of the extension of the boundary of Manitoba to Hudson Bay, which has been urged and which will come up for consideration shortly, is an important one from a navigation point of view. Manitoba claims that the development of a port on the Bay is necessary for the continued prosperity of the province, and that until there is such a port the river and lake navigation will be of little importance. Manitoba desires to have her boundaries extended to Fort Churchill, where there is a deep water harbor.

B.C. and Pacific Coast Shipping.

The pilotage authority for Vancouver is making an investigation with a view of revising the pilotage charges at that port.

The North Pacific Steamship Co. has been incorporated under the B.C. Companies' Act, with a capital of \$50,000 and offices at Victoria, B.C., to carry on a general navigation business.

The Vancouver, B.C., City Council has before it a proposal to guarantee for three years at 3%, bonds to the amount of \$800,000 for 20 years, to aid the construction of a dry dock at that port. The dock proposed would cost about \$1,060,000 and would be capable of taking in an 11,000 ton steamer. A ship-repairing plant would be established in connection with the dock.

The Union Steamship Co. has had built in Scotland a new steamer, named the *Camosum*, for the B.C. coast service. Her dimensions are: Length, 192 ft.; breadth, 35.1 ft.; depth, 14.7 ft. She is constructed of steel, and is fitted with a triple-expansion engine, cylinders 18½ in., 30 in. and 50 in. diameter by 36 in. stroke, which is calculated to give a speed of 18 knots an hour.

The White Pass and Yukon Ry. has purchased the str. *Casca*, one of the independent steamers operated last year between White Horse and Dawson, by Ironside, Rannie and Campbell. The *Casca* was built at Victoria, B.C., in 1898, and is a side-wheel steamer, having engines of 17 n.h.p. Her dimensions are: Length, 140 ft.; breadth, 30.5 ft.; depth, 5 ft.; tonnage, gross, 590 tons; register 364 tons.

A contract has been placed at Vancouver, B.C., for the construction of a wooden steamer, having the following dimensions: Length, 170 ft. between perpendiculars; breadth, 36 ft.; depth, 13.5 ft. She will be fitted with high pressure compound surface condensing engines, with cylinders 18 and 48 in. diameter by 36 in. stroke; to which steam will be supplied by two boilers. The engine is calculated to develop 600 i.h.p., and to give a speed of 10 knots an hour. She will have a cargo carrying capacity of about 1,000 tons, and will have accommodation for a limited number of passengers.

The Merchants' Service Guild of Canada, Pacific Coast Division, has its headquarters at Victoria, and has branches at Vancouver, Nel-

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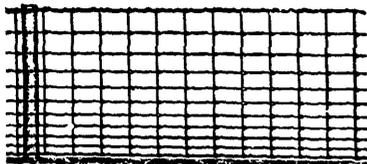
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DOMINION MARINE ASSOCIATION.

The late date in March at which the annual meeting of the Association was held in Ottawa, prevented us from publishing an extended report of the proceedings, and only a few of the more important features were given in our last issue.

Those present were C. F. Gildersleeve, Lake Ontario and Bay of Quinte Steamboat Co.; J. H. Hall, R. T. Holcombe, Ottawa Transportation Co.; T. Donnelly, Donnelly Salvage and Wrecking Co.; B. W. Folger, Niagara Navigation Co.; H. W. Richardson, of J. Richardson and Sons, Kingston, Ont.; T. McIntosh, Niagara, St. Catharines and Toronto Navigation Co.; H. S. Folger, St. Lawrence River Steamboat Co., and Thousand Islands Steamboat Co.; J. A. Cuttle, L. L. Henderson, Montreal Transportation Co.; R. O. Mackay, New Ontario Steamship Co., Hamilton and Fort William Navigation Co., and Hamilton and Montreal Navigation Co.; A. A. Wright, Victoria Harbor Lumber Co.; G. P. Murphy, Ottawa Forwarding Co.; F. Plummer, Canadian Lake and Ocean Navigation Co.; R. W. Shepherd, Ottawa River Navigation Co.; C. J. Smith, C. Johnston, Richelieu and Ontario Navigation Co.; H. H. Gildersleeve, Northern Navigation Co.; Capt. J. Reid, Reid Wrecking Co.; J. Hannan, J. P. Cavanagh, Ogdensburg Coal and Towing Co.; G. B. Greene, Upper Ottawa Improvement Co. There were also present the Secretary, F. King; E. Adams, vice, and Acton Burrows, publisher of THE RAILWAY AND SHIPPING WORLD.

The Secretary read the annual report as follows:—

CANALS AND CANAL TOLLS.—In response to the petition for free canals presented in April, 1903, the Government suspended the tolls for two years, desiring to ascertain the results of the change before giving permanent relief. At the annual meeting of this Association in March, 1904, the recommendation of the Executive Committee was adopted, to the effect that because the argument brought about a temporary removal of the tolls still remained in force, and to a large extent been substantiated in the season of 1903, and also because the uncertainty of present conditions was very prejudicial to the business interests involved, the Association should press for a complete and final removal of the tolls. This resolution was thereafter embodied in a memorial which was presented in due course to the Governor-General-in-Council, copies being also sent to all the ministers, as well as to every member of the Senate and House of Commons, and to all the leading newspapers and boards of trade in Canada. The two-year period of exemption being on the point of expiring, your Committee recently resolved to arrange an appointment with members of the Government to hear a deputation for at least an extension of the period. It was upon approaching the Prime Minister for this purpose that the announcement was made for the first time that the Government had decided to continue the exemption. Enquiry has been made of the Minister of Rail-

ways and Canals as to the term of extension, but the Minister has replied that it is impossible for him to anticipate formal announcement in the usual course, which has not yet been made.

The Association has consistently advocated the enlargement of the Welland Canal at the earliest date possible, as the best and easiest means of placing the Canadian water route to the seaboard in a position of unquestioned superiority over its rivals. The memorial presented to the Government last year, and so largely circulated elsewhere, set out the views of the Association at some length, and asked for the improvement of the Welland, even if important elevator facilities were also provided at Port Colborne. The Transportation Commission at a session held in Kingston received from members of this Association a fund of expert evidence on the subject, and expressed considerable interest in the proposal. The Georgian Bay and Ottawa Canal project, however, engaged their attention also, and although no formal report has been made in its favor, the Government is now engaged upon a preliminary survey of that route to ascertain its feasibility and cost. Your committee has since considered the matter further, and on account of the large expenditure already undertaken



J. A. CUTTLE,

Managing Director Montreal Transportation Co.,
and President Dominion Marine Association.

at Port Colborne to meet present conditions, and because it will take some time to receive a report on the cost of the Georgian Bay and Ottawa project, your committee has refrained from recommending, at the present time, any immediate action in further support of the petition for the improvement of the Welland.

Under this heading reference may be made to the request of the Association, referred to your committee, that the Government should be asked to operate the Lachine Canal gates by electricity. Favorable action was taken in the matter, and before the close of last season the electric apparatus asked for was being installed. Reference may also be made to various occasions during the past year on which this Association, through its Secretary, has made representations regarding the canals which have received the Government's favorable consideration. The instructions to keep them continuously open for the fall traffic were given upon the request of this Association, and the Welland was, on like request, kept open and the channel free of ice to allow the last boats through.

Your committee have just learned of a proposal for the development of 1,100 horse power from the waters of the Rapide Plat Canal at Morrisburg, and would recommend that the Government be asked to withhold its permission, as the utilization of the waters to the extent named may seriously interfere with the safe and convenient navigation of the canal by large vessels. Your Secretary has already asked the Minister of Railways and Canals to defer action until the views of the Association are heard.

STEAMBOAT INSPECTION ACT, INSPECTION Rules and Fees.—In your committee's last report reference was made to the efforts made to obtain for members of this Association a refund of the inspection fees and tonnage dues paid early in the season of 1903, before the suspension of the regulations requiring payment. The objections to the repayment of these amounts were finally overcome and under an Order-in-Council recently issued, notice of which was at once circulated by your Secretary, the amounts claimed have at last been refunded.

The Canadian Steamboat Inspection Rules were in process of revision at the time of the last annual meeting, and the matter was then referred to a special committee of the Association. This committee reports a meeting by appointment with the Chairman of the Board of Steamboat Inspection and others, when the rules relating to equipment and engineer's certificates were fully considered and representations made on behalf of vessel interests were favorably received. The committee at that time also waited upon the Minister of Marine and Fisheries, and your Secretary subsequently submitted the committee's representations to the Minister in writing. The printing of the rules was not completed until January last, and this Association, in compliance with a special request, received a supply from the first issue, which were at once distributed among all the members.

Contemporaneously with the revision of the Canadian rules the Inspection Rules in the U.S. were being subjected to scrutiny and amendment, largely as a result of the popular sentiment expressed after the Slocum disaster. The Board of Supervising Inspectors proposed to submit a set of rules for the approval of the Secretary of Commerce and Labor on Jan. 1, 1905, but the submission was delayed until Jan. 16 to enable vessel interests to examine the draft and make suggestions. A special invitation was extended to this Association to attend a meeting of passenger lines for that purpose in Buffalo on Jan. 4. The notice was too short to arrange a general representation of the Association, but the revision being of importance to Canadian vessels plying to U.S. ports, your President and Secretary attended, and took part in the discussion of the proposed revision. A special committee, of which your representatives were made members, made various criticisms and suggestions, which were embodied in instructions for a brief to be submitted at Washington by H. D. Goulder on behalf of the vessel interests represented. The views of all parties were subsequently heard at Washington on Jan. 16, and received full consideration. The rules were revised and finally approved on Feb. 23. They have since been issued, and are now in force; and the Secretary of the Buffalo meeting, writing to this Association on the subject, reports that they conform absolutely with the brief submitted.

It has just transpired that it is the intention of the U.S. inspectors to enforce the new U.S. rules fully upon Canadian steamers subject to U.S. inspection, even in regard to equipment, which has heretofore passed U.S. inspection though not strictly complying in minor details with all their rules. Your Secretary has written to the Minister of Marine



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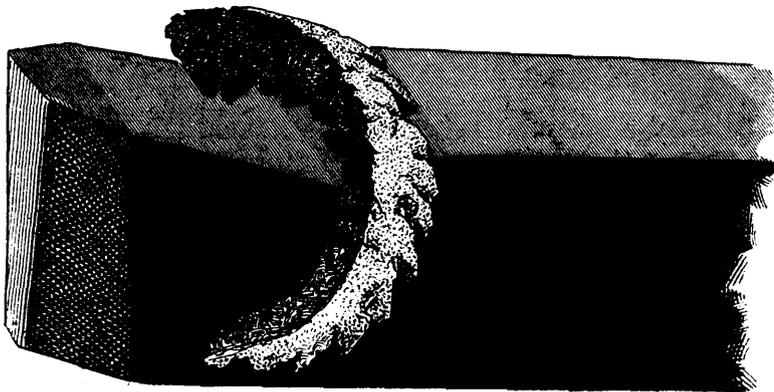
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and Fisheries, asking for intercession on behalf of the Canadian vessels affected on the ground of the great hardship entailed and the short notice given, and the Minister has promised the matter immediate attention. The committee recommend that the matter be given special attention by a deputation of the Association to the Minister.

While the contemporaneous revision of the rules in the two countries without official conference of the inspection boards seems to defer to an even later date, the suggested reciprocal inspection arrangements now provided for by the statutes of both countries, the desired reciprocity in regard to the abolition of the tax is now almost attained. In pursuance of representations from the Association, an amendment of the Steamboat Inspection Act was made in 1903 permitting our Government to take reciprocal action if any foreign country allowed the inspection of Canadian vessels free. Through the proper channels this amendment was communicated to the U.S. authorities, but no action was taken. It was then ascertained in correspondence with Washington that as the U.S. had passed similar legislation at an earlier date, they expected the initiative now to be taken by Canada. Your Secretary thereupon obtained from the Secretary of Commerce and Labor at Washington an undertaking that immediately upon notice of the passage of an Order-in-Council in Canada giving effect to the power conferred by the Statute of 1903, and removing the tax from U.S. vessels, he would at once exercise the discretionary power vested in him and remove the tax imposed by the U.S. upon Canadian vessels. This was communicated to the Minister of Marine and Fisheries and diplomatic overtures followed, resulting in a confirmation of the unofficial undertaking your Secretary had obtained. On Feb. 9 accordingly, a recommendation was made by the department to the Governor-in-Council that the necessary Order-in-Council be passed in Canada, to take effect on April 1 next, and the Order issued under on Feb. 14. Notice of this Order has been communicated to Washington, and the desired consummation will probably be reached by the removal of the fee in the U.S. before April 1.

On Dec. 29 last an Order-in-Council was passed cancelling the previous Order of April 27, 1904, under which freight vessels registered outside Canada, but holding inspection certificates of certain foreign corporations, were exempt from the Canadian rules. The matter was considered by your Executive Committee at a meeting in Toronto on Feb. 1 last, and a resolution was then adopted praying that the new regulations should not be allowed to interfere unjustly with vessel property already constructed in accordance with rules then accepted by law. It was understood later from interviews with the Department that instructions would be given accordingly, and your Secretary now has a departmental letter to the same effect which has been communicated by him to the parties principally interested.

Under this heading the bill introduced on behalf of the marine engineers to amend the Steamboat Inspection Act may be referred to. The bill aims to remove the exemption from the Act heretofore enjoyed by tugs and by freight carriers of under 150 tons, and also to prevent the issue of temporary certificates to applicants who are not at least fourth-class engineers. The bill was not reported by the committee to which it was referred last year. This year, however, it has been referred, and a new committee has taken it up promptly. A session was held on Feb. 15, and your Secretary was able to procure notice in sufficient time to send word to members of this Association named as a committee last year. A. A. Wright and your Secretary attended in Ottawa, and the fullest possible information was given

to the Parliamentary Committee regarding the purpose and probable effect of the bill. A deputation of marine engineers was also heard and the committee adjourned to procure further information and meet at the call of the Chairman. At a second session on the 1st inst., parties were again heard and considerable opposition to the bill developed in the committee. The committee has again adjourned and it is quite possible that the bill may not be advanced.

Your Executive Committee call attention again to the fact that the inspection fees and tonnage dues are left by the Act of 1903 still under the jurisdiction of the Governor-in-Council, and that no action has been taken towards their absolute abolition. At a convenient time it may be well to press again for legislation removing the possibility of their re-imposition save by Act of Parliament.

RULES OF THE ROAD.—As already reported a new set of navigation rules have been formulated to take effect upon the Great Lakes, their connecting and tributary waters, and the St. Lawrence River as far east as the Victoria Bridge and the lower exit of the Lachine Canal at Montreal. The amendments have already been referred to in a previous report, and need not be recited again. The rules in Chap. 79, Revised Statutes of Canada, are only varied in the present issue in certain details in important points, where uniformity with the U.S. rules was absolutely necessary. Several revisions have come before your Secretary during the year just closing, and final amendments were submitted to the Department at Ottawa at a last meeting on Jan. 18 last, and have in the main been accepted, though in one or two details, noticeably in the citation of authority on the title page, and in the wording of certain rules intended to be identical with those of the U.S., the recommendations have not been fully carried out. The new rules have been issued, and copies have been sent to your Secretary and distributed to members of this Association. Collectors of customs and steamboat inspectors have also been supplied, and copies may be obtained from them or from the Department at Ottawa upon application.

CHARGES AT GOVERNMENT WHARVES.—The memorial presented to the Government in 1903 petitioned generally against these charges. At the annual meeting in 1904, the recommendation of your committee was adopted, that a petition be again addressed to the Government recognizing the fact that a charge may be proper upon the freight landed or received, but pressing the view again that no charges should be made against the vessel. This petition was accordingly embodied in the memorial subsequently presented to the Government. Your committee now recommend that this petition be again taken up, and commended to the early and favorable consideration of the Government.

HOSPITAL DUES.—A year ago, the Shipping Federation of Canada, an organization more largely interested in this matter, was addressed, and an offer made to co-operate with them in any action they might take towards the removal of these unnecessary charges. Your committee, at a recent meeting, gave the matter further consideration and resolved to again bring the question forward. Your Secretary communicated with the Shipping Federation, and upon its petitioning the Government filed a petition also on behalf of this Association, which is now receiving consideration.

AIDS TO NAVIGATION, ETC.—The list of recommendations made under this heading, referred to in your committee's last report, was duly laid before the Lighthouse Board. Correspondence followed regarding several items and due consideration and effect has, it is understood, been already given to several

of the recommendations made. Representations have been made to the Department, from time to time throughout the year, on behalf of this Association, regarding individual lights and buoys, and have received due consideration. Attention should also be called to the fact that this year, to accommodate vessel interests, the Department endeavored to maintain its service until Dec. 15, and that the Government also undertook to keep the harbors of Fort William and Port Arthur and the Welland Canal free of ice in the channels to enable navigation to continue unimpeded until the date named.

IRREGULARITIES IN WEIGHING OF GRAIN AT ELEVATORS.—This question came before the last annual meeting and was referred to the executive committee. At a meeting of the committee in Ottawa on June 16 last, the matter received full consideration, and as it was apparent that the Government certificate of weight given at Port Arthur or Fort William affords the elevator there full protection against a vessel whose load is found to be short at her destination, and the vessel is consequently without redress, it was resolved to ask the Winnipeg Grain and Produce Exchange to assist in taking action to do away with the Government weighing into vessels at the ports named. This assistance was asked for, but the proposal was not concurred in. During the past season several glaring examples of shortage in weight have occurred, and at a joint meeting of your committee with members of the Association interested in the grain trade, further discussion took place, resulting in a resolution to repeat the request already made to the Winnipeg Grain and Produce Exchange, pointing out the Association's desire to have responsibility for the weight of the cargo rest entirely on the elevator, with no interference whatever in the system of Government supervision of the weighing, except in the case of loading vessels, and on this resolution correspondence is still pending with the Winnipeg Grain and Produce Exchange. In the meantime, the committee recommend that the owners of vessels carrying grain from Port Arthur and Fort William should enter into an agreement prohibiting the offering of any inducements to any employe of any elevator to secure quicker dispatch or advantage in loading; and that thereafter a deputation should wait upon the management of the C.P.R. and C.N.R. elevators to ask assistance in improving the conditions at the ports named; and that, if possible, vessel owners should appoint one agent to act for all at these ports.

TRIMMING CHARGES AND METHODS AT ELEVATORS.—Upon representation that much time and unnecessary expense is involved under present conditions in trimming the loads of grain by manual labor upon vessels at the elevators at Port Arthur and Fort William, and that the difficulty could be remedied if the elevators would put in trimming spouts for the grain, your Secretary has, upon instructions, entered into correspondence with the C.P.R. and C.N.R. authorities, and has received letters from both railways that investigation is being made, and that further reports will be given at an early date.

HARBORS AT FORT WILLIAM AND PORT ARTHUR.—At the session of Parliament in 1904 bills were introduced by the Minister of Marine and Fisheries to provide for the appointment of boards of harbor commissioners at these ports, with power to levy rates on shipping entering these ports, and at the meeting of your committee in Ottawa in June last it was resolved to protest against the bills, and that a deputation should wait upon the Minister for that purpose at an appointment already arranged by the Secretary. Representations then made, and a petition presented, induced the Minister to give the matter

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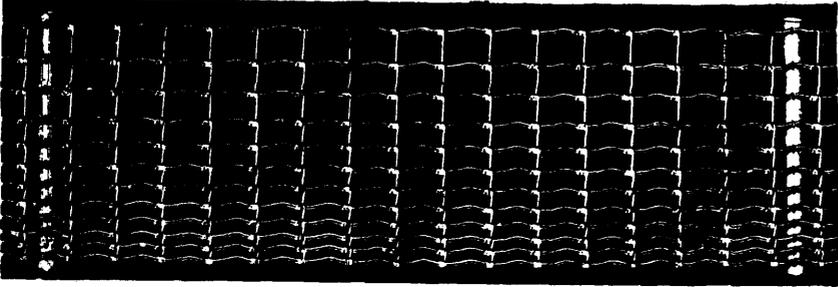
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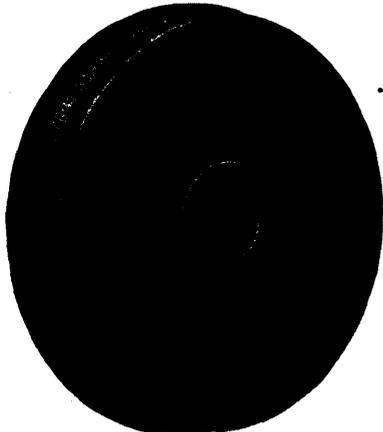
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further consideration, and the bills were not again presented to the House.

LAKE TRAFFIC GENERALLY.—Reference should be made to special and well-attended meetings of the lake carriers section of the Association, which have been held in Toronto twice last fall, and again in Jan. and March, all of which have been called and attended by your Secretary, and at which business affecting the special interests of the members present has been transacted. Some matters referred by the last of these meetings to your Executive Committee are still under consideration. These include the present method of loading at Port Arthur and Fort William, and the hardship entailed in moving about from port to port; the provision of bills of lading to protect owners, and demurrage on coal and grain.

MEMBERSHIP.—The membership of the Association remains as it was during 1903 and 1904, with the addition of some two or three new companies. The total tonnage represented is 112,297, of which 79,349 tons are steam, and 32,948 tons other vessel property. The Association represents substantially the leading passenger and freight lines on the inland waters of Canada, and it may be pointed out that practically all the Canadian vessels engaged in carrying grain upon the lakes have come into the Association with the exception of the Algoma Central, the Canada Atlantic, and C.P.R. steamers. On account of the Treasurer's statement submitted to you, it must be explained that one company whose total tonnage is included in the above total has so far paid dues this year only upon a section thereof, and that two other companies which have entered during the season have not yet paid their dues and their tonnage is not included in the above figures. Your committee has considered the method of assessment, and recommends that hereafter be paid by members. It is also recommended that the assessment for 1905-6 be at the rate of _____ cents per ton on steam vessels, and _____ cents per ton on sailing and barge property.

The report was unanimously adopted, except the portion of the last section respecting the membership fees for the current year, the committee having left some of the amounts blank.

It was moved that the assessment for 1905 be at the rate of 2c. per ton on steam vessels and 1c. a ton on sailing and barge property. An amendment was moved placing the minimum assessment at \$5, and the maximum at \$125. The amendment was lost and the original motion carried, but the Executive Committee was authorized to consider any special cases which might be brought to its notice, and in respect to which there might be complaints as to the amount levied.

Following is a summary of the Secretary-Treasurer's statement:—

RECEIPTS.	
Balance from 1903	\$ 1,274.37
Interest savings bank deposit	30.18
Membership dues	1,243.75
	<u>\$2,548.30</u>
DISBURSEMENTS.	
Bank commissions on cheques	\$ 4.27
Postage	51.84
Telegrams and telephones	34.85
Printing and stationery	134.14
Periodicals	8.10
Charts	23.38
Travelling expenses, Executive Committee and Secretary-Treasurer	440.85
Balance of 1903-4	650.00
Filing cabinet	62.10
Wreath late Jno. Bertram's funeral	10.15
Balance in bank	1,128.62
	<u>\$2,548.30</u>

R. O. Mackay brought up the question of the speed of vessels in the Detroit and St. Clair rivers, more particularly screw steamers. A

steamer passes any given point in these rivers about every ten minutes. Opposite Court-right most of the steamers use the Canadian channel, and they are in the habit of keeping close to the Canadian shore, particularly on the up trip, for the purpose of having less current to contend with. The Michigan Central Rd. has extensive docks at Courtright, and when a boat is moored at the dock and a passing steamer keeps too close to the Canadian shore, the suction is so great as to make a steamer moored at the dock surge, and unless she has an additional number of lines they are broken, and she is carried away from her moorings. Mr. Mackay thought that a steamer passing at a high rate of speed through low waters was liable for damage to the property caused by her going at such speed. Last season the Wahcondah was carried away from her moorings at Courtright and the Donnacona at Point Edward, and the first named boat sustained damage to the extent of about \$100, and the other between \$200 and \$300. His firm was in correspondence with the owners of the boats, which are owned in the U.S., that did the damage. The U.S. define the rate of speed at which a vessel should go through St. Mary's River, and he thought Canada should have a rule for the Detroit and St. Clair rivers, for such portions of them as are under Canadian jurisdiction. It was decided to submit the matter to the Minister of Marine.

J. A. Cuttle suggested that the Farran's Point Canal should be kept open the entire season, including Sundays. This canal, which is about five miles above the head of the Cornwall Canal, is simply a lock at the foot of the currents, or most intricate part of navigation on the St. Lawrence. Under the existing regulations, vessels are detained there all day Sunday, and are obliged to start at 9 o'clock on Sunday night, while if the night is at all unfavorable, they have to wait till the following morning. The lift lock at Cardinal, at the head of the currents, is kept open all season, thus enabling vessels to pass down on Sundays and to reach Dickenson's Landing, at the head of the Cornwall Canal, on Sunday evening. This is a great convenience, which would be considerably added to if the Government would deal with the lock at the lower end of the currents in the same manner.

H. H. Gildersleeve contended that all the canals should be open on Sundays. J. A. Cuttle opposed this, saying that if the matter was opened up the time for which the canals are opened on Sundays might be curtailed. The matter dropped without any action being taken.

A resolution, as given in our last issue, was passed urging the Department of Marine to take immediate steps to secure reciprocal steamboat inspection between Canada and the U.S.

R. W. Shepherd stated that under the new inspection rules the Ottawa River Navigation Co. and other vessel owners were required to provide a number of additional life-boats. It was preferable to have these of metal, instead of wood, on account of better lasting qualities, etc., but there was practically only one maker of metallic life-boats in Canada, viz., in the Province of Quebec, and his output was very limited and his prices high. Mr. Shepherd therefore urged that the Government should be asked to admit metallic life-boats free of duty, at least until such time as they can be made in Canada in sufficient quantities to fill the demand. It was decided to prefer a request to the Department of Customs in accordance with Mr. Shepherd's suggestion.

A resolution was adopted thanking the Dominion Government for the way in which it had granted a number of requests made by the Association.

Officers for the current year were elected as stated in our last issue.

In the afternoon most of the members attending the meeting interviewed several cabinet ministers and officials. They first waited on the Minister of Marine, Hon. R. Prefontaine. C. F. Gildersleeve, on behalf of the Association, protested against the passage of the bill introduced in the House of Commons by D. L. McCarthy, M.P., to amend the Steamboat Inspection Act. He urged that steps be taken to arrange with the U. S. Government for reciprocal steamship inspection, and that pending such an arrangement the U.S. Government be asked not to enforce for this season, as far as Canadian vessels are concerned, its new regulations respecting the amount of cork required in life preservers. He also suggested that the present system of levying marine hospital fees be abolished, that the speed of vessels on the Detroit and St. Clair rivers be regulated, and that the charges at Government wharves be abolished. C. J. Smith spoke in reference to life preservers. Owing to the Slocum disaster the U.S. authorities had decided that life preservers which had passed inspection before would not now be accepted. The present life preservers used in Canada contained about 5½ lbs. of cork, while the U. S. rules call for 6 lbs. The R. and O. N. Co., to comply with the new regulations, would require about 4,000 new life preservers, and the various companies embraced in the Association would probably want at least 20,000. It would be impossible to procure them in time for the opening of navigation. He suggested that the Minister should ask the U.S. Government to extend the rule for the present season and then that there be reciprocal inspection between the two countries. He also pointed out that the Canadian rules do not give credit for life rafts in the same way as the U.S. rules do. J. A. Cuttle spoke in reference to marine hospital dues, contending that the Government collected more than was necessary, and pointing out that vessels clearing from Quebec ports had to pay hospital dues in the U.S., while vessels clearing from Ontario ports did not have to do so. Captain Donnelly urged the necessity for arrangements between Canada and the U.S. respecting reciprocal inspection. H. H. Gildersleeve objected to the charges at Government wharves on Georgian Bay. He pointed out that the Government, for the purpose of aiding navigation and the different localities, have built wharves at which a charge is made for steamers landing, in addition to a Government rate of wharfage on the goods. The Government appoints caretakers who are not responsible for the goods when landed. He contended that a wharf was like the dredging of a channel or a lighthouse—an aid to navigation—and that a charge should not be made for the one unless it was for the other. He also urged that Government wharfingers should be responsible for the goods landed in their charge, and that the goods should pay the wharfage instead of the steamers being taxed when landing them. It often happened that the Northern Navigation Co.'s steamers discharged freight on which the earnings were less than a dollar, while the steamer had to pay \$1.50 to \$2.50 for landing. In reply, Mr. Prefontaine promised to carefully consider the various requests and said he would immediately communicate with the U. S. Government respecting the inspection matters.

The delegation then called on J. McDougald, Commissioner of Customs. R. W. Shepherd urged the abolition or suspension of the duty on metallic life buoys. Captain Donnelly suggested a change in the system of clearance papers to vessels leaving Fort William and Port Arthur. He pointed out that when a vessel starts to load a grain cargo at Fort William, the captain often expects to complete loading there, but when the vessel is partly loaded he is ordered to go to Port Arthur for the balance, or, as frequently

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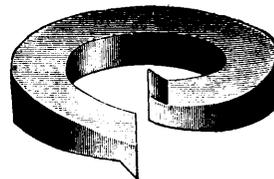
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happens, he had to return again to Fort William to finish loading. If this happens before the closing of the Customs office, at 4 p.m. or before 9 a.m., the captain frequently has to waste considerable time in finding a Customs officer, and at night it is even worse, as there is only one officer at each port. A vessel cannot leave Fort William till the captain has obtained a clearance. He suggested that if the agent of the vessel or the shipper gave the Customs officer information regarding the cargo aboard, as the voyage was between Canadian ports, the Department should arrange so that the vessel be not delayed, more especially as these vessels are under the coastwise license. The present system causes great delay. Captains are anxious to make the voyage between the two ports during daylight, as the channel is an intricate one, and frequently they are unable to do this on account of the time lost in obtaining a clearance.

The Minister of Railways, Hon. H. R. Emmerson, received the delegation in his room in the House of Commons, where they were introduced by W. Harty, M.P. The Secretary read a memorial respecting the application of the village of Morrisburg for the development of 1,100 horse-power from the Rapids Plat Canal, for the use of the village and for factories to be established there. The memorial stated that the utilization of the water for power to the extent named would decrease the depth of water and cause such currents throughout the whole course of the canal, as well as such disturbance at the point where the water would be withdrawn, that navigation of the canal by large steamers and tows of barges would be difficult and troublesome at all times, and probably impossible for large vessels with full loads at times of low water. The late engineer in charge refused to sanction the cutting from the bank and the withdrawal of water from the canal for power to any greater extent than that already utilized, believing that the results would be seriously prejudicial to the size and ready transportation of vessels past this point of the river, the main purpose for which the canal was intended. The entrance at the head of the canal was enlarged and the piers extended to enable vessels bound down to enter the canal at times when the water is too low for safe passage down the rapid, and any additional current in the canal would be specially troublesome and dangerous. A similar memorial was submitted signed by a number of captains navigating the upper St. Lawrence River. Capt. Donnelly supported the memorial in a vigorous and practical speech. The Minister said that Morrisburg already had the right to use 250 horse-power and that the application was for only 750 additional horse-power. The Department's Engineer had reported favorably on the application, but in view of the protests submitted and if the utilization of the additional power desired would interfere with navigation, of course it must not be allowed.

C. F. Gildersleeve and H. S. Folger spoke in support of the proposal to improve the Wolfe Island Canal. This island is in Canadian water, extending from some few miles southwest of Kingston almost to Gananoque. Opposite Kingston is the port of Cape Vincent, N.Y., the route between the two ports being the natural international highway from Northern New York to Central Ontario. Wolfe Island forms a barrier in the way, the route around its foot being about 24 miles, and around its head about 20 miles, and these routes are exposed to the rough waters of the lake under the prevailing southwest-ery winds. Many years ago a canal was cut through the island, two bays on the opposite shores of the island being thus joined. The work was not properly done, no means were available for its maintenance, and it partly

filled up and fell into disuse. The dredging of the canal would shorten the route from Kingston to St. Vincent to 13 miles and would enable a car ferry to be put on. It would lower the price of coal, which could be brought in barges from Cape Vincent to Kingston, instead of by vessel from Charlotte or Oswego, across the Lake. The Minister said that this was a matter which came under the jurisdiction of the Public Works Department.

The delegation, accompanied by Mr. Harty, then called on the Acting Minister of Public Works, Hon. C. S. Hyman, when C. F. Gildersleeve and H. S. Folger urged the construction of a ship channel across Wolfe Island, advancing similar arguments to those submitted to the Minister of Railways. Mr. Hyman suggested that a memorial containing the facts, and showing the commercial possibilities of the route, be prepared and submitted to him.

The Commissioner of Customs, who was interviewed by a deputation from the Dominion Marine Association in reference to clearances of vessels between Port Arthur and Fort William, Ont., has notified the Association that he has issued instructions to the collectors at the two ports whereby a vessel clearing from Port Arthur for Fort William to take on part of her cargo, or vice versa, from Fort William to Port Arthur, will not be required to report to the customs authorities in each case, and will only have to obtain one final clearance when she leaves for good with her cargo. This rule will apply only for vessels leaving coastwise, and not to a vessel sailing for a port outside Canada.

Among the Express Companies.

The Western Ex. Co. has opened offices at Strongs, Mich., and Karlstadt, Minn.

J. J. Lacoste has been appointed agent for the Dominion Ex. Co. at New Liskeard, Ont., where an office has just been opened.

The Dominion Ex. Co. has opened offices at Cobalt and Latchford, Ont., on the line of the Temiskaming and Northern Ontario Ry.

W. W. Williamson, Accountant Canadian Ex. Co., has been appointed Superintendent of Tariffs in addition to his duties as Accountant. Office, Montreal.

V. G. R. Vickers, Superintendent Atlantic Division Dominion Express Co., was married in Montreal April 26 to Mrs. Routh, daughter of W. B. Smith, General Manager Dominion Transport Co. The Dominion Express Co.'s staff presented Mr. Vickers with a silver tea service.

H. N. Lingley has been appointed Assistant Route Agent, Canadian Ex. Co., with headquarters at Truro, N.S. He will have charge of routes 60, 61, 62, 63, 64, 96, 97, 98, 100, 102 and 116, and also on Prince Edward Island Ry. He will report direct to H. C. Creighton, Superintendent, St. John, N.B. Route Agent Coleman will have charge of routes 55, 56, 57, 58, 59, 65, 66, 90, 91, 92, 93, 94, 95 and 101.

Roscoe Murphy, heretofore Route Agent Canadian Ex. Co.'s Central Division, has been appointed Assistant Superintendent of that division, and the following lines: G.T.R., east of Montreal, to Portland, Me., and Point Levis, Que.; Intercolonial Ry., Montreal to Riviere du Loup, inclusive; Temiscouata Ry.; Quebec and Lake St. John Ry.; Great Northern Ry.; Quebec Southern Ry.; Central Vermont Ry., in the province of Quebec, and G.T.R. south of Montreal to Massena Springs, N.Y. Office, Montreal.

The Dominion and Western Ex. Companies have adopted the uniform style of money

order agreed upon by all express companies, and it was notified that the necessary forms would be issued during April. The orders are printed in dark green upon a lighter green, the Dominion Ex. Co.'s having the imprint of a coat of arms thereon, and the Western Ex. Co. an imprint of the company's call card. The Canadian Ex. Co. has also adopted the uniform style of money orders, and the new issue will begin with the letter F. It has also abolished the three months' time limit printed on the face of the previous issues of its orders.

Telegraph and Cable Matters.

The G.N.W. Telegraph Co. has opened an office at Beaupre, Que.

The Western Union Telegraph Co. paid its usual quarterly dividend of 1 1/2%, April 15.

Among the votes passed by the House of Commons during the current session is one for \$100,000 to provide for the establishment of Marconi wireless telegraph stations.

The Dominion Government has given notice that it will establish a wireless telegraph station (Marconi System) on Sable Island, and that it will be in operation Aug. 1.

H. E. Roberts has been appointed Superintendent of Supplies and General Purchasing Agent of the Western Union Telegraph Co. at New York, succeeding the late E. C. Cockey.

The Quebec Steamship Co.'s steamers Bermudian and Trinidad have been fitted with wireless telegraph apparatus, and messages for these steamers will be accepted by the telegraph companies.

E. C. Cockey, Superintendent of Supplies and General Purchasing Agent, Western Union Telegraph Co., died in New York, recently. He was President of the Old Time Telegraphers' Association in 1895.

The two copper wires which the C.P.R. Telegraph Department will string this year between Winnipeg and Emerson, Man., will connect with the wires of the Minneapolis, St. Paul and Sault Ste. Marie Ry.

The Vancouver, Westminster and Yukon Ry. is stringing its telegraph wires between Vancouver and New Westminster, B.C. It has power to transact a commercial business, and its wires will connect with those of the Great Northern Ry., U.S.

W. Marconi, the inventor of the system of wireless telegraphy adopted by the Canadian Government, was in Glace Bay, N.S., recently, where he inspected the new station erected inland from the old one built in 1902. He stated that the station was moved inland at the request of the British and Canadian Governments, so as to be out of shell range in the event of hostilities, in which the Canadian shores might be attacked. He added that he had recently perfected a magnetic detector, on the principle of the Wheatstone recorder, which will record 100 words a minute. Experiments with this instrument will be made on the steamer when Marconi is returning to England.

The Dominion DeForest Wireless Telegraph Co. is being organized with a capital of \$1,200,000 and offices in Montreal, to establish wireless telegraph stations throughout Canada, on the system invented by L. DeForest, of New York. The company proposes to establish stations in all important centres in the different provinces and territories; to place instruments on board all vessels doing business in Canadian waters, and to distribute news to the newspapers of the country. The stations in Montreal and Ottawa are being fitted up and it was expected to have them in operation by the end of April. The next stations it is proposed to equip are to be at Quebec and Toronto.

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General Telephone Matters.

G. F. Freeman is Manager of the Valley Telephone Co., Middleton, N.S.

The Bell Telephone Co. is preparing to install a telephone system in Blind River, Ont.

The supplementary letters patent authorizing the New Brunswick Telephone Co. to increase its capital stock from \$60,000 to \$250,000, have been issued.

The Stark Telephone, Light and Power System, which operates in Toronto Junction, Ont., and vicinity, has decided to declare a dividend of 3 1/2% for the current half-year, payable in July.

The Bell Telephone Co. has extended its line from Owen Sound, Ont., to the King's Royal Park, three miles; and is preparing to construct lines to Kemble, East Linton and Hogg on the party line system, with Owen Sound as the centre.

J. H. Martin, local manager of the Bell Telephone Co. at Woodstock, Ont., has been removed to London, Ont., where he will have charge of construction work, and will be succeeded by F. W. Dewar, heretofore local manager at Walkerville, Ont.

The Stratford, Ont., City Council is negotiating with the Bell Telephone Co. in connection with the renewal of its franchise. The council desires to have the wires placed underground in the main streets, and will give free use of the streets for this purpose.

The work of equipping the main exchange of the Bell Telephone Co. in Montreal with central energy instruments is in progress, and is expected to be completed in July. There are 4,800 subscribers on the lines centering on the Hospital St. exchange, where a new switchboard is under construction.

The Bell Telephone Co. transferred its east end switchboard and apparatus from the old building on St. Catherine St., Montreal, to the new building on St. Andre St., Mar. 31. There are 3,500 subscribers on the lines centered at this exchange, and the transfer was made without any interruption in the service.

An independent telephone line is being constructed in the vicinity of Port Colborne, Ont., the intention being to establish exchanges at Port Colborne, Ridgeway, Fort Erie and neighboring towns and villages. It is also proposed to construct lines for farm-ers in the vicinity. B. Matthews, A. Spark and J. Ball, of Ridgeway, are the promoters of the enterprise.

The Haileybury and Cobalt Telephone Co. has been incorporated under the Ontario Companies' Act, with a capital of \$5,000 and office at Haileybury, Ont., to construct a telephone line between Haileybury and Cobalt, Ont., and other points in the district of Nipissing. The provisional directors are:—H. McQuarrie, T. J. Gorman, P. A. Cobbold, C. G. Farr, D. Myles, J. F. Gillies, of Haileybury.

The Ontario Telephone Co. is the title under which application is being made at the current session of the Ontario Legislature for an act of incorporation by residents of Brantford, Ont., for whom Brewster, Muirhead and Heyd, solicitors, are acting. The company proposes to carry on a general telephone business in Brantford and other towns, and to make a special feature of rural connections.

The reference by the House of Commons of the telephone question to a select committee is for the purpose of inquiring into and reporting upon "the various public tele-gram systems in operation in Canada and elsewhere, as the committee shall determine; and to consider and report what changes, if any, are advisable in respect of the methods at present in force for furnishing telephone service to the public. Such committee to have power to send for persons and papers,

to examine persons under oath and to report from time to time." At the first meeting of the committee Sir Wm. Mulock was appointed chairman, and F. Cook, Ottawa, President of the Union of Canadian Municipalities, attended and promised the co-operation of that body in the investigation. The committee passed a resolution stating that it was desirable for it to inquire into and consider all existing legislation regarding telephone systems in the Dominion of Canada, including federal, provincial and municipal legislation; the United Kingdom; the United States; Australasia; Norway and Sweden, and Denmark. The committee is taking evidence at considerable length.

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(Continued from third page of cover.)

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Robb Engineering Co.....Amherst, N.S.
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Erie Heating Co.....Chicago, Ill.
Williams & Wilson.....Montreal.
- Engraving**
Toronto Engraving Co.....Toronto.
- Express Office Signs**
Acton Burrows Co.....Toronto.
- Feedwater Heaters**
Babcock & Wilcox (Ltd.).....Montreal.
Robb Engineering Co.....Amherst, N.S.
Williams & Wilson.....Montreal.
- Fencing**
Canada Foundry Co.....Toronto.
Canadian Steel and Wire Co.....Hamilton, Ont.
Page Wire Fence Co.....Walkerville, Ont.
- Fire Brick**
Garden Sand Co.....Chicago, Ill.
W. H. C. Mussen & Co.....Montreal.
- Fire Escapes**
The G. B. Meadows Wire, etc., Co.....Toronto.
- Fire Insurance**
Dale & Co.....Montreal.
- Flags**
The Hudson's Bay Co.....
- Flour**
The Hudson's Bay Co.....
- Forgings**
Crossen Car Mfg. Co.....Cobourg, Ont.
General Railway Signal Co.....Buffalo, N.Y.
Standard Steel Works.....Philadelphia, Pa.
- Gas Pipe (Cast Iron)**
Gartshore-Thompson Pipe & F'dry Co., Hamilton.
- Gates**
Canada Foundry Co.....Toronto.
Page Wire Fence Co.....Walkerville, Ont.
- Grain Elevators**
John S. Metcalfe Co.....Chicago, Ill.
- Groceries**
The Hudson's Bay Company.....
- Handcars**
Crossen Car Mfg. Co.....Cobourg, Ont.
W. H. C. Mussen & Co.....Montreal.
- Hardware**
The Hudson's Bay Company.....
- Headlights**
N. L. Piper Railway Supply Co.....Toronto.
- Headlinings**
Crossen Car Mfg. Co.....Cobourg, Ont.
- Heaters**
Erie Heating Co.....Chicago, Ill.

(Continued on page 227.)

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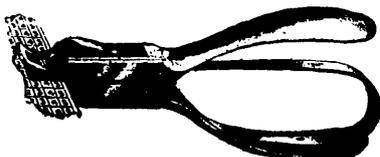
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Toronto, Ont.

PURCHASING AGENTS' GUIDE.

(Continued from page 225.)

Heating for Power Plants
 Erie Heating Co. Chicago, Ill.

Hose, Air Brake and Steam
 The Canadian Rubber Co. of Montreal.

Hose, Fire
 The Canadian Rubber Co. of Montreal

Hose, Suction
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 American Brake Shoe & F'dry Co. . Mahwah, N.J.

Iron Signs
 Acton Burrows Co. Toronto.

Japans
 McCaskill, Dougall & Co. Montreal.

Journal Bearings
 Canada Foundry Co. Toronto.
 Crossen Car Mfg. Co. Cobourg, Ont.
 Jas. W. Pyke & Co. Montreal.
 St. Thomas Brass Co. St. Thomas, Ont.

Lager Beer, &c.
 E. L. Drewry. Winnipeg.

Lamps, Incandescent
 Canadian Westinghouse Co. Hamilton, Ont.

Lamps and Lanterns
 The Hudson's Bay Company. Toronto.
 N. L. Piper Railway Supply Co. Toronto.

Lathes
 The John Bertram Sons Co. Dundas, Ont.
 Williams & Wilson. Montreal.

Launches
 The Bertram Engine Works Co. Toronto.
 Polson Iron Works. Toronto.

Lights, Contractors' and Wrecking
 F. H. Hopkins & Co. Montreal.
 W. H. C. Mussen & Co. Montreal.

Locomotive Boiler Washer, Automatic
 Erie Heating Co. Chicago, Ill.

Locomotive Driver Brake Shoe
 American Brake Shoe & F'dry Co. . Mahwah, N.J.

Locomotives (Compressed Air)
 Baldwin Locomotive Works. Philadelphia, Pa.
 Locomotive and Machine Co. of Montreal.

Locomotives (Electric)
 Baldwin Locomotive Works. Philadelphia, Pa.
 Canada Foundry Co. Toronto.
 Locomotive and Machine Co. of Montreal.

Locomotives (Logging)
 Lima Locomotive and Machine Co. . . Lima, Ohio.

Locomotives (Rack)
 Baldwin Locomotive Works. Philadelphia, Pa.
 Locomotive and Machine Co. of Montreal.

Locomotives (Steam)
 Baldwin Locomotive Works. Philadelphia, Pa.
 Canada Foundry Co. Toronto.
 Canadian Locomotive Co. Kingston, Ont.
 F. M. Hicks & Co. Chicago, Ill.
 F. H. Hopkins & Co. Montreal.
 Lima Locomotive and Machine Co. . Lima, Ohio.
 Locomotive and Machine Co. of Montreal.
 The Saxon Engine Works. Chemnitz, Germany.

Locomotive Stack Netting
 The G. B. Meadows Wire, etc., Co. Toronto.

Locomotive Tile
 Garden City Sand Co. Chicago, Ill.

Machine Tools
 W. Abbott. Montreal.
 The Saxon Engine Works. Chemnitz, Germany.
 Williams & Wilson. Montreal.

Machine Screws, Set Cap and Planer
 John Morrow Machine Screw Co. Ingersoll.

Machinery, Marine
 Sheriffs Mfg. Co. Milwaukee, Wis.

Machinery, Mining
 The Bertram Engine Works Co. Toronto.

Machinery Repairs
 The Bertram Engine Works Co. Toronto.

Machinery Repairs, Marine
 Sheriffs Mfg. Co. Milwaukee, Wis.

Manganese Steel Castings
 Montreal Steel Works. Montreal.

Manhole Frames and Covers
 American Brake Shoe & F'dry Co. . Mahwah, N.J.

Marine Insurance
 Dale & Co. Montreal.

Mats and Matting
 The Canadian Rubber Co. of Montreal.

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 Babcock & Wilcox (Ltd.) Montreal.

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 Williams & Wilson. Montreal.

Milling Machines
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 The John Bertram Sons Co. Dundas, Ont.

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 Garden City Sand Co. Chicago, Ill.

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 The Orford Copper Co. New York.

Nickel for Nickel Steel
 The Orford Copper Co. New York.

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 Toronto Bolt and Forging Co. Toronto.

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Office Fittings
 Canadian Office & School Furniture Co., Preston, Ont.

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Office Signs
 Acton Burrows Co. Toronto.

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 Galena Signal Oil Co., Franklin, Pa., and Toronto.

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 Williams & Wilson. Montreal.

Packing, High Pressure Sheet
 The Canadian Rubber Co. of Montreal.

Packing, Piston
 The Canadian Rubber Co. of Montreal.

Paints, Acid Proof and Anti-rust
 American Asphaltum & Rubber Co. . . Chicago, Ill.

Paints, Asphaltum
 American Asphaltum & Rubber Co. . . Chicago, Ill.

Paints, Bridge
 American Asphaltum & Rubber Co. . . Chicago, Ill.

Paints, Locomotive Front end
 American Asphaltum & Rubber Co. . . Chicago, Ill.

Paints, Mineral Rubber
 American Asphaltum & Rubber Co. . . Chicago, Ill.

Paints, Structural Iron
 American Asphaltum & Rubber Co. . . Chicago, Ill.

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

Pipe
 Erie Heating Co. Chicago, Ill.

Pipe and Pipe Coverings
 W. C. Baker. New York.

Pipe Covering
 Mica Boiler Covering Co. Montreal.

Planers
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Ploughs, Contractors'
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Porter
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 Canada Foundry Co. Toronto.
 Robb Engineering Co. Amherst, N.S.

Portland Cement
 Thorn Cement Co. Buffalo, N.Y.

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 Erie Heating Co. Chicago, Ill.

Printing
 The Hunter, Rose Co. Toronto.
 The Mail Job Printing Company. Toronto.

Pumps
 Canada Foundry Co. Toronto.
 Erie Heating Co. Chicago, Ill.

Punches
 F. J. Myers Mfg. Co. Hamilton, Ohio.

Punching and Shearing Machines
 The John Bertram Sons Co. Dundas, Ont.

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 Montreal Steel Works. Montreal.

Rails (new)
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 F. H. Hopkins & Co. Montreal.
 J. J. Gartshore. Toronto.

Rails (for relaying)
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 J. J. Gartshore. Toronto.
 T. A. Morrison & Co. Montreal.
 W. H. C. Mussen & Co. Montreal.
 Jas. W. Pyke & Co. Montreal.

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Railway Interlocking
 General Railway Signal Co. Buffalo, N.Y.

Railway Pile Drivers
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Railway Signalling
 General Railway Signal Co. Buffalo, N.Y.

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 Toronto Bolt and Forging Co. Toronto.

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 American Asphaltum & Rubber Co. . . Chicago, Ill.

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 American Asphaltum & Rubber Co. . . Chicago, Ill.

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 American Asphaltum & Rubber Co. . . Chicago, Ill.

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 American Asphaltum & Rubber Co. . . Chicago, Ill.

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 Crossen Car Mfg. Co. Cobourg, Ont.

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 The Canadian Rubber Co. of Montreal.

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 Garden City Sand Co. Chicago, Ill.

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 Montreal Steel Works. Montreal.

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Semaphores
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 Polson Iron Works. Toronto.

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 The Hudson's Bay Co.

Side Bearings
 Simplex Railway Appliance Co. Montreal

Signal House Numbers
 Acton Burrows Co. Toronto.

Signals

General Railway Signal Co. Buffalo, N.Y.
N. L. Piper Railway Supply Co. Toronto.

Signs

Acton Burrows Co. Toronto.

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Standard Steel Works. Philadelphia, Pa.

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Station Name Signs

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Steam Attachments for Car Heating

W. C. Baker. New York.

Steamboats

Canadian Shipbuilding Co. Toronto.
Polson Iron Works. Toronto.

Steamboat Signs

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Steam Couplers

Safety Car Heating and Lighting Co. New York.

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

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F. H. Hopkins & Co. Montreal.
Wm. Jessop & Sons. Sheffield, Eng.
Williams & Wilson. Montreal.

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Dominion Bridge Co. Montreal.

Steel for Springs

James Hutton & Co. Montreal.

Steel Plate

Jas. W. Pyke & Co. Montreal.

Steel, Nickel for Nickel

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

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Jas. W. Pyke & Co. Montreal.

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Dominion Bridge Co. Montreal.
Locomotive and Machine Co. of Montreal. Montreal.
Jas. W. Pyke & Co. Montreal.

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Switch Targets

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Ontario Wind Engine and Pump Co. Toronto.

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Ticket Wickets

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Montreal Steel Works. Montreal.
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Wire, Electric

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

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

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The Wire and Cable Co. Montreal.

Wire, Transmission and Trolley

The Wire and Cable Co. Montreal.

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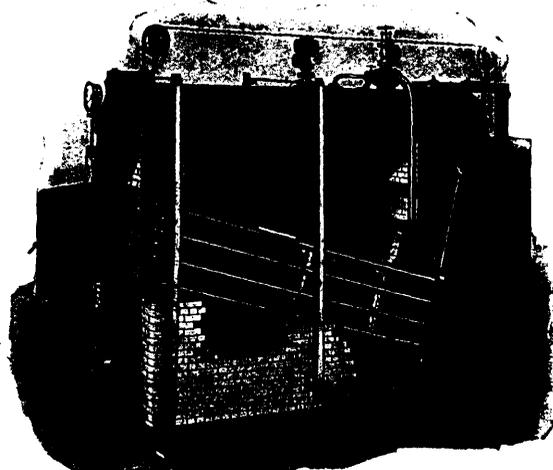
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 Williams & Wilson, Montreal.
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- Bearings, Side**
 Chicago Railway Equipment Co., Chicago, Ill.
- Belting, Rubber**
 The Canadian Rubber Co. of Montreal.
- Billing Machines**
 United Typewriter Co., Toronto.
- Blankets and Bedding**
 The Hudson's Bay Co., Toronto.
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 General Railway Signal Co., Buffalo, N.Y.
- Boats, Steel and Composite**
 The Bertram Engine Works Co., Toronto.
- Boiler Covering**
 Mica Boiler Covering Co., Montreal.
- Boilers**
 Canada Foundry Co., Toronto.
 Polson Iron Works, Toronto.
 Robb Engineering Co., Amherst, N.S.
 Williams & Wilson, Montreal.
- Boilers, Internally Fired**
 Robb Engineering Co., Amherst, N.S.
- Boilers, Locomotive**
 The Bertram Engine Works Co., Toronto.
- Boilers, Stationary and Marine**
 Babcock & Wilcox (Ltd.), Montreal.
 The Bertram Engine Works Co., Toronto.
 Canada Foundry Co., Toronto.
 Robb Engineering Co., Amherst, N.S.
- Boilers, Steam**
 Erie Heating Co., Chicago, Ill.
- Boilers, Water Tube**
 Erie Heating Co., Chicago, Ill.
- Boiler Tubes**
 Jas. W. Pyke & Co., Montreal.
- Bolsters**
 Simplex Railway Appliance Co., Montreal.
- Bolts, Bridge**
 Canada Foundry Co., Toronto.
 Toronto Bolt and Forging Co., Toronto.
- Bolts, Carriage and Machine**
 Toronto Bolt and Forging Co., Toronto.
- Bolts, Track**
 Canada Foundry Co., Toronto.
 Toronto Bolt and Forging Co., Toronto.
- Book Typewriters**
 United Typewriter Co., Toronto.
- Box Car Loaders**
 W. H. C. Mussen & Co., Montreal.
- Brake Beams**
 Chicago Railway Equipment Co., Chicago, Ill.
 Simplex Railway Appliance Co., Montreal.
- Brake Shoes**
 Allen & Morrison Brake Shoe Mfg. Co., Chicago.
- Brass and Copper Cloth**
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- Brass Castings**
 St. Thomas Brass Co., St. Thomas, Ont.
- Bridge Numbers**
 Acton Buttrows Co., Toronto.
- Bridges**
 Canada Foundry Co., Toronto.
 Dominion Bridge Co., Montreal.
- Buoy Lighting**
 Safety Car Heating and Lighting Co., New York.
- Cables, Electric and Feeder**
 E. F. Phillips Electrical Works, Ltd., Montreal.
 The Wire and Cable Co., Montreal.
- Caboose Heaters**
 Geo. R. Prowse, Montreal.
- Car Brake Shoes**
 American Brake Shoe & F'dry Co., Mahwah, N.J.
- Car Castings**
 American Brake Shoe & F'dry Co., Mahwah, N.J.
- Car Fenders**
 F. J. Myers Mfg. Co., Hamilton, Ohio.
- Car Heating**
 W. C. Baker, New York.
 Safety Car Heating and Lighting Co., New York.
- Car Jacks**
 F. H. Hopkins & Co., Montreal.
 W. H. C. Mussen & Co., Montreal.
- Car Kitchen Equipments**
 Geo. R. Prowse, Montreal.
- Car Lighting**
 Safety Car Heating and Lighting Co., New York.
- Car Movers**
 W. H. C. Mussen & Co., Montreal.
- Cars**
 Crossen Car Mfg. Co., Cobourg, Ont.
 F. M. Hicks & Co., Chicago, Ill.
 Rhodes, Curry & Co., Amherst, N.S.

(Continued on page 225)

"PARIETTE" READY ROOFING

FOR

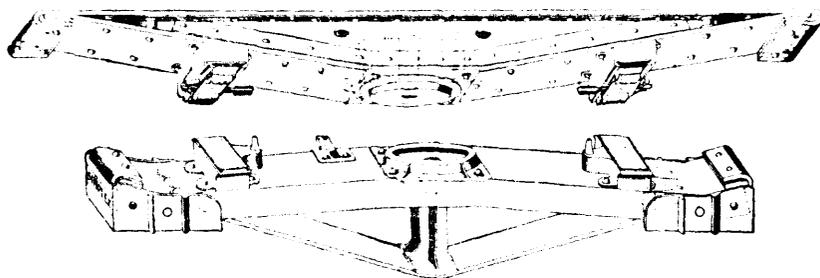
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BRAKE BEAMS



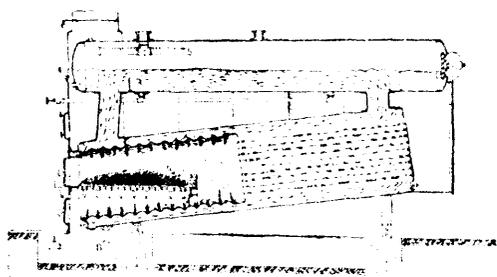
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