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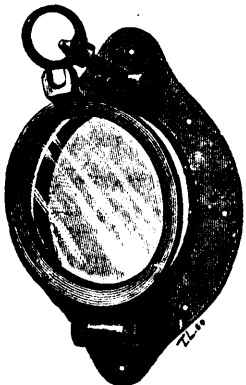
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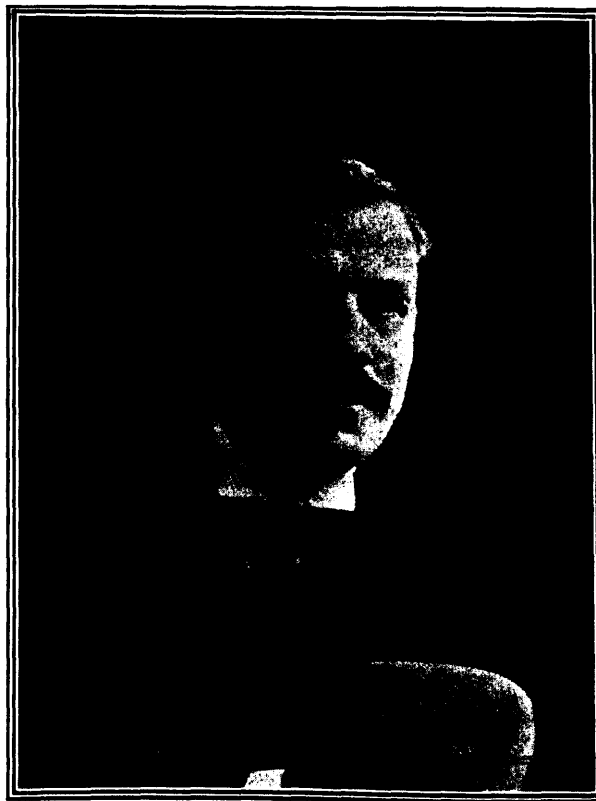
G.T.R. SEMI-ANNUAL MEETING.

At the semi-annual meeting in London, Eng., Oct. 12, there was a large attendance of proprietors, with Sir C. Rivers Wilson, President, in the chair.

After routine proceedings the President said: When we met this time last year in this hall it was my province to announce to you that the $\frac{1}{2}$ -year which we had to treat of—the $\frac{1}{2}$ -year ended June 30, 1898—had been the most prosperous June $\frac{1}{2}$ -year which we had had since 1890, & further, that we were in a position to declare the full dividend on the guaranteed stock for the first time for $4\frac{1}{2}$ years; & in making those communications to you, I ventured to predict that we should continue to have a further measure of success in the near future. I am happy to say that the expectation I then held out to you has been fairly realized, because upon the present occasion we have gone a step further, & are in a position, after declaring a full dividend on the guaranteed stock, to declare a dividend of 1% on the 1st preference stock. I will not trouble you at such length as I generally do with a detailed explanation of the figures in the accounts. It will only be necessary for me to refer to some of the more salient features of the working of the line during the past $\frac{1}{2}$ -year. The capital expenditure during the $\frac{1}{2}$ -year has been kept within very reasonable bounds; indeed, I may say that the increase would have been almost infinitesimal if it had not been for the obligation imposed upon us by the Safety Appliances Act of the U.S. to equip our rolling stock with automatic couplers & air brakes, which accounts for £33,330 out of a total capital expenditure of only £49,733 in the past $\frac{1}{2}$ -year. The remainder of the capital outlay consisted mainly of £3,256 for the further extension of the double track between St. Hubert & St. Lambert, near Montreal, & in connection with two important bridges on the main line, & £5,403 was expended on account of the new general offices at Montreal on the excellent site so liberally presented to the Co. by the City Corporation for that purpose. The contracts for the masonry & ironwork for the new offices have been placed, the latter, owing to increased prices, at rather a higher figure than was originally estimated; but it is so far satisfactory that had these contracts been delayed, a much larger cost would have been incurred, owing to the extraordinary rise which has recently taken place in the price of iron & other materials. I may mention that we have authorized the General Manager to proceed with the doubling in sections of about 10 miles of the line at points where the traffic is heaviest, & where the existence of only a single line

militates against the safe, expeditious & economical movement of our through freight & passenger trains. You will remember that the distance between Montreal & Toronto is 333 miles, of which, when the additional mileage now authorized is completed, only about 48 miles will be single track, & we hope within a reasonable period that the whole of that important section of the line will be doubled. Turning, now, to the revenue account, it will be observed that all the items of which the revenue receipts are composed show an improvement. The receipts from passengers

than in the corresponding $\frac{1}{2}$ -year. The large haulage per train will be still further increased when the reconstruction of the bridges in heavier material & of greater bearing capacity on the Portland section & on the Southern division is completed, so as to allow of heavier loads being run over them. Looking to the expenditure side of the revenue account, it will be seen that the total working expenses, including taxes, were £54,361 in excess of those for the June $\frac{1}{2}$ -year of 1898. The total maintenance of way charges were more by £8,219. The expenses for repairs of roadway were reduced by £14,194, & the clearing of snow cost less by £7,664 in consequence of the open winter last year, but the charge for repairs & renewals of bridges & culverts was £10,789, & for the repairs & renewals of buildings & fixtures £7,308 in excess of those charges in the corresponding $\frac{1}{2}$ -year. I daresay those of you who were present at the $\frac{1}{2}$ -yearly meeting in March last will remember that Mr. Hays made certain remarks in regard to expenditure on the line. He said most distinctly that the proprietors must not expect economies either in maintenance of way or in maintenance of rolling stock, & we must endeavour to economise in other branches of the expenditure, & not in those which would imply the starving of the line. Although a portion of this expenditure consists—especially in connection with bridge renewals—of improvements to the property, the whole of it has been charged to revenue, & the same remark applies in some measure to the increased charge for the repairs & renewals of rolling stocks—about £20,000—inasmuch as the new engines recently provided out of revenue are of modern type & of greater haulage capacity than those they have replaced. The cost of fuel for locomotives shows an increase of £25,328, or 14%, which the General Manager explains to have arisen from the larger number of tons hauled 1 mile, which increased by 17%, & from the larger consumption of fuel caused by the increased speed at which the more powerful locomotives now being introduced are run. I am happy to say that, on the other hand, there has been no appreciable increase in the price of coal. The result of the $\frac{1}{2}$ -year's operations, compared with those of the corresponding period of 1898, may be briefly summarized. The revenue receipts show an increase of £111,485, & the working expenses of £54,361. The net traffic receipts were, therefore, £57,124 better than in the June $\frac{1}{2}$ -year of 1898. The net revenue charges, after deducting the credits to that account, were less by £749, leaving an increased G.T. revenue surplus of £57,873. On the other hand, the advances to the Chicago & G.T., & to the Detroit, Grand Haven & Milwaukee under our existing agree-



CHARLES R. HOSMER,

Director of the Canadian Pacific Railway Co., and Manager of the Co.'s Telegraphs.

were £50,988, from freight & live stock £43,749, from mails & express business £1,815, & from rents & tolls £14,933, in excess of the earnings of the corresponding $\frac{1}{2}$ -year, making an aggregate increase in the revenue receipts of £111,485, or 5.96%, while the train mileage only increased 1.4%, & the engine mileage 3.13%. This comparatively small increase in the train & engine mileage is not an unsatisfactory feature in the operations of the $\frac{1}{2}$ -year, when the larger ton mileage carried of 17% is taken into consideration, proving, as it does, that the tonnage hauled per train was materially larger

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NEXT ANNUAL MEETING at Montreal, Oct. 16, 1900.

ments with those companies were £28,119
more in the past than in the corresponding
½-year, owing to the increased working ex-
penses of the Chicago & G.T. line. The im-
provement in the G.T. net revenue surplus
amounted, therefore, to £29,754, which, with
the balance brought forward from the pre-
vious ½-year, permits of the payment of the
½-year's dividend on the guaranteed stock &
of 1% on the 1st preference stock, with a small
balance carried forward. You will always
bear in mind that the ½-year with which we are
dealing now is the lean ½-year.

Turning aside from the accounts, I will just
mention some of the experiences I brought
back from Canada, which I visited this year
in company with Mr. Hubbard, one of our
directors, & our Secretary, Mr. Lindley. The
particular objects of my attention upon the
occasion of my recent visit were the Central
Vermont & the Chicago & G.T.—the Central
Vermont on account of the recent reorgan-
ization of the line, the particulars of which
were explained to you at the special general
meeting in May last, when you passed a re-
solution approving the agreement in connec-
tion with that line. We travelled over the
whole of that line from its junction at St. John's
in the north, down to New London in the
south, & then we branched off eventually on
to the Boston & Maine Ry. to Boston. We
were accompanied during the greater portion
of our examination of the line by Mr. Smith,
the President of the line, & by E. Baker, who
was the President of the late bondholders'
committee, and, of course, by the officials of
the line, & the conclusion we arrived at was
favorable. We found that there was a great
deal of work to be done, but that it was being
done well & efficiently, & with every prospect
of leading to the success which we anticipat-
ed when we made that arrangement with the
Central Vermont. The rails were nearly all
65-lb. rails, & they will have to be gradually
replaced with heavier rails. The rolling stock
leaves a good deal to be desired, & there are
various other matters which will have to be
attended to. But already, under the improv-
ed management, & under the control of our
own officers, during the first 4 months of the
new administration, the receipts for May,
June, July & Aug. were considerably in ex-
cess of the fixed charges. That is a satisfac-
tory result, & all the more so to ourselves, in-
asmuch as we are the largest holders—more
than 2-3 of the whole—of the ordinary stock
of the C.V. Co., & the fixed charges, being
once provided for—I do not mean to say im-
mediately, because we may use the balance
for the improvement of the line—there is a
substantial prospect, as I held out to you last
May, of our shares becoming a valuable asset.
I did not upon the present occasion go to
Portland, which was visited, however, by
Messrs. Hubbard & Lindley. I went on to Mon-
treal, & for the first time over the new Vic-
toria Jubilee bridge, & I can assure you I ex-
perienced a feeling of the greatest satisfac-
tion, I may now say of the very greatest pos-
sible relief, to feel that I was going over a
bridge which has a carrying capacity, as Mr.
Hays explained to you last year, of 11,000 lbs.
per lineal foot instead of 2,400 lbs. which the
old bridge was originally designed to carry,
& which I am bound to say was the cause of
no little anxiety. I cannot express to you the
feeling of security & satisfaction with which
my colleagues & myself went over this magni-
ficent structure, which, as far as one can

judge, will last to the crack of doom. The
double track over the bridge was opened for
traffic last Dec., & since then the work has
been almost entirely completed. There are
one or two little matters of detail connected
with the bridge which have not yet been fin-
ished, but virtually this great structure has
been successfully completed. Again, I must
express our satisfaction to our engineer, Mr.
Hobson, for the great intelligence & ability
which he has brought to bear upon that work.
Passing on to the west we were very pleased
to inspect two round houses which have been
erected, one at Port Huron & the other
at Sarnia, the western & eastern ends of
the St. Clair tunnel. There had been great
inconvenience in consequence of the long dis-
tance at which the former engine sheds were
from the terminals of the tunnel, & the result
was that great expense was incurred by mov-
ing locomotives backwards & forwards to
their stables. That has now been obviated.
Other matters in connection with our visit I
need not go into in detail, but we carried
away an impression that the line was improv-
ing in all respects. The permanent way is
well kept up. You cannot travel over 20
miles of the road without seeing indications
of the improvements in every branch of the
line. We have acquired for ourselves, I can
assure you, a reputation in Canada which I
do not think we ever possessed before. But,
in order to keep the line up in its present con-
dition, & to continue improvements, a liberal
expenditure is necessary, & it requires all the
ability & all the efforts of our management to
resist the influences which we have to en-
counter, namely, the influences which tend to
force up the working expenses, & the continued
falling off of the rates. There is also another
element which is naturally incidental to a great
undertaking like ours, & also to the prosper-
ous times through which we are passing, name-
ly, the demands—I will not say the unjustifi-
able demands—for better wages on the part
of our employes. We have had, you will re-
member, I dare say, some little agitation
amongst some of our men, which, I am happy
to say, has been amicably settled. We have
had, no doubt, to make concessions to our
employes, but they have never been unreason-
able, & I believe they are perfectly satisfied
with what has been done. I could only wish
that we had been always left face to face with
our employes, who, as I said before, are rea-
sonable people, but I am sorry to say that
politicians & other persons very often try to
get up a little cheap popularity in espousing
a cause which does not require them to put
their hands in their pockets. We have had to
contend with a great deal of that sort of thing,
but I am happy to say that the press has, on
the whole, been extremely fair in these con-
troversies which have been going on on the
subject of wages. I call to mind, however,
one instance where a rather too enthusiastic
writer, who, on my having timidly advanced
some of the most elementary principles of
political economy, accused me of having
preached the "fiendish doctrine of supply &
demand." There were references also from
the pulpit, not from the most distinguished of
ecclesiastics, in which we were held up to ex-
ecration as a bloated, corrupt & greedy cor-
poration. Now, I think if there was ever an
unfortunate company of which this cannot be
said it is the G.T.R. of Canada & its long-suf-
fering proprietors. Another important con-
sideration which must enter into our calcula-
tions at the present time is the enormous rise
in the price of materials, especially iron &
steel. The last contract that we entered into
for steel rails was in Nov., 1898, when we
contracted for a large quantity at \$17.75 a
ton delivered on our line. The prices now—
the last quoted prices which I have seen—are
\$32 at the works. By the foresight of our
General Manager, on the occasion of the last
contract made, he fortunately stipulated for a

considerable quantity in advance of our immediate requirements, &, therefore, for the moment we do not feel the pinch in this respect. But then this increase goes through the whole of the steel & iron trade, & the increases between Jan. & Aug. this year have varied from 50% to something like 150%. For instance, steel boiler plates have increased by 125% in value, & steel tank plates by 136%. The result of all this—and it affects, of course, every other company as well as ours—is hesitation & reluctance to embark upon new works. We all of us shall postpone as many important works as we possibly can in the hope that prices will come down, & the fact of our abstention, coupled with the fact that a large quantity of new capital will probably go into this industry, will tend, I hope, to bring prices down. Meanwhile, we must watch things very carefully, & we shall certainly not embark in any unnecessary expenditure. Even in the case of lumber, of which you would think there was such an unlimited supply in Canada, the price has also risen in every class by about 19½%. As to rates, I am sorry I have nothing very satisfactory to tell you—in fact, Mr. Hays reports that the open tariffs are lower than ever. The only remedy for this state of things, as far as I can see, is that which I have mentioned upon one or two occasions previously—namely, legislation by the U.S. Congress. I think that the mind of the public is being gradually crystalized to recognize the fact that something must be done for the railways in that respect, to allow them to pool their earnings, & to give them the legal power to enforce contracts among themselves. You see, as I said before, there are always these conflicting elements at work in the administration of the great railways. First of all, the natural pressure of increased expenditure, & against that the countervailing efforts of the management to introduce more economical methods of working, & also, of course, to obtain more profitable business. You will remember what Mr. Hays said last year, “that to save money you must spend money,” & that must be our note, I am afraid, for some time to come.

We shall have to ask you to pass a resolution approving of the agreement which has been entered into between our Co., subject to your approval, & the Dominion Government, for the lease to the Intercolonial Ry. of running powers over a portion of our line. The matter has been mentioned on one or two previous occasions, but it is only now that we are in a position to ask you to give your formal sanction to the arrangement, because it was only in Aug. last that the Act of the Dominion Parliament received the Royal Assent. The matter hung fire for some little time in consequence of the opposition of the Senate. The Bill passed the Lower House last year, & when it went to the Senate certain modifications in the agreement were insisted upon so that it was thrown out, but this year it was reintroduced, & modifications have been made which do not affect the general purport of the agreement, & the matter is now complete. I must explain to you generally what the nature of the agreement is. The chief points are, that in consideration of the joint use by the Intercolonial Ry. of the G.T. bridge across the Chaudiere River & the joint use of the G.T. Ry. & property between Ste. Rosalie & St. Lambert stations, together with the use of our railway & property between & including Ste. Rosalie & Bonaventure station, Montreal, the use of the Victoria bridge & of the termini in that city, the G.T. Co. is to receive a yearly rental of \$140,000, payable in equal monthly instalments, & also a share of the cost of maintaining the railway appurtenances & appliances between & including Ste. Rosalie & Bonaventure station, of the Chaudiere bridge & connections, & also the cost of maintaining the tracks of

the Victoria bridge in the proportion that the combined engine & car mileage of the I.C.R. trains, made over each of the above-mentioned joint sections, bears to the total combined engine & car mileage running over the said joint sections during each month. There are also provisions as to the I.C.R. paying a portion of salaries & wages & also imposing upon them the obligation, in the event of doubling the track or erecting new stations, that they shall pay 4% on a proportion of the capital outlay. There are also provisions for the conduct of traffic, the application of receipts, & arbitration in case of necessity. I must explain to you that the point to which the Senate took exception, & which was afterwards conceded by the Government, was this: Under the agreement an arrangement was to be entered into between the two companies for the interchange of traffic, & inasmuch as the traffic arrangement was to run concurrently & continuously with the main agreement for 99 years, it was objected that the Government would tie its hands for too long a time. That matter has been conceded, & is now arranged that the traffic agreement may be put an end to at any time on 6 months' notice. It is a matter of no great importance to us, because we feel thoroughly convinced that there can be no reasonable chance of competition in view of the great convenience to the I.C.R. afforded by our valuable terminals at Montreal. That is explained in the supplementary agreement which will have to be approved by you. May I take the agreement as read? (Voices: “Yes.”) I will take the opportunity of mentioning in respect to this arrangement, that it is one that recommends itself to the judgment of the board, & I hope it will to yours. It is part of the policy which we have pursued for the last 3 or 4 years of entering into friendly agreements with our connecting lines. The result is that at present we are in receipt of rents under 3 of these agreements—namely, that with the Wabash, that with the C.P.R., with respect to its running powers between Toronto & Hamilton, & the present agreement. The aggregate which we receive now as a yearly rental amounts to about £86,000, which will be increased in view of the progressive increase in the rent payable by the Wabash, to over £100,000 a year. That is a very comfortable amount to come yearly into our coffers, irrespective of other considerations.

Now I come to a matter of considerable interest & importance which has engaged the anxious consideration of the board for some time past—I allude to the position of the Chicago & G.T.R. You are familiar with the history of that line. You know how it was built up mainly by the energy & ability of Sir Joseph Hickson, formerly General Manager of this Co. You know it is a line which runs from Port Huron to Chicago, a distance of 335 miles. You know it is our great means of communication with the West, & that we also have a very large financial interest in the undertaking. But what perhaps you may not be aware of, if you have not studied our reports very closely, is the fact that there has gradually accumulated a very large indebtedness from the Chicago & G.T. Co. to the G.T. The Chicago & G.T. has not been in a position to raise capital for the improvement of its line, because the conditions of the 2nd mortgage preclude any amount being raised in excess of the 1st mortgage. The consequence of that has been that it has had to fall back upon the G.T., & that large sums have been advanced for many years past for general capital purposes, & for loans on rolling stock indebtedness, cars, & so forth. That amount at the present time is no less than about £650,000, & I think I may take credit to ourselves in saying that since the present board came into office, no addition has been made to that indebtedness. Indeed, I may say we have been able to decrease the amount by

some £11,000. But over and above that indebtedness, we have, under the traffic agreements which we could not evade, advanced over this period of years about £695,000; the consequence is, up to the present moment, we have had to put our hands into our pockets to the extent of between £1,300,000 & £1,400,000. Well, the condition of the Chicago & G.T. line is not at all satisfactory, particularly when you have to take into consideration that it is competing with other vigorous & wealthy lines running out of Chicago, & it has become perfectly obvious that if the Chicago & G.T. is to hold its own against this competition, it must spend a considerable sum of money in doubling the track & improving the grades. It is a matter of the most absolute necessity. Therefore, the question arose, how was this to be done? & we considered that a very opportune moment presented itself for the consideration &, I hope, the settlement of this question, in view of the fact that on Jan. 1 next a large number of 1st mortgage bonds fall due, & at that time the traffic guarantee under which these bonds receive their interest ceases, & I may just remark that we, the G.T., are not responsible for the principal. The Chicago & G.T. Co., let me remind you, is a separate corporation, & an American line. It is maturing a scheme which it is hoped will place the Co. upon a thoroughly sound & paying basis, & at the same time provide sufficient funds to carry out these indispensable improvements to which I have alluded. I am not in a position to go further into the question to-day, but a circular will shortly be issued by the Chicago & G.T. board to the mortgage bondholders, stating the proposals which they deem it their duty to make in the general interest, & to carry such a plan, which is so desirable for all parties concerned, into effectual operation, the co-operation of the Chicago & G.T. bondholders, as well as of the other creditors of that Co., of which the G.T. Co. is the chief, will be invited, & I think I may say on your behalf that any assistance consistent with the protection of your interests the G.T. Co. can render will be cheerfully afforded with a view of placing the Chicago & G.T. Co. in a permanently self-supporting position.

There are no further topics of prominent interest on which I need dilate to-day, & I have only a few words to say in conclusion. We may look back, I think, with justifiable satisfaction upon what we have done during the last 3 or 4 years. I think we may also fairly say that the prospect in the immediate future is bright. In the current ½-year, although it is a little premature to estimate exactly what the outcome will be at Dec. 31, yet so far for the 1st 2 months of the ½-year our net receipts have exceeded those of the corresponding period for last year by £43,000, & for the first 14 weeks of the ½-year, concluded 5 days ago, the gross increase of receipts has been £178,000. The general outlook is promising. The crops are good. I believe that the harvest is not likely to realize altogether the expectations that were formed a few weeks ago, but, at the same time, it is an excellent harvest, & in all other respects business is going ahead in a manner which has never been seen before, either in the U.S. or in Canada. Prosperity—to use Mr. Gladstone's expression—is advancing by leaps & bounds. The aggregate amount of exports & imports in Canada has been enormously increased. There have been large budget surpluses, almost a new feature in the history of Canadian finance. The banks say they have never had such a year before. Money is freely subscribed for new companies, and, in short, there seems to be enterprise all round. Therefore, I say, for the immediate future we have nothing to apprehend. Yet, at the same time, it is my duty to point out to you that prosperous times cannot always last, & we must be prepared for vicissitudes in the

future. The moral of that is that we must make the best use of prosperous times by putting the line into as good condition as we possibly can. A useful note to this effect was struck by Mr. Girdlestone at our last general meeting, when he spoke some encouraging words to the board, & told them to act courageously by using their resources freely in good times for the betterment of the line. I was very glad to hear him make these observations, & I hope & believe that he echoed the sentiments of the proprietors at large. I need only say that the board will continue the same conservative & prudent line of policy which has hitherto been attended with so much success.

Resolutions for the adoption of the report and accounts, for the payment of dividends as announced, & to confirm the agreement between the Dominion Government & the Co., respecting the I.C.R., were unanimously adopted.

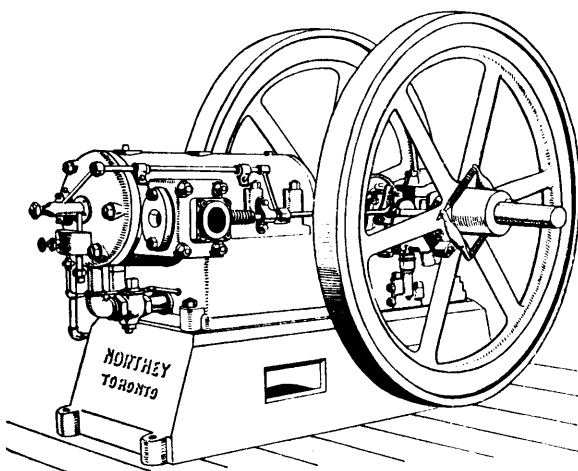
A. Hubbard, one of the directors, said:— It is hardly necessary for me to occupy much of your time after the very clear & exhaustive statement which you have just listened to from our Chairman, but at his request I may perhaps say to you what passed through my mind when I went over the line with him. When I visited the line about 7 years ago, a great depression was passing over not only Canada but the U.S.; one company after another was gradually going into liquidation, & one-third of the railways at that time in the U.S. had passed into liquidation. The G.T. happily escaped that, but everything looked very dark, & everything was against the executive being able to give a favorable report. But when I accompanied the President this summer everything was changed, & changed for the better. Prosperity succeeded adversity, & the leading men of Canada were telling us that never before in its history had Canada

been so prosperous as at the present time. As you heard just now, the traffics are increasing rapidly; the harvest has been good, & we are able to spend more on the line, so that we are now in a very different position to what we were in 7 years ago. The President has told you that we went from New York, & we travelled through by night to Montreal. We did not let the grass grow under our feet anywhere, & after we had spent a day or two at Montreal we went over the Central Vermont line, & I heartily agree with what the President said in regard to that line, that it will prove of great benefit to the G. T. system. But it was manifest to all who saw it that the line had been much neglected, the ties, though many had been renewed, required attention. The ballasting also was neglected, so that the maintenance of the line for some time to come will require a good deal of expenditure to bring it up to the standard of the G.T. From Boston the President went to Montreal & I went to Portland, where I found the change more marked than in any part of our system. Seven years ago only a few vessels could come along the wooden jetties, because the jetties were in bad condition, but on this occasion I found they had all been thoroughly renovated & put in good order, & vessels were lying alongside. An elevator has been erected, forming a large building 120 to 150 ft. high, capable of holding 1,000,000 bushels of corn, with all the latest improvements, & now we can discharge up to 6 vessels at the same time. I was told that last year we raised 10,000,000 bushels of corn into that elevator. That represents not only the rental for the corn and charging for loading & unloading, but the rate over our line for each bushel so disposed of. So great was the success there that some of the officers even thought it would be wise to put up another elevator, but such an outlay as that would require much consideration, & I

am sure the board will not enter hastily into that undertaking, for it would be rather too much in times of prosperity to go so far ahead that when changes came we might not have enough to fill one elevator. Portland has one of the finest harbors in the U.S., & it is a favorite port now. We are doing remarkably well, and that elevator has been a great success. From Portland I went to Gorham, & we travelled over our own line, which was in a capital condition. In many parts we travelled 60 miles an hour without any inconvenience or unpleasantness. From Montreal, we went over that magnificent structure, the Victoria Jubilee bridge, which was not quite completed, though traffic had been passing over it for some time. It is one of the finest bridges in America, & is a great credit to all concerned, to us as a Co. & to our engineer, Mr. Hobson, & it was carried out without the loss of a single life, except two cases, when men fell from the scaffolding into the St. Lawrence, which, of course, could not be provided against. That bridge now has a double track, & furnishes all we require for the traffic. In addition to that, each side of the bridge has roadways for carriages. There is a track 15 ft. wide on either side, & it will be a great convenience to the people living at Montreal. The Chairman has referred to our indebtedness to the Chief Engineer, which I thoroughly endorse. No one can look on that bridge without feeling that a master mind had constructed it. We then went further westward, travelling to Chicago. No one could travel over that portion without seeing the marked improvement that has taken place during the last 6 or 7 years. The road was in capital order. We are taking up light rails & laying down heavier ones, & in each mile 300 or 400 additional ties are laid to make it stiffer, so that with ballasting, everything is being got into as perfect condition as anyone would like

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to see. In coming from Chicago I had the pleasure to meet our General Traffic Manager, Mr. Reeve. He was one of the old officers, & he has at his fingers' ends all the mileage rates over the whole of our system, & instead of telegraphing to the different places he told me that for the last 5 weeks before I arrived in Canada he had hardly spent a day at his own house, because the pressure was so great at different places, & he chose to go himself instead of sending telegraphic messages as to the rates, & we are greatly indebted to him for the increased traffic we have had over the G. T. system. Another point struck me, & that was the changes made in connection with the maintenance of the line. On the former visit, the engineer, as on all lines in England, had not only charge of the construction work, but of the maintenance. Here a change had been made, & the General Superintendent, Mr. McGuigan, has the maintenance, in addition to the traffic work. So far, it seems to have answered very well. Mr. McGuigan is a very active man, & is doing all he can to advance the interests of the Co. In going through the various workshops I was very much struck by their being "live" shops. Anyone who knows anything of engineering shops will know what I mean. All the men seemed to be at work. There was no hanging about, nothing deadening, the men were all alive, & every person seemed doing his work, and doing it thoroughly. I could give more details, but I am sure you do not want to stay longer to-day.

The meeting concluded with a hearty vote of thanks to the board & the staff, in acknowledging which Sir Rivers Wilson said: I am extremely indebted to you all on my own behalf, & on behalf of my colleagues, for the very kind terms in which you have expressed our appreciation of our efforts. A large portion of the credit for the present condition of the undertaking is due to our General Manager for his efforts & the great ability with which he has seconded & carried out the policy of the board.

SEMI-ANNUAL REPORT.

The following summary shows a comparison of the ½-year's revenue account with that of the corresponding ½-year, ended June 30, 1898:—

	June 30, 1898.	June 30, 1899.
£1,871,734	Gross receipts.....	£1,983,217 9 10
	Deduct—	
1,243,883	Working Expenses, being at the rate of 65.46% as compared with 66.46% in 1898.	1,298,244 7 5
627,851	Net traffic receipts.....	684,973 2 5
	Add—	
12,930	Received from International Bridge Co.....	12,930 12 9
5,254	Interest on Toledo, Saginaw, & Muskegon bonds.....	5,957 17 1
3,087	Interest on bonds of Central Vermont Ry.....	3,087 10 8
64,840	Interest on securities of controlled lines & on St. Clair Tunnel bonds acquired by the issue of G. T. 4% debenture stock.....	64,781 3 6
16,710	Balance of general interest account.....	16,448 19 11
£730,672	Net revenue receipts.....	£788,179 6 4

Following are the net revenue charges for the ½-year:—

£73,174 8 3	Rents (leased lines).....
441,578 18 8	Interest on debenture stocks & bonds of the Co.....
70,477 15 7	Interest on debenture stock & bonds of lines consolidated with G. T. Co.....
7,750	Interest on Michigan air line bonds.....
592,981 2 6	

Amount advanced to Chicago & G. T. Co. under traffic agreements towards payment of interest on its bonds, ½-year to June 30, for which interest coupons are held..... 36,425 12 10

Amount advanced to Detroit, Grand Haven, & Milwaukee Co. towards payment of interest on its bonds,

under agreements, ½-year to June 30.....	22,368 2 2	58,793 15 ..
Leaving a surplus of.....	136,404 8 10	£651,774 17 6
		£788,179 6 4

There was a balance at the credit of net revenue account on Dec. 31, 1898, of £4,212 os. 8d., which added to the above surplus for the past ½-year makes £140,616 9s. 6d. available for dividend.

The directors recommend the payment of the ½-year's dividend on the 4% guaranteed stock, amounting to £104,395 17s. 6d., & a dividend of 1% on the 1st preference stock, amounting to £34,168 6s. od., leaving a balance of £2,052 6s. od. to be carried forward to the next ½-year's accounts.

The net revenue surplus for the ½-year ended June 30, 1898, amounted to £106,651 18s. 7d. The result of the past ½-year's operations shows, therefore, an improvement of £29,752 10s. 3d.

This table exhibits a comparison of the receipts for the ½-years ended June 30, 1899 and 1898:—

Description of receipts.	1899.	1898.	Increase.
	£	£	£
Passengers.....	493,247	442,259	50,988
Mails and express.....	92,479	90,665	1,814
Freight and live stock.....	1,329,568	1,285,819	43,749
Miscellaneous.....	67,923	52,991	14,932
	1,983,217	1,871,734	111,483

TRAFFIC STATISTICS.

	1899.	1898.	Increase.	Decrease.
Passengers carried.....	2,870,982	3,000,641	—	138,659
Average fare per passenger.....	3s. 5½d.	2s. 11¼d.	6d.	—
Tons of freight and live stock.....	4,878,256	4,437,449	440,807	—
Average rate per ton.....	5s. 5½d.	5s. 9½d.	—	4d.
Tons carried one mile.....	1,106,187,150	945,643,095	160,544,064	—
Earnings per train-mile.....	53.60d.	51.32d.	2.28d.	—

Although there was a decrease of 138,659 in the number of passengers carried, mainly owing to additional travel induced by the abnormally low local fares in operation during the greater part of the corresponding ½-year, the total receipts from passenger traffic show an improvement of £50,988, & the average fare received increased from 2s. 11¼d. to 3s. 5½d.

The quantity of freight carried increased by 440,807 tons, & 160,544,064 more tons were carried 1 mile, of which much the larger proportion was represented by through business. This preponderance of the increase in the through-freight ton mileage, together with lower rates for that description of traffic, had an adverse influence on the average receipt per ton per mile on the entire freight traffic, which decreased from 0.66 of a cent in the corresponding ½-year of 1898 to 0.58 in the past ½-year.

The working expenses, including taxes, amounted in the ½-year to £1,298,244, or 65.46% of the gross receipts, as compared with

£1,243,883, or 66.46%; an increase in amount of £54,361, but a decrease in the proportion to the gross receipts of 1%.

This table exhibits a comparison of the revenue expenditure, excluding taxes, for the ½-years ended June 30, 1899 & 1898:—

Description of expenditure.	June 30, 1899.	June 30, 1898.	Increase.	Decrease.
	£	£	£	£
Maintenance of way, & structures.....	195,205	186,986	8,219	—
Maintenance of equipment.....	244,407	224,187	20,280	—
Conducting transportation.....	792,264	769,678	22,586	—
General expenses.....	53,848	50,717	3,131	—
Total.....	£1,285,784	£1,231,568	£54,216	—
Percentage of gross receipts.....	64.83	65.80	—	0.97
Expenditure per train mile.....	34.75d.	33.76d.	0.99d.	—

The train mileage of the ½-year compares with that of the ½-year ended June 30, 1898, as follows:—

Description.	June, 1899	June, 1898	Increase.	Decrease.
Passenger.....	3,133,197	3,069,188	64,009	—
Freight.....	5,206,913	5,127,515	79,398	—
Mixed trains.....	540,166	557,120	—	16,954
Total.....	8,880,276	8,753,823	126,453	—

From the foregoing statements it will be observed that the G. T. gross receipts for the ½-year show an increase of £111,483, or 5.96%; the working expenses, including taxes, an increase of £54,361, or 4.37%, the train mileage an increase of 126,453, or 1.44%.

The number of engines & cars owned by the Co. is shown in the return of working stock. No additions to the stock have been made at the expense of capital during the ½-year. Twelve engines were constructed during the ½-year in the Co.'s shops at the cost of revenue. Eight passenger, 374 coal & flat cars, & 50 cinder cars were built in the Co.'s shops or purchased in part replacement of cars broken up. At June 30, 1899, there were 5 locomotives in excess of the official stock; & to replace the cars out of service, there was at the end of the ½-year £117,173 os. 4d. at the credit of car renewal fund. There also remained a reserve £33,259 14s. 5d. at the credit of engine renewal fund available for future renewals.

The outlay on capital account for the ½-year amounted to £49,733 13s. 10d.; the principal item of expenditure being £33,330 18s. 6d. for the further equipment of engines & freight cars with air-brakes & automatic couplers, in compliance with the Safety Appliance Act. There has been credited to this account £11,785 6s. od., consisting chiefly of the premium received on the issue of £200,000 4% debenture stock, thus reducing the total charges to capital account for the past ½-year to £37,948 7s. 10d.

RENEWAL OF BRIDGES.

£15,402 being the proportion of the expenditure chargeable to revenue for the reconstruction of the Victoria Jubilee Bridge & of the cost of renewing the bridges between Montreal & Portland & on the southern division on the basis mentioned in the report for the ½-year ended June 30, 1898, has been included in the maintenance of way charges of the past ½-year. There has been expended to June 30, 1899, on account of these renewals, £139,438 2s. 3d., of which £71,883 9s. 10d. has been, up to that date, included in the maintenance charges, leaving £67,554 12s. 5d. at the debit of bridge renewal suspense account on June 30, 1899.

The gross receipts of the Chicago & G. T. Ry. Co. for the ½-year to June 30, 1899, amounted to £394,585, against £376,387 in 1898, an in-

crease of £18,198. The working expenses were £341,812, against £294,541, an increase of £47,271; attributable partly to the cost of handling the larger tonnage carried, & partly to the increased expenditure necessary for placing the line & rolling stock in a condition of greater efficiency. The net profit amounted to £52,773, against £81,846, a decrease of £29,073. The net revenue charges for the ½-year were £89,199, against £90,238 in 1898, so that there was a net revenue deficiency in 1899 of £36,426, as compared with a deficiency for 1898 of £8,392. The number of passengers carried during the ½-year was 578,922, against 539,084, an increase of 39,838, or 7.39%, & the passenger train receipts, including mails & express receipts, were £98,981, against £84,806, an increase of £14,175, or 16.71%. The quantity of freight moved during the ½-year was 1,268,027 tons, against 1,122,161 tons in 1898, an increase of 145,866 tons, or 13%, & the receipts from this traffic were £295,045, against £291,205 in 1898, an increase of £3,840, or 1.32%.

The gross receipts of the Detroit, Grand Haven & Milwaukee Ry. for the ½-year to June 30, 1899, were £90,163, against £86,470 in 1898, an increase of £3,693; the working expenses were £75,144, against £71,379, an increase of £3,765; leaving a balance of £15,019, against £15,091, a decrease of £72, compared with the corresponding ½-year of 1898. The net revenue charges for the ½-year were £37,387, against £37,373 in 1898, so that there was a net revenue deficiency of £22,368, as compared with £22,282 for the corresponding period of 1898. The number of passengers carried during the ½-year was 252,888, against 228,832, an increase of 24,056, or 10.51%, & the passenger receipts, including mails & express receipts, were £35,654, against £34,993, an increase of £661, or 1.89%. The quantity of freight moved was 356,616 tons, against 309,930 tons in 1898, an increase of 46,686 tons, or 15.06%, & the receipts from freight traffic were £53,273, against £47,581 in 1898, an increase of £5,692, or 11.96%.

The directors announced in their report dated March 23, 1898, that a provisional arrangement with the Dominion Government for allowing the Intercolonial Ry. running powers over about 38 miles of the G.T. line & the Victoria Bridge into Montreal, with terminal facilities in that city, at a rental of \$140,000 a year & a payment of a proportion of the working expenses, had come into operation on Mar. 1, 1898. They have now the satisfaction to report that an agreement

for a term of 99 years, giving formal effect to these arrangements, was, subject to the conditions subsequently embodied in an agreement supplementary thereto, confirmed by an Act passed in the last session of Parliament, which received the Royal assent on Aug. 11. The main & the supplemental agreements are printed as appendices to the report & will be submitted at the general meeting for the approval of the proprietors.

Following are extracts from the appendices to the report:

On June 30, 1898, the G.T. system comprised 3,506 miles of roadway, 411¾ miles of second track & 770½ miles of sidings, a total of 4,688¼ miles, of which 4,649 miles are laid with steel rails & 39¼ with iron.

The charges for the maintenance of the Co.'s property during the ½-year ended June 30, were \$40,000 greater than in the corresponding period of 1898. The cost of the repairs of roadway, of docks & wharves, & of clearing snow, was exceptionally low; that of the renewal of ties, repairs, & renewals of bridges, culverts & buildings, was higher than during the first ½ of last year.

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

½-year ended.	Expenditure.	Train mileage.	Rate of Expenses per mile.		
			Train	Engine.	Car.
June, 1899	Dollars. 2,231,463	8,880,276	Cents 25.13	Cents 20.52	Cents 1.56
" 1898	2,055,474	8,753,823	23.48	19.49	1.47

An increase in expenditure of \$175,989, or 8.6%, compared with an increase in train miles of 126,453, or 1.4%, & with an increase in the ton miles of 160,544,064, or 17%.

The average number of cars moved per train was	Passenger trains.			Freight trains.	Mixed trains.
	1899.	1898.	1899.	1898.	1899.
And for the corresponding period	4.3	4.3	23.8	23.5	10.0
	4.3	4.3	23.5	23.5	10.5

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

	Repairs and renewals of locomotives.		All repairing charges including shop machinery and tools, and marine equipment, &c.	
	1899.	1898.	1899.	1898.
Train	Cents. 4.78	4.39	6.05	5.68
Engine	3.90	3.64	4.94	4.72
Car	0.30	0.275	0.38	0.36

The Superintendent of Car Department reports expenditure, mileage, etc., as follows:

Miles run by cars.	Cost per mile.	
	Car.	Train
Total.	Cents. 143,009,461	Cents. 7.35
Freight.	128,300,822	4.56
Passenger.	14,708,639	7.35
	14,624,117	6.78
	139,924,936	6.78

An increase in expenditure of \$58,503, or 9.9%, with an increase in car miles of 3,419,725, or 2.4%.

Chicago & Grand Trunk Finances.

President C. M. Hays has issued the following circular to the 1st & 2nd mortgage bondholders, under date of Montreal, Oct. 17:

The capital of the Co., as constituted in 1882 & now existing, consists of:—

1st mortgage 6% bonds C. & G.T.R. Co., due Jan. 1, 1900	\$5,437,000
1st mortgage 6% bonds North-Western G.T. Ry., due Jan. 1, 1910	563,000
2nd mortgage 5% bonds, due Jan. 1, 1922	\$6,000,000
Common stock	6,000,000

No fresh capital has been raised since the 2nd mortgage bonds were issued in 1882, but in order to provide for the capital & other requirements of the Co. a floating debt has accumulated of \$1,991,300, for which amount the Co. has issued to the G.T.R. Co. its bonds, secured by 3rd mortgage on its railroad, excluding the advances made by the G.T. Co. under traffic agreements towards the deficiencies in the earnings of the C. & G.T. Co. to meet the interest on the bonds, amounting

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RAILWAY FINANCE, MEETINGS, &c.

Alberta Ry. & Coal Co.—The report for the year ended June 30 last says, that the aggregate coal sales made during the year amounted to 184,764 tons, against 143,797 during the previous year; the cash earnings, apart from coal traffic, of the Montana Ry. were \$76,745.71 against \$64,383.77. The accounts show a profit, after providing for interest on the 4% prior lien debenture stock, of £7,275, which, with the balance brought forward, amounts to £7,292. The directors, however, regret to say that owing mainly to the capital requirements during the year, rendered necessary through increased business, having exhausted the above balance, there is at present no money available with which to pay the "A" debenture stockholders, & that, to provide the necessary funds & additional working capital, it is proposed to utilize the £25,000 of 4% prior lien debenture stock remaining unsold.

Baltimore Coal & Railway Co.—At a meeting of this Co. at Moncton, N.B., Oct. 21, C. Archibald, Halifax; J. H. Harding, St. John; Wm. Steeves, Wasse; J. Ritchie, St. John; W. Taylor & J. W. Patterson, Salisbury; & M. Lodge, Moncton, were present. The money paid over by New York capitalists to the shareholders of the Co. was distributed. The new Baltimore Company will be formed partly of the old board, with the addition of M. Lodge & W. B. Chandler to the new board of directors. Renewed operations are said to be expected soon.

The Alex. Gibson Ry. & Mfg. Co. has taken over the Canada Eastern Ry., including property in the Counties of York, Carlton, Victoria & Northumberland, N.B., valued at \$5,000,000. In addition to the railway the property embraces lumber mills, forest lands & the manufacturing town of Marysville.

Calgary & Edmonton.—Net loss in operating for Aug., \$8,596.49, against net loss of \$3,017.68 for Aug. 1898. Net earnings for Sep., \$10,254.31, against net earnings of \$5,767.93 for Sep. 1898.

Canada Atlantic.—At the annual meeting, Sep. 26, the following officers were elected: President, C. J. Booth; Vice-President, C. McLachlin; other directors, W. Anderson, J. F. Booth, J. A. Seybold, E. C. Smith & N. McIntosh.

Under the provisions of an Act passed at last session of the Dominion Parliament, the Ottawa, Arnprior & Parry Sound Ry. Co. has

been amalgamated with the C. A. Ry. Co., & both are now known under the latter title.

The Canada Atlantic Transit Co., recently incorporated, has elected officers as follows: President, J. R. Booth, Ottawa; Vice-President & Counsel, H. F. Stevens, St. Paul, Minn.; Secretary, J. T. Rose, Duluth; Treasurer & Assistant Secretary, C. T. Fleck, Ottawa; Assistant Treasurer, W. H. Burk, St. Paul; General Manager, E. J. Chamberlain, Ottawa. Most of the officers are connected with the C. A. Ry., with which the new company will operate.

Canadian Pacific.—Land grant 5% bonds of 1881 to the value of \$250,000 have been drawn for redemption at 110 & interest at the Treasurer's office at Montreal; interest to cease Dec. 11.

Central Counties.—W. S. Herrington, of Napanee, Ont., who was recently appointed Commissioner of the Ontario Government to investigate the claims of workmen & others against this Co., a subsidiary of the Canada Atlantic, has not yet completed his investigation & will probably make an interim report to the Government as to the disposition to be made of the Provincial subsidy.

Central Vermont.—The American Loan & Trust Co. recently gave notice that the new securities under the plan of reorganization were ready for delivery.

The Quebec Court of Review has given judgment in the case of Barker vs. the C. V. Ry., with the receivers of the road as opponents & the American Loan & Trust Co., of Boston, as intervenants. The case goes back to 1895, when the Ducey Lumber Co., of Brandon, N.Y., sold some \$3,200 worth of lumber to the C. V. Ry., & gave a promissory note for the amount payable some months later. In the meantime the road went into the hands of receivers. Under the law of Vermont, when a receiver takes charge of a road all the creditors have to stand aside so as to be placed later on an equal footing. There is no preference for any. The Ducey Co. transferred the note, which ultimately stood in the name of E. H. Barker, of Montreal, as prete-nom. The Ducey Co. seems to have concluded that if it could not get paid in Vermont it would try to be paid in Canada, & so sent the note across the line. An action was instituted in Montreal by Barker against the Co., & judgment was obtained for the amount asked for. An execution was taken against the Co.'s property in the Province of Quebec, & a number of cars & locomo-

tives were seized. An opposition to the seizure was at once taken by the receivers & the action taken to review, with an intervention from the American Loan & Trust Co., which had a mortgage on the road. The main question which the court had to decide was: Could the plaintiff, acting for the Ducey Co., be given a preference in Canada that his principal did not possess under the laws of Vermont? or, in other words, if it could not touch the Co.'s property in Vermont, could it come into Quebec & do so, & thus secure a preference over the other creditors of the road? The court unanimously decided it could not. These are the main features of an elaborate judgment which will settle any points for the future regarding such claims on roads running between Canada & the U.S., & the rights of creditors in either country. Therefore the judgment dismissing the demurrer was confirmed with costs; the judgment maintaining the opposition was confirmed with costs; the judgment maintaining the intervention was reversed, & the intervention dismissed with costs.

Dominion Atlantic.—Earnings for 9 months to Sep. 30, \$554,570, against \$467,217 for corresponding period.

The Co. will apply to the Dominion Parliament next session for an act confirming its issues of capital stocks, the conveyance to the Co. by the Windsor & Annapolis Ry. Co., dated Dec. 31, 1895, the mortgage trust deeds made by the Co., & the 1st & 2nd debenture stocks, issued & to be issued, thereunder, to the amount of £940,000, & also to enable the Co. to increase its capital stock, borrow & secure money upon ships & other outside property of the Co., to create reserves, & for other amendments to the act incorporating the Co.

Great Northern (U.S.A.)—The annual report to June 30 shows the capital stock has been increased from \$25,000,000 on June 30, 1898, to \$90,000,000, & the dividend paid has been raised from 6% paid on the old capitalization to 7% on the present volume of stock. Of the new stock, \$15,000,000 was used to retire the same amount of collateral trust bonds, the only mortgage debt of the Great Northern proper; \$10,000,000 was used to purchase the stock of the Seattle & Montana; \$25,000,000 to acquire the stock of the St. Paul, Minneapolis & Manitoba, & of the remaining \$15,000,000, \$7,500,000 was used to take up new stock of the Eastern Minnesota, to purchase the Spokane Falls & Northern, & to acquire various other properties. The earnings of these lines were:

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BARROWS OF WOOD AND STEEL. SHOVELS.

THE FAIRBANKS CO., 749 Craig St., MONTREAL.

	1898-9.	1897-8.
Gross earnings.....	\$25,017,904	\$22,577,524
Operating expenses.....	12,164,002	10,854,706
Expenses & taxes.....	13,091,361	11,555,647
Net earnings.....	\$11,926,543	\$11,021,897

The revenue account of the Co., which includes the results of the operation of the Manitoba lines, makes the following showing for 1899:

Gross receipts.....	\$19,957,814
Net earnings.....	8,902,225
Rentals.....	4,835,290
All charges.....	4,916,510
Net charges (less dividend on Manitoba stock)	4,137,824
Balance.....	4,764,401
For improvements.....	1,800,000
Surplus.....	2,964,401

The traffic statistics show that the tons one mile increased 11.36%, the car miles 6.24% & the freight train miles only 4.84%. The average train load increased from 316 tons to 336 tons, or 6.29%.

With a drop of 13 1/4% in the average ton mile rate from 9.32 mills to 9.16 mills, the train mile receipts increased nearly 5% from \$2.99 to \$3.13. The reduction in wheat rates averages 1.3c. a bushel, equivalent to about \$875,000 on the tonnage carried. No commodity table is given, but the wheat tonnage is said to have increased 1,913,000 tons, & other business 1,433,000 tons.—Railroad Gazette.

Great Northwest Central Ry. Co.—Nearly the whole of the stock of this Co., \$450,000 out of \$500,000, having been sold to T. G. Shaughnessy & R. B. Angus, of the C.P.R., the board has been reorganized. J. W. Leonard, General Superintendent of the Ontario & Quebec Division of the C.P.R., has been elected President of the Co., & W. Whyte, Manager of the C.P.R. Western Lines, has been appointed also General Manager of the G. N.W.R.

The Hereford Ry. Co. gives notice of application to the Dominion Parliament for an amendment to its act of incorporation to provide for the removal of the chief office from the township of Eaton, Que., to Sherbrooke, Que.

Intercolonial.—At Montreal, Nov. 7, the Minister of Railways & Canals completed the purchase of the Drummond County Ry. by paying J. N. Greenshields, W. Mitchell, & W. Farwell \$1,438,000, less \$136,000, the amount of the lease, and \$25,000 which has been retained by the Department owing to delay in perfecting certain titles.

London & Port Stanley.—A special meeting of shareholders will be held at London, Dec. 5, to authorize the issue of 1st preferential bonds to secure to the city of London moneys advanced, also to authorize the renewal of mortgage bonds.

The Miles Canyon & Lewes River Tramway Co.'s annual meeting will be held at Victoria, B.C., Nov. 13.

Minneapolis, St. Paul & Sault Ste. Marie.—A St. Paul paper recently printed a story to the effect that in order to get rid of the competition of this line in passenger & freight rates, interested roads had agreed on united action to buy up all the individual holdings of stock & to secure sufficient voice on the board to accomplish the desired purpose. The paper admitted that the C. P. R. has control of a majority of the stock & securities, in view of which it is difficult to see how the would-be directors propose to elect even one member of the board.

Ottawa & New York.—The following officers have been elected for this Co. & also for the New York & Ottawa R.R.: G. F. Peabody, Chairman of the Board; H. W. Gays, President & General Manager; G. B. Mofatt, Vice President; L. G. Myers, Secretary; A. Nichols, Treasurer; G. B. Colpas, Auditor & Asst. Secy. & Treas. The change in

the new board was the election of Mr. Gays as a director & President in place of C. B. Hibbard.

Pontiac Pacific Junction.—It was rumored in Ottawa recently that the C.P.R. was negotiating for a lease of this line to provide a short route between Ottawa & Pembroke, & other places up in that locality. The inauguration of such a service when the P.P.J. extension from Aylmer to Hull is completed, would mean the shortening of the distance from Ottawa to Pembroke by 13 miles. The P.P.J. now terminates at Waltham, opposite Pembroke, & the river would have to be bridged. The Canada Atlantic has recently taken over the Pembroke Southern Ry. connecting with its main line at Golden Lake, & is running a through service from Ottawa to Pembroke, the distance being about the same as by the C.P.R. Competition between the lines at Pembroke, as at other points, is keen, & both are naturally anxious to provide a quick service over as short a line as possible. Supt. Resseman, of the P.P.J., says he has no knowledge of the negotiations referred to & we are advised by the C.P.R. management that there is no foundation for the rumor.

A special meeting of shareholders will be held in Montreal, Dec. 14, for the purpose of authorizing the issuing of \$180,000 interim bonds of the Co., given as collateral security in connection with a contract entered into for building a further 9 miles of its railway, from Aylmer to Hull, & confirming directors' action in acceptance of the contract.

Port Arthur, Duluth & Western.—In the suit of D. F. Burke the Court has granted an application to compel the purchaser to attend for examination & to answer questions which he refused to answer on his examination on Oct. 27. (June, pg. 164.)

Pullman Palace Car Company.—At the annual meeting Oct. 19, R. T. Lincoln was elected President, succeeding to the place which has been vacant since the death of G. M. Pullman. T. H. Wickes was re-elected Vice-President, & A. S. Weinsheimer Secretary. The directors were re-elected as follows: M. Field, O. S. A. Sprague, H. C. Hulbert, H. R. Reed, N. B. Ream, R. T. Lincoln & J. W. Doane. The report of the operation for the year ended July 31, 1899, shows a total revenue of \$11,478,930.03, the total disbursements being \$9,183,465.36, leaving a surplus of \$2,295,464.67. The total assets as given amount to \$57,792,188.72, & the net surplus of assets over liabilities \$3,972,188.72. The number of cars owned & controlled is 2,526.

Pullman-Wagner Consolidation.—Official announcement was made towards the end of Oct. of the conclusion of negotiations for the absorption of the Wagner Palace Car Co. by the Pullman Co. It only remains for the stockholders of the companies to ratify the action of their directors, & for this purpose a meeting of the shareholders of the Pullman Co. has been called for Dec. 5. The assets, including contracts, of the Wagner Co., will be purchased with 200,000 shares of Pullman stock, to be issued for that purpose. It results in being merely a trade of Pullman for Wagner stock, since the capital of the latter corporation is \$20,000,000. The total capitalization of the Pullman Co. will be, when the deal is concluded, \$74,000,000. The Wagner Co. pays 8% dividends, having done so for a number of years, while the stock has within the last year advanced to 200. The Pullman Co. for a number of years paid 8%, but reduced the rate last year to 6, when the capital stock was increased from \$36,000,000 to \$54,000,000. But recently the dividend rate was advanced back to the old figure, a quarterly dividend of 2% being declared. The exchange of shares, therefore, will be that of one 8% dividend stock for another. The Vanderbilt & Morgan interests will be taken into the

Pullman board by an increase in the latter body, & the election thereto of W. K. Vanderbilt, J. P. Morgan, F. W. Vanderbilt & Dr. W. S. Webb. Although for a period of years there was considerable feeling between the Vanderbilt interests & the late Mr. Pullman, it is also true that in the last year before his death Mr. Pullman favored the idea of a union of interests. As a result of the consolidation of the Pullman & Wagner companies, it is thought the railways may have to pay a trifle higher rate per mile on sleeping, chair & dining cars furnished them by the big corporation.—Railway World.

Qu'Appelle, Long Lake & Saskatchewan net loss in operating for Aug., \$5,861.38, against net loss of \$2,728.78 for Aug. '98. In Sep., 1899, the net loss in operating was \$4,607.45, against net loss of \$3,323.25 in Sep. 1898.

Quebec & Lake St. John earnings for Aug. \$4,838 more than for Aug., 1898.

Quebec Central gross earnings for Sep., \$52,391.49, against \$46,384.31 in Sep., '98; working expenses, \$32,446.86, against \$27,450.78; net earnings, \$19,944.63, against \$18,933.53.

Gross earnings, 9 months to Sep. 30, \$385,400.88, against \$345,450.05; working expenses, \$246,951.00 against \$229,190.63; net earnings, \$138,449.88, against \$116,259.42.

Toronto, Hamilton & Buffalo.—It is said there is to be litigation between J. N. Young, the original promoter of this line, & some of the other members of the syndicate. The nominal plaintiff is B. S. Mayer, Assistant Cashier of the Continental National Bank, Chicago. The defendants are J. N. Beckley, Rochester, President of the T., H. & B. R.; the Dominion Construction Co., & the American Trust Co., of Boston. Plaintiff Mayer was, it is alleged, a transferee of J. N. Young of an order for \$100,000 upon J. N. Beckley & the Dominion Construction Co. This represented a portion of moneys expended by J. N. Young & Co. in the construction of the line between Waterford & Hamilton, prior to the amalgamation of J. N. Young & Co. with the Dominion Construction Co. It is claimed by plaintiff that under the terms of agreement the moneys contributed by J. N. Young & Co., & by the Dominion Construction Co. should be returned out of the proceeds of the bonds of the T., H. & B. These bonds have been realized on, but there is a shortage, owing, it is said, to the large sum of interest charged up by defendants for moneys advanced by them, & it is contended by defendants that they are entitled to be paid their interest in priority of J. N. Young's claim.

Victoria & Sidney.—The city solicitors of Victoria, B.C., have recommended that the Provincial Government be requested to call on this Co. to execute to the Government a mortgage of all its property, as security for the repayment of moneys paid by the Government & the city in respect of guarantees, etc. The solicitors contend that the annual statements made by the Co. to the Government are not sufficiently detailed.

The Buffalo & Fort Erie Bridge Co. is building the only foot & vehicle bridge above Niagara Falls. The bridge, or practically two bridges, is to cross the Niagara River from a point between Buffalo & Tonawanda, to Grand Island, across the island, & on to the Canadian shore. The eastern section is the one for which legislation was obtained at Washington in 1898. The location of the bridge has been approved by the War Department of the U.S., the contract has been let for \$1,485,400, & already several piers have been built. The Canadian section will cross from the opposite side of Grand Island to a point in Welland County.

Grand Trunk Betterments, Etc.

The new stations at Ste. Hyacinthe & Victoriaville, Que., are about completed.

The Co. has begun the construction of a tunnel in Girouard St., Ste. Hyacinthe, Que., the cost of which is to be borne by the Co. & the city jointly. It will not be completed till next spring.

The toll collector's shelters have been placed in readiness for occupancy on both sides of the Victoria Jubilee bridge & it is expected that the vehicle & foot passenger road ways will be opened to the public almost immediately. The fencing on the embankment at the approaches to both ends of the bridge is about completed. (Oct., pg. 281.)

The improvements in front of the Bonaventure Station, Montreal, are about completed, including the asphaltting. Next summer there will be flower beds & fountains in the space which heretofore has been very unsightly. Rigid regulations will be enforced in regard to the admission of carters to the enclosed space. (Oct., pg. 291.)

Work will be continued on the new general office building in Montreal while weather permits, it being the intention to have the building completed as soon as possible. The architect is experimenting with non-inflammable wood, with a view to its introduction in the building, which will be the first attempt to realize in Canada a practical benefit from a discovery which the British Admiralty has employed in the construction of recent warships, thus obviating the danger of fire in case of an engagement at sea. The U.S. Government has adopted non-inflammable wood in the internal fittings of its recently built cruisers,

while contractors & builders are giving attention to the wonderful possibilities of its application to private dwellings. With the amount of steel & iron which will enter into the construction of the general offices, the employment of non-inflammable wood would make the building absolutely fire-proof, which is Mr. Hays' desire.

The building of the bridge at St. Anne's, Que., has done away with the last tubular span bridge on the system.

The City Council of Kingston, Ont., & the County Council of Frontenac, are considering the question of building a subway under the Co.'s tracks at Montreal St., Kingston.

In addition to the remodelling of the yards at York, near Toronto, extensive improvements are being made in the yards at Fort Erie, Niagara Falls, and Palmerston, Ont. (Oct., pg. 291.)

The Co. will add an additional span to its bridge at Brantford, Ont., next spring, in connection with the city's scheme for flood prevention. The city has agreed to pay 37 1/2% of the cost.

Large up-to-date coal shutes are being built at Sarnia, Niagara Falls & other points. The Sarnia one has a 600 ft. incline for the cars, the building being 280 by 18 feet.

The scheme for the reorganization of the Chicago & G.T. finances, which is detailed on page 319, provides for the double tracking of the line & the revision of grades, etc. H. A. Woods has been appointed engineer in charge of all new work in this connection, with office at Detroit, Mich. It is proposed to build a second track from Port Huron to Chicago, & to reduce grades throughout the line, to compare favorably at least, with other

lines leading to the east from Chicago. To accomplish this, it will be necessary to make diversions from the present line in several places. The work will be done gradually to avoid interruption to traffic. About 60 miles of the work will be opened early next year. For the present, at least, the Co. will do all the train work with its own force.

J. S. Metcalfe & Co., Chicago, have the contract for rebuilding the Co.'s elevator at Elsdon, Ill., recently burned. Work has commenced & it is expected to complete it by Jan. 31. It will hold about 125,000 bus. & will have a transferring capacity of 100 cars a day. The power plant will be equipped with three 72" x 18' boilers, one 22 x 42 Vilter girder bed Corliss engine, one 400 h.p. heater, boiler, feed pump, etc. It will be lighted by electricity & everything about it will be first-class in every respect. It will have 6 legs, 4 no. 9 oat clipper & six 1,400 bus. Fairbank's hopper scales. The roof will be of tar felt & gravel, & the outside covering will be no. 26 painted corrugated iron. The foundation will be of piles & concrete piers. It will be used for transfer & clipping purposes only, not for storage.

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

Atlantic Division.—The following improvements, etc., have been made this year: On the main line between Megantic & St. John, 64,200 ties have been placed in the road, 25 miles of ballasting done, & 24 1/4 miles of new 73 lbs. rails laid, 4 bridges have been replaced, partly with stone & the balance filled, 7 open culverts have been replaced with permanent box culverts & the openings filled, &

C. P. R. LANDS.

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

Lands in the Province of Manitoba average \$3 to \$5 an acre.

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

Lands west of the 3rd meridian, including the Calgary District, generally \$4 per acre.

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

TERMS OF PAYMENT.

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

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

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

- 160 acres at \$3.00 per acre, 1st instalment \$71.00, and nine equal instalments of \$60.
- 160 acres at \$3.50 per acre, 1st instalment \$83.00, and nine equal instalments of \$70.
- 160 acres at \$4.00 per acre, 1st instalment \$95.83, and nine equal instalments of \$80.
- 160 acres at \$4.50 per acre, 1st instalment \$107.83, and nine equal instalments of \$90.
- 160 acres at \$5.00 per acre, 1st instalment \$119.83, and nine equal instalments of \$100.
- 160 acres at \$5.50 per acre, 1st instalment \$131.80, and nine equal instalments of \$110.
- 160 acres at \$6.00 per acre, 1st instalment \$143.80, and nine equal instalments of \$120.

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

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

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

Write for maps and full particulars.

L. A. HAMILTON, Land Commissioner,
F. T. GRIFFIN, - Asst. Land Commissioner,

WINNIPEG.

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For Steam & Electric Railways, Steamship, Express, Telegraph, Telephone and Advertising purposes.

Railway Station Names, Street Car Route Signs, Express, Telegraph and Telephone Office Signs, Semaphore Arms, Switch Targets and Advertising Signs of every description of size and color made to order.

Railway, Steamship and Ferry Signs

For doors, etc., 23 x 3 1/2 inches, blue letters and border on white ground, carried in stock with following lettering.

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

The following are carried in stock, size 10 x 2 1/2:—

Men	Women	Exit	Fire Escape
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Numbers for railway bridges, mile posts, signal houses, etc.; single figures on plates.

These signs last practically for ever, they never fade or tarnish, they are ever bright and attractive, they are absolutely impervious to heat or cold, they are the only signs that will withstand the effects of weather in all climates.

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13 miles of wire fencing have been erected. A passenger station have been erected at Onawa. A boiler house has been added to the machine shop at Brownville Jct., & the shop & engine house improved. The machine shop at McAdam has been enlarged & a stationary engine, pump & air compressing plant has been installed. Ten houses for employes have been built at McAdam. At West St. John the grain elevator capacity has been increased to 1,036,500 bush., with conveyors serving 5 steamship berths, 4 of which can be operated simultaneously. On the New Brunswick branches 124,600 ties have been placed in the road, & 20 miles ballasted; 3 wooden bridges have been replaced with steel, & 7 renewed in wood; 8 Howe truss spans have been housed in to protect them from the weather; 80 open culverts have been replaced with permanent box culverts & the openings filled; 22 miles of wire fencing have been erected & a quantity of cedar protection work has been built along the banks of the St. John & Aroostook rivers to protect the roadbed from freshets. An engine house has been erected at St. Stephen.

Ontario & Quebec Division.—A large amount of work has been done on this division this year, & some is still in progress. Thirty miles of heavy steel, 73 lbs. to the yard, are being laid on the Sherbrooke section, releasing 60 lbs. rails which are being shipped to the Northwest for use in building branch lines. Three miles of heavy steel rail, 100 lbs. to the yard, are being laid between Montreal Jct. & Adirondack Jct., to carry more satisfactorily the heavy traffic over that portion of the line. On the lines east of Montreal new side tracks have been put in & old side tracks extended to the amount of 20,000 ft. of track for the better accommodation of the increasing traffic.

The second track between Montreal Jct. & St. Annes, 15.6 miles, built this year, has been laid with 100 lbs. rails. The old track between Montreal Jct. & Vaudreuil, 18.9 miles, is being relaid with rails of the same weight. With the possible exception of the Sarnia tunnel this is believed to be the first track in Canada on which 100 lbs. rails have been used. The manufacturers of the Bonzano joints which are being used have turned them out very slowly, delaying the work considerably. The grades between Western Jct. & Dorval have been reduced sufficiently to enable the ordinary locomotives to haul 200 tons more per train than they could formerly handle. (Sep., pg. 267.)

Considerable work has been done reducing grades west of Green Valley & east of Avonmore, which will enable the handling of increased tonnage. Siding facilities at St. Clet, Green Valley, Glen Roy & Suffer stations have been increased considerably, also on the Havelock section. A large amount is being expended near Bathurst & Tweed, changing alignment & taking out many of the sharpest curves. Full particulars of this work were given in our Oct. issue, pg. 291. Nineteen miles of 80 lbs. steel are being laid on Havelock & Toronto sections. About 15 miles have been ballasted on Toronto section, & siding facilities have been increased.

Between London & Woodstock, Ont., 27 miles have been ballasted, also all tracks in Woodstock yard, and 7 miles of 73 lbs. rails have been laid with broken joints. A large number of open cattle guards & culverts have been filled in, & surface cattle guards & under culverts provided.

On the Owen Sound section, about 3 miles of 73-lb. rails have been laid on heavy grades & curves. About 3½ miles of side tracks have been put in to accommodate increased traffic, most of them being at Toronto Jct., & 50,000 ties have been put in the track. On the branches 38,000 ties have been put in, & 2 bridges, one 1¼ miles north of Snelgrove, the other 4 miles west of Arthur, have been erect-

ed. About 7 miles of track has been ballasted on the Teeswater branch.

Some important bridge work has been done, & some is in progress. The original bridge over Yamaska River, near West Shefford, Que., consisted of 1 span deck steel lattice girder, 100 ft. long, on masonry piers with wooden trestle approaches. One new steel girder, 40 ft. long, has been put in at each end of the old span, & the balance of the wooden approaches have been filled in. Two masonry piers have been built to carry the new girders, the work costing about \$10,000.

The old bridge over the Credit River at Streetsville, Ont., consisted of 1 span deck, Howe truss, 126 ft. long, on masonry piers with wooden approaches. The Howe truss span will be replaced with a steel deck truss, 126 ft. long, & the timber approaches will be replaced with 2 deck plate girders, each 40 ft. long, & 1 plate girder, 58 ft. long, on masonry pier & abutments. This work, which is costing about \$16,000, is not completed.

The old bridge over the Grand River at Galt, Ont., consisted of 5 spans, iron deck trusses, on masonry piers, with timber approaches, & was built by the Credit Valley Ry. Co. some 20 years ago. The increased weight of the rolling stock necessitated a stronger bridge, & the old trusses have been replaced with steel pin-connected deck trusses, 5 in number & each about 150 ft. long. The old piers, being in good condition, were used for the new bridge by building them up about 10 ft. higher. The timber approaches were replaced with 3 deck steel plate girders, each about 94 ft. long, on 1 new masonry pier & 2 new masonry abutments. The new bridge is 1,031 ft. long. The grade over the bridge was raised 5 ft. This work was commenced in the spring of 1898 & will be finished this fall. The cost is about \$70,000. The improvement of the Galt grade was done in connection with renewing the bridge. The grade out of Galt going west is about 2½ miles long, & was, before its improvement, very uneven & heavy in places. The total ascent has been reduced 5 ft. by raising the bridge as before mentioned, & the grade has been improved & reduced by filling the low places & by cutting down about 3 ft. at the top. The new grade is now 1¼ on tangent, compensated on the curve to 0.86% & 0.95%. The track has also been improved by replacing part of the old rail with new rails, 80 lbs. per yard. This work was commenced in 1898 & is now practically completed, costing over \$21,000.

Interlocking & derailing appliances have been installed at Western Jct., where the C.P.R. crosses the Jacques Cartier Ry., which is now a portion of the G.T. system, & at St. Polycarpe Jct., where the C.P.R. crosses the Canada Atlantic Ry.

A good deal of work has been done in improving stations. At North Troy, Vt., a station 55 x 20 ft., & freight sheds 24 x 60 ft., both frame buildings, are being built. The station has stone foundation & will be heated by hot water & equipped with all modern conveniences. Cost about \$4,000. At East Richford, Que., a frame station 20 x 40 ft., costing about \$1,300, is being built. The location has been changed so that the new station will be on the main line & near to the water tank. Richford station, Que., is being supplied with hot water heating apparatus. A shelter station has been built at Little Magog Lake, Que. At Galt, Ont., an office has been built for the agent & freight clerks & the freight shed accommodation has been increased. Woodstock, Ont., has been provided with an improved station, 30 x 80 ft., built of brick on stone foundations. It has a large general waiting room, ladies' waiting room, office & baggage room. The lavatories are fitted with the most improved fixtures, with sanitary plumbing. The building is heated by hot water. The yard has been remodelled & enlarged, & wide platforms

built for the convenience & safe handling of passengers. The freight shed has been moved to a more convenient place & new offices have been provided for agent, roadmaster & clerks. In connection with this work Winnett & Admiral sts. have been closed across the Co's lands, whereby the safety of the public has been greatly increased. The locomotive water service has been improved by erecting 2 modern stand pipes, one for east bound and one for west bound trains, so that engines can be watered while standing at the station. A shelter station has been provided at Crumlin, Ont., & the London & Windsor stations have been renovated.

At Sherbrooke, Que., a crane for handling heavy freight is being erected. Machine shops costing about \$3,000 have been built at Smith's Falls, Ont. A small store house has been built at Toronto. Two grain warehouses, 24 x 30 ft., have been erected at Hornby, Ont. Shelters for live stock awaiting shipment have been provided at Milton, Ayr & Tilbury, Ont.

At Chatham, Locust Hill, Perth & Dalhousie Mills, Ont., Sherbrooke, Magog & Scotstown, Que., 40,000 gal. water tanks are being built on masonry understructures, 2 stand pipes are being provided at Chatham, 1 at Magog, 1 at Locust Hill, & 1 at Dalhousie Mills. These improvements will enable passenger trains to take water in a shorter time & at more convenient places than before. The permanent masonry understructures are, of course, a great improvement on the timber understructures, which decay in 8 or 9 years.

Air testing plants have been provided throughout the yards at Megantic, Que., Smith's Falls, Havelock, Toronto, Toronto Jct., London, Windsor & Owen Sound, Ont., for testing & charging of trains with air so that despatch may be insured to freight by cars being thoroughly charged when trains are made up & that there may be no delay on account of cars having to be charged with air by pump on engine as formerly. Drop pits have been provided in the engine houses at Megantic & Farnham, Que., Smith's Falls, Havelock, Toronto Jct., & London, Ont. Sand & cinder hoists are being put in at Megantic & Farnham, Que., Havelock, Smith's Falls, & Toronto Jct., Ont., & are being equipped with air compressors. Over head coaling chutes for locomotives are being provided at Farnham, Que., Smith's Falls & Havelock, Ont.

Western Ontario Car Shops.—The great demand for freight cars has led the management to decide to build additional shops for its car construction. In order to be near the raw material they will be located in Western Ontario. The plans which have been prepared provide for buildings with a capacity of 25 cars a day, & which when running at their full capacity would employ 1,000 men. We are informed that there is no authority for the statement in a Toronto daily paper that they will be located in Toronto. London, Windsor, & one or two other points are spoken of as likely sites, but no definite decision has been announced.

Windsor St. Station, Montreal.—Owing to the scarcity of iron for structural purposes, work in connection with the extension of this building is being much delayed. (Aug., pg. 233.)

Hotel at Ste. Agathe, Que.—We are officially informed that there is no truth in the report to the effect that the Co. will build an hotel at Ste. Agathe. An hotel is, however, likely to be built there by the Ste. Agathe Hotel Co., Ltd., which is being formed, with Mayor Prefontaine, R. Wilson-Smith & J. Crathern, of Montreal, as provisional directors, & a capital of \$50,000. (Oct., pg. 291.)

Double Track Montreal to Vancouver.—A St. Paul, Minn., paper says the C.P.R. has announced its intention of double tracking the line from Montreal to Vancouver, that con-

acts for the work have already been awarded in districts, & that it will probably require 4 or 5 years to complete this gigantic undertaking. We have not heard of any such announcement & think the St. Paul paper is a little premature. There is no doubt the great increase of traffic west of Lake Superior will necessitate the early double tracking of the line between Fort William & Winnipeg, arrangements for which are already in progress, but it is hardly likely that the question of double tracking along the north shore of Lake Superior, or west of Winnipeg, has yet been seriously considered by the management.

Main Line Condition.—On returning to Ottawa recently from a trip to the Pacific Coast the Deputy Minister of Railways said the main line from Montreal to Winnipeg was in splendid order, but was a little rough across the prairies owing to the extremely wet weather this year. Through the mountains the roadway was excellent. The permanent way had been wonderfully improved, solid embankments with stone culverts taking the place of trestle bridges.

Ottawa Short Line.—The Co. is said to have secured options on all properties necessary for the building of its line of some 6 miles between the Co.'s station at the Chaudiere, Ottawa, & the round house at Hurdman's Bridge, Ottawa. It is said the cost of the property will be about \$60,000. The proposed line will shorten the route between the two points about 8 miles, as against the present haul by way of the Chaudiere Junction. (Sep., pg. 267.)

Fort William Roundhouse.—Good progress is being made with this building, the stone work & the brick fire wall which divides the building into two parts being completed. The structure is nearly in the shape of a semi-circle, the diameter of the arc being 370 ft., & its radius being 360 ft. (Oct., pg. 292.)

Fort William to Winnipeg.—Survey parties have been at work for some time getting up data in connection with the double tracking of the line between these points, but we are informed that nothing will be done this year in respect to the construction of the second track beyond continuing the widening of the bridges, which are being improved to suit for double track. This work has been going on for several years past. A lot of sidings have been lengthened this year to over 3,000 ft. They are located so as to be available for a portion of the second track when required. (Oct., pg. 292.)

Rat Portage.—The new station is being roofed & is expected to be ready for occupation in Dec. (Oct., pg. 292.)

Jack Pine Ties.—The Co. is taking delivery of between 40,000 & 50,000 jack pine ties from Eagle Lake, which are being loaded at Vermillion Bay. They will be used on some of the branch lines now under construction in Manitoba.

The Bonnet Lake Branch will start from the main line at Molson, 45 miles east of Winnipeg, & will be about 22 miles long, but the section touching the lake has not been finally located. A contract has been let to A. C. Smith, of Winnipeg, for grading 10 miles this year, on which rails will be laid as soon as grading is completed. The line will traverse a timber country, sections of which will be very suitable for agricultural purposes when cleared. The terminus will be on the Winnipeg River at a point where it opens out into Bonnet Lake. (Oct., pg. 292.) See under head "Application to Parliament" on pg. 325.

Winnipeg Terminals.—When at Winnipeg recently President Shaughnessy showed a perspective view of the hotel & station building to be erected there. It will be a handsome structure with 3 towers, the principal one of which will be on the corner of Higgins Avenue & Main St. The tower is 10 stories high, with a conical top. The other towers are about 8 stories high, the main parts of the building being 6 stories. The building will have about 320 ft. frontage along Higgins Avenue & about 308 ft. on Main St. The 2 smaller towers are at the extremities of the building. The main entrance, which is beneath the main tower on the corner of Higgins Avenue & Main St., will have a doorway 20 ft. in width. The train shed will be north & east of the hotel & station building. It is expected that work on the hotel & station buildings will commence next spring, but it is not likely that it will be completed next year. President Shaughnessy & Manager Whyte had a conference with the Mayor & Aldermen of Winnipeg about the matter recently, when Mr. Shaughnessy stated that it was desired to lay 6 tracks, in addition to 2 already in existence, across Main St. & it was considered a viaduct or subway should be constructed to facilitate traffic. He proposed that the city construct at its own expense an overhead bridge at an estimated cost of \$104,000, or a subway at an estimated cost of \$100,000, the city to take the responsibility of settling with property owners whose property would be affected by diverting the traffic from the sides of the street by the erection of the subway or viaduct, which would be likely to run from Sutherland Avenue to Higgins Avenue. The Co. also asks for a grant of the blind end of Austin St. to be embraced in the station &

hotel site. It is probable that a by-law in connection with the matter will be submitted to the ratepayers at the next civic election. (Oct., pg. 292.)

Snowflake Branch.—On Oct. 27 we were advised that this branch would be completed & ready for traffic Nov. 1. It starts from the first siding on the Pembina Mountain branch, 118 miles south-west of Winnipeg, & is 17½ miles long. (Oct. pg. 292.) See under head "Application to Parliament" on pg. 325.

Deloraine-Waskada Branch.—The grading has been completed. On Oct. 27 we were informed that most of the material was on the ground & that it was expected to commence track laying on Nov. 1, & to complete it on Nov. 20. The branch is 18 miles long & will be opened for traffic as soon as completed. (Oct., pg. 292.) Power is to be asked from the Dominion Parliament to extend this branch 100 miles west. See under head "Applications to Parliament," pg. 325.


The McGregor-Varcoe Branch is being built from McGregor, on the main line, 22 miles west of Portage la Prairie, to a point near Varcoe on the G.N.W.C.R. On Oct. 28 we were informed that about 19 miles had been graded & that it was expected to complete the grading of 7 miles more this year, but that it was doubtful if any track would be laid this season. (Sept., pg. 267.) See under head "Applications to Parliament," pg. 325.

Pipestone Branch.—Grading has been completed for about 20 miles beyond Antler, which carries it to a point about 69 miles from Menteith Jct. An effort will be made to lay track on this grading this season but it may not be completed. It is expected to complete the grading to 30 miles beyond Antler this year, & to complete track laying on this grading next spring. (Sept., pg. 267.)

Crow's Nest Pass Ry.—There appears to be little doubt that the Co. will not attempt to complete the line from Kootenay Landing to Nelson in the time allowed under the contract with the Dominion Government, viz., Dec. 31, 1900, but that an extension of time will be asked, as it is absolutely necessary on account of the heavy nature of the work. It is probable that a portion of the line from Nelson east, about 25 miles, to Kootenay Lake, will be started very soon, President Shaughnessy having recently expressed himself to that effect at Nelson, & that work will be done in places all along this section. It is likely that one contract will be let for the construction & that the contractor will use his own discretion as to the work, provided he keeps within the time limit to be set. The building of this portion of the line would per-

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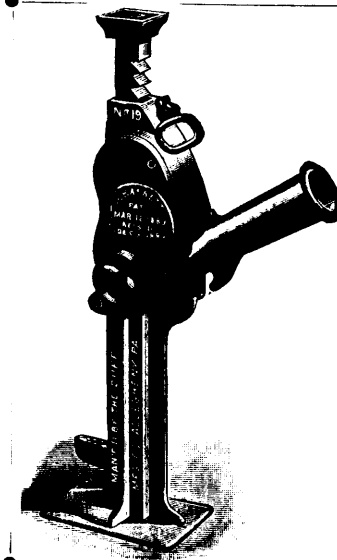
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mit of transfers from Kootenay Landing being made in about 2 hours by a car barge. (Sept., pg. 267.)

The Deputy Minister of Railways, C. Schrieber, who recently went over this line, said, on his return to Ottawa, speaking of the portion between Lethbridge & Kootenay Landing, that the Co. had done excellent work this season, notwithstanding the tremendous amount of rain which had fallen. A large force had been at work, & considerable money had been spent on the gumbo cuttings, the banks of which were being sloped so that there will be little trouble from gumbo slides hereafter.

The North Star Mine Branch is a branch of the B.C. Southern Ry., familiarly known as the Crow's Nest Pass Ry., leaving the latter line a mile east of Cranbrook station, thence running north-westerly for 8 miles to the St. Mary's River, which is crossed with two 150-ft. deck Howe truss spans with pile approaches. From this the line follows the east side of the valley for 4 miles, thence bearing north-westerly through Kimberley to the vicinity of the North Star & Sullivan group of mines. Total length of line 19.5 miles. Maximum grade, 147 ft. per mile, & maximum curve with radius of 410 ft. The line is expected to be open for traffic in Dec. (Sept., pg. 267.)

The North Star Mine Co. is building a wire rope tramway, 6,000 ft. long, to convey ore from the mine to the track. It will be operated by water-power.

Arrowhead & Kootenay Lake Branch.—The roadbed is finished & ready for the rails from Lardo, the southern terminus, to Duncan City, a distance of 12 miles. The clearing is completed beyond Duncan City to within a few miles of Trout Lake. A wagon road is finished to Trout Lake, & ties, timber, etc., for bridge work ready. It is expected work will be resumed early next March & then will be carried on rapidly to Trout Lake. Delay in forwarding rails prevented completion this season. A wharf is to be built at Lardo. (Oct., pg. 292.)

Columbia & Western Ry.—Negotiations are going on between the Co. & the city council of Rossland with respect to the establishment of divisional facilities at that point.

At the end of Oct., C. C. McCarthy left Rossland with a survey party & a train of pack horses to run the preliminary lines for a survey for a line to Sophie Mountain, where the Velvet mine, which is owned by a company of which Sir Chas. Tupper is Chairman, is situated. In an interview during his recent visit to Rossland, President Shaughnessy said he had been given to understand that there was considerable tonnage of ore available at Sophie Mountain, & as the C.P.R. was in the transportation business the road would be constructed, provided a practical route could be found. The C.P.R. tracks, he said, would have to be built for about 12 miles in order to reach the mines on Sophie Mountain, while the Red Mountain Ry. could tap these mines by a spur of about 6 miles. If, however, the tonnage was there & a road would pay the C.P.R. would endeavor to reach that section.

On the extension from West Robson to Midway, B.C., track has been laid to Greenwood, 95 miles from West Robson, & this portion of the line is being operated. Five miles of track has also been laid on branch lines from this line to various mines, but operation of the branches has not been commenced. (Oct., pg. 292.)

A large amount of freight has already been carried over the line, & it is going in faster than consignees can accept delivery. Several carloads reach Grand Forks each day, containing freight for Republic, Wash.

Reports from the Similkameen district are to the effect that several parties of C.P.R. surveyors have been taking the elevations of the various passes between the Similkameen

& Fraser valleys, & that it is probable that the route from Midway west will be by way of Princeton, One-Mile Creek, Quilchena Creek & Nicola River to Spence's Bridge, on the main line. This would be a considerably less direct route than to Hope & is hardly likely to be adopted unless the latter prove impracticable owing to the mountain difficulties. When at Vancouver recently President Shaughnessy said the Co. must move very carefully before deciding what to do west of its present operations in the Boundary Creek district, as the work now going on is the heaviest ever undertaken by the Co., the expenditure in B.C. during the past twelve months having aggregated \$14,000,000.

Reveltoke Shops.—In reference to the rumor that the capacity of these shops is to be considerably increased, we are informed that at present they are large enough for the amount of business done, but, of course, will be enlarged as demand requires. A lot of first-class machinery has recently been installed & the shops are well equipped. (Oct., pg. 292.)

Seamous, B.C.—The station & hotel building are expected to be completed ready for occupation about Dec. 1, but the hotel will probably not be opened till about May 1, 1900. No official announcement has been made as to the running of the hotel, but an unconfirmed press report says that Mr. Patmore, ex-lessee of the Kalamalka hotel, Vernon, B.C., has secured a lease. (May, pg. 140.)

Application to Parliament.—The Co. gives notice of application to the Dominion Parliament next session for an Act authorizing it to construct or acquire & to operate the following railways:

From Deloraine, Man., south-westerly to township 1 or 2, thence westerly 100 miles. A portion of this line, the Deloraine-Waskada Branch, 18 miles, has been built this year, as stated on pg. 324.

From the Manitoba South-Western Colonization Railway, between Manitou and Pilot Mound, Man., southerly to or near the International Boundary. This line, known as the Snowflake Branch, 17½ miles long, has been built this year, as stated on pg. 324.

From a point on the last-mentioned railway in township 1 or 2 easterly 50 miles, also from a point in township 1 or 2 on the said line between the Manitoba South-Western Colonization Ry. & a point at or near the International Boundary, westerly 50 miles.

From McGregor, Man., on the Co.'s main line, westerly & north-westerly to Varcoe, about 56 miles. This line is already under construction. See page 324.

From West Selkirk, Man., northerly & north-westerly to a point on the west shore of Lake Winnipeg, about 60 miles.

From the Co.'s main line at or near Molson, Man., north & north-easterly to Bonnet Lake, or Winnipeg River, about 26 miles. A contract has been let for grading the first 10 miles of this line. See pg. 324.

From the Co.'s main line at New Westminster, B.C., to Vancouver, by such route as may be found most direct & feasible. This is the proposed line to place New Westminster on the main line.

Surveys, Construction, Betterment, &c.

Algoma Central.—The organization of the Ontario, Lake Superior Co., with a capital of \$20,000,000, is attracting attention to the Michipicoten mining district, where some valuable discoveries of iron have been made within the last year or two. F. H. Clergue, of Sault Ste. Marie, is the owner of one of the richest iron deposits, & he has been a leading figure in the formation of the Co. It is expected that the company will devote itself to iron mining, but as the development of the Michipicoten district promises considerable

freight, it will also pay some attention to railway business. A charter exists for the construction of the Algoma Central Ry., which will give connection between the iron mines & deep water on Lake Superior, a distance of some 40 miles. This railway is at present under way, & will be completed to the mines early next season. The extension of the line northwards for a little over 100 miles would enable a junction to be made with the C.P.R. at Missanabie, & this, it is stated, will ultimately be carried out. The O.L.S. Co. is said to have completed arrangements for acquiring the charter of the A.C.Ry., & with it the title to 2,000 square miles of timber & mineral lands. During the first year it is expected to handle no less than 1,500,000 tons of ore from the Consolidated Lake Superior Co. with whom it will have intimate business relations. (Oct., pg. 293.)

Bangor & Aroostook.—The extension of this line from Caribou to Van Buren, Me., 33½ miles, has been completed & is being operated. It is intended to connect at St. Leonards, N.B., with the Restigouche & Western, when the latter line, part of which has been built from Campbellton, N.B., reaches St. Leonards.

Canadian Northern.—On the extension from Cowan, last year's terminus, towards the Saskatchewan, it is hoped to lay rails this season to about 30 miles beyond Swan River. (Oct., pg. 293.)

Fair progress has been made with grading on the branch from Dauphin into the Gilbert Plains & it is hoped to complete 15 miles this season ready for track laying. (Oct., pg. 293.)

The Cape Breton Ry. Extension Co., which was incorporated by the N.S. Legislature early this year, proposes to build a line from Louisbourg, on the east coast of Cape Breton Island to Port Hawkesbury (Point Tupper) on the Strait of Canso, a distance of about 86 miles. At Port Hawkesbury connection can be made with the Intercolonial Ry. Louisbourg, which is 2,240 nautical miles from Liverpool, is said to have an excellent harbor, & it is contended that by the completion of the proposed line considerable saving could be made in the carriage of mails from Europe. Press reports say that the Vanderbilt interests are behind the scheme. A survey party is at work under Chief Engineer Armstrong, making surveys from the Port Hawkesbury end. Col. Alton, who is stated to be the General Manager of the Co., is reported to have stated that the scheme has been financed, & that work will shortly be commenced.

Casslar Central.—An unconfirmed press report says that about 4 miles of grading has been done on this line from Glenora, B.C. (July, pg. 209.)

Coast Ry. of N.S.—We are officially informed that on the 20 miles extension from East Pubnico to Barrington the grading is all completed, including the Y at Barrington. Sixteen miles of track have been laid, & 9 miles have been ballasted. The bridges have been erected. Thirteen miles of wire fencing have been completed. Four of the 6 station buildings have been completed, & with two trains working at track-laying & ballasting with a large force of men, it is expected that the entire line will be completed ready for operation early in Dec. It is probable that grading will be carried on during the winter season towards Shelburne, but no definite arrangements have been completed in this regard. A small steamer has been secured to connect with the line at Barrington Passage, to run between that point & the important places on Cape Sable Island, also to Port La Tour, North East Harbor & the adjacent islands, in connection with the live lobster shipments general traffic. It

is expected that the shore steamer of the Yarmouth S.S. Co. will run between Barrington & Halifax in connection with the road, instead of running all the way to Yarmouth. The Western Union Telegraph Co. is rapidly completing the telegraph line along the railway between East Pubnico & Barrington, so that it may be ready for operation when the road is opened. (Oct., pg. 293.)

Dyea, Alaska, to Bennett.—A person who arrived in Victoria, B.C., recently from Skagway, stated that 200 men & 100 horses were engaged in grading for a railway from Dyea to Bennett. In the absence of confirmation, this story should be accepted with reserve, as it is doubtful if capital could be found for another line in that district, the White Pass & Yukon already connecting Skagway & Bennett.

Edmonton, Alta., Bridge.—The raising of the piers of the Dominion Government's bridge 8 ft. has been completed, & the iron superstructure is now being placed in position. (Oct., pg. 293.)

Great Northern of Canada.—The contractors' engineer recently stated that early next summer the line will be completed from the St. Maurice to the Ottawa, & connection made between deep water at Quebec & Parry Sound. Grading was about to commence on two new sections, from Shawenigan to Montcalm, 53 miles, & from St. Jerome to Hawkesbury, 35 miles. A middle section of the road between St. Jerome & Montcalm has been practically rebuilt. Track laying is still being pursued between Lachute & St. Jerome. A regular train is running between St. Jerome & St. Elizabeth. Many bridges have had to be built, including one over the Ottawa. The contractors hope to have the whole line completed by Aug., 1900. (Oct., pg. 294.)

Great Northwest Central.—The 20 miles extension from Hamiota, Man., to Parkissimo, has been completed. (Oct., pg. 294.)

Intercolonial.—It is said W. Kitchen has been given a contract for enlarging the tunnel through Morrissy's rock, about 5 miles west of Campbellton. It is intended to increase the height of the tunnel about 4 ft.

An extension of about half a mile is being built from the terminus at Pictou, N.S., to the Copper Crown Co.'s works. The work is rather heavy, there being 2 or 3 deep cuttings.

Increase of business at Sydney has necessitated considerable enlargement of the freight shed, also an increase of siding accommodation.

The grain elevator at the deep-water terminus at St. John, N.B., is about completed.

It will have a capacity of about 500,000 bush. (June, pg. 175.)

Interprovincial Bridge, Ottawa & Hull.—On Oct. 26 we were officially informed as follows:—"All the water piers of the bridge are now completed, with the exception of one course & the coping still to be laid on the deep-water pier. Work on the Ottawa approach is now being rushed, & the Hull approach will be started in a few days. The foundations of the piers are composed of concrete deposited in bottomless caissons which were sunk on bed-rock, the concrete being deposited in the usual way in buckets holding about one yard & being tripped when they reached bottom. The best Portland cement was used & the greatest care exercised in mixing, depositing, etc. The concrete for 4 of the water piers was mixed by hand, & for the other 2 piers by a concrete mixer, an excellent machine which gave very satisfactory results. The concrete was so deposited to within a few feet of low-water mark, after which the caisson was pumped out, the concrete levelled off & masonry constructed in the usual manner. The superstructure is exceedingly heavy & massive, & is probably one of the largest bridges of its design in Canada. The cantilever span is 556 ft. long. Considerable trouble was experienced with sawdust, which was around one of the piers to a depth of about 25 ft. The design would have been simplified had it not been for the amount of sawdust under the cantilever span, the depth of which was found, by using a diamond bit, to be about 60 ft. No. 2 pier is also very deep, being about 70 ft. to top of concrete & about 25 ft. masonry over this. Owing to the depth of this pier it was considered advisable, to satisfy everybody concerned of the stability of the structure, to make diamond drill borings through the pier to bed-rock underneath. This test was in every way satisfactory, core being produced all the way down. As far as can be learned this is the first test of the kind on record in the history of concrete in which a core was procured from any depth of bore." G. C. Dunn is acting Chief Engineer for the Bridge Co.

G. H. Duggan, C.E., from whose design the superstructure is being constructed, has supplied us the following information:—"The bridge has a total length of 2,050 ft., consisting of a cantilever span of 556 ft., which together with its anchor arms has a length of 850 ft., one 247-ft. span, one 140-ft. span, 750 ft. of trestle approach on the Hull side & 60 ft. of trestle approach on the Ottawa side. The trusses of the cantilever & other river spans are spaced 24 ft. apart centre to centre, giving room between for a single-track railway

& 2 wide sidewalks. Outside the trusses on each side brackets are extended 19 ft. to provide for the electric railways, & wagon traffic. The bridge has been designed for very heavy traffic,—a load of two 125-ton engines followed by a train of 3,000 lbs. per lineal foot having been taken for the railway track, & trains of 4 electric cars of 30,000 lbs. each on the electric railway tracks, the whole being taken at the railway unit stresses specified by the Department of Railways & Canals."

It is not expected that the superstructure will be erected before next spring. The Ottawa City Board of Works has not sustained the City Engineer's objections to the approaches to the bridge on the Ottawa side. (Oct., pg. 294.)

Inverness & Richmond.—Good progress is being made with the first section of this line from the Strait of Canso to Port Hood, N.S., 30 miles. Tracklaying is going on & it is expected to finish the same early in Dec. Ballasting has commenced, & the section is likely to be operated early in 1900. The present contract with the N.S. Government provides for the building of the line from the Strait of Canso to Broad Cove mines, 58 miles, & it is expected to complete this next year. An extension to Cheticamp, some 50 miles further, is contemplated. Messrs. Mackenzie & Mann were in Nova Scotia recently in connection with the enterprise, & their visit gave rise to press reports that they will develop the Inverness coal fields & ship the coal to Quebec & Ontario points. Cheticamp would be the port for summer shipments. (Oct., '99, pg. 295.)

James Bay.—A partial survey has been made of the proposed 5-mile section from the main line of the Canada Atlantic to the town of Parry Sound, but construction has not been started. & the Parry Sound Star says the survey party is now at work on another route, which would not touch Parry Sound. Some Parry Sounders are said to be in favor of the town itself building the 5 miles, for which bonuses have been granted by the Dominion & Ontario Governments, & which could then be leased to the Canada Atlantic, or to the Toronto-Sudbury line should the latter be built. (Oct., pg. 295.)

Kingston & Pembroke.—There is no present prospect of this line being extended from Renfrew into the mineral belt of Quebec in the vicinity of Bryson, though steps are being taken to interest the Co. in the matter. (Oct., pg. 295.)

Kootenay Ry. & Navigation Co.—The latest report about this Co.'s line from Bonner's Ferry, Idaho, to Kuskanook, B.C., was

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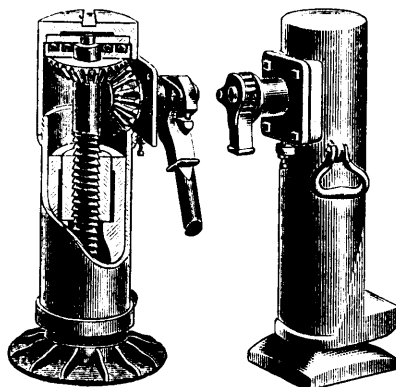
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to the effect that rails had been laid to within 7 miles of the point at which it will connect with the C.P.R., 4 miles west of Creston, B.C. Tracklaying had then to be stopped owing to want of rails. (Oct., pg. 295.)

On the Co.'s subsidiary line, the Kaslo & Lardo-Duncan, grading is said to be completed from Argenta to Duncan City, B.C.

Lake Erie & Detroit River Ry.—In reference to the report that this Co. will erect a summer hotel at Erieau, we were officially informed on Oct. 23 that nothing definite had been decided on and that it was then uncertain whether the hotel would be built or not. (Oct., pg. 295.)

Manitoba & Northwestern.—The extension of this Co.'s subsidiary, the Saskatchewan & Western, 2½ miles at Rapid City, Man., to connect with the Great Northwest Central, has been completed. See also under head "Great Northwest Central," on pg. 326. (Oct., pg. 295.)

Manitoba & Southeastern.—On Oct. 31 we were informed that track had been laid from La Broquerie, last year's terminus, to a point about 85 miles southeast of Winnipeg & within 23 miles of the International Boundary. Grading was going on, & it was hoped to reach the Boundary before winter. The grading in Minnesota, on the Minnesota & Manitoba Ry., was reported as going on & as likely to reach the Boundary this year to connect with the M. & S.E.R., in which case track would be laid as far as War Road, Minn., which is about 10 miles from the Boundary, & will be a very important lumber point. (Oct., pg. 295.)

Michigan Central.—A contract has been let at \$150,000 for the iron work necessary to add a third truss to the cantilever bridge at Niagara Falls. The foundation work is being done by the Co. (Oct., pg. 295.)

Midland of Nova Scotia.—As mentioned in our last issue track has been laid between Windsor & the Shubenacadie River, 45 miles. Grading from the River to Truro, 15 miles, is about completed; track laying has been started, & it is hoped to complete that section this year. The bridge over the Shubenacadie will not be completed until well on into 1900. (Oct., pg. 295.)

Northern Pacific.—The branch from Portage la Prairie, Man., north towards Lake Manitoba, has been completed for 9 miles. Surveys have been made to the Lake, & it is possible the branch may be extended there next year. The branch from Portage la Prairie northwesterly has been completed to Beaver Creek, 20 miles. (Oct., pg. 295.)

In reference to a possible extension of the last mentioned line to Neepawa, Man., the Co.'s solicitors have written the press, saying among other things: "The most that can be said by way of encouraging an expectation of an extension in that direction some time in the future is that the President has authorized an examination of some sections of the province by a surveying party with a view of considering the question of possible extensions in the future. The deputation from the Neepawa council made very strong & encouraging representations as to the desire of the people of the town & district to have a branch of the company's lines competing for their traffic. We believe that similar representations have been made by other residents of the town interested in transportation. And we are led to hope that amongst others a surveying party may be instructed to make a report on the country tributary to that town."

The Nova Scotia Southern is projected to run from Shelburne, N.S., to New Germany on the N.S. Central & ultimately to Halifax. A provincial charter was granted for it years ago, a few miles were graded near Shelburne & then work was discontinued & the charter

lapsed. Last session the N.S. Legislature revived the charter, to come into operation by proclamation. Unconfirmed press reports say track has already been laid between New Germany & La Have River, & that it is expected to complete the first section of 90 miles by next June & the whole distance of 167 miles from Shelburne to Halifax by the end of 1900. R. G. Hervey, formerly of Brockville, Ont., is the promoter. (Oct., pg. 295.)

Ontario & Rainy River.—Track laying has been delayed by want of bridge lumber, but 5 miles have been completed, & it is expected to keep on till the grading is overtaken, some 40 or 50 miles west. The fine weather of the past month has been very favorable, & the grading on the first 50 miles from Stanley West is rapidly approaching completion. About 1,400 men are employed. A telegraph line has been built along the Port Arthur, Duluth & Western from Port Arthur to Stanley, & is being continued with the tracklaying along the O. & R.R. The completion of 50 miles will carry the railway to the Mattawin iron deposits. See also under head "Port Arthur, Duluth & Western," below. (Oct., pg. 295.)

Ottawa & Gatineau.—Construction is proceeding on the extension from Gracefield, 60 miles from Ottawa, to Maniwaki, & it is expected to take out all the rock during the winter & to finish the work to Maniwaki early next spring or summer. The extension skirts the shores of Castor, Trout, Blue Sea, Abitotbee, & several other large lakes, & will be between 23 & 25 miles in length. (Oct., pg. 296.)

Ottawa & New York.—We are advised that the work of rebuilding the steel bridge over the south channel of the St. Lawrence at Cornwall will be completed so that a through train service may be established through the Adirondacks between Ottawa & New York by July 1, 1900. The line is now being operated locally in two parts, the O. & N.Y. Ry. between Ottawa & Cornwall & the N.Y. & O. R.R. between Hogansburg & Tupper Lake, N.Y. (Oct., pg. 296.)

Port Arthur, Duluth & Western.—The gradients & alignment between Port Arthur & Stanley Jct. are being improved to conform to the standard of the Ontario & Rainy River Ry., which will use this line between the points mentioned. (Oct., pg. 296.)

A telegraph line has been built from Port Arthur to Stanley, & is being continued along the O. & R.R. Ry.

It is reported that this line, which runs from Port Arthur, Ont., to Gunflint Mines, 92 miles, & which has been absorbed by the Ontario & Rainy River Ry., will be extended to Ely, Minn., about 45 miles, to connect with the Duluth & Iron Range Ry.

Pontiac Pacific Jct.—On Oct. 26 we were advised that about 2 miles of the extension from Aylmer to Hull, Que., had been graded, that track laying would be commenced in a few days thereafter, & that it was expected to reach Hull with the track before the end of this year. (Oct., pg. 296.)

The line between Aylmer & Shawville is being rebalanced.

A by-law to grant the Co. \$30,000 for the establishment of its shops in Hull, has been defeated by the ratepayers, who voted on the basis of their assessment. E. B. Eddy, representing 95% of the E. B. Eddy Co.'s assessment of \$360,000, cast 1,710 votes against the by-law.

The Port Angeles Eastern is the Co. which wants Victoria, B.C., to bonus it to establish a ferry connection between that city & Port Angeles, Wash. The Co. has this season, it is said, built ¾ of a mile of trestle at Port Angeles up to the point where the docks will begin. About 6 miles of grading

is completed, & about 10 miles of right of way cleared. The surveys run east from Port Angeles across Sequim Prairie around the headwaters of Sequim Bay & Port Discovery Bay to Quilcene. Surveys are in progress for an extension to Shelton & Olympia, where connection will be made with the Northern Pacific.

Prince Edward Island.—A contract for straightening the main line between Colville & Loyalist has been awarded to W. Kitchen, of Fredericton, N.B. Work has been begun & the contract requires it to be completed by June, 1900.

Ten miles of the Murray Harbor branch from Charlottetown is being located by H. J. MacKenzie, brother of W. B. MacKenzie, Chief Engineer of the I.C.R. It is expected that tenders will be asked for at an early date, & that construction will be started early next spring. The country through which the line is located is of a rolling nature, about the same as other portions of the Island, red soil & sandstone. It is fairly well settled all along the line, & would appear to warrant the belief that it would be quite up to, if not superior, to the main line in producing revenue. The gradients & curvature will be much less than in the present lines on the Island. Plans & specifications are being prepared by W. B. MacKenzie for the bridge over the Hillsborough River, & it is expected that tenders for it will be invited shortly. (July, pg. 210.)

Spokane & Northern.—Grading is reported begun on the cut-off from the Spokane Falls & Northern, a short distance north of Dragoon, Wash., to run south-east about 3 miles to the G.N. main line. It is stated that the intention is to abandon the section of the S. F. & N. into Spokane when this section is completed. — Railroad Gazette.

St. John Valley & Riviere du Loup.—At the last Dominion Session the subsidy for 59 miles of this line, from Fredericton to Woodstock, was revoked. We are informed by one of the parties interested that a contract has been entered into between the Co. & the New Brunswick Government, which carries with it a provincial subsidy, & that an engineer has made a rough estimate of the probable cost of construction. (Oct., pg. 297.)

The Toronto, Hamilton & Buffalo has been granted an extension of time to Dec. 31, 1900, by Hamilton City Council, for the construction of the spur line to the northeast part of the city. (Oct., pg. 297.)

White Pass & Yukon.—Good progress is reported on the construction of the section between Cariboo Crossing, at the northeast end of Lake Bennett, & the White Horse Rapids, some 40 miles. About 20 miles of grading have been done, and tracklaying will soon be started. It is expected to go on with rock work all winter, & to have the section completed by the opening of navigation. (Oct., pg. 297.)

A Tacoma paper tells the following story about a cargo of 1,700 tons of steel rails which were loaded at Vancouver, & are to be used on the section above referred to:—The rails were made in the U.S., & were originally purchased for building an all-Canadian road to the Yukon from a point on the Stikine river. By the time the rails reached Vancouver the project had collapsed, when the rails were stored, & after some months were sold to a Japanese railway syndicate. This deal fell through, however, & the rails were bought by a Seattle firm, which recently made sale of them to the W.P. & Y.R. It thus happens that the rails will constitute a portion of a road to the Yukon, although it will not start from the terminus originally intended. As they must be taken over U.S. territory they had to be bonded for \$12,000, the amount covering the duty thereon.

Railway Equipment Notes.

The Albert Mfg. Co., Hillsboro, N.B., is having 12 plaster cars built.

Another mogul locomotive has arrived at St. Thomas, Ont., for the Wabash.

It is said the Quebec & Lake St. John Ry. will soon order 2 parlor cars & 20 coaches.

The White Pass & Yukon Ry. is building 100 cars, 60 of which will be box cars, 20 flats, & 20 stock cars.

The Newfoundland Ry. is ordering a number of compound locomotives, 5 sleeping cars, & some other equipment.

The Canada Atlantic's Ottawa shops have turned out 500 freight cars this year, & are now working on another 500 order.

The first locomotive for the Dominion Iron & Steel Co. was recently received at Sydney, N.S. Following are the general dimensions: Cylinder, 18x24; firebox, 34 3/8 in. wide, 64 in. long; driving wheels, 50 in. dia.; boiler, 56 in., style straight; 202 2-in. flues, 13 ft. 3 in. long; wheel base 10 ft. 6 in.; weight, 98,000 lbs.

Four locomotives are being built in the Intercolonial shops at Moncton, N.B. They are of the mogul freight type, weight to be about 101,000 lbs., with 86,000 lbs. on the drivers, cylinders 18"x24", driving wheels 57" diameter, boiler pressure 180 lbs. per square inch, slide valves fitted with American balance valve. The locomotives will be fitted with Westinghouse air brake, sight feed lubricators, & the I.C.R. standard re-starting injectors. Capacity of tank 3,500 imperial gallons. There has been no new work commenced in the I.C.R. shops during October. Rhodes, Curry & Co., Amherst, N.S., have made delivery of 25 box cars of 60,000 lbs. capacity. No decision has been arrived at about the cars proposed to be built at Moncton.

At the recent annual meeting of the American Railway Association, the committee on standard dimensions of box cars reported that 96 roads, owning 464,455 freight cars, & operating 63,337 miles, favored the following

as dimensions for a typical box car: height, 8 ft., measurement taken from floor to bottom of car line immediately over plate at side of car; width, 8 ft. 6 in., measurement taken between linings; length 34 ft., measurement taken between end linings; cubical contents, 2,312 ft.; cubical contents per linear foot, 68 ft. Seventy-three roads, owning 540,222 cars, & operating 74,991 miles of road, did not favor the foregoing, & proposed other dimensions. The committee will continue its efforts at securing a typical box car.

Grand Trunk Equipment.

Following are the general dimensions of the 10 Vaucrain compound consolidation locomotives, being built for the Co. at the Baldwin Locomotive Works, as mentioned in our last issue:

CYLINDERS.—High pressure.....	15 1/2 in.
" Low pressure.....	26 in.
" Stroke.....	28 in.
BOILER.—Diameter.....	66 in.
" Working Pressure.....	200 lbs.
FIRE BOX.—Length.....	114 3/16 in.
" Width.....	41 3/8 in.
TUBES.—Number.....	260
" Diameter.....	2 in.
" Length.....	14 ft.
DRIVING WHEELS.—Diameter.....	56 in.
" JOURNALS.....	8 x 12 in.
ENGINE TRUCK WHEELS.—Diameter.....	33 in.
" " JOURNALS.....	5 x 9 1/2 in.
WHEEL BASE.—Driving.....	15 ft. 3 in.
" " Total.....	23 ft. 6 in.
WEIGHT.—In working order.....	about 145,000 lbs.
" " on driving wheels.....	
" " Total.....	about 162,000
TENDER TANK—Capacity.....	4,500 gallons
" " WHEELS.—Diameter.....	33 in.
" " " JOURNALS.....	5 x 9 in.

These locomotives are for international service in the hilly districts between Portland & Montreal.

There has been a lull in G.T.R. equipment matters, nothing of any consequence having been ordered during October.

It is said the ordering of some 20 locomotives for the Central Vermont is being considered.

The rolling stock of the Central Vermont is likely to be improved as quickly as possible.

Modifications of M.C.B. Standards.

As a result of the letter ballot certain of the standards & recommended practice of the Association were modified as follows:—

STANDARDS.

Sheet 1.—Size of bolt holes changed to 1 1/16 in.

Sheet 2.—Size of bolt holes changed to 1 1/16 in.

Sheet 7.—Addition of axle with journal 5 1/2 in. x 10 in., & the designation of the different standard axles by a letter.

Sheet 11.—Extension of contour lines; modification of standard limit gauge; change in radius of yoke; additions to the illustration of the automatic coupler.

Sheet 15.—General dimensions only for journal-bearing given.

RECOMMENDED PRACTICE.

Sheet B.—Play of shank of coupler in carry-arm changed to not less than one-half inch on each side.

Sheet C.—Diameter of boring gauge 3 3/8 in. x 7 in., journal changed from 3 15/16 in. to 3 13/16 in. (This is not the result of letter ballot, but the correction of a clerical error.)

Sheet H.—Radius at top of pedestal changed from 50 in. to 5 ft. 0 in. (This is not the result of letter ballot, but the correction of a clerical error.)

Sheet I.—Fletcher journal box lid eliminated & sheet I used to illustrate the twist gauge for M. C. B. couplers, gauge for worn M. C. B. couplers; location of air brake parts on cars & label for air brake hose.

Sheet K. (new sheet).—Illustration of drop test machine & details for M. C. B. couplers. These changes & additions have been made & lithographs illustrating the same are ready for delivery.—Railroad Gazette.

A. O. Norton, Coaticooke, Que., manufacturer of ball-bearing lifting jacks, has added additional special new machinery to his already well equipped plant, to keep up with the increasing demand for his product. He reports several large export orders.

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Number of Farmers.. 27,000.

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A Favorable Season.	An Unfavorable Season.
Average yield per acre.	Average yield per acre.
WHEAT..... 27.86 bushels	WHEAT..... 14.33 bushels
OATS..... 46.73 "	OATS..... 28.25 "
BARLEY..... 36.69 "	BARLEY..... 24.80 "
FLAX..... 16.08 "	FLAX..... 12.30 "

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Buffalo, N.Y.

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sell through tickets to the Old Country, cheaper than if passengers bought railway tickets to New York or Montreal, and then re-booked.

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Canadian Pacific Equipment.

The 12-compound locomotives mentioned in our last issue as having been ordered in the U.S. are to be built by the Richmond Locomotive Works, Richmond, Va., to be delivered in May next. An order has also been placed for the manufacture in Canada of 10-compound locomotives to be delivered by next spring. They are to be of the same type as a previous order for 6 which are about to be delivered, the general specifications being the same as for those to be built at Richmond, & which were given in our last issue.

Eleven freight cars a day are being turned out at the Co.'s shops at Perth, Ont., & as will be seen by reference to pg. 323, it is proposed to establish car shops of large capacity in Western Ontario.

At the Co.'s Hochelaga shops there are being built 2 1st class coaches & 2 standard wing plows. The coaches will be 65 ft. long, equipped with wide vestibules, standard steel platforms, electric light, steam heat, Westinghouse high speed triple brakes & C. P. R. standard 6 wheel trucks.

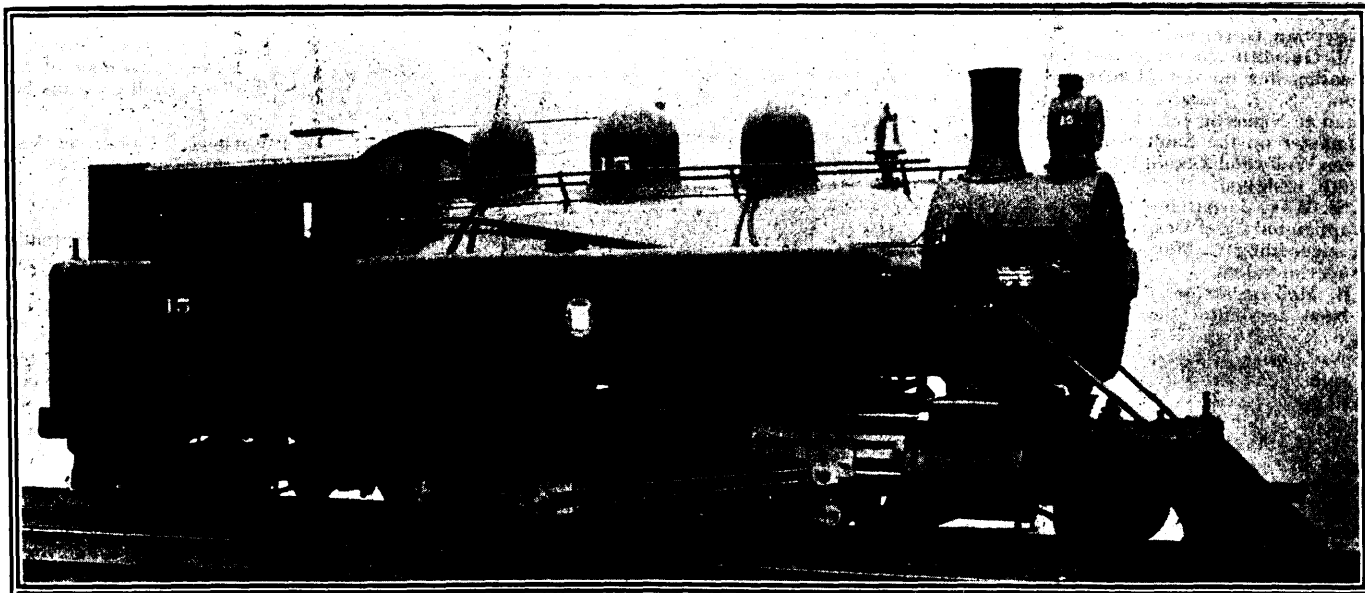
The following additional orders have been placed at the Co.'s shops at Perth, Ont. : 60

CYLINDERS.	
Diameter of cylinders	22 ins.
Stroke of piston	28 ins.
Horizontal thickness of piston	5 1/2 ins.
Diameter of piston rod	3 1/2 ins.
Kind of piston packing	Cast iron
Size of steam ports	18 x 1 1/2 ins.
Size of exhaust ports	18 x 2 1/2 ins.
Size of bridges	11-8 ins.
VALVES.	
Greatest travel of slide valves	5 1/2 ins.
Outside lap of slide valves	1/2 in.
Inside lap of slide valves	1-32 in.
Lead of valves in full gear	1-16 in.
WHEELS, ETC.	
Diameter of driving wheels outside of tire	55 ins.
Material of driving wheels, centers	Main, cast steel ; Inter., steeled cast iron
Tire held by	Shrinkage
Driving box material	Main, cast steel ; Inter., steeled cast iron
Diameter & length of driving journals, main only	9 ins. diameter, 8 1/2 ins. dia. x 10 ins.
Diameter & length of main crank pin journals, (main side 7 1/2 x 5 ins.)	7 in. dia. by 6 1/2 ins.
Dia. & length of side rod crank pin journals, (5 x 3 1/2 ins.)	Inter., 6 ins. dia. x 4 1/2 ins.
Engine truck, kind	2-wheel swing bolster
Engine truck, journals	6 ins. dia. x 10 ins.
Diameter of engine truck wheels	30 ins.
Kind of engine truck wheels	Plate
BOILER.	
Style	Straight
Outside diameter of first ring	72 ins.
Working pressure	200 lbs.
Material of barrel & outside of fire box	Carbon steel

Both locomotives are equipped with Westinghouse 6 in. air pumps. The side tanks are supported by means of heavy braces resting upon the frames. In front this brace is a part of the guide yoke. The 3 tanks are all connected, & water is taken in at either one of the side tanks. The injectors take their supply from the back tanks. The total water capacity is quite equal to that of most tenders of the ordinary type. The cylinder saddle is double bolted to the smoke-box. About the only deviation from strict American practice is seen in the placing of the air pump upon the front end. The main & intermediate driving wheels have bald tires.

RAILWAY APPOINTMENTS, Etc.

Canadian Pacific.—C. R. Hosmer, who was recently elected a director of the Co., has announced his intention of resigning the position of Manager of the Co.'s telegraphs, which he has held since their inception. As a director of the Co. he will no doubt pay special attention to the Co.'s telegraph matters. Jas Kent, Superintendent of the Eastern Division of the Co.'s telegraphs, is likely to be



DOUBLE END CONSOLIDATION LOCOMOTIVE FOR SYDNEY AND LOUISBURG RY.

45ft. furniture cars, 100 30 ton Rogers' ballast cars, 700 standard 30 ton box cars, 200 standard 30 ton flat cars. Work has not yet been started on these.

The narrow gauge locomotives which were used on the Columbia & Western Ry., between Trail & Rossland, B.C., before it was standardized, are to be sent to the Chilliwack district, New Westminster, having been sold to a dyking contractor there.

It is said the Minneapolis, St. Paul & Sault Ste. Marie Ry. will order 10 heavy decapod locomotives, probably early next year.

Sydney & Louisburg Locomotives.

This Co. has recently added to its equipment 2 double end locomotives, 1 mogul & 1 consolidation, which are believed to be among the largest double enders ever built. An illustration of the consolidation one is given on this page. Following are particulars regarding it :

GENERAL DIMENSIONS.	
Gauge	4 ft. 8 1/2 ins.
Fuel	Bituminous coal
Weight in working order	239,000 lbs.
Weight on drivers	170,000 lbs.
Wheel base, driving	15 ft.
Wheel base, rigid	15 ft.
Wheel base, total	36 ft. 3 ins.

Thickness of plates in barrel & outside of fire box	23-32
Horizontal seams	9-16, 1/2 & 11-16 in. Butt joint sextuple riveted, with welt strip inside & outside
Circumferential seams	Double riveted
Fire box, length	114 ins.
Fire box, width	41 7-8 ins.
Fire box, depth	F. 79 1/2, B. 67 1/2 ins.
Fire box, material	Carbon steel
Fire box, plates, thickness	Sides 5-16 in., back 5-16 in., crown 3-8 in., tube sheet 1/2 in.
Fire box, water space	Front 4 ins., sides 3 1/2 ins., back 3 1/2 & 4 ins.
Fire box, crown staying	Radial stays 11-8 ins. dia.
Fire box, stay bolts	1 in. dia.
Tubes, material	Charcoal iron, no. 12
Tubes, number of	348
Tubes, diameter	2 ins.
Tubes, length over tube sheets	13 ft. 10 ins.
Fire brick, supported on	Studs
Heating surface, tubes	2,512.55 sq. ft.
Heating surface, fire box	176.92 sq. ft.
Heating surface, total	2,689.47 sq. ft.
Grate surface	33.21 sq. ft.
Grate style	Rocking
Ash pan, style	Sectional, dampers front & back
Exhaust pipes	Single, high
Exhaust nozzles	5 1/2 ins., 5 1/2 ins., 5 1/2 ins.
Smoke stack, inside diameter	16 ins.
Smoke stack, top above rail	14 ft., 9-9-16 ins.

TENDER.	
Wheels, number of	4
Wheels, diameter	28 ins.
Journals, diameter & length	5 in. dia. x 9 ins.
Tender trucks, 4-wheel center bearing swing bolster carrying back end of engine	
Water capacity	4,200 U.S. gallons
Coal capacity	4 tons

promoted to the managership, though no official announcement has yet been made.

A. D. MacTier, heretofore General Baggage Agent, has been appointed General Fuel Agent, with office at Montreal. This is a new position. Heretofore fuel has been purchased by the General Purchasing Agent & distributed by the Car Service Agent, but the vast growth of the Co.'s business has made it desirable to have a special officer to attend solely to fuel matters. Mr. MacTier has been in the Co.'s service since 1887, & before that was with the Southeastern Ry., now a part of the C.P.R. system.

R. H. Morris, heretofore Chief Clerk of the General Baggage Department, has been appointed General Baggage Agent of all lines of the Co., with headquarters at Montreal, in place of A. D. MacTier, promoted. Agents & train baggagemen on Western division will address Mr. Morris at Winnipeg, those on the Pacific division will address him at Vancouver.

E. Emery has been appointed Assistant Auditor of Passenger Receipts, with headquarters at Montreal. Mr. Emery, who is a son of a former Assistant Postmaster of Montreal, has been in the C.P.R. employ since the early days, & has been Chief Clerk in the

office of the Auditor of Passenger Receipts for a number of years.

In connection with recent changes in the Audit Department, notice is given that all bills from other lines for settlement, except freight overcharge claims, should be addressed to J. Leslie, Auditor of Disbursements, Montreal. Freight overcharge claims should be addressed to J. R. Steele, Freight Claims Auditor, Montreal.

In connection with the recent promotion of A. C. Henry to be General Purchasing Agent, & the appointment of E. N. Bender as Assistant General Purchasing Agent, F. E. Gautier who has been for some years in charge of the local purchasing office for the Western Division at Winnipeg, & A. J. Dana, who has held a similar position for the Pacific Division at Vancouver, have each been given the title of Assistant Purchasing Agent.

The time service on the lines east of Fort William has been reorganized. R. J. E. Scott has been appointed Chief Inspector of Time Service, with office at Montreal. His jurisdiction does not extend west of Fort William.

C. N. Coburn, Assistant Engineer on the double track work between Montreal & St. Annes, has been appointed Resident Engineer at Smith's Falls, Ont., succeeding A. E. Kirkpatrick, who has taken a position on the Egyptian Government Railways.

J. M. Guenette has succeeded J. B. O'Brien as Roadmaster on the Montreal & Ottawa section. S. J. Faught, heretofore section foreman at Nipissing Jct., has been appointed Roadmaster on the Sault Ste. Marie branch, between Wellwood & Sault Ste. Marie, vice W. S. Smith, resigned.

W. B. Way, despatcher at North Bay, has been appointed Chief Despatcher at Chapeau, Ont., succeeding C. Murphy, appointed Acting Superintendent.

J. B. McTaggart, of Fort William, Ont., has been appointed Superintendent of the Bridge & Building Department at Moose Jaw, Assa., vice P. Henselwood, resigned.

In reference to the change in the Superintendency of the Crow's Nest Pass branch, mentioned in our last issue, it may be stated that M. H. MacLeod, who temporarily discharged the combined duties of Engineer & Superintendent, will hereafter confine his attention to engineering matters, being in charge of the location and construction of lines in East Kootenay. He will also act as Engineer of the Crow's Nest Pass branch. His headquarters are at Cranbrook, B.C.

Central Vermont.—D. A. Sheedy, Superintendent of Bridges & Building, has resigned to resume his former position with the Edge Moor Bridge Co., at Edge Moor, Del. He has been succeeded by J. E. Toohey, heretofore with the Edge Moor Bridge Co.

J. J. Todd having resigned, J. P. Benny has been appointed Roadmaster of 1st & 2d districts. Office at Palmer, Mass.

Grand Trunk.—Jos. Munday, heretofore Chief Train Despatcher at Montreal, is appointed Superintendent Terminals, Portland, Me., including freight & stock yards at Deering. Office, Portland, Me.

G. F. Cotter, has been appointed Chief Train Despatcher at Montreal, succeeding J. Munday, promoted.

The following changes have been made in regard to road-foremen of engines, Eastern Division: T. Hardy, territory changed to 1st & 3rd districts, & 2nd district, Island Pond to Richmond; headquarters at Island Pond, Vt. F. Payette, territory changed to 2nd district, Richmond to Montreal, & 4th & 5th districts; headquarters at Montreal. N. B. Whitsel, appointed road-foreman of engines 6th & 7th districts; headquarters at Belleville, Ontario.

H. A. Woods has been appointed Engineer in Charge of all new work in connection with revision of grades & double tracking of the Chicago & Grand Trunk Ry. Office at Detroit, Mich.

E. H. Hughes, Western Passenger Agent, Chicago, having resigned, the position has been abolished.

Intercolonial.—W. K. Reynolds, Press & Advertising Agent at Moncton, N.B., has resigned.

J. Hardwell, Division Freight Agent, Montreal, has been appointed Assistant General Freight Agent with headquarters at Montreal. He will still attend to the duties of Division Freight Agent between Montreal & Dalhousie, N.B., & continue to act as Foreign Freight Agent.

H. A. Price, District Passenger Agent, Montreal, has been appointed Assistant General Passenger Agent.

J. W. Bryson, of the Montreal ticket office, has been appointed City Passenger Agent there, succeeding H. J. Scriver, assigned other duties.

Lake Erie & Detroit River.—Owing to the small amount of passenger business across Lake Erie, O. J. Hammon will, for the time being, take charge of both the freight & passenger business of this Co.

Northern Pacific.—A. Lovell has been appointed Superintendent of Motive Power, with office at St. Paul, Minn., & the office of Assistant Superintendent of Motive Power, previously held by him, has been abolished.

Orford Mountain.—At a meeting of stockholders A. H. Moore & E. F. de Varnnes, were elected directors.

Sydney & Louisburg Ry.—P. L. Naismith having resigned his position with the Dominion Coal Co., A. N. McLennan, heretofore Roadmaster, has been appointed to succeed

him as Superintendent of Railway & Shipping. Mr. Naismith will remain for some time in the Co.'s employ in an advisory capacity in connection with the department over which he has presided. The foregoing is taken from the official circular. A press report says Mr. Naismith has received an appointment from the Alberta Ry. & Coal Co. at Lethbridge, Alberta.

White Pass & Yukon.—J. P. Rogers has been appointed Division Superintendent of the Pacific & Arctic Ry. & Navigation Co., B. C. Yukon Ry. Co., British Yukon Mining, Trading & Transportation Co., collectively known as the White Pass & Yukon Route, with headquarters at Skagway, Alaska, vice F. H. Whiting, resigned. This division includes the line as at present operated between Skagway, Alaska, & Bennett, B.C., together with the line in course of construction between Bennett, B.C., & Closeleigh, on the Lewis River below White Horse Rapids, N.W.T., distance from Skagway, 111 miles.

C. Moriarity, General Roadmaster of the Great Northern (U.S.A.) on the Cascade division, has resigned to accept a similar position with the White Pass & Yukon Ry.

Mainly About People.

"Canada's Hymn of Empire," written by A. Cox, Treasurer & Superintendent of Supplies of the G.N.W. Telegraph Co., has been set to music.

W. R. Callaway, General Passenger Agent of the Minneapolis, St. Paul & Sault Ste. Marie Ry., had an attack of fever in Oct., but has recovered.

Kenneth Bethune, son of the Superintendent of the G.N.W. Telegraph Co., at Ottawa, was married Oct. 11 to the daughter of H. N. Kittson, of Hamilton.

Lucius Tuttle, formerly Passenger Traffic Manager of the C.P.R., & now President of the Boston & Maine, has been also elected President of the Maine Central.

T. A. Burrows, M.L.A. for Dauphin, Man., & Land Commissioner of the Canadian Northern Ry., was married at Owen Sound, Ont., Oct. 25, to Miss G. K. Creasor.

D. G. Thompson, Manager of the Montreal Transportation Co. since 1869, died Nov. 5, having been attacked with paralysis while on the Montreal Board of Trade on that day.

Hamilton, eldest son of W. R. Baker, General Manager of the Manitoba & Northwestern Ry., died at Dawson City early in Oct., of typhoid fever. His body was taken to Winnipeg.

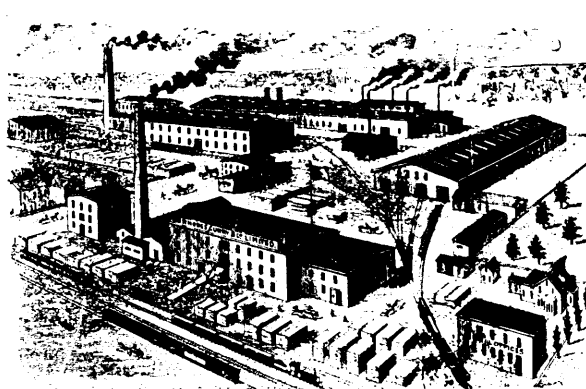
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These tourist cars are sleeping cars supplied with all the accessories necessary to make the journey comfortable and pleasant, and the berth rate (each berth will accommodate two persons) is only \$6.00 from Chicago to California. Ask the nearest ticket agent for a tourist car folder, or address A. J. Taylor, Canadian Freight and Passenger Agent, 8 King Street East, Toronto, Ont.

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AMHERST, NOVA SCOTIA.**

The Royal Trust Co., which has been incorporated in Montreal, includes in its directorate Lord Strathcona, Sir Wm. Van Horne, R. B. Angus, C. M. Hays, T. G. Shaughnessy, C. R. Hosmer & Jas. Ross.

S. F. Forbes, ex-purchasing agent of the Great Northern (U.S.A.) has been appointed Assistant Superintendent of Motive Power of the Central of New Jersey, with headquarters at Salt Lake City, Utah.

It is reported from Seattle, Wash., that A. N. Gray, General Freight & Traffic Manager, & E. G. McMicken, General Freight & Passenger Agent of the North American Trading & Transportation Co., have resigned.

C. Schrieber, Deputy Minister of Railways, returned to Ottawa Nov. 1, from a trip over the C.P.R. to the Pacific coast, during which he inspected the Crow's Nest Pass Ry., & the Sault Ste. Marie canal. He was accompanied by a party of ladies.

J. A. MacMahon, of Dundas, Ont., who died in Toronto, Oct. 14, carried out some important contracts, including the Canada At-

Sir Wm. Van Horne recently visited East Selkirk, Man., where he is starting a 5,000 acre farm, with the intention of stimulating the progress of the Red River Valley as an agricultural district. Sir William thinks the land around Winnipeg is as good as any further west, & he means to demonstrate this.

E. H. Hughes, who was recently replaced as Assistant General Passenger Agent at Chicago by G. T. Bell, & was given the position of Western Passenger Agent, has left the Co.'s service & has been appointed General Contracting Passenger Agent of the New York, Chicago, & St. Louis, with headquarters at Chicago.

The Michigan Central R.R. Co. has a very satisfactory way of recognizing service in its behalf. It places old & faithful employes on the retired list with a pension, which is continued during the remainder of the life of the pensioner. W. J. Martin, formerly Division Superintendent, after 35 years of faithful & valuable service for the road, was placed on the retired list & given a pension sufficient to enable him to enjoy the comforts of life during

Mr. Shaughnessy in the West.

The first trip made by Mr. Shaughnessy over the C.P.R. to the Pacific Coast since his election to the Presidency, which occupied from Oct. 13 to Nov. 6, was very satisfactory, particularly on account of the hearty welcome accorded him at the various points at which he stopped. He was accompanied throughout the trip by Chief Engineer Peterson & by H. S. Holt, of Montreal. Various officials of the Co. travelled with the President through the territory in their respective jurisdictions, Manager Whyte, of the Western Lines, & Land Commissioner Hamilton going with him from Fort William to the Pacific Coast. The President & his immediate party travelled in his official car the Metapedia. On the outward journey they went over the Crow's Nest Pass branch, visiting Nelson & Rossland & going along the Columbia & Western extension from West Robson as far as Greenwood, B.C., returning via Robson, & going up the Columbia to Revelstoke & on to the Coast, the trip extending to Victoria. On the return journey the main line was left at Moose



The above illustration represents the method adopted by the Baldwin Locomotive Works of accurately ascertaining the weight on the separate axles of a locomotive. Each pair of wheels is placed on a separate Fairbanks scale, each of which is complete in itself & is capable of registering a weight of 60,000 lbs. For the purpose of easy adjustment & transfer, the foundation frame of each scale is mounted on a set of small truck wheels bearing on the track rail.

lantic Ry. bridge at Coteau Landing, & a number on the C.P.R., G.T.R., & M.C.R., as well as the dry dock at Levis, Que.

J. B. Laurie, formerly G.T.R. Storekeeper at London, Ont., & now Purchasing Agent of the Central Vermont, at St. Alban's Vt., visited London recently, & was presented with an address & travelling bag from the clerks of the stores & car departments of the G.T.R. there.

Jas. R. Cameron, who died at Spokane, Wash., Oct. 7, was born in Nova Scotia in 1860, & has been engaged in railway contracting in the west since the early days of the C.P.R. & the Northern Pacific. His latest work was on the C.P.R. Crow's Nest Pass branch.

Granville Cunningham, formerly Manager of the Montreal Street Ry., & latterly Manager of the Birmingham, Eng., Tramway Co., has been appointed Manager of the General Electric Underground Ry. in London, Eng., & has removed from Birmingham to London.

the remainder of his days.—St. Thomas Times.

D. D. Mann, of Mackenzie, Mann & Co., arrived at Vancouver, B.C., Oct. 18, from China. On returning to Montreal he intimated in an interview that his visit had been a successful one, but declined to give any particulars. Speaking of Chinese railways in general, he said, the Imperial Chinese Ry., owning about 330 miles, one line being from Tien-Tsin to Peking, 75 miles in length, comprises the whole system, except a little road of 12 miles connecting the bar or port with Shanghai. The Chinese travel in great numbers on the line between Tien-Tsin & Peking. This is a well-built road, it is double-tracked & almost as solidly built as English lines. The engineering department is in charge of Mr. Kinder, an Englishman, but fully 80% of the employes are Chinese. A portion of the line between the coast & Peking runs through a barren country, but the last 50 miles is a fairly well populated agricultural district. The railway comes to only within 5 miles of Peking, as the prejudices of the people will not permit the locomotive coming any nearer the city.

Jaw, the party travelling by the Minneapolis, St. Paul & Sault Ste. Marie, taking the main line again at Sudbury. The party were entertained at public dinners at Grand Forks, B.C., & at Vancouver, & were tendered a great deal of private hospitality.

In Vancouver Mr. Shaughnessy was present at a largely attended meeting of the Board of Trade, at which an address was presented, congratulating him on his election to the Presidency & submitting a number of important matters for his consideration, including the desire for closer & more direct communication between Vancouver & the Kootenay & Boundary Creek districts, the establishment of railway communication between Vancouver & Steveston, & the improvement of the steamship service to Dawson. Gratification was expressed at the Co.'s action in erecting substantial & commodious terminal buildings in Vancouver. After some remarks by members of the Board on subjects alluded to in the address & on other matters, Mr. Shaughnessy spoke at considerable length. Following are extracts dealing with the principal points:

"I recognize the desirability of having more direct communications with the Boundary Creek & West Kootenay districts, but I can assure you the problem is a most serious one. In speaking of the distance from Vancouver to Greenwood & Grand Forks, as the crow flies, we are far away from our estimate of the distance by rail. We have most serious obstacles to overcome, & we are not prepared to say, as yet, that there is any practical road between Vancouver & the Boundary Creek country. No doubt a line can be built from Penticton to Midway, shortening to some extent the distance because it would substitute a rail haul for a wagon haul, but it would not be wise for the Co. to proceed with a line to Penticton, or any other point in that vicinity, without first knowing how to get along to territory further west. We have spent vast sums in that country recently by building the most expensive piece of line ever undertaken by the Co. It opened up a country which I hope will be very productive, but we can expect very little return for years to come, & we must now carefully investigate the territory west of us before we can decide what our next movement will be."

"Without making a positive statement on the subject, or specifying a time limit, I think I may assure you that in the near future a road will be provided for a portion of the distance between Vancouver & Steveston at any rate. My own impression is that the direct line will have at least two spurs, & we are now looking into that matter. In the meantime, either directly, or through some other channel, I hope we shall shortly be able to commence the construction of the line."

"The question of improved steamship service between Vancouver & Skagway, or some other Alaskan port, is, I appreciate, of very great importance indeed. It is unfortunate that at present so large a portion of the trade of the Yukon country is being done through channels other than Canadian, & that so large a portion of the traffic is carried in ships other than Canadian. I discussed the subject to some extent yesterday with the C. P. Navigation Co.'s officials at Victoria, & in endeavoring to determine what should be done with some of their ships this subject was mentioned. A difficulty that they raised & no doubt it is a serious one—is the fact that while our steamers are not permitted to do a coasting trade between U.S. ports & Canadian ports, U.S. steamers can come to Canadian ports & do a coasting trade. It seems to me that strong representation should be made to induce the Government to enforce against foreign ships just the same regulations that they enforce against ours. This probably would have the effect of encouraging some of the Canadian lines to provide a suitable service. In anticipation of a very large Yukon trade, two years ago we purchased two ships in Europe, & built a good many river boats here. The rail-

way route we had in mind at that time was, unfortunately, not approved; at least the Government were unable to furnish the necessary assistance to secure the construction of the railway lines between the water stretches. We found that our boats were rather too large for the purpose, & they were put into other trade. We dislike to engage in the steamship business unless it be absolutely necessary. We prefer to have that part of the route covered by some private shipping company, but if that be not done within a reasonable time, we must see if we cannot give some assistance in that direction also."

"While in Victoria yesterday I had a talk with the C. P. Navigation people about the service between Vancouver & Victoria. It has been unsatisfactory for a good while past, & I intimated pretty clearly that improvement must at once be made. My own idea is that we should have a day boat, that the boat leaving the wharf here on the arrival of our train should be a direct continuance practically of that train to Victoria. It should leave immediately on the arrival of the train, carrying passengers, mails & baggage only, & should go to Victoria just as quickly as possible. On the other hand, the boat leaving Victoria should make a direct connection with our east-bound train. A difficulty that was raised by them was the fact that under those circumstances Victoria people coming to Vancouver for the transaction of business involving only a very short time would be compelled to remain over night, & that passengers going from Vancouver to Victoria would require to be away two nights. I think that can be overcome very readily & economically, if they do the right thing. Two first-class freight boats, with 10 or 12 suitable cabins, travelling at a rate of 13 or 14 knots, could leave either port at, say, 10 o'clock at night, & reach either port at 10 o'clock in the morning, making it very convenient for those who wish to do their business in one day in either city. The difficulty is to get these boats; as they cost a considerable amount of money, & can only be used on this route. I recognize this difficulty. We are not anxious, of course, to do anything unfair to the people with whom we have had pleasant relations for so long a time, but I hope they will be able to provide other channels of trade for which the boats can be used. Meantime, so soon as it can be arranged the Islander will be put on the route permanently, making the run during the day, but the night steamer would not require to make the speed of the day boat, as it could reach either city early the following morning. I do hope that the day of the Yosemite & Rithet on that route is past."

J. C. McLagan brought up the question of the Chilliwack railway. He said that it was well known that this district was the most important agricultural section of the Province, & he would like to see this scheme furthered

as well as that of the railway to Steveston. There were fairly good roads now in the direction of Steveston. The C.P.R. had a line & bridge across the Fraser at Mission, & it only was a matter of 28 miles of a line from Abbotsford to Chilliwack. Many of the C.P.R. officials had gone over the proposed route & had found that the undertaking would not be a very serious or difficult one. Nothing else that could be done for the people of Vancouver or the Fraser Valley would conduce more to their interest than the building of this line. He had been assured that it was a matter of physical impossibility for a railway to come out at Hope, & he thought the line he mentioned would become eventually part of a trunk line up the Fraser Valley. He had had, too, a long correspondence with the Dominion Minister of Railways, & he could state positively that any feasible scheme for a railway south of the Fraser would receive the careful consideration of the Government. The people of this section were practically shut out from travel in the winter time, & there were many difficulties in navigation all the way along to Hope & Yale, where the steamers formerly ran. He was assured that instead of giving grants of money year after year for the improvement of the river, the Federal Government would much rather give a lump sum in aid of a line of railway paralleling the river."

On the evening of the same day the Vancouver Board of Trade entertained Mr. Shaughnessy & his party at dinner at the Hotel Vancouver, there being a large & very representative attendance. In the course of his reply to the toast of his health Mr. Shaughnessy said he did not need to say anything to them of the great mind of Sir Wm. Van Horne, his wonderful originality, his marvellous constructive genius, but he could tell them what probably his most intimate friends alone knew, that no bigger heart was ever created. But he had not gone out of the firm, & he still came occasionally down to the shop, & he knew that if at times he found it difficult to reach the estimate of the people he would only have to call into counsel the former president of the railway."

The C.P.R. was an unique corporation. When he used this expression, he did not refer particularly to the vast mileage covered & the equipment of the line, as to the variety of its interests. For instance, they were common carriers, like other railways, but there was a land department, which had the care of a vast estate almost as large as a principality. Then there were the steamship interests, now operated on the lakes & one ocean, & he hoped soon to be operated on the other, the systems of cables & telegraphs, the express department, hotels, etc., & he did not think they had forgotten to pay some attention to the laundries & barber shops & even prize packages were sold under the direct supervision of the management. No system could be complete

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Grand Trunk Elevator, Portland, Me.		1,000,000 "
Export Elevator, Buffalo, N.Y.		1,000,000 "
J. R. Booth Elevator, Depot Harbor, Ontario		1,000,000 "
Cleveland Elevator Company's Elevator, Cleveland, O.		500,000 "
Erie R. R. Transfer & Clipping House, Chicago, Ill.		100 cars in 10 hrs.
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.		1,500,000 "
Burlington Elevator Co., Peoria, Ill.		500,000 "
Canada Atlantic Railway Elevator, Coteau Landing, Que.		500,000 "
Northern Grain Co., Manitowoc, Wis.		1,350,000 "
Union Elevator, East St. Louis, Ill.		1,100,000 "
Montreal Warehousing Co.'s Belt Conveyer System		

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without comprehending the smallest details, & in this there were employed a staff of 28,000 men. Amongst these there were lawyers & other professional men, & out in B.C., where he supposed they needed some moral advice, they even retained missionaries.

He had mentioned to them the variety of interests & he would like to say something about the officers of the corporation. In order to make that organization perfect, to properly care for the affairs of the Co., the greatest possible care was required on the part of the Co.'s managers, general superintendents, traffic officers & others of the staff. He had been with the Co. almost since its inception, & previous to that had had 14 or 15 years' experience in railway life. He knew pretty thoroughly the organization of the railway from one end of the continent to the other, & appreciated it in every detail & he knew he could say without fear of contradiction that no railway in the world ever had, or has had, the same competent, loyal or energetic staff as that of the C.P.R. Without such a staff, no amount of ability or energy on the part of the higher officers of the Co. would be effective, & with it they were able to distance their competitors.

Charles Rudolph Hosmer.

The newly-elected director of the C.P.R., whose portrait is given on pg. 313, is the son of the late Hiram P. Hosmer, & was born at Coteau Landing, Que., Nov. 12, 1851, & educated there. He commenced telegraphy at the age of 14. When he was 21 he was appointed Superintendent of the Dominion Telegraph Co., then the active competitor of the Montreal Telegraph Co., & in 1881 became President of the Canada Mutual Telegraph Co., an ally of the Mutual Union Telegraph Co. of the U. S. A. In 1886, when the C.P.R. decided to establish a commercial telegraph system, Sir Wm. Van Horne selected him for the position of Manager, which position he has occupied ever since, the system having grown under his management to its present vast proportions. He has announced that he will shortly retire from the position & it is said that in addition to attending to his important private interests he will represent in Montreal an important foreign banking house.

Soon after Mr. Hosmer's appointment to the management of the C.P.R. Co.'s telegraphs, an alliance was formed with the Mackay-Bennett cable & allied telegraph interests, which threw him into close personal contact with John W. Mackay, of Bonanza fame, & a warm friendship sprang up between them. Mr. Hosmer has for some time been Vice-President of the Commercial Cable Co., & in addition to being a director of the C.P.R. is also a director of the Merchants Bank of Canada, Montreal Gas Co., London & Lancashire Insurance Co., Canada Paper Co., Edwardsburg Starch Co. & other important enterprises.

RAILWAY PROJECTS.

Brandon & Southwestern.—Notice is given of application to the Dominion Parliament for an act to extend the Brandon & Southwestern Ry. (projected) from Brandon, Man., to Gladstone, thence to or near Carman, thence to Winnipeg, also from or near Carman to the International Boundary line in range 5 or 6, also from township 8 or 9, range 7 or 8, to the boundary in township 1, range 16 or 17, & from township 5 or 6, range 12 or 13 to the boundary in township 1, range 11 or 12, & to increase the capital stock of the Co., & for other purposes.

Cascade to Carson.—E. Miller, solicitor for L. A. Manly & other applicants, gives notice of application to the Dominion Parliament to incorporate a company to construct & maintain a railway from the International Boundary line near Cascade, B.C., westerly, following the valley of the Kettle River to the boundary line at or near Carson, with a branch from or near Grand Forks, to 50 miles up the North Fork of the Kettle River, following the valley of that river, also with a branch from or near Grand Forks, by way of Greenwood to the International Boundary line at or near Midway, & for other powers.

Columbia River to Vancouver, &c.—S. Curtis, Rossland, gives notice of application to the B.C. Legislature to incorporate a company to construct and operate a railway from the Columbia River, south of Lower Arrow Lake, westerly to Vancouver, via Rossland & Sheep Lake, & via or near the various

construct & operate branch lines to the coast on either side of the Island, & with other powers. This is understood to be in the interest of the Esquimalt & Nanaimo Ry.

Cross Creek to Stanley.—The projectors of this proposed line of 6 miles from Cross Creek Station on the Canada Eastern, for which a Dominion subsidy was re-voted last session, have been assured by the New Brunswick Government that a Provincial subsidy will also be granted upon the Co. entering into a contract with the Dominion Government & giving satisfactory assurance of its ability to build & operate the road.

Dalton Trail to Lynn Canal.—J. T. Bethune, P. F. Scharschmidt, F. P. Armstrong & J. S. Harvey give notice of application to the B. C. Legislature to incorporate a company to construct & operate a railway from the northern boundary of B.C. at or near the point of intersection of the Dalton Trail, via Chilkat Pass to or near Kluckwan, or as near to the shores of Lynn Canal as the Province has the power to grant.

Dawson City to Dominion Creek.—Belcourt & Ritchie, solicitors, Ottawa, give notice of application to the Dominion Parliament to incorporate a company under the name of the Deutsche Klondike Gesellschaft, to construct & operate a railway from Dawson City, Yukon, along Bonanza Creek & across the dome to a point upon or near claim no. — on Dominion Creek, a distance of about 55 miles altogether, & for other powers.

Dyea River to Lake Bennett.—D. G. Macdonell, solicitor, Vancouver, gives notice of

application to the B. C. Legislature, to incorporate a company to construct & operate a railway from or near Dyea River, on the International Boundary between B. C. & Alaska, to or near Lake Bennett, & for other powers.

French River to Portage du Fort.—Perkins & Fraser, solicitors, give notice of application to the Dominion Parliament to incorporate a company to construct & operate a railway from the District of Parry Sound, Ont., at or near the mouth of the French River, through the Districts of Parry Sound & Nipissing & the County of Renfrew to Pembroke, thence through the County of Renfrew to or near Portage du Fort, Que., with power to erect bridges across

the Ottawa River & other rivers necessary for the purposes of the undertaking, & for other powers.

The Hurontario Ry. Co. was incorporated by the Ontario Legislature in 1874, the Act being amended in 1892 to 1897. The Co. has power up to 1902 to begin, & within 5 years thereafter to construct a railway from Toronto to Georgian Bay, also other powers, particularly authority to utilize the water of Lake Simcoe & the Nottawasaga & Humber rivers, for power, etc., & to supply Toronto & other cities with water. D. Blain, Toronto, President of the Co., says the proposal is to build an air line of 66 miles between Toronto & the mouth of the Nottawasaga River, a few miles east of Collingwood. A preliminary survey shows that the maximum grade going



FIRST PASSENGER TRAIN LEAVING LAKE BENNETT, B.C., ON THE WHITE PASS & YUKON RY.

This train left Lake Bennett July 6, 1899, & carried as freight about \$200,000 in gold dust.

points where the Kettle River intersects the International Boundary Line, & crossing Okanagan River south of Okanagan Lake, & via or near Princeton, on the Similkameen River, & via New Westminster, & with power to operate & construct branch lines up & down the Similkameen River from or near Princeton to the International Boundary Line, & extending northward to Nicola Lake, & thence to Kamloops, & also to Spence's Bridge; & for other powers.

Comox to Cape Scott.—H. M. Hills gives notice of application to the B.C. Legislature to incorporate a company to construct & operate a railway from Comox District, Vancouver Island, northerly, to or near Cape Scott, or some other suitable point at or near the north end of the Island, with power to

south would be 20 ft. per mile, and going north 26 ft. per mile, with practically no curves except on the watershed, & that the construction would be easy. In a pamphlet recently issued he says the line would, however, be more costly than an ordinary railway, "as the heaviest rolling stock now in use will be employed." If this is so why should the line cost more than lines on which such rolling stock is now used? He continues: "The rails will be 100 lbs. to the yard * * * with locomotives weighing from 220,000 to 250,000 lbs., & steel hopper cars carrying 60 or 100 tons." He estimates the cost of a single-track line at \$3,000,000, double-track \$5,000,000. The Co. has applied to the Dominion Government for aid.

Labelle to St. Ignace du Nominique.—The Northern Colonization Ry. Co., incorporated at the last Dominion Session, has organized by electing the following:—President, Hon. J. D. Rolland; Vice-President, H. Chauvin; other directors, J. d'Halveywn, E. J. Ramboth, H. Lefebvre, C. B. Major, M.P. P.; Secretary, E. Rodier. The distance between the points above mentioned is 24 miles, & we are informed it is hoped to build the line next year. It would connect with the C.P.R., which reaches Labelle from St. Therese Jct., 19.8 miles from Montreal, by a branch of 80.5 miles. Of this branch about 70 miles from St. Jerome to a point beyond Labelle was built as the Montreal & Western Ry., & was worked for a number of years by the C.P.R. for a percentage of earnings. In 1896 the C.P.R. bought the M. & W. Ry., to be paid for in 30 annual instalments of \$30,000 each, representing principal & interest, which is about equivalent to the purchase of the line at \$6,000 a mile.

Lewes River to Takhina River.—Lewis & Smellie, Solicitors, Ottawa, give notice of application to the Dominion Parliament to incorporate a company to construct a railway or tramway from Fifty-Mile or Lewes River at or about 25 miles below the northerly end of Lake Marsh, Yukon, following approximately the course of the river on either side thereof, to or near the mouth of the Takhina River, with power to construct & maintain branch lines not exceeding 10 miles in length to mining properties in the vicinity of a creek situate about 6 miles southerly from the mouth of the Takhina River, & for other powers.

Lindsay, Bobcaygeon, & Pontypool.—The Dominion Parliament having at its last session re-voted the subsidy for 40 miles of line between Pontypool & Bobcaygeon, Ont., the directors of the Co. are taking steps for the early submission of bonus by-laws in the municipalities interested. Lindsay will probably be asked for a bonus of \$25,000. In the municipality of Ops, where a by-law was defeated some years ago, opinion is said to have changed in favor of the scheme. Lindsay papers support it on the ground that it will give the town C.P.R. connection.

The Morris, Portage & Midland Ry. Co. was incorporated at the last session of the

Manitoba Legislature to build a railway from Morris, on the Red River, 42 miles south of Winnipeg, to Portage la Prairie, with a branch from the main line, in township 6, range 10 west, to Carberry, Neepawa & the western boundary of the Province, also a branch from the starting point at Morris to the eastern boundary of the Province in township 10. It is said that steps are being taken to organize the Co., & that a preliminary survey is contemplated.

Ottawa to Brockville.—G. E. Kidd, solicitor, Ottawa, gives notice of application to the Dominion Parliament to incorporate a company to construct & operate a railway either by steam or electricity from Ottawa, Ont., to or near Brockville, & expropriate & acquire lands & water-power & construct & develop water-power for the purpose of generating electricity along the line of the railway, or elsewhere, with power also to construct & operate a ferry on the River St. Lawrence, between Brockville & Morristown, N.Y., & there connect with the U. S. system of railways, & to acquire & maintain docks, wharfs, piers & elevators on the River St. Lawrence, at or near Brockville, & for other purposes.

Ottawa-Hull Bridge.—Perkins & Fraser, Solicitors, Ottawa, give notice of application to the Dominion Parliament to incorporate a company to construct & operate a railway & general traffic bridge across the Ottawa River from the City of Ottawa, between the easterly side of Bank St. & the westerly side of Kent St. produced to the river, to some point in Hull, Que., with the necessary approaches from any station which the Co. may erect in Ottawa or Hull for railway, street railway, tramway, carriage, foot & passenger traffic purposes; & for other powers.

Taku Arm to Atlin Lake.—Robertson & Robertson, Victoria, give notice of application to the B.C. Legislature to incorporate a company, with power to construct & operate a tramway or railway from Taku Arm, Cassiar, near where the Atlintoo River joins Taku Arm, along the northern side of the Atlintoo River to Atlin Lake, near where the Atlintoo River flows from Atlin Lake, & for other powers.

Vancouver Island & the Mainland.—Besides the Port Angeles ferry project described in our June issue, the City of Victoria has under consideration three other plans for mainland connection, each involving a large expenditure. The C. P. Navigation Co. has offered a much improved service in return for a bonus of \$250,000. McKenzie Bros., of Vancouver, have made a proposition looking to the securing of 20 minute train service between Victoria & Sidney, & the establishing of an 18 knot ferry between Sidney & Vancouver. A committee of citizens appointed in May to consider what was known as the De-Cosmos scheme, has reported in favor of transcontinental connection via Boundary Bay. The engineer's report, based on an exploration survey, recommends that the Victoria & Sidney Ry. be extended to the most convenient

harbor north of Sidney, & that from this point a passenger steamer & a car ferry steamer be operated to a point on Boundary Bay. From this terminus a line to be built following the course of the Nicomeckl River for 12 miles, & making junctions as follows:—With the Great Northern Ry. about 6 miles from White Rock; with the C.P.R. & the Seattle & International at a point on the main line, about 30 miles east of White Rock. This route would pass within about 2 miles of the N.P. terminal at Sumas City, running thence to Chilliwack, through a fine agricultural country. The estimated cost of the enterprise is: Victoria-Sidney extension, \$150,000; ferries, \$200,000; White Rock to Chilliwack road, \$1,509,000. This plan, notwithstanding the large outlay involved, is the favorite in Victoria.

A by-law embodying the Port Angeles proposition has been before the city council for some time, & may or may not come before the people, as certain amendments made in committee are unsatisfactory to the promoters, the amount of subsidy having been cut down by half. As at present amended, the by-law provides for an annual subsidy of \$8,750 for 20 years, being about half the estimated cost of the ferry & terminal facilities at both ends. An important development in this connection is the improvement now being arranged for in the C.P.N.'s Victoria-Vancouver service as a result of C.P.R. President Shaughnessy's recent visit to the coast. The fast str. *Islander* is now being overhauled to go on this route, and will make the daily return trip entirely by daylight. The freight service is also to be improved, though definite plans are not yet announced. It is hardly necessary to say that the C.P.N. Co. is not a part of the C.P.R. system. (Aug., pg. 239.)

Vancouver to New Westminster.—Davis, Marshall & Macneill, Solicitors, Vancouver, give notice of application to the B.C. Legislature to incorporate a company to construct & operate a railway from the line of the C.P.R. in or near Vancouver, to the Westminster branch of the C.P.R. in or near New Westminster.

The Vancouver Northern & Yukon Ry. Co. will apply to the B. C. Legislature for an act extending the time within which it may complete its undertaking, to empower it to extend its proposed railway from or near Vancouver, or some other point on Burrard Inlet, to the north or south shore of the Fraser River near New Westminster, & to change its name to the Vancouver, Westminster Northern & Yukon Ry. Co.

Railway Passes for Bridge Directors.

An important case was tried at Toronto before Chief Justice Meredith, on Oct. 31 & Nov. 1. It was an action by the Niagara Falls Suspension Bridge Co. & the Niagara Falls International Bridge Co., the Canadian & U.S. companies respectively which control the single arch bridge at Niagara Falls, against the G.T.R. Co., to compel that Co. to

STEEL, PEECH & TOZER,
LIMITED,

SHEFFIELD, ENGLAND.

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

"PHENIX" Loco. Spring Steel is the
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Q. & W. TIE PLATES



**SAVE EXPENSE
MAINTENANCE**

**STANDARD ON MAJORITY
U.S. RAILROADS.**

SEE ROADMASTER'S CONVENTION TIE PLATE REPORT

F. E. CAME,

17 Place d'Armes
Hill,

Montreal

furnish to the directors & officers of the bridge companies passes over all the U.S. roads which make use of the bridge. The suit was founded upon an agreement made in 1853, between the bridge companies & the Great Western Ry., whereby the railway was given the right to extend the privilege of using the bridge to other companies, & it agreed with the bridge companies to procure from all railway companies with which arrangements should be made for the use of the bridge, free tickets for the directors & officers of the bridge companies to pass over their railways.

In the course of the trial, it appeared that three other actions had been brought against the G.T.R. Co. under the same agreement, one in Canada & two in New York State, all of which had been decided in favor of the bridge companies. The principal defence relied upon by the G.T.R. Co. was that when the rent of the bridge was increased in 1875, the bridge companies relieved the G.T.R. Co. from the obligation to furnish passes, & that it was thereafter under no obligation to do so. At the conclusion of the case judgment was given in favor of the plaintiffs, with costs. The plaintiffs claimed that they were entitled to be refunded all fares which had been paid by their directors & officers over the U.S. roads during the time that the passes were withheld, & the action was referred to a referee to settle the amount of the judgment. The G.T.R. proposes to proceed with an appeal.

Ontario Corporation Taxation.

Under the act passed at the last session of the Ontario Legislature, the following amounts have been received:

Banks.....	\$37,900
Railways.....	10,900
Street railways.....	6,693
Telephone companies.....	4,445
Gas & electric light companies.....	4,900
Insurance companies.....	60,780
Loan companies.....	25,300
Natural gas, sleeping cars, &c.....	12,650
Trust companies.....	3,339
	\$184,898

C.P.R. Co.'s Telegraphs.

Since pgs. 329 & 341 of this issue were made up, the resignation of C. R. Hosmer as Manager has been officially announced, Jas. Kent, heretofore Superintendent of the Eastern Division, being appointed to succeed him.

W. J. Camp, heretofore Electrician of the system, has been appointed Superintendent of the Eastern Division, with headquarters at Montreal, succeeding Mr. Kent. The position of Electrician is abolished.

A. W. Barber, heretofore City Manager at Toronto, has been appointed Superintendent of the Ontario Division, with headquarters at Toronto, succeeding H. Pingle.

B. S. Jenkins, heretofore Superintendent of the Western Division at Winnipeg, has been appointed General Superintendent of Telegraph Lines west of Fort William, with headquarters at Winnipeg.

Jas. Wilson continues as Superintendent of the Pacific Division, with headquarters at Vancouver.

The Carillon & Grenville Railway.

"An odd institution that has lately come under my notice," said a friend of mine the other day, "is the railway 12 miles in length, between Grenville & Carillon on the Ottawa River. This railway is employed for the transport of passengers & baggage going by steamer from Montreal to Ottawa & vice versa. The train, which consists of a locomotive & one car, makes only one trip per day, leaving Carillon on the arrival of the boat from Montreal, & on the return, leaving Gren-

ville on arrival of the steamer from Ottawa. The line runs through fields some distance from the river. The roadbed & rails cannot be seen except at close range, being overgrown with grass. At a glance the engine is seen to be an old timer, & probably will not stand a pressure of more than 30 to 40 lbs. It looks very like the first locomotive put into service on the old Northern Ry., & which I understand was built at Good's foundry, on Queen Street, Toronto. An old gentleman, grey haired & grey bearded, attired in a long black coat, white tie & high collar, & presenting the appearance of a superannuated preacher, occupies the dual position of conductor & brakeman. Notwithstanding his antiquated appearance, however, he seemed to be rather more than up-to-date in his movements, for on the whistle sounding 'down brakes,' he responded 'so quickly that the locomotive & car were brought to a stop some distance before the platform which does duty as a station, was reached, & the train had consequently to be started up again to reach its destination." In concluding his description, my friend remarked that the old conductor must have a great task on his hands in making up his daily returns for the railway company.—"By the Way," in Canadian Electrical News.

Finnigin to Flannigan.

Sup'rintindint wuz Flannigan ;
Boss av the siction wuz Finnigin ;
Whiniver the kyars got offen the thrack
An' muddled up things t' th' devil an back,
Finnigin writ it to Flannigan.
After the wrick wuz all on again ;
That is, this Finnigin
Reported it to Flannigan.

Whin Finnigin furst writ to Flannigan,
He writed tin pages—did Finnigin.
An' he tould jist how the smash occurred ;
Full minny a tajus, blunderin' wurrd
Did Finnigin write to Flannigan
Aft'er the kyars had gone on agin.
That wuz how Finnigin
Reported to Flannigan.

Now Flannigan knowed more than Finnigin—
He'd more idjucation—had Flannigan ;
An' it wore'm clane an' complately out
To tell what Finnigin writ about
In his writin' to Muster Flannigan.
So he writed back to Finnigin :
"Don't do sich a sin agin ;
Make 'em brief, Finnigin !"

When Finnigin got this from Flannigan,
He blushed rosy red—did Finnigin ;
An' he said : "I'll gamble a whole month's
pa-ay
That it will be minny an' minny a da-ay
Before Sup'rintindint (that's Flannigan)
Gits a whack at this very same sin agin.
From Finnigin to Flannigan.
Reports won't be long agin."

Wan da-ay on the siction av Finnigin,
On the road sup'rintindint by Flannigan,
A rail gave way on a bit av a curve
An' some kyars wint off as they made the
swerve,
"There's nobody hurted," sez Finnigin,
"But repoorts must be made to Flannigan."
An' he winked at McGorrigan,
As married a Finnigin.

He wuz a-shanty'n' thin, wuz Finnigin,
As minny a railroader's been agin,
An' the shmoky ol' lamp wuz burnin' bright
In Finnigin's shanty all that night—
Bilin' down his repoort, wuz Finnigin !
An' he writed this here : "Muster Flannigan,
Off agin, on agin,
Gone agin.—Finnigin."

A Mixed Up Advertisement.

A prominent transportation official has sent the Editor a copy of the Quebec Morning Chronicle of Sept. 12, 1890, from the advertising columns of which the following is copied exactly as it was published :

**THE GREATEST
WONDER OF MODERN TIMES**

**HOLLOWAY'S
Pills & Ointment**

THE PILLS
Purify the Blood, correct all disease
of the

Liver, Stomach, Kidney and Bowels.

They invigorate and restore to health
Debilitated Constitutions,
and are invaluable in all Complaints incidental to
Females of all ages. For Children and the aged
they are priceless.

THE OINTMENT

SPEED, SAFETY, CIVILITY.

TORONTO TO CHICAGO IN 14 HOURS.

Best and Quickest Route to MANITOBA
BRITISH COLUMBIA, and the
PACIFIC COAST.

FOR FARES, Time Tables, Tickets and general
information apply at the Union Depot City Ticket
Office, corner King and Yonge, and at York Street,
Toronto, or to any of the Company's Agents.

JOSEPH HICKSON,
General Manager
Lm

January 21 1888



GRAND TRUNK RAILWAY.

The Old and Popular Route

—TO—
Montreal, Detroit, Chicago,

—AND—
**All the Principal Points in Canada and
the United States.**

IT IS POSITIVELY THE
ONLY LINE FROM TORONTO

Running the Celebrated Pullman Palace
Sleeping and Parlor Cars,

is an infallible remedy for Bad Legs, Bad Breasts,
Old Wounds, Sores and Ulcers. It is famous for
Gout and Rheumatism. For disorders of the Chest
it has no equal.

**FOR SORE THROATS, BRONCHITIS,
COUGHS, COLDS, GLANDULAR
SWELLINGS,**
and all Skin Diseases it has no rival.

Manufactured only at Professor
Holloway's Establishment,
233, OXFORD STREET, LONDON,
and so'd at 1s. 1/4d., 2s. 9d., 4s. 6d., 11s., 22s., and 33s.,
each Box and Pot, and in Canada at 36 cents, 90
cents, and \$1.50 Post and the larger sizes in pro-
portion.

Caution.—I have no Agent in the United
States, nor are my Medicines sold there. Purchas-
ers should therefore look to the Label on the Pots
and Boxes. If the address is not 533 Oxford Street,
London they are spurious.

The Trade Marks of my said Medicines are
registered in Ottawa, and also in Washington.

Signed, THOMAS HOLLOWAY
3, Oxford Street, London.
Sept. 1, 1880.
December 1880.

Steel Rail Prices.—Railway managers who have been ordering steel rails for next summer's delivery have recently discovered that railmakers have a decided unwillingness to do so on the basis of present prices. Railmakers have been unfortunate in the recent upward movement. They have supplied rails continuously below market prices. Hence their present unwillingness to sell rails largely at \$33, which may be worth \$38 when delivered. Authorities agree pretty well that an unusual amount of railroad building will be undertaken next spring. In other lines a strong upward tendency continues to manifest itself. Bars, merchant steel plates, shapes, pipes, tubes, all are fractionally higher than even a week ago. The urgent demand for raw material is indicative of higher prices & finished products later on. Plate mills see no sign of relaxing demand, despite some idle rumors to the contrary. The question of ore prices will be fixed a month sooner this year. The question of transportation will remain in abeyance. Several serious features are to be dealt with, & opinions at present have very little value.—*Railway & Engineering Review*, Chicago, Oct. 21.

Central Vermont.—Gen.-Manager Hays, of the G.T.R., accompanied by Vice-President & Gen.-Manager Fitzhugh, Col. Walker, President of the Atcheson, Topeka, & Sante Fe Ry., Gen. McCullough, Vice-President of the Erie R.R., & Mr. Baker, of Boston, all members of the directorate of the C.V., made a trip over the line in the middle of November. This was referred to in some daily papers as likely to lead to further reorganization of the C.V., but this is not likely. The trip was simply an annual inspection one. The line has already been thoroughly reorganized, & it is not thought any further change is to be made.

White Pass & Yukon Ry.—At the recent annual meeting of the B.C. Yukon Ry. Co., at Victoria, the following were elected:—President, S. H. Graves; Vice-President, W.

Wilson; other directors, J. Dunsmuir, A. C. Flumerfelt, E. C. Hawkins, H. M. Hills, R. Cassidy. Secretary, A. Davey.

Here is a unique verdict by a coroner's jury on a man who was killed by a switch engine:—"We, the jury, find that the deceased came to his death at the hands of a switch engine, after being sat on by the coroner for two hours & half."

ELECTRIC RAILWAYS.

Ontario Electric Railways.

Bracebridge to Muskoka Lake.—An electric railway between these points is talked of.

Fort Erie to Chippewa.—A deputation waited on the Ontario Government on Oct. 8, in connection with the proposal to build an electric railway between these points, & suggested the terms desired. (Sept., pg. 277.)

The Hamilton Consolidations.—On Nov. 30 the Main st. office & the terminus near the G.T.R. station at Ferguson avenue of the Hamilton & Dundas Ry. will be discontinued, & on Dec. 1 the cars will run to the Radial station on Gore st., as the city terminus of the road. A switch will be put in at the intersection of Queen & Herkimer streets & the cars run over the street railway tracks. The track on Main st. is the property of the H. & D. Co., but it is probable the Hamilton, Grimsby & Beamsville will acquire running powers over it.

Hon. J. M. Gibson recently laid before the Hamilton City Finance Committee the proposition of the promoters of the proposed electric railway to Guelph & Galt. He stated that it was proposed to build a first-class line, so as to have the cars run almost at the same speed as a steam railway. The plan was to build a double track from Hamilton to a point near Rock Chapel, where lines will branch out to Guelph & Galt. The promoters considered that the most feasible route was along

Vine st. to Oxford st., across Dundurn park below the edge of the bluff, & through Harvey park. He did not think Dundurn would be injured, but Harvey park would be damaged to some extent. An alternative route was along York st., which would have to be widened by 20 ft. near Queen st. It was esti-



IF time has a commercial value:
promptness secures business
immediate information is required:
an answer is wanted, and wanted quick:
you are not in business for exercise:

**STAY AT HOME
AND TELEPHONE.**



The Bell Telephone Company of Canada

will be pleased to furnish details.

NOTICE.—The Canadian Pacific Railway Company will apply to the Parliament of Canada, at its next Session, for an Act authorizing the Company to construct or acquire and to operate the following railways, that is to say: a railway from a point on the Company's Line at or near Deloraine in Manitoba, thence southwesterly to a point in township one or two, thence westerly one hundred miles; also a railway from a point on the Manitoba South Western Colonization Railway between Manitou and Pilot Mound in a southerly direction to a point at or near the International Boundary; also a railway from a point on the last mentioned railway in township one or two, thence easterly fifty miles; also a railway from a point in township one or two on the said line between the Manitoba South Western Colonization Railway and a point at or near the International Boundary, thence westerly fifty miles; also a railway from McGregor on the Company's main line in Manitoba, thence westerly and northwesterly to Varcoe, about fifty-six miles; also a railway from West Selkirk in a northerly and northwesterly direction to some point on the west shore of Lake Winnipeg, about sixty miles; also a railway from a point on the Company's main line at or near Molson Station, Manitoba, thence northerly and northeasterly to a point on Lac du Bonnet or Winnipeg River, about twenty-six miles; and also a railway from a point on the Company's line at New Westminster, thence to Vancouver by such route as may be found most direct and feasible, with power to issue in aid of the construction and equipment of said railways collectively, or on any part or parts thereof separately, bonds which will be a first lien and charge thereon with the same effect as if the said railways or such part or parts thereof were being built by the Company as a branch of its railway within the meaning of Section One, Chapter Fifty-one of the Statutes of 1888, or in lieu of such bonds consolidated debenture stock conferring on its holders equal rights in all respects and a rank pari passu with holders of such consolidated debenture stock as the Company has been heretofore authorized to issue, and for other purposes.

By order of the Board,

CHARLES DRINKWATER.

Montreal, 16th November, 1899.

Secretary.

NOTICE is hereby given that The Dominion Atlantic Railway Company will apply to the Parliament of Canada, at the next session thereof, for an Act confirming the company's issues of capital stocks, the conveyance to the company by the Windsor and Annapolis Railway Company, dated the thirty-first December, 1895, the Mortgage Trust Deeds made by the company, and the first and second debenture stocks, issued and to be issued, thereunder, to the amount of 940,000 pounds (sterling), and also to enable the company to increase the capital stock, borrow and secure money upon shares and other outside property of the company, to create reserves, and for other amendments to the Act incorporating the company.

CHRYSLER & BETHUNE,

Solicitors for the Company.

Dated the 7th November, 1899.



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Fast....**

The rapidity of the Underwood's action is so great that it will respond perfectly to the manipulation of the operator, permitting the use of the highest rate of speed.

THE UNDERWOOD TYPEWRITER

is a time saver—and TIME IS MONEY.

ILLUSTRATED CATALOGUE MAILED FREE.

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Sole Agents for Canada.

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mated that the right of way for this route would cost \$100,000. Mr. Gibson said the Co. would be at considerable expense, the cost of construction being heavy on account of the bridges required, & it was thought the city should render some assistance. On behalf of the Co. he made the following alternative propositions: 1. To accept a bonus. 2. For the city to buy right of way and give it to the Co. 3. For the city to make some abatement in the percentage, etc., paid by the Street Ry. Co. equivalent to the amount of the bonus required.

J. Moodie, jun., & J. G. Gauld are suing the Cataract Power Co., Hon. J. M. Gibson, J. Dickenson, M.P.P., J. Patterson, J. Moodie, sen., & J. Kamerer, to have the court set aside a by-law passed by the defendants, or the Cataract Power Co., last Aug., for increasing the stock of the Co. from \$250,000 to \$3,500,000. The Co. was originally capitalized at \$99,900, the stock being principally taken up by the five Johns of the syndicate. Then the stock was increased to \$250,000, & it is alleged that the first stockholders signed an agreement by which the additional stock to be subscribed should be preference stock to the extent of a 7% dividend over the stock of the original holders. Of this preference stock the younger Moodie held the largest share. He claims that he was opposed to the by-law providing for the increase of stock to \$3,500,000, for the transfer to the defendants of a large portion of the stock, & for the issuance of 5% cumulative preference stock, & the plaintiffs allege that when the Government issued letters patent to confirm the by-law in question it did so under a misapprehension of plaintiff Moodie's position in the matter. Plaintiff Gauld is suing for recognition as a stockholder of the Cataract Power Co.

Hamilton, Grimsby & Beamsville Electric Ry.—For some time it has been rumored that the Cataract Power Co. is anxious to secure this line & complete its amalgamation of the radial railways, but the promoters always denied that they were negotiating. It is now reported that the President of the St. Catharines & Niagara Central has an option on the H., G. & B., & that he is acting for the Cataract Power Co.

London St. Ry.—At a meeting of shareholders, Sep. 29, it was decided to increase the capital from \$350,000 to \$400,000, the new stock to be offered to the present shareholders at par, pro rata, according to their respective holdings.

Estimates of the loss by the Co.'s employees' strike figure up to \$197,000, of which the Co. is said to have lost \$60,000, the men \$13,000, the balance being lost by merchants & in damage to property.

Metropolitan Electric Ry.—Particulars respecting the connection of this Co.'s track with the C.P.R. at North Toronto, will be found under the head of "Railway Committee of Privy Council," on an earlier page of this issue.

The Co. has added an electric locomotive to its equipment.

Ottawa Electric Ry.—Good progress is being made with the 4½ miles line from Hintonburg to Britannia, & it is expected to complete it early in Dec. Some portions of the work are heavy. It includes several cuts, one through solid rock, a number of fills, & some large culverts. Rails weighing 72 lbs. are being used. Four cars are being built, one a combination baggage & passenger, 35 ft. long, to seat 40 passengers; the other 3 passenger cars, 50 ft. long, to seat 40 passengers. (Sep., pg. 277.)

The City Council is negotiating with the Co. to run a spur line to the Varsity oval. It is proposed to have a belt line out Nicholas st. from Theodore, along Somerset st. to King, thence down King to Theodore again. President Ahearn shows no disposition to refuse to

build the projected line, and it will consequently be constructed early next spring if the idea meets with the approval of the Council & of the people.

Owen Sound.—Owing to the extraordinary & unexplained opposition of half the members of the town council, the proposal to build an electric railway in the town & through the country to McLaughlan Park has been abandoned, for the present at least. The proceedings of the council during the discussion of the question were of the most undignified nature, & from the calibre of some of the members, as shown by their conduct in council, we should think anyone would be taking considerable risk to invest capital in any enterprise that would be in any way subject to them. (Oct., pg. 307.)

The Port Stanley Electric St. Ry. Co., recently incorporated, was projected by the London & Port Stanley Gravel Road Co. It is proposed to build a line along the gravel road between Port Stanley, St. Thomas & London, with possibly a branch to Aylmer. (Oct., pg. 307.)

St. Catharines, Niagara Falls & Toronto Ry.—Under date of Oct. 7 we were advised as follows:—"All the wooden trestles & bridges are either to be removed by change of grade, filled in, or replaced by steel. New ties have been placed the full length of the road. All fish plates are to be removed & continuous rail joints substituted. The extension to Port Dalhousie will be commenced as soon as legal difficulties regarding the rights of way can be overcome. The material for the Port Dalhousie extension is now at St. Catharines on the ground. Preliminary surveys have been made to Hamilton. It is the intention of the Co. to convert the road into a high speed electric line, somewhat similar to the Buffalo & Lockport. The cars, however, will be somewhat larger & more powerful. The freight will be handled by electric locomotives. The work of rebuilding the old road is now going on as fast as possible, although we are somewhat hampered on account of our inability to get steel." (Oct., pg. 307.)

St. Catharines to Wellandport.—An electric railway between these points, via Fonthill & Pelham, is talked of.

St. Thomas Electric Ry.—The receipts for the quarter ended Sep. 30 were \$6,009.47.

The St. Thomas Times says the Co. has issued a circular stating it is insolvent & asking its creditors to accept preferred stock for their claims. Power has been granted the Co. to issue \$15,000 preferred stock divided into 150 shares of \$100 each. This stock is to run for 20 years and to bear interest at 6%, payable half-yearly. The by-law provides that after 10 years the directors can call in all the stock on giving 6 months' notice. The preferred stockholders are to have 2 directors on the board, & to have a share in the dividends after 4% is paid to the ordinary shareholders. After paying the Co.'s liabilities the proceeds of the stock are to be used for the completion of the park, the purchase of more cars, the putting in of signals at the crossings of the L. E. & D. R. Ry., & for sidings & improvements to equipment.

The Co.'s employes struck recently, but the difficulties were soon arranged and they returned to work.

Sarnia Street Ry.—We are officially informed that this Co., which now operates a horse-car system, proposes to build 7 miles of electric railway, if satisfactory arrangements for franchise can be made with the municipal corporation. Work is likely to be begun next spring so that the road may be completed in time for the summer traffic. The shareholders are to be asked to accept stock in a new company at the rate of 75c. on the dollar of their present holdings. (Oct., pg. 307.)

Toronto Railway.—The gross earnings are:

	1899.	1898.	Increase.	Decrease.
Jan.	\$95,660.12	\$86,502.36	\$9,157.76	.....
Feb.	91,860.30	82,408.19	9,452.11	.....
Mar.	103,234.88	92,318.42	10,916.46	.....
April.	95,212.37	86,898.83	8,313.54	.....
May	104,866.62	92,070.35	12,796.27	.....
June	109,663.18	94,119.32	14,943.86	.....
July	116,824.94	104,302.92	12,522.02	.....
Aug.	123,282.70	110,300.54	12,982.16	.....
Sept.	137,621.10	138,021.74	.....	\$400.64
Oct.	111,465.37	99,650.16	11,815.21	.....
	\$1,089,061.58	\$87,186.83	\$102,275.39	\$400.64
	Increase, Jan. 1 to Oct. 30,	\$101,874.75.		

The city's percentage upon the revenue for Oct. was \$8,918.86.

The City Solicitor has notified the Co. that it must immediately comply with the by-law & construct vestibules on both ends of its cars.

An agreement has been entered into between the Co. & the town of Toronto Junction, which provides that the Co. extend its system as far as Keele St., on which it is to give the same service as is given on the Queen & Dundas St. line. The Toronto Suburban St. Ry. is given concessions in the way of exemption from water rates & mileage rates, in return for which it is to extend its lines farther into the country. Superintendent Gunn informed the Council on Nov. 12 that the rails for the double-tracking of Dundas St. east had arrived, & that work would be commenced at once. He said the Co. had new time-tables printed, & assured the Council that cars would be running by the end of Nov. if the weather would permit the work to go on. It is reported that the Co. has secured an option on a block of land at Toronto Junction, south of Dundas St., which it is proposed to convert into a park.

Toronto Suburban St. Ry.—Information respecting arrangements with Toronto Junction will be found under head of Toronto Ry. above. (Oct., pg. 307.)

The Council of the Township of York has passed a by-law authorizing the execution of an agreement with the Co., allowing it a renewal of its present charter with an extended area of operation. The agreement provides for the operation of a railway extending from the present limits of the township along Dundas St., Weston Road, & the allowance between the 5th & 6th concessions. The Co., by the agreement, does not receive a perpetual right, but at the end of 30 years the township may purchase the road if it so desires. The agreement provides for a limit of speed of 20 miles an hour, a franchise for 20 years, & if concurred in by legislation, renewable for periods of 30 years, to be arranged by special arbitration. The Co. is exempted from township taxes for 10 years, & provision is made for allowing till Dec. 1, 1902, for starting the extension, & 2 years from that date for the completion of the work.

Quebec Electric Railways.

The Hull Electric Co. gives notice of application to the Dominion Parliament for an act to confirm an agreement by which the C.P.R. Co. covenanted to sell to the H. E. Co. the branch line between Hull & Aylmer for \$100,000.

Montreal Park & Island Ry.—Judge Archibald gave judgment, Nov. 6, in the case between the town of St. Louis & this Co. Last June the townspeople tore up the Co.'s tracks because it failed, they claimed, to live up to its contract with the town. The Co. took out an injunction claiming that it was working under a Federal charter & could not be touched by the town. The judge ruled that before securing its Federal charter the Co. entered into its contract with the town & the injunction was dissolved. The case will be appealed.

Montreal St. Ry.—At the annual meeting Nov. 2, the following report was presented for the year ended Sept. 30. The statement of the past year's business shows a net profit

of \$630,870.61, as compared with \$601,704.18 for the previous year. Out of this there have been declared 4 quarterly dividends of 2½% each, amounting in all to \$478,333.33, leaving a surplus of \$152,537.28, of which (following the policy established last year) \$50,000 has been added to the contingent account, & there has been charged against that fund an amount of \$8,575.00 expended during the year for fenders of a new type & for other special renewals. The road-bed, rolling stock & other property have been maintained in a high state of efficiency, & the cost thereof, as in previous years, has been charged to operating expenses. While it will be noticed from the statement that the business continues to increase satisfactorily, the percentage of operating expenses shows an increase of 3.08% as compared with last year. This increase is due to the fact that a larger amount has been expended in the maintenance of road-bed & rolling stock, to increased wages, increased car-mileage, & a general advance in the cost of all materials & supplies. The buildings & rolling-stock destroyed by fire at Hochelaga on Sept. 16, 1898, have been replaced by others of the latest & most modern type. Car-shops, machine-shops, blacksmith-shops & motor-shops have been erected at Hochelaga, those at Coté Street having proved too small to cope with the increased business. Large additions to the rolling-stock necessitated corresponding additions to the car storage capacity. To meet this, running-sheds & car-storage sheds have been erected, & are in course of erection, at Hochelaga & on St. Denis St., north of the C.P.R. The rolling-stock has been increased during the past year by the addition of 64 closed motor cars, 100 open motor cars, 1 pay car & 12 electric sweepers, & there are under construction 36 closed motor cars of increased seating capacity, all of which will be available for service this winter. It was decided, after careful consideration & consultation with the city authorities, to change the type of fender in use for another, which it is believed will afford greater protection against accidents. The result of the cast-welded rail joints introduced last year has been satisfactory, & our experience justifies the expense of gradually applying the

system to the whole line. During the past year the Co. has paid to the City of Montreal the following amounts, viz.: taxes on earnings, \$70,811.42; on account of snow clearing, \$60,456.00; real estate and business taxes, \$8,832.13; a total of \$140,099.55. This information has been asked for by certain shareholders, & should be noted by all, as the city departments are advancing the claim that the Co. must contribute a greater proportion of the expense of snow removal, as well as largely increased taxation, both of which claims your directors are contesting, believing such demands to be unjust & uncalled for by the Co.'s contract with the City.

STATISTICAL STATEMENT, 1892 TO 1899.

	1892	1893	1894	1895	1896	1897	1898	1899
Gross receipts	\$564,406.57	\$750,751.78	\$896,090.89	\$1,102,777.57	\$1,269,898.39	\$1,342,367.78	\$1,471,939.65	\$1,660,775.93
Increase 1899 over 1892—12.83%								188,362.28
Operating expenses	466,476.98	593,041.71	637,668.14	652,811.74	710,864.70	736,428.60	764,884.35	912,949.66
Increase 1899 over 1892—19.36%								148,065.31
Operating expenses	82.68	79.00	71.16	59.20	56.48	55.05	52.15	55.23
Per cent. of car earnings	97.61.59	157.17.07	238.42.75	449.95.83	555.03.69	605.93.18	707.05.30	747.86.27
Net earnings	97.61.59	157.17.07	238.42.75	449.95.83	555.03.69	605.93.18	707.05.30	747.86.27
Increase 1899 over 1892—5.77%								40,770.97
Net income per cent. of capital	8.17	8.17	9.69	10.21	11.55	12.41	13.00	13.19
Passengers carried	11,631,386	17,177,952	20,569,013	25,877,758	29,866,471	32,047,317	35,353,036	40,186,493
Increase 1899 over 1892—3.67%								4,833,457
Transfers	5,994.113	6,828.653	7,058.670	8,541.536	8,765.993	10,508.003	12,060.877	12,060.877

FINANCIAL STATEMENT YEAR ENDED SEPT. 30, 1899.

ASSETS.	
Cost of road and equipment:	
Construction, etc.	\$3,048,730.89
Equipment, etc.	2,309,478.39
Real estate & buildings	\$5,358,209.28
Stores	1,395,267.39
Accounts receivable	54,161.15
Cash in bank & in hand	15,885.83
Cash on deposit with City of Montreal	90,740.23
	25,000.00
	115,740.23
	\$6,939,263.88
LIABILITIES.	
Capital stock, paid up	\$5,000,000.00
Bonds, 5% payable Mar. 1908 " 4 1/2% " Aug. 1922	\$292,000.00
	681,333.33
Mortgages	973,333.33
Accounts & wages payable	6,034.51
Accrued fixed charges	83,825.68
Interest on bonds	5,170.00
Taxes on earnings	76,899.89
	82,069.89

CANADA AND MICHIGAN BRIDGE AND TUNNEL COMPANY.

NOTICE is hereby given that application will be made to the Parliament of Canada, at its next session, for an Act to extend the times limited for the commencement and completion of the undertaking of the Canada and Michigan Bridge and Tunnel Company.

KINGSMILL, SAUNDERS & TORRANCE, Solicitors for the Applicants.

Dated at Toronto, this 27th day of October, 1899.

CANADA SOUTHERN BRIDGE COMPANY.

NOTICE is hereby given that application will be made to the Parliament of Canada, at its next session, for an Act to extend the time limited for the completion of the undertaking of the Canada Southern Bridge Company.

KINGSMILL, SAUNDERS & TORRANCE, Solicitors for the Applicants.

Dated at Toronto, this 27th day of October, 1899.

NIAGARA, GRAND ISLAND BRIDGE COMPANY.

NOTICE is hereby given that application will be made to the Parliament of Canada, at its next session, for an Act to extend the times limited for the commencement and completion of the undertaking of the Niagara, Grand Island Bridge Company.

KINGSMILL, SAUNDERS & TORRANCE, Solicitors for the Applicants.

Dated at Toronto, this 27th day of October, 1899.

NOTICE is hereby given that application will be made to the Parliament of Canada, at its next session, for an Act to extend the times limited for the commencement and completion of the undertaking of the River St. Clair Railway Bridge and Tunnel Company, and to add new provisional directors in the place of those deceased.

KINGSMILL, SAUNDERS & TORRANCE, Solicitors for the Applicants.

Dated at Toronto, this 27th day of October, 1899.

A Popular Route to New York

Canadian Pacific, and Toronto, Hamilton and Buffalo Railways in connection with the New York Central & Hudson River Railroad.

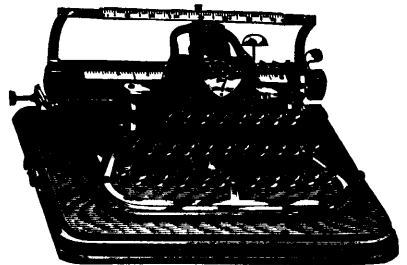
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THE BRADSTREET COMPANY
Toronto Office—Corner Jordan and Melinda Streets
THOS. C. IRVING, Superintendent

Employees' securities.....	6,093.60
Unclaimed dividends.....	1,956.57
Unredeemed tickets.....	21,203.42
Suspense accounts.....	23,583.15
Dividend, payable on Nov. 2, 1899.....	124,166.67
Contingent account.....	141,425.00
Surplus.....	475,572.06
	\$6,959,263.88

INCOME ACCOUNT.		
	1899	1898
Dividends.....	\$478,333.33	\$462,916.66
Transferred to contingent account.....	50,000.00	
Transferred to surplus acct.....	101,537.28	138,787.52
Income over & above expenses & fixed charges, exclusive of dividends.....	\$630,870.61	\$601,704.18

The President, Senator Forget, said he had nothing to add to the report, but would be glad to answer any questions.

Mr. Boas said he had compared the statement with that of the year preceding, & found that \$300,000 had been put to capital account, which had been credited to rolling stock & running expenses. Had this been added on the one side & deducted on the other, or had it been taken to build new cars & the new building in the east end, or had the sum for those purposes been taken out of the profits?

The President replied that Mr. Boas was making a mistake. The amount not paid up was \$154,000 only. What could be very well charged to capital account was so charged. For instance, there had been an increase of \$188,836 last year, gross. That had been earned by increasing the men's wages & increasing the car mileage. The total increased expense against the \$188,836 had been \$139,000. Everything that could, by renewals & so on, be charged to capital account had been charged. If the rails on half a mile of road were replaced by better rails, costing \$4,000 or \$5,000 more, the additional expense was charged to capital, & the other was charged to revenue.

E. P. Hannaford criticised the report because it did not state the mileage of tracks & quantity of material used. He asked information as to the welding of joints, & complained of the noise made by cars. The President said any shareholder could have the information as to mileage, material, etc., but the board had not judged it in the interest of the Co. to make such information public.

Manager Wanklyn said, with regard to the policy in adopting the cast welding of joints, that it was manifest to all people connected with street railways that the low joint question was the greatest problem which had to be met. Mr. Hannaford had based his remarks on his experience on large railways, but it had to be borne in mind that on a line like the G. T. R. repairs to the rail joints could be comparatively easily effected. Mr. Hannaford, when on the G. T. R., had had men continually parading the track, ready to attend at once to any defect. But repairing a joint on a street-car track involved opening the street & obstructing traffic. It was impossible to be always rooting up paved streets, so a permanent joint had to be inserted. The length of the rails had been increased from 30 to 60 ft., which had reduced the number of joints by half. That was one remedy. In Buffalo electric welding had been resorted to, & one solid rail the entire length of the line had been made. It had been found there that, owing to the expansion & contraction of metals, the rails broke at intervals of 1,800 ft. This gave eighteen hundred feet rails. The Montreal Co. had not adopted the electric process, as being too costly, but he had gone to Minneapolis & there had examined the welding process which had given satisfaction after some years of trial. He had had a small plant erected in Montreal on his return & 1,000 joints had been welded last year as a trial. The result had been such that it had been decided to weld 7,000 more & the Co. in-

tended to go on until the whole line had been covered. The improvement on St. Denis St. from the adoption of the new process was already marked in the diminution of noise & oscillation & in the wear & tear of rolling stock & rails. This process has been adopted in Baltimore, Washington, Philadelphia & Chicago, as well as Minneapolis, & it gave universal satisfaction. As to noisy cars in Montreal, that some cars were noisy, he admitted, & they would continue to have noisy cars until they "scrapped" the original equipment. They had old equipment in which it was impossible to instal the gear case. There were 10 or 15 such cars. It was only rarely that these cars ran. The noise had diminished during the last few months. The old equipment had been gradually going out of service, & soon they would be able to avoid all complaints. Lately Mr. Bell, of the Jamaica government, who had been visiting different American cities for the purpose of studying the street car systems, had pronounced Montreal's cars much less noisy than those of New York & other cities.

Mr. MacDonald said he had audited the company's books for 32 years. What should be charged to capital & what to revenue account was clearly understood at the present day.

The President said no arrangement had been made with the G. T. R. about crossing the Victoria Jubilee Bridge, & the matter had practically fallen through.

The usual resolution granting \$6,000 for directors' services was adopted, & the directors were re-elected as follows:—Hon. L. J. Forget, J. Ross, R. B. Angus, K. W. Blackwell & F. C. Henshaw.

The gross earnings are :

	1899.	1898.	Increase.
Oct.....	\$145,877.20	\$133,619.63	\$12,257.57

In the suit of Gareau vs. the Co., the plaintiff claimed that his property had been injured by the vibration, smoke & noise proceeding from the Co.'s power house, which is situated between William & Barre streets. The Co. pleaded that in erecting & operating its power house it acted under rights secured to it by legislative enactment, but Judge Gill held on Oct. 4, that the exercise of statutory powers was no defence to an action for nuisance resulting from the use of the powerful machinery in question.

Quebec Ry., Light & Power Co.—At a special general meeting of the shareholders, Oct. 9, the directors were authorized to issue the remaining unissued stock of the Co., amounting to 5,000 shares, or any part thereof that they may deem necessary.

St. Hyacinthe Electric Ry. Co.—Application is to be made for the incorporation of a company under this title, to build an electric railway in the counties of St. Hyacinthe & Bagot.

Electric Lines in Western Canada.

British Columbia Electric Ry.—Earnings & expenses for September :

GROSS EARNINGS.	1898.	1899.	Increase or Decrease.
Railway—Vancouver division	\$6,456	\$9,338	\$2,882+
Victoria ..	7,344	7,327	17-
Westminster ..	10,352	7,959	2,393-
Lighting—Vancouver ..	7,572	8,676	1,104+
Victoria ..	4,228	4,612	384+
Gross earnings	\$35,952	\$37,912	\$1,960+
Working expenses	\$19,255	\$21,417	\$2,162+
Net earnings	\$16,697	\$16,495	\$202-
Gross earnings April 1 to Sep. 30	\$190,304	\$205,768	\$15,464+
Net earnings April 1 to Sep. 30	\$77,600	\$88,469	\$10,869+
+ Increase. - Decrease.			

The falling off in the Westminster traffic receipts from those of Sep., 1898, is due to the fact that in 1898 the receipts were largely increased by people who went to see the city after the great fire. The work of rebuilding brought also an abnormal amount of freight to the line in Sep., 1898.

The Co. continues to improve its system. It has put in a line to English Bay, & will lay a branch along Davie St. as soon as the rails arrive. Two new coaches have been put on the Westminster branch. The capital expenditure in Vancouver for the year ended June 30 last is stated as follows :

New track.....	\$39,000
Incandescent lighting plant.....	28,800
Arc lighting.....	5,959
Motor.....	2,685
Boiler.....	3,485
Power house & car barn (not completed).....	35,349
Cars & equipments.....	8,400
Land & buildings.....	19,200
	\$142,800

General Manager Buntzen says it will take over \$100,000 to complete the Co.'s work now in hand in & about Vancouver.

A new ticket system, with limited tickets, has been put in force in Vancouver, & the sale of monthly tickets has been abolished. Conductors' fare boxes have also been introduced. In Victoria the ticket system has also been changed, unlimited tickets are sold at 6 for 25c.; limited, good from 6 to 8 a.m., & 5 to 7 p.m., 8 for 25c.; & school children's, good from 8 a.m. to 5 p.m., except Saturdays & Sundays, 8 for 20c. Transfers are now granted from any city line to Esquimalt for an additional 5c. fare. The conductors' fare box is also to be introduced in Victoria.

A five minute service is promised in Vancouver for next spring.

The Nelson Electric Tramway Co., Ltd., a subsidiary company to the British Electric Traction Co., Ltd., Donington House, Strand, London, Eng., is constructing an electric tramway in Nelson, B.C. A few years ago Nelson consisted of a few shacks, now it is a thriving town of 6,000 people, & is making daily strides towards becoming the most important inland town in the Province, and certainly the first to construct a tramway. The B.E.T. Co.'s board includes some notable men in England, among them Sir C. Rivers Wilson, President of the G. T. R. The Nelson local directorate comprises F. W. Peters, President, Capt. T. J. Duncan, W. A. MacDonald, Q.C., J. Laing Stocks, & T. C. Duncan, Secretary. The construction of the line is in charge of C. Halifax Hall, C.E.

The route the line will take is as follows :—Starting from the end of the Government Wharf west up Front St., past the Provincial Jail & the Hume Hotel, reaching Baker St. by Josephine St., west on Baker St. to Railway St., this being the important business portion of the town, passing the four banks & the leading business houses & stores. The temporary terminus on Railway St. is within 200 yards of the C.P.R. station, the reason for not connecting with the station being that an important railway siding would have to be crossed with a steep approach for the cars. It would also be necessary to obtain powers from the Privy Council for leave to put in a diamond crossing & maintain a watchman, this, with the near prospect of the railway moving its present station to higher ground on the west end of Baker St., has influenced the directors to stop construction at Railway St. A branch from the above route leaves Baker St. at Stanley, climbing 350 ft. in four-fifths of a mile to Houston St. At this terminus is the skating rink owned by the Tramway Company, which, with the two curling rinks, is now being put in thorough repair. The electric light will be used & the whole building brought up to date for winter amusements. Another branch leaves the Government Wharf for the eastern limits of the city, & then for one mile into the suburb called

Fairview, passing the Spokane & Northern Ry. Station. The distance in all will be 3 miles of construction to be completed this fall, of which 2 miles of track is now laid.

In a mountain town such as Nelson, lying on a steep side hill sloping down to Kootenay Lake, the question of grades is a formidable one. The maximum grade used is 13%, & the climbing is generally continuous. This obstacle, however, is somewhat balanced by the monopoly this gives a tramway of all the transfer business of the town. Livery carriages here are practically unknown, & the geographical features of this portion of B.C. are not encouraging for the ownership of private carriages or bicycles. The minimum curve is 60 ft. radius, & a T rail weighing 60 lbs. to the yard is used. This rail is adopted owing to the city not yet having paved streets.

The electrical construction & equipment is in charge of L. A. Campbell, Manager of the West Kootenay Power & Light Co., & the power will be supplied from that Co.'s station at Bonnington Falls. The power will be transmitted to a lower working voltage by oil-cooled transformers, & then will drive a synchronous motor of 450 h.p., which will be directly connected to a railway generator of the same size. This unit, to be correct, is named a motor generator. The alternating current will then be converted into a direct current. The cars are of the most modern design, & are built with removable vestibules & double trucks; each car will be equipped with four 40 h.p. motors, that is, each car will have a capacity of 160 h.p. This great power is necessary, owing to the steep grades. The cars are painted a claret color, & in appearance, combined with all the latest improvements in construction, are second to none in the country. The overhead trolley system has been adopted, & the material & construction are of the best. The poles are 25 ft. above ground, smoothly trimmed down & pointed off at the top; they are to be painted a third of the way up a dark green & the remainder a light green, making a strong contrast to the unsightly poles that are in use in many towns in Canada & the U.S.

When this line is completed & running, Nelson will be able to boast of a tramway equal to any on the continent. There has been no stint of money in the construction & equipment, & the best to be got has been acquired. The company owns close upon \$100,000 of real estate & property in the city, including two business blocks, which in itself speaks for the faith placed by the parent company in the future of Nelson. (Oct., pg. 308.)

Winnipeg Electric Ry.—The belt line from Broadway over the Osborne st. bridge to Fort Rouge has been completed. (Oct., pg. 308.)

Maritime Provinces & Newfoundland.

Digby, N.S., to Bear River.—It is proposed to try & secure the construction of an electric railway between these points.

Moncton, N.B.—Rumors are again afloat as to possible extension of the electric railway, but there is nothing definite.

St. John's, Nfld.—The power house for the electric railway has been located at Petty Harbor. The sub-station will be near the dockyard. A number of cars for the line have already reached St. John's from Montreal.

Electric Railway Notes.

The London, Eng., County Council has adopted the conduit system of electric street cars on the projected large extensions. This is the first time an English corporation has adopted this method, overhead wires being in use throughout the United Kingdom. The innovation was only accomplished after considerable opposition.

A New York newspaper reporter was recently detailed to test the possibilities of New York's remarkable street railway transfer system. Taking advantage of the ordinary transfer privileges, he succeeded in travelling unchallenged 107½ miles, making 87 transfers for a single 5c. fare, his ride occupying 24 hours. He stated that he could have gone on indefinitely, especially as he had ridden over only a portion of Manhattan Island.

A company has been formed in Montreal to build an electric railway in Georgetown, Demerara, for which a concession was obtained some time ago. The directors are: Sir Wm Van Horne, President; B. F. Pearson, Senator McKeen, A. Kingman, W. B. Chapman, & J. Hutchinson. A number of Canadian capitalists are also said to have acquired control of the Trinidad horse railway, & to intend to convert it into an electric road.

The Havana Traction Co., which was incorporated some time since under the laws of New Jersey, recently completed its organization as follows:—President, Sir W. C. Van Horne; Vice-Presidents, P. A. B. Widner, Philadelphia; R. A. C. Smith, New York; Secretary, J. M. Ceballos, New York; Treasurer, F. Nichols, Toronto; other directors, Hon. G. A. Cox, W. Mackenzie, Z. A. Lash, W. R. Brock, A. E. Ames, B. E. Walker, Toronto; W. L. Elkins, T. Dolan, Philadelphia; T. F. Ryan, New York; W. Barbour, Paterson, N.J.; H. F. Booth.

Two important long-distance trolley lines are projected in the U.S. One is to be built in Northern Ohio, between Toledo & Norwalk, about 60 miles. It will be designed for a speed of 40 miles an hour, & will be worked from one central power station to be established at Fremont. A three phase alternating current will be used, which will be transmitted each way at a high voltage. Six sub-stations will be established about equal distance from each other along the line, with a seventh in the power house at Fremont. The current will be transmitted at about 15,000 volts, & stepped down & transformed at

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LELAND HOTEL, Winnipeg Man., W.
D. Douglas, Proprietor. Rooms en suite with baths and all modern conveniences. Rates \$2 to \$4 a day. Special rates for families and large parties, according to accommodation and length of time. Though moderate in price the Leland is first-class in every respect. It is especially adapted to please the commercial trade. It is in the centre of the wholesale and retail district. It is in direct communication with all parts of the city by car lines. It is supplied with the purest spring water from flowing well on the premises.

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A rich lady, cured of her Deafness and Noises in the Head by Dr. Nicholson's Artificial Ear Drums, has sent £1,000 to his Institute, so that deaf people unable to procure the Ear Drums may have them free. Apply to Department O. B., The Institute, "Longcott," Gunnersbury, London, W., England.

Spokane Falls & Northern System. Nelson & Ft. Sheppard R'y Co. Red Mountain R'y Co.

THE DIRECT AND ONLY ALL RAIL ROUTE
BETWEEN THE

KOOTENAI DISTRICT

And all British Columbia Points, Pacific Coast Points, Puget Sound Points, Eastern Canada and the United States.

Connects at Spokane with Great Northern Railway, Northern Pacific Railway, O.R.R. & Nav. Co. Maps furnished. Tickets sold and information given by local and connecting line ticket agents.

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THE WONDERFUL MEDICINE

They relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating; are a perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER.

They regulate the Bowels.
They Cure Sick Headache.
A Single One Gives Relief.

WANTED

A case of bad health that RIPANS will not benefit. RIPANS, 10 for 25 cents, or 12 packets for 48 cents, may be had of all druggists who are willing to sell a low-priced medicine at a moderate profit. The "banish pain and prolong life One gives relief. Accept no substitute.

Note the word RIPANS on the packet.
Send 5 cents to Ripans Chemical Co., No. 10 Spruce St., New York, for 12 samples and 1,000 testimonials.

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INTERNATIONAL DICTIONARY

the sub-stations. At each sub-station will be 3 transformers & 2 rotary converters, with the necessary switchboard & controlling apparatus. The other line is to be between Buffalo, N.Y., & Erie, Pa., about 70 miles.

General Telegraph Matters.

The C.P.R. Co.'s Telegraph is building a line from Harriston to Listowel, Ont.

The C.P.R. Co.'s Telegraph has strung a third quadruplex wire between Montreal & Toronto.

The C.P.R. Co.'s Telegraph has closed the offices at Comaplix, B.C.; Mazokama, Ont.; Rondeau, Ont.; & Russeltown, Que.

The Dominion Government telegraph line between Kamloops & Nicola, B.C., is about completed. An agitation is on foot to have it operated as a telephone line.

An unconfirmed report says the Ontario & Rainy River Ry. Co. proposes to establish telegraph connection between Port Arthur & Duluth by way of Ely, Minn.

The B.C. & Alaska Cable Telegraph Co. proposes to lay a cable between Juneau & Skagway. R. Moore, of the Western Union, wants the Juneau people to give a \$10,000 bonus.

In the suit of Morrow vs. G.N.W.T. Co. an order was recently made for examination for discovery of the Vice-President & Secretary of the Western Union Telegraph Co. at New York.

It was intended to locate the C.P.R.'s commercial telegraph staff on the 5th floor of the new station at Vancouver, but it has been decided to erect a separate building for the purpose, east of the station.

A contract has been awarded for 165 tons of wire for the telegraph line to be built by the Dominion Government between Quesnelle & Atlin, B.C., to connect the present B.C. system with the Yukon line.

C. R. Hosmer, who was recently elected a director of the C.P.R., announces that at the end of the year he will retire from the position of Manager of the Co.'s telegraph, which he has held since 1886.

The Dominion Minister of Public Works says he hopes to get the 300 miles extension of the Government telegraph line along the north shore of the St. Lawrence to the Straits of Belle Isle completed by next spring.

Mr. Chapman, of Montreal, has been interviewing the Dominion Public Works Department, to secure the adoption of wireless telegraphy between the Labrador coast & Belle Isle, where the Scotsman was wrecked, also to Sable Island.

The C.P.R. Co.'s Telegraph has opened the following offices: Cascade City, B.C.; Grand Forks, B.C.; Fort Steele Brewery, B.C.; St. Eugene Mission, B.C.; Camp McKinney, B.C.; Finmark, Ont.; Clarenceville, Que.; Ethelbert, Man.

A large amount of reconstruction of the pole line on the Western & Pacific divisions of the C.P.R. Co.'s Telegraph is now going on & it is expected that by the end of next year there will be an entirely new line of poles between Fort William & Vancouver.

The Government telegraph line from Lake Bennett, B.C., was completed to Dawson, Yukon, Sep. 28, & the branch to Atlin has also been completed. It is 593 miles from Bennett to Dawson, & the Atlin line is 75 miles long. The total cost is said to have been about \$117,500, the Dawson line having averaged \$225 a mile & the Atlin one about \$200. Fifteen operators have been installed.

The Spokane & Northern Telegraph Co.'s line has been extended via Republic, Wash., to the International Boundary, from which point its subsidiary, the Yale-Kootenay Tele-

graph Co. has built to Midway & Greenwood, B.C. A second wire is being strung to Curlew, whence a single wire will run to Grand Forks, B.C. The S. & N. T. Co. connects with the Western Union lines. (Aug., pg. 251, Oct., pg., 309.)

The Commercial Cable Co. has called a special meeting of shareholders for Dec. 4, for the purpose of voting upon the proposition to increase its capital stock from \$10,000,000 to \$15,000,000. Of the issue, \$3,333,333 is to be offered to the present shareholders at par, this being at the rate of 1 share in 3 of the present holdings. The new stock is to be paid up 25% on Jan. 20, 25% Feb. 20, & 50% Mar. 20. The new stock is to carry dividend from Jan. 1, & will thus be entitled to quarterly dividend payable April 1. The additional money is required for another cable, owing to the largely increased business of the Co.

The C.P.R. Co.'s Telegraph is being extended along the Columbia & Western Ry. from West Robson towards Midway, B.C., as fast as track is laid, offices being opened at the principal stations. The line is being most substantially built with a 4 pin arm on top of the poles, carrying 2 wires at present. It is very likely that in time some of the through wires will follow this route. Another wire, in addition to the two now in use, will be strung from Nelson to Rossland, & one from Nelson to Robson, to connect with one of the wires into the Boundary Creek district.

The following tariff of charges has been put in force on the Dominion Government Yukon line: From Bennett to Cariboo Crossing, 50c. per 10 words, & 5c. for each additional word: to Tagish, 60 & 5; Miles' Canyon, 75 & 5; White Horse, 75 & 5; Lower Loberge, \$1 & 10; Hootalinqua, \$1.25 & 10; Five Fingers, \$2 & 15; Fort Selkirk, \$2.50 & 15; Dawson City, \$3 & 15. Between Skagway & Bennett the White Pass & Yukon Ry.'s telegraph charges \$1 for 10 words, & 5c. each additional word, making the through rate from Skagway to Dawson, \$4 for 10 words, & 20c. for each additional word. From Ontario & Quebec points to Vancouver, between which place & Skagway messages are conveyed by steamer, the charge is \$1 for 10 words, & 7c. for each additional word, so that the through rate from Ontario & Quebec points to Dawson is \$5 for 10 words & 27c. for each additional word.

The following reply to a correspondent is given in the Monetary Times, whose editor is a director of the G.N.W.T. Co.: "In 1881 the Great Northwestern Telegraph Co. of Canada leased the wires & other property of the Montreal Telegraph Co. extending over all the Eastern provinces of Canada, & over part of Manitoba, & several of the northern States. It also leased the wires of the Dominion Telegraph Co. in Canada. Then these two sets of lines were merged into one for purposes of economy. The terms of lease were that 8% upon the \$2,000,000 capital of the Montreal Co. & 6% upon that of the Dominion Co. should be paid annually. For this bargain the Western Union Telegraph Co. of the U.S. became guarantor. For several years the G.N.W. Co. was able to pay this enormous rental, even with the low rate of tolls (25c for 10 words). But when the C.P.R. Co.'s Telegraph came into existence, & the Bell Telephone Co. built lines connecting towns the business was so divided that the G.N.W.T. Co.'s revenue fell off. It has not paid dividends to its shareholders for years. But the payments to the lessors have gone on regularly every year, & the shareholders of the M. T. Co., & of the D. T. Co. get their dividends regularly of 8 & 6% respectively. The extent of wires handled by the G.N.W. Co. is 40,000 miles, & of the C.P.R. about 25,000 miles."

W. F. Snyder, manager of the W. U. cable office at North Sydney, N.S., died Oct. 9. He

was a member of the old school of telegraphers, & a finer operator never touched a key. His Morse was perfect & his speed marvelous. He began his telegraph career in his native city, Philadelphia, Pa., in 1855, when 12 years old. His first office was at Magnolia, Md.; he was soon after transferred to Princeton, N.J., then to Washington, D.C., then to Petersburg, Va., in 1859; then in the following year to Baltimore, & a year later to Philadelphia. There for a while he was in the main office of the American Telegraph Co., & afterwards manager of the branch office in the Stock Exchange, between which & New York was started the first special stock circuit in the U.S. In 1863 he returned to Baltimore, first as manager of the People's Line office, then of the American, & later of the W. U. T. Co. In 1867 he entered the latter Co.'s cable service, first at Plaister Cove, N.S., next in 1870 in the Cable Room, New York, & in the latter part of that year as manager at Duxbury, Mass. In 1865, upon the incorporation of the staff of the Anglo Cable Co., with & under the management of the W. U. T. Co., at Plaister Cove, Mr. Snyder returned to that station, & in Oct. of the same year transferred the joint staff & business to North Sydney, where he continued as manager until his death.—Telegraph Age.

British Columbia Telephones, Limited.

At the 1st annual meeting at the head office at Huddersfield, Eng., Oct. 10, the following report was presented:—During the year the progress of the business has been very satisfactory. The number of subscribers to all the subsidiary companies on June 30, 1899, was 1424 as compared with 1127 on June 30, 1898; a net gain of 297. Notwithstanding the loss occasioned by the fire in New Westminster in Sep., 1898, the dividends expected from the subsidiary companies will yield a total profit of £6,018 11s. 1d., being the sterling equivalent of \$30,000. Before distributing these profits the New Westminster & Burrard Inlet Co. has set aside £1,581 10s. 6d. towards the cost of constructing a new switch-board, which has been found necessary in consequence of the large increase of subscribers. The directors are obtaining full information as to the several systems in use, & as soon as they are in a position to select the best the work will be proceeded with. At the end of the financial year, the directors arranged at the joint expense of this Co. and The Yorkshire Guarantee & Securities Corporation, to send an accountant to B.C. to audit the accounts of the businesses controlled by both companies. The figures above given have been verified by him. The profits available for distribution are as follows:—

Dividends to be declared by subsidiary companies.....	£6018 11 1
Less:—	
English offices—Secretary's salary, auditors' fees & incidentals... £182 19 2	
Fee of trustee for debenture stock holders, income tax and bank interest and charges.....	65 16 5
	£ 248 15 7
	£5769 15 6
The following deductions have to be made:—	
Interest on purchase money to date of payment..... £1092 10 11	
Interest on debenture stock to June 30, 1899.....	565 7 3
	£1657 18 2
Leaving a balance of.....	£4111 17 4

The directors recommend that this be disposed of as follows:—

Dividend on preference shares to June 30, 1899, already paid.....	£761 19 6
Interim dividend of 8% per annum (free from tax) to December 31, 1898, on ordinary shares, already paid.....	272 18 1
Dividend on ordinary shares at 8% per annum (free from tax) to June 30, 1899.....	900 0 0
To carry to reserve fund.....	1000 0 0
To write off cost of registration in B. C. & parliamentary expenses.....	351 15 6

ASSESSMENT SYSTEM.



THE BEST FRATERNAL BENEFIT SOCIETY IN THE WORLD.

THE SPLENDID RECORD OF THE I. O. F.

Cost to Join the I.O.F.

(For \$1,000 Mortuary Benefit.)

Initiation fee (minimum).....	\$1 00
Certificate fee.....	1 00
Registration fee.....	1 00
Medical Examination fee.....	1 50
Total minimum cost.....	\$4 50

(For more than \$1,000 Mort. Benefit.)

Cost to take \$2,000 Mort. Benefit..	\$6 00
" " \$3,000 " " "	7 00
" " \$4,000 " " "	9 00
" " \$5,000 " " "	10 00
Sick benefits, when required, cost extra.	

Benefits given by the I.O.F.

- 1.—Social and Fraternal Privileges of the Court Room.
- 2.—Free Medical Attendance by Court Physician where not dispensed with by Court by-law; also trained nurses in certain cases.
- 3.—A Sick Benefit of \$3 to \$5 per week, subject to provisions of the Constitution and Laws of the Order; optional, and when taken costs extra.
- 4.—A Total and Permanent Disability Benefit of one-half of face value of policy, with exemption from further payment of premiums or Court Dues.
- 5.—An Old Age Benefit consisting of exemption from payment of premiums and Court dues after age 70.
- 6.—An Old Age Disability Benefit of one-tenth of face value of policy payable yearly for ten years, on being declared totally and permanently disabled by infirmities of age after the seventieth birthday.
- 7.—An Old Age Pension payable during disability, which may be taken as a substitute for the Old Age Disability Benefit.
- 8.—Burial benefit of \$100 at death of a Pensioner.
- 9.—A Funeral Benefit of \$50 at death of a member enrolled in Sick and Funeral Benefit Department.
- 10.—The Mortuary Benefit of \$500, \$1,000, \$2,000, \$3,000, \$4,000 or \$5,000.

The Members, the Benefits, and Their Assurance

At 31st December Each Year.

Year.	Total Membership.	Benefits Paid.	Total Surplus.	Surplus per Capita.	Death Rate per 1,000.
1881	1,019	\$ 1,300 00	\$ 4,568 55	\$ 4 48	4.50
1882	1,134	12,058 86	2,967 93	2 61	11.00
1883	2,210	9,493 68	10,857 65	4 91	4.73
1884	2,558	13,914 31	23,081 85	9 01	4.23
1885	3,642	26,576 99	29,802 42	8 18	7.76
1886	5,804	28,499 82	53,981 28	9 30	4.85
1887	7,811	59,014 67	81,384 41	10 44	5.78
1888	11,800	89,018 16	117,821 96	9 98	6.43
1889	17,349	116,787 82	188,130 36	10 84	5.85
1890	24,604	181,846 79	283,967 20	11 54	5.18
1891	32,303	261,436 21	408,798 20	12 65	6.40
1892	43,024	344,748 82	580,597 85	13 49	6.25
1893	54,484	392,185 93	858,867 99	15 76	5.47
1894	70,055	511,162 30	1,187,725 11	16 94	5.47
1895	86,521	685,000 18	1,560,733 46	18 03	5.67
1896	102,838	820,941 91	2,015,484 38	19 60	5.50
1897	124,685	992,225 60	2,558,632 78	20 52	5.56
1898	144,000	1,176,125 14	3,186,370 36	22 12	5.67

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Oronhyatekha, M.D., S.C.R., Toronto, Ont.

James Marshall, 24 Charing Cross, London, Eng.

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A. E. Stevenson, 6436 Kimbark Ave., Chicago, Ill.

Or Any Officer or Member of the Order.

To provide for directors' remuneration & to carry forward to next year's account..... 825 4 3

£4111 17 4

CAPITAL AND LIABILITIES.

£ s. d. £ s. d.

Nominal capital: £100,000, divided into 3,000 6% preference shares of £10 each, and 7,000 ordinary shares of £10 each.					
Issued: 2,000 6% preference shares, fully paid.....	20,000	0	0		
3,000 ordinary shares, £7 10s. per share paid.....	22,500	0	0		
				42,500	0 0
Debtenture stock, bearing interest at 4½%.....	20,000	0	0		
Sundry creditors.....	323	19	5		
Cash due bank.....	469	7	5		
Profit and loss account:—					
Profit for the year.....	5,769	15	6		
Less interest on purchase money to date of payment £1,092 10 11					
Interest on debtenture stock.....	565	7	3		
Dividends paid:— On preference shares to June 30, 1899.....	761	19	6		
Interim dividend on ordinary shares.....	272	18	1	2,692	15 9
				3,076	19 9
				£66,370	6 7

ASSETS.

£ s. d.

Shares in New Westminster & Burrard Inlet Telephone Co., which include shares in subsidiary companies.....	60,000	0	0
Cost of registration in B.C. & Parliamentary expenses.....	351	15	6
Dividends from subsidiary companies.....	6,018	11	1
	£66,370	6	7

The report & accounts were adopted & the dividend recommended was declared & has been paid. £400 were voted as directors' remuneration. The retiring director, W. Farrell of Vancouver, B.C., was re-elected. The other directors, who are resident in England, are E. Gray, Chairman; F. Priestman & J. Wheatley. The secretary is W. H. Hughes. The chief officers in B.C. are R. K. Houlgate, Comptroller; H. W. Kent, Construction Superintendent & Manager, both located at Vancouver.

On Nov. 2, the Secretary issued a circular to shareholders from which the following is extracted: The purchase of the whole of the shares in the Victoria & Esquimalt Telephone Co., which was referred to by the Chairman at the annual meeting, has been completed. By this purchase the Co. acquires the telephone systems in Victoria & Esquimalt, and so completes its control of practically all the telephone systems in B.C., both on the Mainland & on Vancouver Island. It is believed this acquisition will greatly strengthen the Co.'s position, & very materially improve the value of its general undertaking. The Mainland & Vancouver Island are connected by telegraph only, but it is now probable that a submarine telephone cable will be laid. In the event of this being done, subscribers to the Co.'s principal systems, whether on the Mainland or on the Island, will be able to communicate one with another. The revenue derived from the Victoria & Esquimalt system has hitherto been very satisfactory, but it is anticipated that the improvements & extensions under this Co.'s management, which have had so beneficial an effect on the other systems owned by the Co. will also considerably increase the revenue from the V. & E. system. In order to provide funds for the purchase of the shares of the V. & E. Co. which has been fixed at £27,250, it has been decided to make the following issue of debtenture stock and shares, viz.: £10,000 of 4½% 1st mortgage debtenture stock at 102½%; 1000 6% cumulative preference shares of £10 each at £10 10s. a share; 1000 ordinary shares of £10 each (£7 10s. a share paid), at £8 10s. a share. The reserve fund & the sum carried forward from last year's account, after deducting directors' remuneration, amount to £1,425 4s. 3d., & in addition to this,

£1,581 10s. 6d. has been set aside by the subsidiary companies for the purpose of constructing a new switchboard. These two amounts are equivalent to £1 a share premium on the ordinary shares originally issued. The whole of the premiums realized on the debtenture stock & shares now to be issued will belong to the Co., & will be utilized for the purpose of further extensions which are rendered necessary by the continued development of the business. The circular is accompanied by application form for debtenture stock & shares. Existing holders will have preference in allotment in proportion to the amounts already held by them respectively. A cablegram has been received from Vancouver intimating that all the present shareholders of this Co. resident in B.C., wish to subscribe their pro rata amounts of the new issue. The debtenture stock is secured by a 1st mortgage trust deed charging the whole of the property & undertaking of the Co., & is issued in multiples of £10. It is redeemable at the Co.'s option at any time before July 1, 1908, at £110% on giving 6 months' notice; or on, or at any time after July 1, 1908, at £105% on giving 6 months' notice.

On the formation of the Co. the following contracts were entered into: An agreement dated Oct. 11, 1898, between the Western Canada Telephone Co., (whose shareholders are the Yorkshire Guarantee & Securities Corporation, The Northern Counties Investment Trust, J. Wheatley, W. D. Shaw, F. Priestman, J. Crowther, R. I. Critchley, J. H. Wade, G. Sheard, F. W. Bentley, & G. P. Norton) as vendor of the one part & B.C. Telephones, Ltd., of the other part. An agreement containing an option of purchase of shares in The New Westminster & Burrard Inlet Telephone Co., dated May 10, 1898, addressed to W. Farrell, & signed by or on behalf of the following shareholders in such company, viz.: E. M. Tatlow, A. Leaycroft, J. C. Keith, W. Godfrey, J. M. Lefevre, O. Plunkett, H. W. Kent, C. Sweeney, The Mercantile Development Co., H. Abbott, G. E. Corbould, & J. C. Armstrong, & in addition there were contracts or transfers of shares from other shareholders in the N.W. & B.I. T. Co., and many other contracts, agreements & arrangements with various persons connected with the business & concerning the formation of the Co. & the subscription of the capital offered to the public.

General Telephone Matters.

The Bell Co. has declared a 2% dividend for the quarter ended Sep. 30.

The Yarmouth Telephone Co. is building an 8 mile line between Belleville & Springhaven, N.S.

An agitation is on foot to have the Nicola, B.C., telegraph line changed to a telephone line.

The North American Telegraph Co. is putting a new telephone exchange in at Tweed, Ont.

The Carman, Man., Telephone Exchange Co. has been incorporated, with a capital stock of \$2,000.

The Citizens Telephone & Electrical Co., Rat Portage, Ont., has had its capital stock increased from \$40,000 to \$90,000.

The Bell Co. has decided to construct a copper metallic long distance line between Winnipeg, Portage la Prairie & Neepawa, Man.

The Bell Co. has laid a steel armoured submarine telephone cable with six conductors across the St. Lawrence River between Prescott, Ont., & Ogdensburg, N.Y.

The Vernon & Nelson Co. has reduced its rates in Rossland, B.C., within a radius of a mile from the central office, to business tele-

phones, \$2.50 a month, 2 for \$4; residences, \$2.

Telephonic communication has been completed between the lighthouse on Belle Isle, at the entrance to the Straits, situated 600 feet above the sea, & the powerhouse, near the sea level, two miles distant on the southwest extremity of the island.

The Bell Co. is making extensions & improvements to its lines on the south side of the St. Lawrence. Underground conduits have been laid as far as the Victoria Bridge, Montreal, & it is expected to have the line to St. Lambert finished in a short time.

The Merchants Telephone Co. wants to extend its service to the town of Westmount, a suburb of Montreal. The Bell Co. offers, if exempted from taxation for five years, to enter into a contract for that time to supply domestic telephone service at \$30, & business service at \$50.

The Bell Co. has decided to make some improvements in the service between Montreal & Quebec, & has entered into arrangements with the Canadian Electric Light Co., of Chaudiere & Levis, by which it is expected that Montreal & Quebec will shortly be connected by a telephone line independent of the one now in use via Three Rivers.

The Kootenay Lake Telegraph Co. is improving its service in Nelson, B.C. A continuous day & night service was inaugurated last month, the under-ground return system is to be changed to a metallic system, & the Blake transmitters will be replaced by long distance transmitters. The switchboard now in use at Vancouver is to be transferred to Nelson.

Notice is given that application will be made to the B.C. Legislature for the incorporation of a company to construct & operate telephone lines in the district of East Kootenay. The capital is placed at \$50,000. It is proposed to build first between Golden & the Windermere district, to connect with the mining camps of Canterbury, Athalmer, Windermere, Peterboro & Boulder, & then to make connection with Cranbrook or Fort Steele, as a point from which to operate lines in various directions, embracing among other places Moyie, Wardner, Elko, Kimberley & Wasa.

At the recent annual meeting of the Merchants Telephone Co. in Montreal, the President reported that the business was increasing, that it is the intention to connect with as many outside lines as possible, & that negotiations were on foot to this end. The following directors whose term had expired, were re-elected: A. S. Hamelin, L. H. Henault, R. Moisan, S. Larcheveque, & J. B. Thibaudeau. The following officers were elected: A. S. Hamelin, President; J. E. Beaudoin, Vice-President; J. M. Marcotte, Secretary, & L. E. Beauchamp, Treasurer.

Superintendent Kent, of the B.C. Telephones, Ltd., recently returned to Vancouver from an eastern trip, during which he ordered for the Vancouver office a branch terminal multiple board from the Bell Co. Mr. Kent states that for an 800-wire office Vancouver's exchange answers more calls than cities of the same size in the east. An average of 13½ calls a day is registered in Vancouver to each subscriber, which makes a total of 12,000 messages a day. In addition to improving the Vancouver system a metallic circuit will be put in the Victoria system which is now controlled by the same company.

The Boundary Creek, B.C., Telephone Co.'s business is to be worked in connection with the telegraph line which has been built from Spokane, Wash., via Republic into the Boundary Creek district. The Co. has already opened telephone exchanges at Greenwood, Phoenix & Midway. A metallic circuit is being put in between Greenwood & Midway, & an extension to Grand Forks is contemplated.

With the Columbia Co.'s system already in use, the Boundary Creek Co.'s now being put in, & the Vernon & Nelson Co.'s to follow shortly, the district will have three telephone systems competing for its business.

T. Edison, jun., claims to have solved the problem of transatlantic telephoning. By his invention he says it will not take a very powerful current to send a message across the ocean. He has taken more than 3,000 miles of wire & subjected it to the same pressure & the same conditions, as nearly as possible, as those of the ocean, & he has been quite successful. He submerged the spindle on which the wire was, subjected it to a heavy pressure, & at the same time made the spindle revolve at the rate of 10 or 12 revolutions a minute. It was found that the sounds were carried very distinctly. It has been decided that one relay station in the ocean will be sufficient; but it will not be necessary to keep a bevy of hello girls there, as messages will be resent by mechanical devices.—Globe.

A new telephone company is appearing on the scene, & is anxious that its voice shall be heard. Application has been made to the Board of Works, Toronto, from a patent company, on behalf of the inventor of the Dodge system, Post Mills, Vt., asking the Council to grant a building permit to a joint stock company, organized to take over the above system, lay wires, etc. A similar application has been made in Montreal. The amount of rivalry which might be supposed to exist in Chicago, where some of the streets are 27 miles in length, & telephones of greater proportionate necessity than in any city on the continent, does not prevent the upholding of high prices. To a business street 9 miles south of the post office, the telephone charge is \$241 a year, payable quarterly in advance. Even this charge does not include free connection with suburban points, some of which are within the city's expanded limits, extra charges of 10 to 15c. a call are made.—Journal of Commerce.

The Bell Company is proceeding to contest in the courts the assessment of \$500,000

placed upon its plant by Montreal assessors. The city's assessors estimated the value of the plant at \$500,000, which embraces conduits, poles, wires & other paraphernalia. The Co.'s solicitors have filed a petition protesting against this assessment as excessive & illegal, contending the assessors in arriving at their conclusions have proceeded upon erroneous principles, not having fixed the conduits, wires, poles & cables at their actual value as required by the charter of the city. They allege that in making the valuation the assessors have valued the whole of the conduits, poles, wires & cables as a going concern, & have improperly & illegally considered the same in connection with the exercise of the Co.'s franchise, & in connection with the value of the whole line operated by the Co. throughout the different wards of the city, & even outside of it, & considered the value of telephonic line regarded as a complete system, & the business value of these articles to the Co. as part of the means whereby it exercises its franchise, or their income producing value, whereas by law & by the terms of its charter, the franchise of the Co. cannot be taxed by the city of Montreal as real estate, nor can any portion of the Co.'s property be taxed, carrying with it any corporate rights of the Co. They proceed to state that the assessors in appraising the actual value of the conduits, poles, wires & cables under the terms of the Quebec statute could only tax the property itself, separate & distinct from any other property of the Co., & disassociated from the rest of the system of which it formed part. Finally, they state that the actual value of the conduits, poles, wires & cables does not exceed \$75,000, consequently they ask that the assessment be reduced from \$500,000 to \$75,000.

Among the Express Companies.

The Dominion Ex. Co.'s money orders are payable at all offices of the Maritime Ex. Co.

LeB. Coleman has been appointed Route Agent of the Canadian Ex. Co., in charge of

New Brunswick lines, with headquarters at St. John, N.B.

The Dominion Ex. Co. has offered a reward of \$2,500 for information which will lead to the conviction of the person or persons who broke into the office at Joliette, Que., Aug. 14, & stole a quantity of valuables.

The merchandise rate between North Sydney, N.S., & all points reached by the Newfoundland Ry. Ex. is \$2 per 100 lbs. In addition to rate to North Sydney, from there to destination, graduate and charge as per general classification on 50 lbs. or less; over 50 lbs., 2c. a pound. C.O.D.'s may be accepted at classification card charge. The Newfoundland Ry. Ex. will not handle money.

The B.C. Ex. Co. recently broke all previous records in quick transit, over the Cariboo road. An express left Barkerville at midnight on Monday, & reached Ashcroft at 2 a.m. Thursday, having covered the 285 miles in 50 hours. The actual time was considerably less than 50 hours, as the driver had to lay off at Soda Creek for 6 hours, & at other points along the road time was lost in changing horses, etc.

The Alaska Pacific Ex. Co. gives notice of the following winter service to Dawson City-Tariff between Puget Sound ports and Dawson:

Merchandise, \$2.50 a pound; minimum charge \$2.50.

Money, currency or gold, 2%; minimum charge \$2.50.

Letters, \$1 each.

Money Orders, 2%; minimum charge \$1.

The Co. will make special trips during the winter to Dawson & return, the frequency of them depending largely upon the volume of business offered for shipment. Shipments must be accompanied by certified invoices in quadruplicate. Duty will be assessed at frontier port, & will average about 35% ad valorem. The duty, & all charges on merchandise shipments, forwarded during the winter, must be prepaid by the shipper. All shipments accepted subject to delay & at owner's risk of freezing.

THE HUNTER, ROSE CO.,
All kinds of... Limited.
PRINTING, BOOKBINDING,
OFFICE STATIONERY
AND ACCOUNT BOOKS
Temple Building, • • Toronto.

STEEL
LaBelle Steel Co.
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MANUFACTURERS OF
FINE TOOL STEEL
For Railway Purposes
Track Tools,
Punches, Dies,
Drills, Magnets, etc.

And all purposes where requirements are exacting.
Steel Forgings. Case Hardening Steel.

W. G. BLYTH,
Agent for Canada,
29 Melinda St., - Toronto

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The exclusive privilege of advertising in the Stations, Ticket Agencies and Hotels of the CANADIAN PACIFIC RAILWAY, and on that Company's buildings, premises, telegraph poles and fences, is controlled by THE ACTON BURROWS COMPANY.

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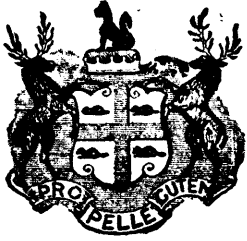
197 Lombard Street, Winnipeg—S. A. Erskine, Resident Agent.

The Purchasing Agents' Guide

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

Accident Insurance Travelers' Insurance Co. Montreal.	Gas & Gasoline Engines The Fairbanks Co. Montreal. Northey Manufacturing Co. Toronto.	Shafting Rice Lewis & Son. Toronto.
Aerated Waters E. L. Drewry. Winnipeg.	Gates Page Wire Fence Co. Walkerville, Ont.	Shipbuilders' Supplies Rice Lewis & Son. Toronto.
Air Brakes & Fittings Westinghouse Mfg. Co. Hamilton, Ont.	General Supplies The Hudson's Bay Company.	Ship Carpenters' Tools Rice Lewis & Son. Toronto.
Ales E. L. Drewry. Winnipeg.	Grain Elevators John S. Metcalfe & Co. Chicago, Ill.	Ships Polson Iron Works. Toronto.
Anchors Rice Lewis & Son. Toronto.	Groceries The Hudson's Bay Company.	Shovels The Fairbanks Co. Montreal. The Hudson's Bay Company. Toronto. Rice Lewis & Son. Toronto.
Axles James Hutton & Co. Montreal. Rhodes, Curry & Co. Amherst, N.S.	Half Tons Acton Burrows Co. Toronto.	Signal House Numbers Acton Burrows Co. Toronto.
Babbit Rice Lewis & Son. Toronto.	Hand & Push Cars F. E. Came. Montreal. The Fairbanks Co. Montreal.	Signals Noah L. Piper & Sons. Toronto.
Budges John Martin, Sons & Co. Montreal.	Hardware Rice Lewis & Son. Toronto. The Hudson's Bay Company.	Signs Acton Burrows Co. Toronto.
Beams Rice Lewis & Son. Toronto.	Headlights Noah L. Piper & Sons. Toronto.	Snow Ploughs Rhodes, Curry & Co. Amherst, N.S.
Bells Rice Lewis & Son. Toronto.	Hose Rice Lewis & Son. Toronto.	Speed Indicators Rice Lewis & Son. Toronto.
Bolting Rice Lewis & Son. Toronto.	Illustrations Acton Burrows Co. Toronto.	Spikes Rice Lewis & Son. Toronto.
Blankets & Bedding The Hudson's Bay Company.	Iron Rice Lewis & Son. Toronto.	Station Name Signs Acton Burrows Co. Toronto.
Block & Tackle Rice Lewis & Son. Toronto.	Iron Signs Acton Burrows Co. Toronto.	Steamboats Polson Iron Works. Toronto.
Boat Fittings & Hardware Rice Lewis & Son. Toronto.	Japans McCaskill, Dougall & Co. Montreal.	Steamboat Signs Acton Burrows Co. Toronto.
Boiler Covering Mica Boiler Covering Co. Toronto.	Lager Beer, &c. E. L. Drewry. Winnipeg.	Steam Whistles Rice Lewis & Son. Toronto.
Bollers Polson Iron Works. Toronto.	Lamps Rice Lewis & Son. Toronto. Noah L. Piper & Sons. Toronto. The Hudson's Bay Company.	Steel W. G. Blyth. Toronto. James Hutton & Co. Montreal. Rice Lewis & Son. Toronto.
Boiler Tubes Rice Lewis & Son. Toronto.	Lanterns Rice Lewis & Son. Toronto.	Steel Castings F. E. Came. Montreal.
Bolts Rice Lewis & Son. Toronto.	Launches Polson Iron Works. Toronto.	Switch Targets Acton Burrows Co. Toronto.
Brake Shoes F. E. Came. Montreal.	Life Insurance Independent Order of Foresters. Toronto. Travelers' Insurance Co. Montreal.	Switches F. E. Came. Montreal.
Bridge Numbers Acton Burrows Co. Toronto.	Linoleum and Floor Coverings The Hudson's Bay Company.	Telegraph Office Signs Acton Burrows Co. Toronto.
Buckets Rice Lewis & Son. Toronto.	Locomotives Richmond Locomotive & Machine Works. Richmond, Va.	Telegraph Spoons Rice Lewis & Son. Toronto.
Bunting Rice Lewis & Son. Toronto. The Hudson's Bay Company.	Lubricators Rice Lewis & Son. Toronto.	Telephone Office Signs Acton Burrows Co. Toronto.
Carpets The Hudson's Bay Company.	Matches E. B. Eddy Co. Hull, Que. The Hudson's Bay Company.	Tires James Hutton & Co. Montreal.
Cars Rhodes, Curry & Co. Amherst, N.S.	Milepost Numbers Acton Burrows Co. Toronto.	Tobacco and Cigars The Hudson's Bay Company.
Car Wheels Rhodes, Curry & Co. Amherst, N.S.	Mohair The Hudson's Bay Company.	Toilet Paper The Hudson's Bay Company.
Castings Rhodes, Curry & Co. Amherst, N.S.	Numbers Acton Burrows Co. Toronto.	Tools Rice Lewis & Son. Toronto.
Chains Rice Lewis & Son. Toronto.	Oakum Rice Lewis & Son. Toronto. The Hudson's Bay Company.	Track Jacks Duff Manufacturing Co. Allegheny, Pa. A. O. Norton. Coaticook, Que.
Cross Arms, Top Pins & Side Blocks The Firstbrook Box Co. Toronto.	Oils Galena Oil Co. Franklin, Pa.	Track Tools F. E. Came. Montreal. Rice Lewis & Son. Toronto.
Curtains The Hudson's Bay Company.	Office Signs Acton Burrows Co. Toronto.	Trucks The Fairbanks Co. Montreal. Rice Lewis & Son. Toronto.
Cuts Acton Burrows Co. Toronto.	Packing The Fairbanks Co. Montreal.	Typewriters Creelman Bros. Typewriter Co. Georgetown. Creelman Bros. Typewriter Co. Toronto.
Door Signs Acton Burrows Co. Toronto.	Pipe Rice Lewis & Son. Toronto.	Uniforms John Martin, Sons & Co. Montreal.
Drills The Fairbanks Co. Montreal.	Pipe Covering Mica Boiler Covering Co. Toronto.	Uniform Caps W. H. Coddington. Hamilton, Ont. John Martin, Sons & Co. Montreal.
Dry Goods The Hudson's Bay Company.	Plushes The Hudson's Bay Company.	Valves Rice Lewis & Son. Toronto.
Electric Car Route Signs Acton Burrows Co. Toronto.	Pneumatic Tools F. E. Came. Montreal.	Varnishes McCaskill, Dougall & Co. Montreal.
Emery Wheels The Fairbanks Co. Montreal.	Porter E. L. Drewry. Winnipeg.	Vessels Polson Iron Works. Toronto.
Enameled Iron Signs Acton Burrows Co. Toronto. Rice Lewis & Son. Toronto.	Portland Cement Rice Lewis & Son. Toronto.	Waste Rice Lewis & Son. Toronto. Noah L. Piper & Sons. Toronto.
Engines, Stationary & Marine Polson Iron Works. Toronto.	Printing The Hunter, Rose Co. Toronto.	Water Meters Westinghouse Mfg. Co. Hamilton, Ont.
Engraving Acton Burrows Co. Toronto. Toronto Engraving Co. Toronto.	Pumps Rice Lewis & Son. Toronto.	Water Tanks The Fairbanks Co. Montreal.
Express Office Signs Acton Burrows Co. Toronto.	Rails Rice Lewis & Son. Toronto.	Wheelbarrows The Fairbanks Co. Montreal. Rice Lewis & Son. Toronto.
Fencing Page Wire Fence Co. Walkerville, Ont.	Rail Saws F. E. Came. Montreal.	Window Blinds The Hudson's Bay Company.
Ferry Signs Acton Burrows Co. Toronto.	Rivets Rice Lewis & Son. Toronto.	Wines and Liquors The Hudson's Bay Company.
Flags Rice Lewis & Son. Toronto. The Hudson's Bay Company.	Rope Rice Lewis & Son. Toronto. The Hudson's Bay Company.	Wire & Wire Rope Rice Lewis & Son. Toronto.
Foghorns Rice Lewis & Son. Toronto.	Scales The Fairbanks Co. Montreal.	Yachts Polson Iron Works. Toronto.
	Semaphore Arms Acton Burrows Co. Toronto.	

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Farming and Grazing Lands on Easy
Terms of Payment and without any
conditions of Settlement.



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MAKES THE BEST FLOUR

Highest Awards at the Winnipeg Indus-
trial Exhibitions. Mills at Winnipeg and
Prince Albert.