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RAILWAY FINANCE, MEETINGS, ETC.

The Alberta Ry. and Coal Co., by an act past at last session of the Dominion Parliament, is empowered to enter into an agreement with the C.P.R., or the Calgary and Edmonton Ry. Co., for the conveying or leasing to them of its undertaking, either in whole or in part, subject to the approval of the shareholders and of the Governor-in-Council.

Bale des Chaleurs.—The Quebec Court of Appeals, at its last sitting, confirmed the judgment of the Court below in the case of Armstrong and the B. des C. Ry. Co., appellants, and Chevrier, respondent. This was an action brought by the respondent for \$53,284, the amount of promissory notes made by the railway company. The court below gave judgment for the full amount of the claim against the company. The railway company and Armstrong in making appeal from this judgment claimed that the notes in question were issued illegally, and without the consent of the railway company, and also alleged that Chevrier was not the rightful holder of them, but that they were in reality held by Mayor Prefontaine, of Montreal, who was a director of the Atlantic and Lake Superior Ry., which Co. purchased the B. des C. Ry. The appellants also claimed that Mr. Prefontaine pretended that he had purchased the notes on behalf of the company of which he was a director, while as a fact he had purchased them on his own account. The respondent, Chevrier, in reply, contended that the notes in question had been legally discounted by the Bank Ville Marie, and were renewals of anterior notes. The judgment of the lower court in favor of Chevrier was maintained.

The British Columbia Legislature recently passed the Railway Lands Timber Royalty Act, by which it is declared that all grants of crown lands heretofore made in aid of, or as a subsidy for the construction of railways, were subject to the provisions of the Land Act with respect to the reservation of a royalty upon all timber and other wood cut upon lands to be granted by the crown, and with respect to the power conferred for the enforcement of the royalty. The grants are also declared to have been subject to all the amendments that had been made to the Land Act, and that the royalty is not to be deemed taxation within the meaning of any provision exempting a railway company or its property, real or personal, from taxation.

B.C. Railway Tolls.—By an act passed at the recent session amending the British Columbia Railway Act, R. S., chap. 163, subsections 11 and 12, sec. 31, were repealed. Section 11 gave power to the legislature to reduce tolls upon any railway with the consent of the

co. when it is shown that the net income of the co. is found to exceed 15% of the capital expended upon the construction of the line, and sub-sec. 12 provided that no by-law of any co. altering tolls chargeable should have any force until approved by the Lieut.-Governor in-Council.

Calgary and Edmonton.—Net earnings for Mar. \$25,764, against \$16,603.20 in Mar., 1900; for April \$23,676.61, against \$15,041.08 in April, 1900, making for the 4 months to the end of April \$78,776, an increase of \$17,435.

The Co. announces that the Dominion Gov-

of an issue of 5% gold bonds to the amount of \$2,400,000, to be secured by a first mortgage on the line, at a meeting to be held in Montreal, July 17.

Central Ontario.—The annual meeting was held in Trenton, May 15, when the retiring directors and all the officials were re-elected.

The Consolidated Lake Superior Co., of which Mr. F. H. Clergue is Vice-President, and Canadian general manager, held its annual meeting in New Haven, Conn., recently, when over 330,000 shares of the total issue of 400,000 shares were represented. The action of the directors at their meeting in determining to increase their capital stock to \$117,000,000 was approved, and the directors were authorized to issue the increased stock from time to time. At Sault Ste. Marie, Ont., the contract has been awarded for the erection of a \$10,000,000 steel plant, and work is to be begun on it immediately.

Dominion Atlantic.—Gross receipts for May, \$57,200, an increase of \$4,079 over May, 1900, making for the five months to May 31, \$248,431, an increase of \$1,634.

The Fredericton Ry. Co.'s annual meeting will be held in the C.P.R. offices, St. John, N.B., Aug. 2.

Grand Trunk.—Coates, Son, & Co. are authorized by the Grand Trunk Western Ry. Co., with the concurrence of the G.T.R. Co. of Canada, to receive applications for an issue of \$4,850,000 first mortgage 4% 50 year gold bonds at the price of £102 for \$500 bond. These bonds form part of an authorized total of \$15,000,000, \$9,587,000 of which are already issued or reserved for the retirement of the former 1st and 2nd mortgages of the old Chicago and G.T.R., and \$563,000 are reserved for redeeming a similar nominal amount of North Western G. T. mortgage bonds maturing Jan. 1, 1910. Out of the proceeds of the present issue the cost of doubling the track and making certain improvements to the line and its equipment will be provided for. The interest on the whole issue of \$15,000,000 is unconditionally guaranteed by the G.T.R. Co. of Canada. The principal will be repayable at par on July 1, 1950.

The Great Eastern Ry. was bought at a Sheriff's sale by R. Prefontaine, of Montreal, and transferred to him by deed dated Sept. 2, 1899, for \$500. The line was 28 miles in length, and ran easterly from St. Michel de Yamaska to St. Gregoire station on the G.T.R. C. N. Armstrong is now suing Mr. Prefontaine in the Quebec Superior Court for \$65,000, contending that the latter consented to share with him the ownership of the road and use it for the extinction of the Co.'s debts. Mr. Prefontaine in his defence denies the making of any such agreement, and pleads that he purchased the road regu-



J. E. WALSH,

Assistant General Passenger Agent, Canada Atlantic Ry.

ernment subsidy for the six months ended June 30, together with the net earnings of the Co. to April 30 last, will permit of a distribution of £2% in respect of the interest due July 1 on the first mortgage sterling bonds.

Canadian Pacific.—Application has been made to the London Stock Exchange to list a further issue of 4% non-cumulative preference stock to the amount of £650,000, and an issue of £430,000 of 4% perpetual consolidated debenture stock.

Cape Breton Ry. Extension Co. (Ltd).—The shareholders are being asked to approve

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Canadian Excursion Agreement Meeting.

CHAIRMAN, J. H. Walsh, Sherbrooke, Que.
SECRETARY, A. V. Fabian, Passenger Department
C.P.R., Montreal.
NEXT MEETING, probably in March, 1902.

Canadian Freight Association.

PRESIDENT, W. Woollatt, Walkerville, Ont.; 1st VICE-
PRES., M. T. Donovan, Boston, Mass.; 2nd VICE-PRES.,
E. Tiffin, Moncton, N.B.; SEC.-TREAS., J. Earls, To-
ronto.

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FREIGHT INSPECTION COMMITTEE.—G. Collins, F. Con-
way, F. F. Backus, J. Hardwell, C. A. Jaques, C. E.
Dewey, W. B. Lanigan, W. N. Warburton.

CAR SERVICE COMMITTEE.—J. B. Morford, T. Mar-
shall, M. C. Sturtevant, G. S. Cantlie, W. P. Hinton, J.
J. Mossman, E. Fisher, J. F. Chapman.

EXECUTIVE COMMITTEE.—W. B. Bulling, J. Pullen,
W. P. Hinton.

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Canadian Roadmasters' Association.

PRESIDENT, A. McAuley, Toronto Jct., Ont.; VICE-
PRESIDENT, J. R. Brennan, Ottawa, Ont.; SECRETARY-
TREASURER, J. Drinkwater, Winchester, Ont.

EXECUTIVE COMMITTEE.—The above & J. Jelly, Carle-
ton Jct., Ont.; T. Graham, Depot Harbor, Ont.; F. J.
Holloway, Toronto Jct., Ont.; N. Delaire, Montreal.

OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
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NEXT ANNUAL MEETING at Hamilton, Oct. 16, 1901.

Canadian Society of Civil Engineers.

PRESIDENT, E. H. Keating; VICE-PRESIDENTS, G. H.
Duggan, E. Marceau, C. H. Rust; TREASURER, H. Irwin;
SECRETARY, C. H. McLeod; LIBRARIAN, E. A. Rhys-
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R. Hering, W. P. Anderson, P. S. Archibald, H. J.
Cambie, W. Chipman, W. R. Butler, H. S. Poole, R. B.
Rogers, C. B. Smith, B. D. McConnell.

MEETINGS AT 877 Dorchester St., Montreal, every
alternate Thursday, 8 p.m.

Canadian Ticket Agents' Association.

PRESIDENT, F. W. Churchill, Collingwood, Ont.; 1st
VICE-PRESIDENT, W. Jackson, Clinton, Ont.; 2nd VICE-

PRESIDENT, M. McNamara, Walkerton, Ont.; 3rd
VICE-PRESIDENT, W. H. C. MacKay, St. John, N.B.;
SEC.-TREAS., E. de la Hooke, London, Ont.; AUDITOR,
S. H. Palmer, St. Thomas, Ont.

EXECUTIVE COMMITTEE, W. F. Egg, Montreal, Chair-
man; W. H. Harper, Chatham, Ont.; C. E. Morgan,
Hamilton, Ont.; T. Long, Port Hope, Ont.; J. P.
Hanley, Kingston, Ont.

NEXT ANNUAL MEETING at Montreal, Nov. 6, 1901.
OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
Toronto.

Great Lakes and St. Lawrence River Rate Committee.

CHAIRMAN, A. A. Schantz, Detroit, Mich.
SECRETARY, G. C. Wells, Passenger Department, C.-
P.R., Montreal.

NEXT MEETING, at Sault Ste. Marie, Ont., probably
in Feb., 1902.

National Association Marine Engineers of Canada.

PRESIDENT, W. J. Barton, St. John, N.B.; VICE-
PRESIDENT, D. McQuade, Collingwood, Ont.; SEC.-
TREAS., J. A. Findlay, Toronto; CONDUCTOR, J. A.
McArthur, Montreal; DOORKEEPER, N. J. Morrison,
St. John, N.B.; AUDITOR, D. L. Foley, Toronto.

NEXT ANNUAL MEETING of the Grand Council in
Toronto, Jan. 1902.

Niagara Frontier Summer Rate Com- mittee.

CHAIRMAN, T. Henry, Montreal.
SECRETARY, G. C. Wells, Passenger Department, C.-
P.R., Montreal.

NEXT MEETING, at New York, probably in Jan., 1902.

Track Supply Association.

PRESIDENT.—F. E. Came, Montreal.
FIRST VICE-PRESIDENT.—R. J. Davidson, Hillburn,
N. Y.

SECOND VICE-PRESIDENT.—A. O. Norton, Coaticook,
Que.

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NEXT ANNUAL MEETING at Hamilton, Oct. 16, 1901.

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larly and cannot be called to account for it.
Mr. Prefontaine transferred the line by deed
dated Dec. 26, 1899, to the South Shore Ry.
Co., and that Co. had a bill before the Domini-
on Parliament last session confirming, among
other things, the sale to Mr. Prefontaine and
his sale to the Co., and giving the Co. pow-
ers to issue bonds in respect of the road.
The bill passed the House of Commons, but
there was not time for it to get through the
Senate before prorogation.

Great Northern of Canada.—A special
general meeting of shareholders will be held
in Quebec, July 17, to accept the Act passed
at the last Dominion session concerning the
ranking of the Co.'s bonds; to authorize the
issue of equipment bonds; to authorize the
construction of the following extensions of
the railway, viz.:—From Grand Mere or Gar-
neau Jct. to a point on the Quebec and Lake
St. John Ry., in the County of Portneuf, or
the County of Quebec, and from Hawkesbury
to South Indian; and to authorize and em-
power the directors to issue bonds thereon,
not exceeding \$20,000 per mile of road built
or under contract to be built, and for such
other business as may be brought before the
meeting.

This Co.'s \$4,000,000 first mortgage 5%
bonds have been underwritten at 87½, at
which price the loan was over subscribed.

By an act passed at last session of the
Dominion Parliament it is declared that the
bonds "A" issued on the security of the
Co.'s railway, and the bonds "B" issued
on the security of the Co.'s bridge over the
Ottawa river, shall all rank equally, and the
revenues of both railway and bridge shall be
treated as one security for both series of
bonds. The act is not to take effect until it
is confirmed by the shareholders.

For its line from Riviere a Pierre Jct. to
Hawkesbury, Que., this Co. was granted sub-
sidies by the Dominion Parliament of \$297,-
600, and by the Quebec Legislature of \$438,-
250, which have been paid. Bonds amount-
ing to \$4,040,000 have been underwritten in
New York.

The Kootenay and Arrowhead Ry. Co.'s
shareholders will meet at the C.P.R. offices,
Montreal, July 13, to elect directors.

London and Port Stanley.—No agreement
has yet been arrived at between the Lake
Erie and Detroit River Ry. Co. and the City
Council of London in regard to the leasing of
the L. and P.S.R. (April, pg. 98).

The New Brunswick Ry. Co.'s annual
meeting will be held in St. John, N.B., Aug. 1.

New York and Ottawa.—The impression
that this line will be acquired by the New
York Central is gaining ground. The N.Y.
& O. is doing a good local business, but re-
quires through traffic to enable it to pay in-
terest, etc. At its southern terminus at Tup-
per Lake, N.Y., it connects with the N.Y.C.,
and it would be of more value to that Co.
than to any other.

Newfoundland.—R. G. Reid, proprietor of
the Newfoundland Ry., has arrived at St.
John's after having been in conference in
Montreal with Mr. Bond, Premier of the
Colony, in regard to railway matters. An
arrangement has been arrived at and a bill
giving effect to it has been promised in the
speech from the throne. It is understood that
under the arrangement it shall be optional
for the colony to take over the railways at
the end of 50 years by paying back \$1,000,-
000 with interest, and paying also for all
improvements made. In return for his con-
cessions to the Government Mr. Reid is to re-
ceive \$300,000 to build stations on the line.

Qu'Appelle, Long Lake and Saskatchewan.
—The Dominion Parliament recently voted
\$5,000 to pay costs in the suit brought by this
Co. to recover the value of its land grant
which has not been allotted. (See May, pg.
129.)

Net earnings for Mar. \$4,396.76, against
\$2,304.18 for Mar., 1900; for April \$3,765.16,
against net loss of \$81.09 for April, 1900.

Quebec Central.—Gross earnings for May,
\$54,603.68, against \$44,397.82 in May, 1900;
working expenses, \$35,144.51, against \$29,-
833.44; net earnings \$19,459.17, against \$14,-
564.38.

Gross earnings Jan. 1 to May 31, \$233,-
236.21, against \$182,146.83 for corresponding
period; working expenses \$159,175.25,
against \$131,979.15; net earnings, \$74,060.-
06, against \$50,167.68.

Quebec and Lake St. John Ry.—The an-
nual report gives the number of passengers
carried as 238,727, against 215,882 in the
preceding year, and the number of tons of
freight 341,690, against 300,477. The quan-
tity of cheese carried was 2,179,642 lbs.,
valued at about \$260,000. During the year
1,855 new settlers and their effects were car-
ried free by the railway to Lake St. John, half
of whom came from the U.S. 6,037 cars of
sawn lumber and 3,112 of pulp and paper
were hauled, and it is said that the Chi-
coutimi pulp mill is doubling its capacity, the
new pulp mill at Jonquiere is in operation,
large new mills are now in course of construc-
tion at Metabetchouan, Ouatouchouan and Per-
ibouca, and the prospects are that others are

about to be built at St. Felicien, Grand Discharge, St. Raymond and Bourg Louis. The completion of the Great Northern Ry., which runs over a part of the Q. and L. St. John line, and the extension of the line to James's Bay, are referred to in the report. Frank Ross has been elected President, G. LeMoine First Vice-President, and W. Hanson, second Vice-President for the current year.

The receipts for 11 months to Nov. 30, 1900, were \$45,581 more than for corresponding period. Later returns are not obtainable.

On the issue of £170,000 4% prior lien bonds, instalments of 30 and 36% are due July 1 and Aug. 1 respectively.

Shuswap and Okanagan gross receipts for three months to Mar. 31, \$6,987; net earnings \$2,795.

Toronto, Hamilton and Buffalo.—At the annual meeting at the Queen's Hotel, Toronto, June 4, the following were elected directors: W. K. Vanderbilt, S. R. Callaway, and C. F. Cox, New York; J. N. Beckley, Rochester; T. G. Shaughnessy, Montreal; S. E. Peabody, Boston, and H. B. Ledyard, Detroit.

Victoria, Vancouver and Eastern.—G. L. Milne, of Vancouver, B.C., is suing D. G. Macdonnell, of the same city, for \$10,000, which is the sum he alleges the defendant received for the sale of the charter of the Victoria, Vancouver and Eastern Ry. Co. to Mackenzie, Mann & Co. over and above the sum he accounted for to the plaintiff.

Wellington, Grey and Bruce.—The numbers are announced of bonds of this Co. which have been drawn, and will be paid at par at the offices of the G.T.R. Co. in Montreal, or London, on July 1st. It is announced that the estimated earnings of the railway for the half-year ended June 30, applicable to meet interest on the Co.'s bonds will admit of the payment of £2 3s. 5d. on each £100 bond, and that this payment will be applied as follows:—£1 2s. 5d. in final discharge of coupon 40, due July 1, 1890, and £1 1s. on account of coupon 41, due Jan. 1, 1891, and will be made on July 1, at the agency of the Co.

Quebec Central Ry. Co.'s Meeting.

The annual general meeting was held in London, Eng., June 5.

The President, E. Dent, said:—The gross earnings for 1900 were \$537,995, comparing with \$502,409 for 1899, an increase of \$35,586; the working expenses were \$368,544, against \$334,238, an increase of \$34,306; and the net revenue was \$170,228, against \$169,145, an increase of \$1,280. The percentage of working expenses to gross earnings was 68.50, as against 66.52. After providing \$81,234 for the year's interest paid and accrued on the outstanding prior lien bonds and debenture stock issued, there remained a net revenue balance of \$88,994, which, added to the \$24,676 brought forward from 1899, gave an available balance of \$113,670. Out of this, 2¼% was paid on the income bonds on May 1, and \$20,991 charged for damage caused by accidents, leaving \$18,657 to be carried forward to the current year. The increase in gross receipts was due to the progressive tendency shown in all classes of traffic carried by the railway. The passenger traffic showed increased receipts of \$12,787, while the earnings from freight were \$23,319 in excess of 1899. Owing to the abnormal advances in the prices of coal, steel, iron, lumber, and in fact of every material used on railways, together with increases in the wages of employes, the increase in the gross earnings of nearly \$36,000 has been almost absorbed. This increase in expenditure is of such a nature that it could not be avoided, and all other railways have suffered in the same way. There was a severe and hard winter during Nov. and Dec., and extra expense incurred through having to use snow

ploughs, and, of course, when the trains are fighting snow extra fuel has to be used, overtime has to be paid to the men, and altogether the running cost is increased. The number of passengers carried was 14,353 in excess of the previous year, the average earnings being \$1.03 per passenger, against \$1.04, the slight decrease in the percentage being due to the fact that the increase was mostly in local traffic and not in foreign, and the average earnings for the former are naturally not so large as for the latter. The total increase of freight carried was 17,495 tons over the previous year, with an average of \$1.06 a ton, against \$1.04. All classes of business throughout the district served by your Co. were prosperous during 1900. The different manufacturing and mining industries were worked to their fullest capacities. Many of the old asbestos mines which had been closed were reopened. Shipments of farm produce increased, as well as those of pulpwood for the pulp and paper mills in the U.S. We continue to work on the most friendly terms with all our connecting lines. The track has been kept in good condition. Six miles of old 56lb. steel rails have been replaced by new ones of 70lb. to the yard, and 52,000 new ties have been put in the track. 80,000 cubic yards of ballasting have been distributed over the line, and over 12,000 ft. of new sidings have been built. The new bridge at St. Anselme has been constructed 10 ft. higher above water, and is 25 ft. longer in span than the bridge which was unfortunately carried away by floods early last year, and it has stood well, undamaged by the serious floods that occurred early this year. At the end of the report are copies of two acts which have been passed by the Quebec Legislature. The second will be dealt with at the special meeting of income bondholders. The first gives us power to construct a branch from Scott's Jct. to the proposed new bridge which it is expected will be built across the St. Lawrence River, about 5 miles above Quebec. It is not anticipated that the bridge will be finished for some time, but it will probably be expedient for us to have direct connection with it, thus enabling trains to run through from Sherbrooke to Quebec, and so obviate the necessity as at present of changing at Levis and crossing by ferry to Quebec. The line will be about 20 miles in length, and our General Manager thinks it will, by the development of local traffic, pay of itself independently of the bridge connection. The act will empower the directors to issue mortgage bonds or debentures upon the branch railway, buildings, lands, stations, etc., provided that the total issue does not exceed \$20,000 per mile of railway. I am sure you will be pleased to see with us to-day our General Manager, F. Grundy, who is visiting London to confer with the board on the several important matters now on hand. I know you share our feelings of gratitude to him for his careful and efficient management of the line. Since he first became connected with the Co. in 1889 each successive year has shown improvement, and the interest on the income bonds has risen from 1% to 2¼%. The President then moved the adoption of the annual report and accounts as published in our last issue.

F. Grundy, in seconding the motion, said that so far as this year had gone the Q.C.R. was showing more favorable results than hitherto. For the four months ended April last its gross increase in earnings had been \$40,082, and the increase in net earnings \$17,107. The net increase of traffic for May had not yet been ascertained, but the increase in gross receipts up to the end of that month was \$51,089. The traffic for the whole year appeared to be quite assured, inasmuch as the yards were pretty full of lumber and pulpwood, while the asbestos mines at Thetford were doing well. At that place they were erecting a very large mill for the treatment

of asbestos, and another was being erected by the Johnson Co. close to Black lake, which was a station adjacent to considerable mines, and through which the deposits ran. Another large mill was being erected by some New York people to the south of the Thetford mines, and therefore it was evident that there was a bright future in store for their railway. In regard to the new line, they had secured a charter to build from Scott's Jct. to the connections with the bridge which would cross the St. Lawrence to get into Quebec. There was no very great hurry as to the surveying or the incurring of any expense, but, in his opinion, in the interest of the railway, it was almost absolutely necessary that such power should be obtained as was requisite. The Dominion Parliament had voted \$1,000,000 as a subsidy towards the bridge over the St. Lawrence. The Quebec Legislature had voted \$250,000, and the City of Quebec another \$250,000, so that \$1,500,000 subsidy had been voted towards the erection of the bridge. There was no doubt, therefore, that at length the scheme would be carried out after, he might say, 30 or 40 years' consideration. They were getting on with the foundations, and the masonry and steel work had been all let. The cost was estimated to be about \$4,000,000, but the terminals would be a separate affair, and these would cost, perhaps, another \$2,000,000. The railways using the bridge would be the Quebec Central, the Grand Trunk, and the Intercolonial on the one side, and the Quebec and Lake St. John, the Great Northern of Canada, and the Canadian Pacific on the north side. Each would have to pay a toll, but this practically they had at present to pay, because every passenger and every ton of goods that they handled in Quebec had to be carried across on the ferry boats. They were at present precluded at Quebec from handling any big traffic such as machinery. They could not bring it over to Levis, but when the bridge was completed they would be able to handle everything they got hold of.

In reply to a question, the President said the new St. Lawrence bridge would be larger than the Forth bridge, and Mr. Grundy remarked that the span would be larger.

The resolution was then agreed to unanimously.

The directors were re-elected as follows:—E. Dent, A. Bremner, F. Grundy, F. H. Norman, J. Price, and S. G. Sheppard.

The President moved as a special resolution: "It is resolved that the directors be and are hereby authorized for the purpose of prosecuting and completing the branch railway authorized by the act of the Quebec Legislature, being no. 76 of the present session, entitled 'An Act to further amend the charter of the Q.C.R. Co.,' to issue mortgage bonds or debentures or debenture stock for an amount not exceeding \$20,000 a mile of the entire length of the said branch railway, such bonds, debentures, or debenture stock to bear such rate of interest and to be perpetual or redeemable or repayable at such dates and in such manner, and to be issued at such prices and at such times as the said board of directors may determine." The resolution was agreed to.

A special general meeting of the holders of income bonds of the Co. was afterwards held. The President said—This resolution is proposed in order to divide up the present income bonds, which are repayable in 1911. When that time arrives it is highly improbable that the Co. will be in a position to carry out the obligation entered into when the bonds were created—viz., paying them off at par. An act, therefore, has been obtained from the Quebec Legislature which will become law when approved by three-fourths of the bondholders present or represented by proxy at this meeting. The proposition now under consideration will entitle an income bond-

Enameled Iron Station Names.

Guaranteed not to fade or in any way to perish from exposure.

As used on the Canadian Pacific & Canadian Northern Railways. Sign 12 ins. high. Letters 9 ins. high. Length according to number of letters in name. The sign shown is 45 ins. long.



Twenty-nine of these signs supplied the C.P.R. Co. for the Crow's Nest Pass Ry. averaged 6½ ft. in length, the longest being 11 ft. 2 ins. & the shortest 3 ft. 9 ins.

Style no. 1, White letters on blue ground.

Mr. Wm. Whyte, Manager of the Canadian Pacific Railway Co.'s lines west of Fort William, writes,—“I have pleasure in stating that I am very well satisfied with the enameled iron signs supplied by the Acton Burrows Co. for station names on the western lines of this Company. They have now been in use for some time & have proved very satisfactory. The lettering is clear & distinct & the signs have proved to be impervious to the weather. They have a brighter & neater appearance & are very much more satisfactory than painted wooden ones, & considering their lasting qualities will be found more economical.”

Mr. H. P. Timmerman, General Superintendent of the Atlantic Division of the Canadian Pacific Ry., writes,—“The enameled iron station names supplied by the Acton Burrows Co., in 1898, for a number of stations on this division, have proved very satisfactory. The letters are well formed & distinct, & the signs present a clean, bright appearance, being just as good now as when they were new.”



Style no. 2, as used on the Grand Trunk Ry. System. Black letters on white ground. This sign is 14 ins. high by 7 ft. long. Length varies with number of letters in name of station.



Style no. 3, as used on the Pennsylvania Railroad. White letters on black ground. This sign is 12 ins. high by 6 ft. long. Length varies with number of letters in name of station.



Style no. 4, as used on the Northeastern Railway of England. Dark brown letters on light ground, framed in wood. This sign is 6 x 18 ft.

These signs have long been used on most European railways, & for a number of years on the Pennsylvania R.R., the New York Central & Hudson River R.R., the Manhattan Elevated R.R., the Long Island R.R., & many other lines in the United States. They are also being extensively used in Canada & are giving complete satisfaction as the best outdoor signs produced. They can be made in any color, size, or shape. Estimates promptly furnished on application.

The Acton Burrows Co., 29 Melinda Street, Toronto.

Importers of Enameled Iron Signs of the best English manufacture.
Dealers in Lithographed Tin and Iron Signs.

holder for each £100 to receive £50 in 3% second debenture stock, and £50 in a new income bond bearing interest up to 7% when earned in any one year. The present income bond is entitled to interest up to 5% when earned, and the 3% on the 50% of second debenture stock and 7% on the 50% of new income bond is, therefore, the equivalent of the 5% on the present income bond. The position of the preferred shareholders will not be affected in any way. They are entitled to the surplus earnings after 5% has been paid on the present income bonds, and they will be entitled to the surplus earnings after 7% has been paid on the new income bonds. By exchanging, the income bondholder will have two securities which will probably have an increased combined value over his existing bond, as the 3% second debenture stock will be a safe 3% investment, having a margin behind it, if we take the earnings of last year of \$38,870, and taking the same earnings the interest available for the new income bonds would be 2%. Hitherto the income bondholder has received his interest earned in any one year in May of the following year, but as the interest on the 3% second debenture stock will be payable half-yearly on Jan. 15 and July 15 he will now receive this portion of his interest, half 3½ months earlier and the other half 2½ months later, so that taking the average he will receive it a fortnight sooner. The interest on the second debenture stock being fixed at 3%, the new income bonds will consequently derive all the benefits from increased net earnings. The directors recommend this scheme as one entirely in the interests of the income bondholders. If nothing is done until 1911, they can claim par for their bonds, but as the Co. most probably could not pay it, all they could do would be to put in a receiver subject to the claims of the outstanding prior lien bonds and the 4% debenture stock. It is thought, therefore, for the sake of all concerned that an amicable arrangement should be arrived at now, and we therefore put this proposition before you, on which only income bondholders can vote:—

"That each existing £100 income bond be exchanged for £50 3% second debenture stock, the interest upon which shall be contingent upon the net profits of each year after payment of prior charges, and be payable half-yearly upon Jan. 15 and July 15, the first payment to be made on Jan. 15, 1902, and £50 new income bond, entitled to interest not to exceed 7% per annum, payable annually as soon as the available surplus net revenue of the year is ascertained. The second debenture stock will have priority over the new income bonds both as regards principal and interest. The second debenture stock and new income bonds will both be redeemable at par on six months' notice given by the Co. by advertisement in the London Times and the Quebec Official Gazette at any time after Jan. 1, 1922; otherwise they will be perpetual. The second debenture stock to be registered stock transferable only in multiples of £1. The new income bonds to be bonds to bearer, with interest coupons attached. The exchange to be effected on and after Oct. 1, 1901, and a period of three months to be allowed for the purpose."

A bondholder asked if it were optional on the part of income bondholders to exchange. The President said the scheme depended upon the assent of three-fourths of the holders, and if thus carried it would be compulsory. A long conversation took place, a number of gentlemen maintaining that the scheme would be of no advantage to income bondholders.

G. T. Rait asked if the directors were unanimous in bringing this scheme forward; if so, he said he would certainly support it. They were all good business men, and, he had no doubt, were better able to form an opinion on the matter than the bondholders.

Mr. Sheppard said that every one who was interested in the Co. ought to be extremely thankful to fall in with an arrangement which would place the Q.C. in a satisfactory position.

Mr. Norman said the directors had considered this question with absolutely impartial minds, and they had recommended unanimously that it was the best scheme for the present and future interests of the Co. He believed that after 10 years the bonds would be of better value and more marketable than they were at the present time. Taking a large and extensive view of the whole thing, he believed that 10 years hence they would receive a larger return than they received at the present moment, although it was quite true that the scheme deprived the income bondholders of the right to be paid off at par 10 years hence.

Further conversation ensued as to the right of members voting on the resolution who had not deposited their bonds, and on the advice of the Solicitor it was agreed to take two separate votes, one on the deposited bonds and the other including the undeposited bonds. The result of the first vote was—For the resolution £18,000; against £6,700. The second vote resulted in £12,000 voting in favor and £2,000 against. The total vote for the proposition was, therefore, £60,000, and against £8,700. The resolution was, therefore, carried by the requisite majority of three-fourths to make it binding and compulsory on all concerned.

Michigan Central Railroad.

The report for the year ended Dec. 31, 1900, was presented at the recent annual meeting. Following are extracts:—

The capital stock remains unchanged; it is \$18,738,000.

Road Operated.	MILES.	
	Main Track.	Second Track.
Main Line—		
Michigan Central system	1,178.18	164.65
Canada Southern system	457.30	97.56
Total	1,635.48	262.21

In addition there are 969.26 miles of side track, aggregating a track mileage of 2,852.95, of which 2,724.47 are laid with steel and 128.48 with iron rails.

Earnings.	1900.		1899.	
	Freight.....	\$11,876,036 95	\$11,000,685 48	Passenger.....	3,889,756 17
Passenger.....	3,889,756 17	3,600,024 63	Mail.....	418,098 51
Mail.....	418,098 51	419,715 56	Express.....	472,917 58
Express.....	472,917 58	426,783 95	Miscellaneous.....	73,321 97
Miscellaneous.....	73,321 97	56,852 84		
Total.....	\$16,730,131 18	\$15,504,062 46		

An increase of \$1,226,000.

The freight traffic shows an increase in tons moved one mile of 55,488,453, and an increase in earnings of \$875,351. The rate per ton per mile shows an increase in cents from 0.564 to 0.592 or 0.028. The passenger traffic shows an increase of 12,273,560 in passengers moved one mile, and an increase of \$289,731 in earnings. The rate per passenger per mile shows an increase in cents from 2.181 to 2.194, or 0.013.

Gross Operating Expenses.	1900.		1899.	
	Expenses.....	\$12,762,284 58	\$11,577,423 69	Taxes.....	467,205 77
Taxes.....	467,205 77	426,693 02		
Expenses and taxes....	\$13,229,490 35	\$12,004,116 71		

An increase of \$1,225,000.

The cost of all betterments and additions, excepting \$80,000 set aside out of net revenue of 1900 and credited to a special fund for the construction of a second track between Ypsilanti and Dexter, is included in this account.

OPERATING RESULTS.

Gross earnings from traffic.....	\$16,730,131 18
Operating expenses and taxes.....	13,229,490 35
Net earnings	\$3,500,640 83
Interest and rentals.....	2,494,218 33
Residue	\$1,006,422 50

Paid Canada Southern Ry. Co. its proportion of net income.....	300,852 33
Net revenue from traffic.....	\$795,570 17
Income from investments.....	45,094 50
Total net revenue (per share \$4.49).....	\$840,664 67
Dividends 4%, paid July, 1900, and Jan., 1901.....	\$749,520 00
Additional set aside in special account for construction of second track between Ypsilanti and Dexter.....	80,000 00
Premium on Jackson, Lansing & Saginaw bonds purchased by land grant trustees.....	4,401 67
	833,921 67
Balance.....	\$6,743 00

EARNINGS AND EXPENSES.

1899.		EARNINGS.		1900.	
\$11,000,685 48	Freight.....	\$11,876,036 95			
3,600,024 63	Passenger.....	3,889,756 17			
419,715 56	Mail.....	418,098 51			
426,783 95	Express.....	472,917 58			
56,852 84	Miscellaneous.....	73,321 97			
\$15,504,062 46	Total	\$16,730,131 18			
\$2,334,394 49	Maintenance of way and structures.....	\$2,643,616 85			
2,161,394 16	Maintenance of equipment.....	2,406,879 90			
6,784,152 51	Conducting transportation.....	7,368,608 93			
297,482 53	General expenses.....	343,178 90			
\$11,577,423 69	Total	\$12,762,284 58			
426,693 02	Taxes.....	467,205 77			
\$12,004,116 71	Total, including taxes.....	\$13,229,490 35			
\$3,499,945 75	NET EARNINGS.	\$3,500,640 83			

PER CENT. OF EXPENSES TO EARNINGS.

77.43	Including taxes.....	79.08
74.67	Excluding taxes.....	76.28

The locomotive department statistics show 18,747,329 miles run by locomotives, an average of 40,667 per locomotive. The cost per mile run for repairs, service, fuel, oil and waste was 18.62 cents. The fuel consumed cost \$1,257,306.76, the miles run per ton of coal being 27. The cost of maintenance \$1,016,336.64, an average of \$2,204.63 per locomotive.

CANADA SOUTHERN RAILWAY.

The report for the year ended Dec. 31, 1900, presented at the annual meeting at St. Thomas, June 5, shows that the Co. has 380.04 miles of track in Canada, 65.61 in Michigan, and 11.65 in Ohio, total 457.30, also 97.56 miles of second track, and 244.87 of sidings. The equipment consists of 151 locomotives, 121 passenger equipment cars, and 4,148 freight equipment cars.

RESOURCES OF THE YEAR 1900.

Net earnings.....	\$300,852 33
Received from Michigan Central R.R. Co., balance of 1899 account.....	150,393 98
Receipts from other sources.....	2,500 87
Cash and cash assets, Dec. 31, 1899.....	11,858 11
	\$465,605 29

DISPOSITION OF RESOURCES.

Dividends paid Feb. 1 and Aug. 1, 1900.....	\$300,000 00
Balance of net earnings, 1900, due from M.C. R.R. Co.....	150,831 35
Cash and cash assets, Dec. 31, 1900.....	14,773 94
	\$465,605 29

For details of operation and traffic reference is made to the annual report of the M. C. R. Co.

The board was re-elected as follows:—President and Treasurer, C. F. Cox, New York; Vice-President, E. A. Wickes, New York; Secretary, N. Kingsmill, Toronto; other directors, W. K. and F. W. Vanderbilt, C. M. Depew, S. F. Barger, and J. E. Brown, New York; H. B. Ledyard, Detroit; Assistant Treasurer, F. Middlebrook, New York.

The other subsidiary companies elected the following directors:

NIAGARA GRAND ISLAND BRIDGE.—W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, S. F. Barger, E. A. Wickes, E. D. Worcest-

er, and C. F. Cox, New York; H. B. Ledyard, Detroit; N. Kingsmill, Toronto.

NIAGARA RIVER BRIDGE.—W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, S. F. Barger, E. A. Wickes, E. D. Worcester, and C. F. Cox, New York; H. B. Ledyard, Detroit; N. Kingsmill, Toronto.

LEAMINGTON & ST. CLAIR RY.—W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, C. F. Cox, and E. D. Worcester, New York; N. Kingsmill, Toronto; J. Ross, Montreal.

SARNIA, CHATHAM & ERIE RY.—W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, and C. F. Cox, New York; N. Kingsmill, Toronto.

Great Falls and Canada Railway.

Notice was issued May 30 for a special general meeting of this Co., to be held in London, Eng., July 4, for the purpose of considering and, if thought fit, passing a resolution, authorizing the sale by the Co. of its railway, equipment, and franchises, free from incumbrances, and also authorizing the sale of the bond, dated Nov. 1, 1899, made by the G. F. and C. R. Co., to the Alberta Ry. and Coal Co. for \$2,000,000, the indenture of mortgage, dated Nov. 1, 1889, made by the G. F. C. R. Co. to the Alberta Ry. and Coal Co. of the railway of the G. F. and C. R. Co. to secure the said bond, and also 19,995 shares in the common stock of the G. F. and C. R. Co.

Press despatches from Great Falls, Mont., say that the sale is to be made to the Great Northern Ry. Co., U.S.A., and that the purchase price is \$750,000, that the G. F. and C. R. will be made standard gauge and that the portion of it between Great Falls and Shelby Jct., will be used as a short cut from Great Falls to the main line of the G. N. R. None of these statements have been confirmed.

The G. F. and C. Ry. was built in 1890 from Sweet Grass, at the International boundary, where it connects with the Alberta Ry. and Coal Co.'s line, of which it is practically an extension, to Great Falls, Mont., 134.37 miles. It is 3 ft. gauge and laid with 35 lbs. steel, it connects with the Great Northern Ry., U.S.A., at Shelby Jct., and Great Falls. It was built under the management of E. T. Galt, of the Alberta Ry. and Coal Co. which operates a narrow gauge line from Coutts, on the International boundary, opposite Sweet Grass, to Lethbridge, Alta., 64.62 miles. This line was also built in 1890 as the Canadian portion

of the through line between Lethbridge and Great Falls. The A. R. and C. Co.'s, original line, bought from the Northwestern Coal and Navigation Co., was built by the latter Co. from Dunmore Jct., Assa. on the C.P.R.'s main line to Lethbridge 109.5 miles, and was sold to the C. P. R. Co. in 1897.

The latest information available is for the year ended June 30, 1899, as follows: Trains run, mixed, 11,701 miles; passengers carried, 9,872; carried one mile, 711,780; tons freight moved, 65,703; ton miles, 8,193,278; earnings, passengers, \$28,355; freight, \$102,175; other, \$8,744; total \$139,274; operating expenses, \$130,861; net earnings, \$8,413; payments, interest, \$5; taxes, \$3,637, total \$3,642; surplus, \$4,771; deficit forward, \$16,741; net deficit, \$11,970.

General balance sheet, June 30, 1899.—Capital stock, \$2,000,000; funded debt, \$2,000,000; current liabilities, \$28,028; interest accrued, \$810,000; total \$4,838,028; contra, cost of road and equipment, \$4,061,077; other property and assets, \$746,582; materials, etc., \$9,163; cash and current assets, \$9,237; profit and loss, \$11,969; total, \$4,838,028.

The officers at the date of the last return were—President, E. T. Galt, Lethbridge, Alta.; Vice-President, T. E. Collins, Helena, Mont.; Sec. and Treas., J. E. Lethbridge, Lethbridge; other directors, C. A. Magrath, Lethbridge; J. Galt, Winnipeg. The general offices are nominally at Great Falls, Mont., but the chief officials reside at Lethbridge.

Chignecto Marine Transport Railway.

The annual general meeting was held in London, Eng., June 5. T. Wood, who presided, said that he regretted that there was little new to report. One of the directors, A. D. Provand, had just returned from Canada, but he was not in a position to make any announcement that day in regard to their colleague's visit. Mr. Provand would, however, draw up a report, which would be sent to the shareholders' committee, who would, no doubt, issue it to the shareholders. All that he could say upon the present occasion was that there seemed to be a glimmer of hope for the Co. He would like to announce the figures of the various stocks which had been deposited at Martin's Bank by shareholders and debentureholders who were prepared to abide by the result of the negotiations in Canada. The amount of debentures deposited was £376,300, of preference shares £282,240, and of ordinary shares £79,100, making a total of £737,640. He had no resolution to propose.

A discussion followed, in the course of which P. Forwood said that no progress seemed to be made as regarded negotiations in Canada, and he thought that, if something were not very soon done, it would be much better for the Co. to go into liquidation.

The chairman said that it was absolutely premature and exceedingly injudicious to talk of anything of the kind. In his opinion, if the shareholders would only exercise a little more patience, there was a prospect of a satisfactory result to the negotiations which were in progress. It had been a difficult task for Mr. Provand, and it was dispiriting to that gentleman to have come back again without having arrived at a definite arrangement.

A. R. Robertson, one of the directors, said that if the Co. went into liquidation it would lose all claim against the Canadian Government.

Mr. West concurred in the remark of Mr. Forwood that, unless something were soon done, liquidation would be better, because the plant of the Co. in Canada was only deteriorating.

The chairman said that the whole of the works were being kept in perfect condition. They had no desire to let anything lapse, and thus give the Canadian Government any ground for complaint, and so imperil their chance. He did not desire to appear too optimistic, but he did hope that they would succeed.

A shareholder inquired whether the Canadian Government admitted the claim of the Co.

The chairman replied that the Government had not done so yet, but the Co. was still endeavouring to get it to do so, and he considered that there were forces at work which might eventually bring matters to a satisfactory termination. The shareholders had not been called upon to find more money, and the directors had received no remuneration whatever. The only resolution submitted to the meeting was for the re-election of the whole of the directors, namely, T. Wood, Col. P. Mosley, A. D. Provand, A. R. Robertson, and A. Serena, as required by the charter. The resolution was carried unanimously.

The Wire and Cable Co., Montreal, has had its capital increased to \$1,000,000 by supplemental letters patent.

The Haliburton Lumber Company, LIMITED.

All Kinds of Hard and Soft Timber and Lumber,
Shingles, Slabs and Tan Bark.

PINE, SPRUCE, HEMLOCK AND BIRCH BILL STUFF CUT TO ORDER.

MILLS AT INGOLDSBY, ONT.

Head Office, Henderson Block, Corner Queen and Yonge Sts., TORONTO.

Grand Trunk Earnings, Expenses, &c.

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

	1901.	1900.	Increase.	Decrease.
Jan.	\$2,225,878	\$2,222,200	\$ 3,678	.....
Feb.	1,993,493	1,917,348	76,145	.....
Mar.	2,372,980	2,188,635	184,345	.....
April.	2,358,286	2,189,859	168,427	.....
May.	2,330,941	2,219,460	111,481	.....
June.	2,327,119	2,278,937	48,182	.....
	\$13,608,697	\$13,016,419	\$592,278	.....

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

GRAND TRUNK RAILWAY.

Revenue statement for April, 1901 :

	1901.	1900.	Increase.	Decrease.
Gross receipts	£383,200	£357,000	£31,200	.....
Working expenses	260,400	240,000	20,400	.....
Net profit. . .	£122,800	£117,000	£10,800	.....

Aggregate Jan. 1 to April 30, 1901 :

	1901.	1900.	Increase.	Decrease.
Gross receipts	£1,476,700	£1,389,200	£87,500	.....
Working expenses	1,027,400	989,000	37,500	.....
Net profit. . .	£449,300	£399,300	£50,000	.....

GRAND TRUNK WESTERN RAILWAY.

Revenue statement for April, 1901 :

	1901.	1900.	Increase.	Decrease.
Gross receipts	£79,500	£77,500	£2,000	.....
Working expenses	66,600	65,200	1,400	.....
Net profit. . .	£12,900	£12,300	£ 600	.....

Aggregate Jan. 1 to April 30, 1901 :

	1901.	1900.	Increase.	Decrease.
Gross receipts	£296,700	£305,900	£ 9,200	.....
Working expenses	252,200	251,500	£ 700	.....
Net profit . . .	£ 44,500	£ 54,400	.....	£ 9,900

DETROIT, GRAND HAVEN AND MILWAUKEE.

Revenue statement for April, 1901 :

	1901.	1900.	Increase.	Decrease.
Gross receipts	£15,700	£15,600	£100	.....
Working expenses	12,600	12,700	.....	£100
Net profit. . .	£ 3,100	£2,900	£200	.....

Aggregate Jan. 1 to April 30, 1901 :

	1901.	1900.	Increase.	Decrease.
Gross receipts	£64,300	£59,800	£4,500	.....
Working expenses	50,400	51,100	.....	£700
Net profit. . .	£13,900	£8,700	£5,200	.....

TRAFFIC RECEIPTS OF THE SYSTEM.

Traffic receipts, Jan. 1 to May 30, 1901 :

	1901.	1900.	Increase.	Decrease.
Grand Trunk. . .	£1,874,254	£1,738,869	£115,385	.....
G. T. Western. . .	364,296	377,078	.....	£12,782
D., G. H. & M. . .	78,462	75,080	3,382	.....
Total.	£2,317,012	£2,211,027	£105,985	.....

C.P.R. Earnings, Expenses, &c.

Gross earnings, working expenses, net profits & increases or decreases over 1900, from Jan. 1, 1901 :—

	Earnings.	Expenses.	Net Profits.	Increase or Decrease.
Jan.	\$2,054,015.68	\$1,405,819.23	\$648,196.45	\$43,373.16—
Feb.	1,977,189.47	1,356,809.63	620,379.84	2,052.41—
Mar.	2,500,618.77	1,552,283.04	948,335.73	149,234.49+
April.	2,681,311.83	1,500,503.02	1,180,808.81	153,741.19+
May.	2,654,847.73	1,644,563.31	1,010,284.42	69,386.07—

\$1,867,983.48 \$7,459,678.23 \$4,408,305.25 \$188,164.04+

Approximate earnings for June, \$2,640,000; increase over June, 1900, \$88,000.

Duluth, South Shore and Atlantic.—Approximate earnings for June, \$216,946, against \$233,966 in June, 1900. Gross earnings for April \$203,567.07, net earnings \$73,748.47, against \$206,517.79 gross and \$84,711.01 net, for April, 1900. Net earnings for four months ended April 30, \$241,309.23, against \$303,055.11, for same period 1900.

Hancock and Calumet.—Approximate earnings for June, \$21,404, against \$22,369 for June 1900.

Mineral Range.—Approximate earnings for June, \$31,143, against \$31,435 for June, 1900.

Minneapolis, St. Paul and Sault St. Marie. Approximate earnings for June, \$427,022, against \$393,178 for June, 1900. Gross earnings for April, \$405,680.96, net earnings \$190,021.36, against \$440,603.72 gross, and \$219,882.06 net for April, 1900. Net earnings for 10 months ended April 30, \$1,569,901.87, against \$2,232,092.42 for same period, 1900.

Government Railways Appropriations.

The estimates passed at last session of the Dominion Parliament provide the following amounts for the Intercolonial Ry. :

CHARGEABLE TO CAPITAL.

Steel rails and fastenings	\$500,000
Completion of bridge at Rocky lake	3,000
Building and enlarging engine houses.	75,000
Increasing accommodation at Sydney	100,000
Increasing accommodation at Halifax	60,000
Land damages at Amherst sub-way	1,000
Original construction	2,000
Land damages at Oxford and Glasgow and Cape Breton division.	1,000
To dredge and blast rock at Halifax	20,000
Additional sidings along line.	100,000
Increased accommodation at St. John	100,000
Increased facilities along line	50,000
Extending car shops at Moncton.	25,000
Master car builders couplers for engines	3,000
Air brakes to freight cars	40,000
Changing car couplers of passenger cars	10,000
Equipping passenger cars with vestibules	10,000
Exchanging draw bars of freight cars	15,000
New machinery for engines and car shops	5,000
Gas apparatus for 10 cars.	8,000
Large turntables	5,000
Superstructure for 6 spans of Miramichi bridge	72,000
Rolling stock	200,000
Feeding and watering place for stock	5,500
Increased accommodation at Sydney	57,000
Rolling stock.	213,000
Three travelling cranes	4,500
Extra conveyer at St. John	17,000
Widening Bennet's cutting, Levis.	10,000
Additional snow fences	2,000
Improving ferry service, Canso.	70,000
Increased facilities along line	48,400
Additional sidings	20,000
Subway at Christy's crossing, Amherst	500
Strengthening iron bridges (revote)	75,000
Increased accommodation at Levis (revote)	35,000
To dredge and blast rock at Halifax (revote)	6,000
Towards building additional engine houses (revote, \$45,000)	60,000
Towards improvements at Mulgrave (revote, \$10,000)	13,000
To provide drop pits (revote)	5,000
To increase facilities and accommodation along line (revote, \$48,000)	93,600
Additional sidings along line (revote, \$13,000)	58,000
Towards building sea wall in Cape Breton (revote).	8,000
To raise Sydney and Louisburg	

Ry. bridge over I.C.R. at Sydney (revote)	\$3,300
To divert road and build overhead bridge at Drummondville	6,000
Increased accommodation at Stellarton	20,500
Increased accommodation at Halifax	60,000
Improvements at Westchester	4,700
Increased accommodation at Pictou	45,000
To provide 9 electric and 4 mechanical semaphores	4,000
Towards improving ferry service at Strait of Canso	46,000
Buildings and appliances for making Pintsch gas	13,000
To extend blacksmith shop at Moncton	7,000
To provide additional snow fences along line	5,000
To make improvements at St. Octave	2,600
Steel rails	160,000
Station at Nicolet.	2,500
Station and freight house at Eel River	3,000
G. S. Mayes' claim for work done on the I.C.R. at Pictou if accepted, to be in full settlement.	8,939
Award of arbitrators in connection with Eastern Extension Ry., N.S.	671,836
Award of arbitrators in connection with Eastern Extension Ry., N. B., \$148,968.75; for interest on same from July 1, 1884, to July 1, 1901, \$126,623.43, and for costs of reference, \$5,100	280,692

CHARGEABLE TO COLLECTION OF REVENUE.

Intercolonial.	\$4,100,000
Rental to G.T.R	140,000
Windsor Ry.	30,000
Intercolonial.	1,200,000
"	400,000

The following amounts are voted for the Prince Edward Island Ry. :—

CAPITAL ACCOUNT.

Increasing length of sidings	\$ 5,000
Straightening line near Blue Shank	10,000
Steel rails and fastenings.	6,000
Providing machinery.	5,000
Murray Harbor Branch and Hillsboro' Branch.	450,000
Additional land for track and repair buildings.	2,000
Steel rails.	54,000

CHARGEABLE TO COLLECTION OF REVENUE.

P.E.I. Railway	\$275,000
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The following amounts chargeable to income are for general purposes connected with the Department of Railways and Canals :—

Miscellaneous works	\$ 5,000
Arbitrations and awards	4,000
Surveys and inspections, canals.	3,000
" " railways.	15,000
Salaries extra clerks	2,700
" engineers, etc.	25,540
Reporting Ry. Com. of Privy Council.	500
Costs of litigation.	6,000
International Ry. Congress	97
Office expenses, including vote for gathering information for proposed Ry. commission.	5,200
Repairs and alterations for Governor-General's car	2,000

Belgian Government Railways.

As an instance of the disorganized and miserable state of the Belgian government railways, it is stated that recently, while a train was travelling at a moderate speed, one of the carriages dropped to pieces. The passengers were shaken up, and one man had both his legs cut off.

Recent Dominion Legislation.

The following are among the Acts passed at the last session of the Dominion Parliament:

- To incorporate the Alberta Central Ry. Co. (May, pg. 153.)
- Respecting the Alberta Ry. and Coal Co. (See pg. .)
- Respecting the Algoma Central Ry. Co., and to change its name to "The Algoma Central and Hudson's Bay Ry. Co." (May, pg. 153.)
- To incorporate the Algoma Iron and Nickel Steel Co. of Canada.
- To incorporate the Arnprior and Pontiac Ry. Co. (May, pg. 153.)
- Respecting the Atlantic and Lake Superior Ry. Co. (May, pg. 153.)
- Respecting the British America Assurance Co.
- Respecting the British Columbia Southern Ry. Co. (May, pg. 153.)
- Respecting the British Yukon Ry. Co. (May, pg. 153.)
- To incorporate the Canada National Ry. and Transport Co. (May, pg. 153.)
- Respecting the Canadian Northern Ry. Co. (May, pg. 153.)
- Respecting the Canadian Northern Ry. Co. and the Northern Pacific and Manitoba Ry. Co., the Winnipeg Transfer Co., (Limited), the Portage and North-Western Ry. Co., and the Waskada and North-Eastern Ry. Co. (June, pg. 183.)
- Respecting the Canadian Pacific Ry. Co. (June, pg. 177.)
- Respecting the Columbia and Kootenay Ry. and Navigation Co. (May, pg. 154.)
- Respecting the Columbia and Western Ry. Co. (May, pg. 154.)
- Respecting the Edmonton, Yukon and Pacific Ry. Co. (May, pg. 154.)
- To incorporate the Fort Qu'Appelle Ry. Co.

To amend the act incorporating the Fort Qu'Appelle Ry. Co. (May, pg. 154.)

Grand Trunk act to confirm agreement with the Cincinnati, Saginaw and Milwaukee Ry. Co. (May, pg. 130.)

Grand Trunk act to confirm agreement with the Chicago and G.T. Ry. Co. (May, pg. 130.)

Respecting the Great Northern Ry. of Canada. (June, pg. 173.)

Respecting the Great North West Central Ry. Co. (May, pg. 154.)

Respecting the Guelph Junction Ry. Co. (May, pg. 155.)

Respecting the Hudson's Bay and Pacific Ry. Co. (May, pg. 155.)

To amend the Inland Waters Seamen's Act. (May, pg. 151.)

To incorporate the Interprovincial and James' Bay Ry. Co. (May, pg. 155.)

To incorporate the Kamloops and Atlin Ry. Co. (May, pg. 155.)

Incorporating the Kettle River Valley Ry. Co. (May, pg. 155.)

Respecting the Klondike Mines Ry. Co. (May, pg. 156.)

To incorporate the Kootenay and Arrowhead Ry. Co. (May, pg. 156.)

To incorporate the Kootenay Central Ry. Co. (May, pg. 156.)

Respecting the Lindsay, Bobcaygeon and Pontypool Ry. Co. (May, pg. 156.)

Respecting the Manitoulin and North Shore Ry. Co. (May, pg. 157.)

To provide further advances to the Harbor Commissioners of Montreal. (May, pg. 140.)

Respecting the Nakusp and Slocan Ry. Co. (May, pg. 157.)

Respecting the Niagara, St. Catharines and Toronto Ry. Co. (May, pg. 159.)

To amalgamate the Northern Pacific Ry. Co., the Winnipeg Transfer Ry. Co. (Limited), the Portage and North Western Ry. Co., and the Waskada and North Eastern Ry.

Co., under the name of the Manitoba Ry. Co. (May, pg. 141.)

To incorporate the Nova Scotia Eastern Ry. Co. (Limited). (May, pg. 157.)

To further amend the act relating to ocean steamship subsidies. (June, pg. 189.)

Respecting the Ontario, Hudson's Bay and Western Rys. Co. (May, pg. 157.)

Respecting the Orford Mountain Ry. Co. (May, pg. 157.)

Respecting the Ottawa and Gatineau Ry. Co., and to change its name to "The Ottawa, Northern and Western Ry. Co." (May, pg. 136.)

To amend the Pacific Cable Act, 1899.

To amend the acts of 1899 and 1900 respecting the Quebec Harbor Commissioners.

To incorporate the Quebec Terminal and Ry. Co. (May, pg. 157.)

To further amend the Railway Act. (Two acts.) (See pg. .)

To authorize the granting of subsidies in aid of the construction of certain lines. (June, pg. 167.)

To further amend the act respecting the safety of ships. (May, pg. 152.)

Respecting the Saskatchewan and Western Ry. Co. (May, pg. 157.)

Respecting inquiries and investigations into shipping casualties. (May, pg. 157.)

To incorporate the Similkameen and Kere-meos Ry. Co. (May, pg. 157.)

Respecting the South Ontario Pacific Ry. Co. (June, pg. 176.)

Respecting the St. Lawrence and Adirondack Ry. Co. (May, pg. 136.)

To incorporate the St. Lawrence Lloyd's. (May, pg. 142.)

To incorporate the St. Mary River Bridge Co. (May, pg. 137.)

Respecting the Vancouver and Lulu Island Ry. Co. (May, pg. 159.)

To incorporate the Vancouver, Westminster and Yukon Ry. Co.

Respecting the Western Assurance Co.

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The Clergue Enterprises.

At a dinner given to the Dominion Minister of Public Works and F. H. Clergue, President of the Algoma Central and Hudson Bay Ry. Co. and allied concerns, at Owen Sound, June 7, the latter made some remarks in connection with the railways now under construction in Algoma, and the other industries being developed in connection with it. Having a surplus of iron from the Helen mine, said Mr. Clergue, it was decided to manufacture steel rails, and a satisfactory contract was made with the Dominion Government. This year they were expending \$2,000,000 for the erection of a steel plant, which will be the most improved one of the kind under one control in the world, and he took pleasure in announcing that since that contract had been made the shareholders of his company had paid in \$20,000,000 in cash to be expended in developing the industries.

Owen Sound has not the iron deposits and forest wealth which exist at Sault Ste. Marie, but it has the best harbor on the Georgian Bay, and through that it can have a large share of the benefits to be derived from handling the products of the works at Sault Ste. Marie and the country tributary to it. At present it can only avail itself of that trade for eight months in the year, but he hoped that before the end of two years, by the completion of the Manitoulin & North Shore Ry., Owen Sound would become a twelvemonth town, and be open for trade the whole year. The Governments, both at Ottawa and Toronto, had at last recognized the necessities of Sault Ste. Marie and had assisted to provide the necessary means of transportation. He justified the action of the Government in giving land grants to encourage capital to develop the country. He denied that he is a railway promoter, but insisted that he is an industrial manufacturer, and that it is necessary to have a railway to get into the country and develop the country, and the manufacturers of older Ontario must have a railway to send in their supplies.

The next industry on his mind was that of steel shipbuilding. There were great opportunities for the ports on the Georgian Bay, and he assured those contemplating the establishment of such an industry that before four months the works at Sault Ste. Marie would be turning out all the material necessary for the construction of ships. If a shipbuilding plant is established at Owen Sound with capacity to turn out 500-ft. vessels similar to those on Lake Erie, his company will be ready to encourage it to the extent of \$200,000.

Forged Canada Atlantic Clearances.—“Clearance papers”—certificates of service with a railway company—purporting to have come from the Canada Atlantic Ry., and to have been signed by M. Donaldson, Supt., are being presented to railway officers in considerable numbers in the south-western states. One which was recently given to an officer of the Galveston, Harrisburg and San Antonio, has been shown to us. It is filled out by typewriter, and purports to give the certificate of B. J. Ward, employed as conductor for four years. The persons who got up the blank have taken little pains to exactly imitate the genuine blank of the Canada Atlantic. It is headed “Ottawa, Canada,” not “Ottawa, Ont.,” and the signature bears no resemblance to the genuine signature of Mr. Donaldson. The imitation of the dating stamp is printed in a different color from that of the rest of the document, but appears to have been put on with a printing press, the border lines being ordinary light-face printers’ rules. In the written portion the word Ottawa is spelt “Ottowa,” though in the printed heading the correct spelling appears.—*Railroad Gazette.*

Railway Deposits in British Columbia.

A return recently presented to the British Columbia Legislature shows the railway companies in whose charters it is provided that security shall be deposited to secure the expenditure of certain amounts on survey or construction before a certain time; the companies that have complied with the provision; those to whom the deposit had been returned, and those whose deposits have been forfeited.

Of the 30 companies from which deposits were required, 9 are reported to have complied, the details in regard to which are as follows:—

Vancouver Land and Ry. Co., Esquimalt Harbor to Seymour Narrows, deposited \$10,000 cash May 8, 1882, which was forfeited Oct., 1882.

Columbia and Kootenay Ry. and Transportation Co. (outlet of Kootenay Lake to the Columbia river) deposited \$25,000 cash Nov. 30, 1884, which was forfeited Dec., 1887.

Shuswap and Okanagan Ry. Co. (Sicamous to Okanagan Lake) deposited a joint bond of Larkin & Patterson, July 5, 1890, for \$100,000, which was accepted by an Order-in-Council, July 9, 1890, which bond is still held.

Kaslo and Slokan Ry. deposited the joint bond of J. Hendry and D. J. Munn for \$25,000, dated July 28, 1893, which is still held.

Columbia and Western Ry. Subsidy Act respecting the line from Trail to Penticton, required a deposit of \$50,000. The Co.’s certificate for 750 shares of \$100 each, in all \$75,000, accepted by authority of an Order-in-Council, Oct. 27, 1898, in lieu of 75 bonds of the Co. of \$1,000 each, deposited, Oct. 14, 1896, by F. A. Heinze, returned to him, is still held by the Minister of Finance.

The Nelson and Fort Sheppard Ry. Co. was required to deposit \$25,000, but put up bonds of the Spokane Falls and Northern Ry. Co. to the value of \$27,500, Aug., 1892, which were accepted by Order-in-Council, Aug. 11, 1892. These bonds were returned on the completion of the road.

The Arrowhead and Kootenay Ry. Co. (Arrowhead to Kootenay Lake) deposited \$5,000 cash, Oct. 7, 1898, which was returned on the completion of the road.

The Vancouver and Western Ry. Co. made a cash deposit of \$5,000, Feb. 19, 1901, which is still retained.

The Grand Forks and Kettle River Ry. Co. deposited \$5,000 in cash, Feb. 28, 1901, which is still retained.

C. P. R. Train Rules.

The Railway Committee of the Privy Council had before them on May 27 the new train rules proposed to be put in force by the C. P. R. Mr. Burke, claiming to represent the brotherhoods of locomotive engineers and locomotive firemen, the conductors, the trainmen and railway train service, appeared to object on their behalf. The objections made had not been notified to the Co. and the committee recommended that a conference be held with the officials of the Co. before anything further was done. The following are the objections taken to the proposed rules: The first clause objected to reads: “Employees in accepting employment assume its risks.” This clause should be struck out, as its interpretation would be difficult.

Portion of clause G reads: “Or the frequenting of places where liquor is sold, while on duty, is sufficient cause for dismissal.” This portion of that clause should be struck out, as persons may go to such places for other purposes than that of drinking.

Clause S reads: “Employees must give 14 days’ notice in writing before leaving the Co.’s service.” This should be eliminated unless the Co. enter into the same compact

by giving its employes the same notice, or its equivalent.

Clause W reads: “The Co. reserves the right to deduct from the pay of its employes, etc., any fines for neglect of duty.” This should be struck out, as we believe it is against the laws of the country, and is unfair.

Clause DD reads: “Employees desirous of appealing to the head of the department must do so through the proper officer; the decision of the general superintendent on an appeal is final.” The latter portion of this clause should be struck out, as we consider it unworkable and inconsistent with precedents.

Clause R reads: “Employees must devote, etc. . . . They must not directly or indirectly engage in any other business or trade without permission.” This should be struck out, as employes should not be debarred from engaging in legitimate business, if their duties are properly fulfilled or assiduously attended to.

We would further urge that, apart from the above rules, the alien labor law should be put in force, and made effective in British Columbia.

Recent British Columbia Legislation.

Among the acts passed at the recent session of the B. C. Legislature were the following:

To amend the Upper Columbia Navigation and Tramway Subsidy Act, 1892.

To Amend the Tramway Co. Incorporation Act, Chap. 185, Revised Statutes.

To incorporate the Crawford Bay Ry. Co.

To incorporate the Lake Bennett Ry. Co.

To incorporate the Kamloops and Atlin Ry. Co.

To incorporate the Coast-Kootenay Ry. Co.

To incorporate the Comox and Cape Scott Ry. Co.

To incorporate the Victoria Terminal Ry. and Ferry Co.

Empowering the corporation of Victoria to lease the market building premises and otherwise carry into effect the Victoria Terminal Ry. by-law, 1900.

To incorporate the Chilkat and Klehini Ry and Navigation Co.

To incorporate the Imperial Pacific Ry. Co.

To amend the Columbia and Western Ry. Co. Act, 1896.

To incorporate the District Power and Telephone Co.

To incorporate the Midway and Vernon Ry. Co.

To incorporate the Kootenay Central Ry. Co.

To amend the Arrowhead and Kootenay Ry. Co. Act, 1898.

To incorporate the Vancouver and Grand Forks Ry. Co.

To incorporate the Yale Northern Ry. Co.

To amend the B. C. Ry. Act, Revised Statutes, Chap. 163.

To authorize the loan of \$5,000,000 for the purpose of aiding the construction of railways and other important works.

Respecting certain railway land grants.

To incorporate the Crow’s Nest Southern Ry. Co.

Particulars of most of the acts mentioned will be found under the head of “Railway Development,” in our June issue.

A Timely Order.

President Hays, of the Southern Pacific Co., has issued a circular in which he says:—“No employe of the Southern Pacific shall be director or officer of any oil company or of any outside corporation, or engage in any outside business, but must give his entire time to the service of the Southern Pacific Co.”

A Banker on Transportation.

B. E. Walker, General Manager of the Bank of Commerce, speaking at the annual meeting, June 18, said:—Although Canada resembles the U.S. in some things, we are not near the end of our expenditure on railways, canals and other public improvements. We have but commenced. We do not wish to refer too persistently to the subject of transportation, but we have not yet succeeded in solving many of the problems which have been prominently before us for the past few years. We still require better elevator and shipping facilities at Montreal, and conditions more satisfactory to the marine insurance companies in the Gulf of St. Lawrence. For our Pacific trade we require not mints or assay offices, but transportation facilities which will make Vancouver or Victoria a more desirable port than Seattle as the southern terminus of the great coastwise trade with Alaska and the Yukon district. In both trans-Atlantic and trans-Pacific trade, if we are to obtain the share to which we are entitled by our products and our geographical position, we must bestir ourselves. The problem as a whole does not become easier, and whether it be the building of railways and canals, or of shipping for our inland lakes and rivers, or to cross the great oceans which wash our shore-lines, no subject is likely to command the attention of legislators in Canada to so great an extent for years to come as transportation.

Public Works and the Health Act.—The Governor-General-in-Council has issued regulations for the preservation of health and the mitigation of disease among persons employed in the construction of public works. An inspector and medical officers are to be employed to have supervision of the construction camps of railways, canals and other public works, and penalties are to be imposed for breaches of the regulations that may be made as to sanitary requirements, etc. By an order in council dated May 30, the Ontario Government has provided a series of regulations governing the erection of railway construction camps, etc., in unorganized territories. Provision is made for the inspection of the camps every month by a medical officer, who shall give professional attendance and medicine to the employes, from whose wages not less than 50c. or more than \$1 a month may be deducted to pay for the same.

Recent Canadian Patents.

Among the patents recently granted at Ottawa have been the following taken out by Canadians:—

Rail brace, no. 70,767. T. C. Burpee, Moncton, N.B.

Switch, no. 70,787. J. A. Tancock and T. C. Cochrill, London, Ont.

Car brake, no. 70,914. J. H. Gagnier, Montreal.

Railway frog, no. 70,933. E. Poulin, Jr., St. Germain de Grantham, Que.

Reversing valve for engine, no. 70,976. J. W. McQuay, Imstioque, Que.

Dredge, no. 71,079. L. A. Desy, Montreal.

Jack for railway trucks, no. 71,143. P. J. M. Waslyng, Cross Lake, Man.

Addresses for Subscribers' Papers.

A considerable portion of our subscribers have the paper addressed to their houses, instead of to their offices, so as to ensure its reaching them. In most transportation offices the volume of mail received is very large and among it are numbers of papers which are seldom opened, so that clerks sometimes get careless in handling the newspaper mail and papers which are wanted go by the board occasionally with the rest.

We shall be pleased to change office addresses to private ones for any subscribers who desire us to do so and will notify us to that effect.

A return has been compiled showing the remarkable growth of railways in Great Britain from 1872 to 1899. In 1872, 15,814 miles of railways were in operation, while in 1899 the mileage had increased to 21,700. The gross receipts derived from all the railways in 1899 exceed those of 1872 by over \$242,157,675. On the other hand, working expenses increased \$169,065,235. The 3rd class passenger traffic is the principal source of revenue, the number of 1st & 2nd class passengers for the year 1899 showing a decrease of 3,469,856 & 3,972,491, respectively in comparison with the returns for 1872. The average dividend earned in 1872 was 4.74%, & it decreased to 3.61% in 1899.

Pearl—"Did you ever meet such a jealous woman as the captain's wife?" Ruby—"Never. Why she is actually jealous when he hugs the shore."

A Western Railway Association.

In May, 1900, a meeting of C.P.R. carmen was held at Winnipeg, at which it was decided to organize an association, to be known as The Association of Railway Men of the C.P.R. Lines West. The following were elected as officers for the year: Honorary President, W. Apps, master car builder, Montreal; President, W. Picken, general car foreman, Winnipeg; Vice-President, A. N. Olsen, car foreman, North Portal; Sec.-Treas., F. M. Wilkes, Winnipeg; Executive Committee, W. C. Hodgson, car foreman, Winnipeg; D. Law, car foreman, Vancouver; G. McGougan, car foreman, Winnipeg; A. N. Olsen, car foreman, North Portal.

The object of the Association, as stated in the constitution, is the advancement and dissemination, by conference and discussion, of knowledge concerning the construction, operation and maintenance of railway equipment, particularly in regard to car work and to encourage social relations amongst its members.

It was the intention to form branches of the Association wherever possible, and that papers read at any of the meetings should be passed around in such a way that all the men would get the benefit of them. This part of the work has not been as successful as was expected, but branches have been formed at Winnipeg and North Portal, which have done good work during the past winter. The attendance has been as large as could be expected, and the interest taken in the different discussions has been very marked. Papers were read on "Lubrication of Journals and Cause of Hot Boxes," "Car Heating," "Car Cleaning," "Draft Gear," etc., etc. In Dec. last year the Winnipeg branch attended a lecture on the airbrake, in a car which was at Winnipeg. The lecture was illustrated by views thrown upon the canvas. There is no doubt that these discussions will be a great help to the men and a benefit to the Co., and it is hoped before the winter months set in to have several such branches formed at other points on the system. The annual meeting which is now being arranged for, to be held in Winnipeg, will no doubt be an object lesson that will awaken interest with those that attend, which will make it easier to establish branches later on.

The officers of the Winnipeg branch are: Chairman, W. C. Hodgson; Secretary, S. Calderbank. A. N. Olsen is Chairman of the branch at North Portal, Assa.

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Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1900	1901	1900	1901
Jan.....	31,485	27,928	\$100,857.85	\$36,752.54
Feb.....	23,613	29,370	75,771.19	91,189.58
Mar.....	31,183	39,546	90,777.79	122,362.47
April....	58,457	48,874	181,775.78	152,445.70
May.....	66,057	40,489	214,851.09	129,614.69
June.....	57,831	50,168	188,779.64	161,352.28
	268,626	236,375	\$852,813.34	\$693,717.26

Railway Equipment Notes.

The G.T.R. will, it is stated, build 500 cars at its own shops.

The Toronto, Hamilton and Buffalo has ordered six passenger cars in the U.S.

The Great Northern of Canada has placed an order for four locomotives in the U.S.

The Minneapolis, St. Paul and Sault Ste. Marie has placed an order for 300 box cars.

The Cuba Co., of which Sir Wm. Van Horne is President, is having six locomotives built in the U.S.

The Dominion Coal Co., Sydney, N.S., has ordered 600 cars from Rhodes, Curry Co., Amherst, N.S.

The Lake Erie and Detroit River Ry., has purchased three mogul locomotives in Chicago, owing to the extension of the line into St. Thomas.

Particulars of the amounts voted at the recent session of the Dominion Parliament for additional equipment, etc., for the I.C.R. and the P.E.I.R. are given on page —.

One first-class car has been completed recently, and one second-class car is being built at the P.E.I.R. shops at Charlottetown. Twenty box cars are being built there.

The Inverness and Richmond Ry. has placed an order with Rhodes, Curry Co., of Amherst, N.S., for 1st-class passenger, coal and box cars. A larger order for equipment for this line is likely to be placed shortly.

The Canadian Northern is likely to add largely to its equipment in consequence of its acquisition of the Northern Pacific lines, and the rapidly approaching completion of its through line from Port Arthur to Winnipeg.

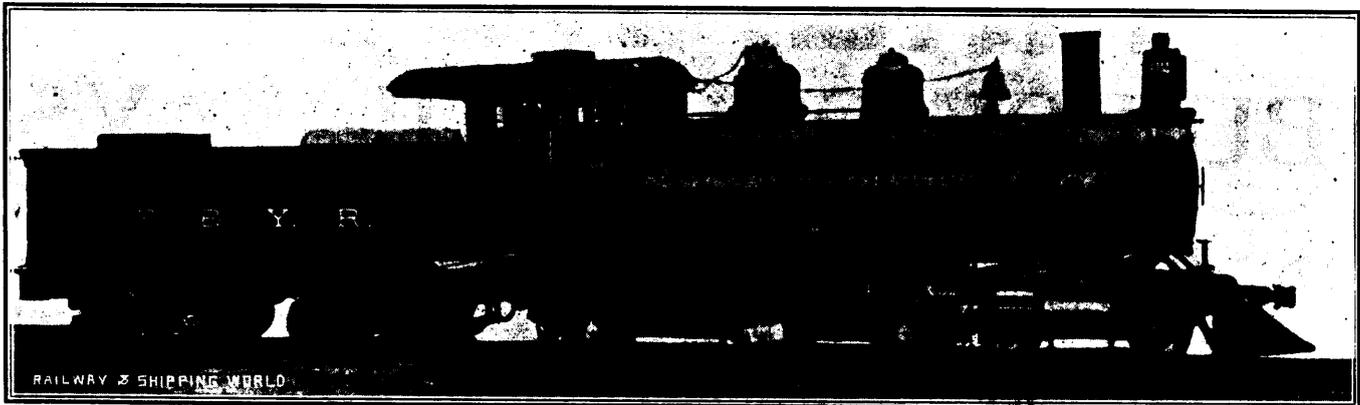
The P.E.I.R. equipment will probably be equipped with Westinghouse air brakes in the near future, most likely during this year. The last two locomotives ordered, which are to be delivered in a few months, will have these brakes.

The Duluth, South Shore and Atlantic Ry. has ordered 175 hopper-bottom ore or coal cars of 80,000 lbs. capacity. They will be 30 ft. long over sills, 8ft. wide, 8 ft. 8 in. high, and have 825 cubic feet of space. Delivery is to be made in Aug.

ever, at the present time equipping with electricity any cars that are furnished with lamps. Among the cars to be equipped with electricity are the café-parlor cars, the dining compartment to be furnished with candelabra, and the parlor compartment to be equipped with electric fans. Twenty cars have so far been installed with electricity, the power being generated from the axle.

Two new locomotives have been put in service on the Canada Southern division, M.C.R. The engines each weigh 88 tons, and equipped for the road, with tender attached, weigh 138 tons. The boiler, which is 70 ins. in diameter, contains 398 two-in. tubes, each 6 ft. long, while the fire grate is 8 ft. by 6 ft. 3 in., giving a grate area nearly double that of an ordinary ten-wheel engine. The cylinders are 21 ins. and 26 ins. in diameter, and the steam pressure is 30 lbs. to the square inch more than that of any other passenger engine now in use on the M.C.R. The driving-wheels are 6 ft. 7 in. in diameter, being 9 in. larger than those of the largest engines hitherto used on the road.

The special car which will be used by the Duke and Duchess of Cornwall while in Canada, will be 70 ft. long and 9 ft. 10 ins. wide. At each end will be an observation room with plate glass windows, and each will be fitted



BALDWIN LOCOMOTIVE FOR WHITE PASS AND YUKON RAILWAY.

The Duluth, South Shore and Atlantic has ordered six passenger cars and 175 cars of 80,000 lbs. capacity.

The I.C.R.'s new car ferry for the Strait of Canso, is described on pg. 219, under "Maritime Provinces Shipping."

The Rhodes, Curry Co., of Amherst, N.S., are building a number of 30-ton coal cars for the Inverness and Richmond.

Two parlor cars have been added to the equipment of the Esquimalt and Nanaimo. They are named Ladysmith and Strathcona.

The rolling stock of the old Port Arthur, Duluth and Western is being overhauled and repaired at the Port Arthur shops of the Canadian Northern.

A 35 h.p. hoisting engine, with boiler 6 ft. high, is being constructed for the P.E.I.R. It will be fixed on a flat car and will be used for loading heavy freight.

The C.P.R. is building, at its Montreal works, several special cars for the train to be used by the Duke and Duchess of Cornwall and suite during their approaching visit.

Three hundred box cars have been ordered by the Minneapolis, St. Paul and Sault Ste. Marie Ry. for delivery in July. They will be 30 ft. long, 8 ft. 10 in. wide, and 8ft. ¼ in. high from top of floor to under side of car line.

Contracts have been entered into in the U.S. for the construction of six first-class passenger cars, three dining cars, and four sleeping cars. The passenger cars will cost \$11,995 each, the dining cars \$15,775 each, and the sleeping cars \$19,255 each.

The C.P.R. is building six heavy switching engines and two weed-burning cars at its Montreal shops. They are practically the same as the weed burners used by the Minneapolis, St. Paul and Sault Ste. Marie Ry., which were fully described and illustrated in our issue of May, 1900, pg. 139.

Replying to a question in the House of Commons recently, the Minister of Railways said the item of \$2,000,000 for rolling stock was to provide for 1,470 box and flat cars, 17 refrigerator cars, 20 locomotives, first-class dining and sleeping cars and a coach for the royal party. The cars to be built include 1,000 by the Rhodes, Curry Co., of Amherst, for which the contract was awarded Nov. 5, 1900. The estimates include the cost of air brakes and bolsters for cars. The supplementary estimates include \$213,000 additional for rolling stock.

The G.T.R. is not, as stated in the daily press, introducing electricity on all its cars, to supersede oil and gas. Arrangements have been made to light 25 cars with electricity instead of gas. The Co. is not, how-

ever, at the present time equipping with electricity any cars that are furnished with lamps. This room is also fitted with sofa and upper berth. Next this comes the grand state room, 10 ft. 4 ins., with a brass bed and all modern conveniences. Then comes the dining room, 15 by 9 ft., in the centre of the car, and fitted with an extension table. The kitchen adjoins and is 10 ft. 4 in. Then comes the porter's room, 5 ft. 6 in., and between that and the observation room, a toilet room, 4 ft. 10 in.

The Intercolonial Ry. has recently received from Rhodes, Curry & Co., Amherst, N.S., 8 refrigerator cars, completing an order for 17 frost-proof and refrigerator cars, also 454 box cars, making 526 delivered on an order of 1,000. From other Canadian works there have been received 4 simple consolidation freight engines on account of an order for 20; 95 box cars completing an order for 150; 150 platform cars completing an order for 200; 75 box cars completing an order for that number. Another order has been placed in Canada for 50 box cars. From the U.S. there have recently been received 5 simple freight locomotives and 5 compound consolidation locomotives from the Richmond Locomotive Works, completing the order; and from other works in the U.S. 2 simple consolidation locomotives, 9 simple passenger locomotives, 3 dining cars, and 6 first-class cars.

The G.T.R. has built, at its Montreal shops, a car for the transportation of fish for restocking the lakes and rivers of the tourist country, which the Co. is carrying out in conjunction with the Ontario Government. The special requirements in a car of this kind include compartments for carrying fish in which an even temperature can be maintained, proper circulation of water and air in the tanks containing the fish, and sleeping and living accommodations for the attendants. The interior of the car is arranged with a series of galvanized iron tanks to hold from 1,000 to 1,500 fish. At one end is an upper and lower berth to accommodate two men. The ice for keeping the water at a certain temperature is carried in two compartments holding about a ton each. Arrangements have been made for replenishing the water in the tanks en route, which will be done by attaching a hose provided with a coupling to any of the station hydrants.

The White Pass and Yukon Ry. recently received two 10-wheel narrow gauge (3 ft.) locomotives from the Baldwin Locomotive Works. They are duplicates of locomotives

supplied last year, the general dimensions being as follows:

Cylinders—diameter, 17 in.; stroke, 20 in.; valve, balanced.
 Boiler—diameter, 58 in.; thickness of sheets, 5-8 in.; working pressure, 180 lbs.; fuel, soft coal.
 Firebox—length, 52 7-16 in.; width, 44 3-8 in.; depth, front, 64 in., back, 62 1-2 in.; thickness of sheets, sides 5-16 in., back 5-16 in., crown 3-8 in., tube 1-2 in.
 Tubes—number, 200; diameter, 2 in.; length, 14 ft. 10 in.
 Heating surface—firebox, 90.8 sq. ft.; tubes, 15,364 sq. ft.; total, 16,272.2 sq. ft.; grate area, 16.1 sq. ft.
 Driving wheels—diameter outside, 42 in.; diameter of centre, 36 in.; journals, 7 x 7 in.
 Engine truck wheels—diameter, 24 in.; journals, 4 1-4 x 6 1-2 in.
 Wheel base—driving, 7 ft. 5 in.; total engine, 16 ft. 9 in.
 Weight—on drivers, 74,095 lbs.; on truck, 16,300 lbs.; total engine, 90,395 lbs.
 Tender—diameter of wheels, 26 in.; journals, 3 3-4 x 7 in. tank capacity, 3,000 gal.

The Canadian Northern has placed an order with the Baldwin Locomotive Works, Philadelphia, for five locomotives to be delivered in Oct. The general dimensions are as follows—

Cylinders, diameter 19 in., stroke 24 in.
 Driving wheels, diameter 56 in.
 Boiler diameter 62 in., Belpaire type.
 Firebox 107 5/8 in. long, 33 1/4 in. wide.
 Tubes, number 254, diameter 2 in., 13 ft. 3 in.

Wheel base, driving 12 ft., total 23 ft. 0 1/2 in.
 Driving journals 8 x 9 in.
 Estimated weight of locomotive, 107,000 lbs. on driving wheels.
 Estimated weight, total 133,000 lbs.
 Tender capacity 4,800 gals.
 Tender wheels, diameter 33 in., journals 4 1/4 x 8 in.

The Co. is negotiating with other works for 5 more locomotives, and is also in the market for a further five, and for 8 first-class coaches, 2 combination mail, baggage and express cars; 5 baggage cars; 900 box cars, 60,000 lbs.; 100 flat cars, 60,000; 50 flat cars, 80,000 lbs.; 2 sleeping cars; 2 day parlor cars; 2 dining cars; 7 second-class cars; and 60 stock cars; and has recently placed an order for 100 box cars and 100 flat cars, each of 60,000 lbs.

The Canada Atlantic Ry. recently received from the Baldwin Locomotive Works a compound Atlantic type locomotive, no. 618, for fast passenger service between Montreal and Ottawa. Following are the general dimensions:

Cylinders—diameter, (high pressure) 13 1-2 in., (low pressure) 23 in.; stroke, 26 in.; valve, balanced piston.
 Boiler—diameter, 62 in.; thickness of sheets, 11-16 in.; working pressure, 210 lbs.; fuel, soft coal.

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Firebox—material, steel; length, 120 1-8 in.; width, 40 3-8 in.; depth, front 74 1-2 in., back 70 1-2 in.; thickness of sheets, sides 3-8 in., back 3-8 in., crown 3-8 in., tube 1-2 in.

Tubes—material, iron; number, 258; diameter, 2 in.; length, 16 ft.

Heating surface—firebox, 186 sq. ft.; tubes, 2150 sq. ft.; total, 2336 sq. ft.; grate area, 33.6 sq. ft.

Driving wheels—diameter outside, 84 1-4 in.; diameter of centre, 78 in.; journals, 8 1-2 x 12 in.

Engine truck wheels (front)—diameter, 36 in.; journals, 5 1-2 x 10 in.

Trailing wheels—diameter, 54 1-4 in.; journals, 8 1-2 x 12 in.

Wheel base—driving, 7 ft. 6 in.; rigid, 15 ft.; total engine, 27 ft. 1 in.; total engine and tender, 54 ft. 5 1-2 in.

Weight—on driving wheels, 86,030 lbs.; on truck (front), 45,780 lbs.; on truck (trailing wheels), 37,100 lbs.; total engine, 168,910 lbs.; total engine and tender, 307,000 lbs.

Tender—diameter of wheels, 36 in.; journals, 5 1-2 x 10 in.; tank capacity, 7,000 gal.

On June 25, this locomotive and four passenger cars were taken down the line from Ottawa and a run made back into the city. The test was made from mile post 25, four miles beyond South Indian, into Ottawa, and, including all slowdowns, the entire run was made in 23 minutes. The test run was made from mile post 20 to mile post 10, and the 10 miles were covered in 7 minutes and 31 seconds. The fastest mile made was 39 3-5 seconds which is at the rate of 92 3-8 miles an hour, and averaging for the 10 miles 83 miles an hour.

A Roadbed Shouldering Car.

In Aug., 1900, we published an illustrated description of a shouldering and levelling car built by the Boston and Maine R.R. F. Barr, Assistant General Manager of the B. and M., writes us, under date of June 27, as follows:—"You will be interested to know that our shouldering car is in constant use on the several divisions, the demand for it being such as to almost require having an additional one built, but by judicious planning to keep it engaged on the most important work first, letting other work wait, we have been able to get along with one car. It has not been found necessary to make any material changes or alterations from original plans sent you, although some minor improvements have been made; for instance, to facilitate handling cutters, i.e., changing same or taking them from deck of car and placing in position on wings or removing from the wings to load on car, a derrick similar to davits on a vessel has been rigged. Later we anticipate putting on an air hoist of suitable dimensions for doing this. It was found that while the cutter was made of 3/4 x 16 in. steel, reinforced by 4x4 angle and 3x6 channel iron, that when wing was out maximum distance for levelling purposes, it was necessary to have an additional strut owing to the pressure against cutter. This strut we have constructed in such a manner that it is put in position against outer end of wing, and so fixed that when wing is brought in, the strut is taken care of easily.

"The car at present is being used for levelling back and pushing down the bank material dumped by side plow from construction train for grading double track roadbed, and as a result of using the car on this work one or two hours a day with it has enabled the foreman in charge to reduce the ordinary force of shovellers 100%. We estimate that on Sunday, May 12, in four hours work was done with this car which would have taken 200 men all day to do. Our experience with this device during the past two years, this being our third season with it, has convinced us that we cannot say too much in commendation of it, as it is certainly a great labor saver, and at the same time does the work in better shape, and I think other roads would, after they once tried it, never be without it. In this day of substantial and systematic improvement in the physical condition of railways, uniform appearance of roadbed is es-

sential. Nothing gives such character to a road as a well-defined and uniform cross-section, and after the adoption of a standard section, the problem presents itself as to how the irregular trackbed can be transformed into the uniform standard shape desired without the expenditure of a great deal of money. To attempt doing it by the employment of laborers by pick and shovel means slow progress, even with a largely increased pay-roll, so that the demand for a car machine is apparent, and with such a device as our uniform roadbed car, designed and constructed for this purpose, many miles can be shouldered or shaped in a day and results obtained which, without the car, would be entirely out of the question. I think, therefore, that it would be a benefit to railways in general for you to keep it before the readers of your interesting paper."

Passenger Traffic Matters.

The G.T.R. has issued its annual booklet giving particulars of routes and fares for tours over its system during the season of 1901.

The Lake Erie Navigation Co.'s season has opened, and its folder gives details of the trips made by its steamers on the Port Stanley, Cleveland and Rondeau route.

The Intercolonial is refitting the interiors of a number of its old sleeping cars at its St. John, N.B., shops, putting in new berths, ceilings, etc. Several of the private cars are also being renovated.

A daily train service is being put on the Calgary and Edmonton Ry. by the lessees, the C.P.R. Passenger trains will be run on Mondays, Wednesdays and Fridays, and mixed trains on the other three days.

The White Star Steamship Line's book describing its daylight trips on the Detroit and St. Clair rivers is handsomely illustrated, and gives all the information an intending patron requires in a clear and concise manner. Its compilation is very creditable to the management.

The folder of the Northern Navigation Co. of Ontario has some very good illustrations of the scenery to be found amongst the 30,000 islands of Georgian Bay, reached by steamers. It has a fine full-page view of the Canadian locks at Sault Ste. Marie, with one of the Co.'s vessels locking through.

The North-West Transportation Co.'s folder issued from Sarnia, while giving all the information necessary for the traveller for business or pleasure on the Great Lakes, does not possess attractive points of get-up and illustration which have proved such traffic bringers on other lines.

The I.C.R. now attaches a sleeping car for Metapedia to the Maritime express leaving Montreal on Tuesdays and Fridays and returning on Thursdays and Sundays. A special service is being run from Montreal to Metis and points on the Lower St. Lawrence this summer at 7 p.m., on Tuesdays, Fridays and Saturdays.

The C.P.R.'s Imperial Limited commenced running from Montreal and Vancouver on June 10, the time schedule being the same as last year, making the trip each way in 100 hours. In connection with this daily train a through car service has been inaugurated between Quebec, St. John and Halifax, via Megantic, over the Quebec Central and the C.P.R.'s eastern lines.

On the Quebec Central fast express trains are being run between Sherbrooke and Quebec, connecting with Boston and Maine express trains for Boston and New York. Through buffet cars have been put on between Quebec and Portland, via Dudswell and the Maine Central, and through sleeping cars between Quebec and St. John, N.B., via Megantic and the C.P.R.

Representatives of a number of lake steamship lines met at the Queen's Hotel, Toronto, recently to consider a request from some of the railway lines to abolish commissions to ticket agents, the railway lines offering to give the steamship lines adequate representation in the railway ticket offices. It is understood that the representatives present decided that it was too late to entertain the proposal for this year's business.

"Through the Pine Woods of Ontario" is the title given to the Canada Atlantic Ry. Co.'s summer folder. The route from Ottawa to Depot Harbor, via the Algonquin Provincial Park, is less known than any other area of the Highlands of Ontario, but it is none the less attractive and worthy of a visit. The illustrations are exceedingly good, the descriptive matter is interesting, and the folder altogether is an excellent production.

The C.P.R.'s Pan-American folder, recently issued, is disappointing, especially the coverpages, which have a cheap look and compare unfavorably with some of the special literature put out for the same purpose by other lines. Attractive printing, with good cuts on coated paper, of course costs a little more than the ordinary kind, but it is well worth while paying the difference to secure first-class work, which is the only sort that will really attract attention to the desired service.

"The Garden of Canada" is the title of the very well printed and illustrated folder issued by the Niagara, St. Catharines and Toronto Ry. Co., which commenced operations this year. Edith W. Goodman compiled the letterpress, which is full of historical and geographical information of the Niagara peninsula, as well as of references to the peach orchards and vineyards through which the Co.'s railway passes on its way from Port Dalhousie to the Falls. The illustrations are numerous and beautifully reproduced.

The first official time table of the Canadian Northern Ry. was issued on June 5, and came into operation on June 9. The trains south of Winnipeg, and those from Winnipeg to Brandon were unaltered; a daily train has been put on to Portage la Prairie, and a tri-weekly one to Dauphin. A train is run to Delta and Beaver on Tuesdays and Thursdays from Portage la Prairie, and the train on the Manitoba South-Eastern section of the line to Beaudette is run over the transfer track from the old Northern Pacific Station in Winnipeg on Mondays, Wednesdays and Fridays, returning Tuesdays, Thursdays and Saturdays.

"Across the Atlantic" is the title of an attractive folder recently issued by the G.T.R. to advertise its route to the Atlantic coast at Portland, Me., and thence to Great Britain via the Dominion line steamers. The covers contain a panoramic view of Portland from the ocean, the most noticeable objects being the G.T.R. terminals and wharves from whence a liner has just left outward bound. A good map shows the G.T.R. route from Chicago to Portland, the route across the ocean, and the connections through Great Britain with the principal cities of Europe. Another interesting feature will be found in the details given of the funnel marks and house flags of the principal transatlantic lines.

The Railway and Steamship Folder Display Co., Toronto, announces that it has sold its business to the Time Table Distributing Co., of Canada, Ltd., at a very satisfactory price. Since the R. and S. F. D. Co. took over the business of the late Jos. Simpson's Railway and Steamship Advertising Agency in Dec. last it has thoroughly reorganized it, and has handled the display and distribution of folders in a systematic manner that was never attempted in Canada before. The display of folders in racks, while the most showy part of the business, and undoubtedly of value, is of

minor importance as compared with the distribution of folders to ticket agents, which has been paid special attention to by the R. and S. F. D. Co., its distribution reaching every ticket agent on every line of railway in the Dominion.

The Prince Edward Island Ry.'s summer folder contains, in addition to time tables, some useful information about the attractions of the Island for tourists, with hotel lists, etc. The size of the pages, 7 x 3½ inches, might well be increased in future editions, especially the length, so as to conform to the size issued by the great majority of railways. The illustrations might also be improved on. Three pages, which are devoted to views of the Pan-American Exposition, the Charlottetown market-place and public buildings, and an everyday farm scene, could be utilized to far better advantage by filling them with views of the Island's chief charm, the summer resorts of the north shore, with their miles of surf bathing, sand-hills, etc. A new map of the Island should also be prepared, the present one being incorrect in the location shown for at least one of the principal north shore resorts, and not being up to date. The space devoted to a list of a number of officials of the I.C.R., who have no jurisdiction on the P.E.I.R., might be devoted to more useful matter.

A committee has been formed for the purpose of drawing up a plan for an insurance fund for the employes of the Prince Edward Island Ry. The present fund provides for employes injured or killed by accident, and it is proposed to add to this insurance in the case of death or total disablement, as well as accident insurance and sick benefits. Assistance is looked for from the Government in the same way as it is granted to a similar fund on the I.C.R.

Current Topics.

Circulation.

Some features of our subscription list are very gratifying, as showing that our efforts to produce a thoroughly up-to-date paper are appreciated by the managements of the leading transportation companies, the result being that THE RAILWAY AND SHIPPING WORLD now has as paying subscribers over 80 per cent. of all the railway and steamship officials in Canada, as well as a considerable number of express, telegraph and telephone officials. In addition to individual subscriptions many companies subscribe for the paper for all their officials, the C.P.R. and the G.T.R. supply it to all employes' reading-rooms throughout their systems, and the Lake Erie and Detroit River Ry. has recently given an order to supply it to the principal agents along that line. Such marks of approval are much appreciated and are an encouragement to keep on improving the publication.

List of Shipping.

The Department of Marine issues in book form a list of vessels on the registry books of the Dominion, but it is only brought out every three years. The last one was up to Dec. 31, 1898, so that there will not be another issued until next year, bringing the record up to Dec. 31, 1901. The shipping list is of much more importance than many of the blue books which are published annually, and there does not seem to be any good reason why it should not be made a yearly publication. We beg to direct the Minister of Marine's attention to the matter in the hope that he will see his way clear to make the desired change. The question of expense should not stand in the way, but if it does it could easily be got over by dropping some of the less use-

ful blue books. If an annual publication cannot be made, a supplement, giving the new registrations, might be issued yearly. Three years is too long to wait for the information.

The Upper St. Lawrence Channel.

The letter on this subject from Capt. T. Donnelly, which we published recently, is well worthy of careful consideration. It was written in response to our request, not with any desire to find fault, but to point out the true position of affairs. Capt. Donnelly states his positive opinion that there is not a safe 14 ft. channel throughout the season between Montreal and Kingston, but adds that he believes the Government will make it a safe channel in the very near future. The importance of prompt action in this matter cannot be over-estimated, and we hope the Minister of Railways and Canals will see that the necessary work is gone on with without delay.

Rules of the Road on the Lakes.

The memorial to the Minister of Marine from the Lake Carriers' Association, published in our April issue, will doubtless receive from Sir Louis Davies the careful consideration that its importance demands. It is most desirable that on the Great Lakes, the jurisdiction over whose waters is divided between Canada and the U.S., there should be a uniform system of rules of the road. A similar case was under discussion recently in regard to the adoption of the standard code of operating rules of the American Railway Association on the Grand Trunk, Canadian Pacific, Canada Atlantic, and other railways in the Dominion. We strongly supported the adoption of the rules, and the result of their being put in force has shown that the arguments in their favor were well founded. But it must be borne in mind that the membership of the American Railway Association comprises representatives of Can-

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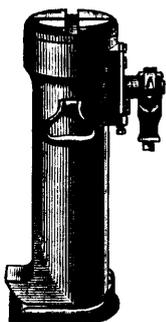
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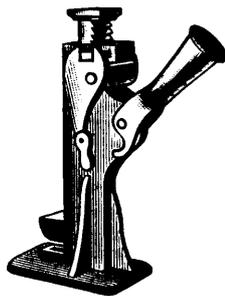
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Agent for Canada,

31 Melinda St., - Toronto

adian as well as U.S. lines, and that the committee which framed the standard code was an international one. In the case of the rules of the road on the Great Lakes, the Minister of Marine is asked to adopt rules which have been framed by the U.S. Government without the Canadian Government having been consulted in their preparation. Under the circumstances we think it advisable that the request of the Lake Carriers' Association should be granted, but the Dominion cannot be expected to keep on adopting rules framed at Washington without having some say in their preparation, and to secure uniformity of action for the future it would undoubtedly be advisable for rules of the road on the Great Lakes to be made the subject of consultation between the Ottawa and Washington governments, so that no changes may be promulgated in either country until they have been mutually agreed upon between the two authorities.

Mainly About People.

F. Upton, formerly freight agent to the old Nipissing Ry., died in Toronto, June 18.

Lady and the Misses Mabel and Mary Hicks have left Montreal to spend the summer in England.

Lady and the Misses Van Horne left Montreal, June 16, for their summer residence at St. Andrews, N.B.

Sir Louis Davies, Minister of Marine, and Hon. A. G. Blair, Minister of Railways and Canals, are visiting Great Britain.

G. F. Copeland, Traffic Manager of the Kaslo and Slocan Ry., died in the Seattle (Wash.) General Hospital, recently.

Lord Strathcona has contributed \$50 towards the memorial to be erected at Kingston to the late Sir Geo. Kirkpatrick.

Sir Wm. Van Horne, accompanied by his son and his secretary, arrived at Boston June 24 from Cuba, and proceeded at once to Montreal.

Mrs. A. W. Barber, wife of the Superintendent of the Ontario division of the C.P.R. Co.'s telegraph, died suddenly in Toronto, June 2.

W. A. Geddes, a well-known wharfinger and a large stockholder in the steamers Persia and Ocean, died in Toronto recently, aged 55.

Lord Strathcona, who will spend part of the summer at Knebworth House, Hertfordshire, Eng., will come to Canada early in the autumn.

Mrs. J. W. Leonard, wife of the General Superintendent of the Western Division of the C.P.R., left Toronto, June 14, for her new home in Winnipeg.

Edward Murphy, who died in Toronto recently, was in his early years an engineer on the G.T.R., and later built piers and wharves for the Government.

E. G. Russell, Manager of the Intercolonial Ry., returned to duty at Moncton, N.B., early in June, after having been absent on leave for some time.

Capt. D. Sinclair, who for over half a century was in the employ of the Richelieu and Ontario Navigation Co., died in Toronto, recently, aged 80 years.

Miss A. S. Bethune, daughter of N. W. Bethune, Manager of the G.N.W. Telegraph Co. at Ottawa, was married, June 5, to B. O'R. Sloane, Montreal.

W. S. Skeats, heretofore agent in Toronto for the Blue line, has been appointed traveling agent of the Boston and Albany Rd., with headquarters in Boston.

A. Miscampbell, Superintendent of the Algoma Central Steamship line, who is M.L.A. for East Simcoe, Ont., will not contest that constituency at the next election.

Sir Wm. Van Horne standing at the grave of his private car porter as chief mourner, presents the great railway man in a pleasingly human aspect.—Toronto Globe.

Captain W. H. Smith, R.N.R., Chairman of the Board of Examiners for Masters and Mates and Nautical Adviser to the Dominion Government, died at Halifax recently.

Miss H. G. Easson, eldest daughter of R. F. Easson, Press Superintendent of the G.N.-W. Telegraph Co., was married in Toronto, June 5, to R. W. Stovell, of Pittsburg, Pa.

W. R. Baker, recently appointed assistant to the Second Vice-President of the C.P.R., arrived in Montreal, June 8, accompanied by his family, and started in on his new duties.

J. J. Hill, President of the Great Northern Ry. (U.S.A.) passed through Montreal, June 16, en route to his summer residence on the north shore of the Gulf near the Saguenay.

Mrs. T. Tait, wife of the C.P.R. Manager of Transportation, and her daughter, are spending the summer with her parents, G. R. R. and Mrs. Cockburn, at Birch Point, Muskoka.

W. H. Price, heretofore chief clerk in the general passenger department of the I.C.R. at Moncton, has entered the service of the International Steamship Co., with headquarters at Boston.

P. W. Des Brisay, C.E., died recently at Vancouver, aged 51. He was engaged in the construction of the P.E.I. Ry., and latterly has been in the employ of the C.P.R. at Vancouver.

Lord and Lady Strathcona have moved from Cadogan Square to 28 Grosvenor Square, London, Eng., which the High Commissioner has recently purchased from the Duke of Northumberland.

L. H. Wheaton, formerly Superintendent of the Halifax and Yarmouth Ry. Co., has been in Yarmouth recently, and went over the proposed route of the South Shore Ry. from Barrington to Halifax.

J. Murray, track inspector, and J. Riordan, roadmaster C.P.R., Winnipeg, were slightly injured through the capsizing of a gasoline railway bicycle near West Selkirk, while on a tour of inspection, June 19.

W. B. Lanigan was recently presented with a suit case by the staff of the general and city freight offices C.P.R. on his leaving Toronto to take up his new duties as General Freight Agent, Western Division, at Winnipeg.

Senator J. O. Villeneuve, who in 1860 operated an omnibus service between Mile End, Terrebonne, Sault au Recollet and New Glasgow, which he later sold to the Montreal Street Ry. Co., died in Montreal, June 27, aged 65.

E. Wallace, Superintendent of the Westinghouse Manufacturing Co.'s works at Hamilton, Ont., has been promoted to the superintendency of the Co.'s works at Pittsburg, Pa. He is succeeded at Hamilton by P. Domville, of that city.

John Thomson, baggagemaster at the Toronto Union Station, on leaving Toronto recently to become chief clerk in the C.P.R. general baggage office in Montreal, was presented with a silver tea service by the Union Station staff.

Mrs. Cotter, wife of the newly appointed General Superintendent of the Iron Mountain Rd., was in the accident on the Wabash at Peru, Indiana, June 26. The private car in which she was travelling was smashed, but she was uninjured.

Geo. S. McKinnon was entertained at a banquet by the officials of the Ontario and Quebec division, C.P.R., on the occasion of his leaving Toronto, to take up the duties of Master Mechanic of the Western Division C.P.R. at Winnipeg.

J. R. Spragge was presented with an opal scarf pin on the occasion of a dinner given him by the officials of the Atlantic division, C.P.R., on his leaving St. John, N.B., for Toronto, to take up duty as Master Mechanic of the Ontario Division.

W. Whyte, Assistant to the President of the C.P.R., left Montreal, June 4, en route to St. Petersburg, for a trip over the Trans-Siberian Railway to return by way of China. He was accompanied by A. M. Nanton and W. Harvey, of Winnipeg, and by a secretary and interpreter.

Mrs. Chipman, of Winnipeg, wife of the Commissioner of the Hudson's Bay Co., has generously promised to provide furnishings for three or four of the Queen's memorial cottage hospitals which will be erected in accordance with the plan proposed by the Countess of Minto.

Dana Baker, son of Archer Baker, European Traffic Manager of the C.P.R., has left the army service in South Africa, where he has seen a good deal of experience during the war, to take the position of Traffic Inspector under the Table Bay Harbor and Docks Board, Cape Town.

J. K. Tod, of New York, has resigned his position as a director of the Great Northern Ry., U.S.A. He was associated with Lord Strathcona and others who in 1871, enabled J. J. Hill to obtain control of the old St. Paul and Pacific Rd., and to form the St. Paul, Minneapolis and Manitoba Rd.

W. B. Bulling, who has recently been promoted to be Assistant Freight Traffic Manager of the C.P.R. eastern lines at Montreal, was District Freight Agent at Montreal up to 1892, and from that date to receiving his present appointment was General Freight Agent eastern division C.P.R. at Montreal.

George Leightner, general agent for the Northern Pacific Ry., and of the Northern Pacific Express Co., at Vancouver, pleaded guilty to embezzling \$269 from the railway company, and \$1,937 from the express co., June 27, and was sentenced to two years' imprisonment for each offence, the sentences to run concurrently. He absconded early in June, and was arrested at Winnipeg.

Chas. Currie, who was appointed General Manager of the Detroit and Toledo South Shore Line Rd. two months ago, has been again promoted, his position now being Vice-President and General Manager of the Northern Traction Co.'s lines, lately assumed by the Everett & Moore Syndicate, owners of the London St. Ry., with which Mr. Currie became associated in 1882 as office boy.

J. Osborne, General Superintendent of the Western Division of the C.P.R., was presented with a silver tea and coffee service, by the shippers and traders of Winnipeg, on the occasion of his leaving that city for St. John, N.B., to take up his duties as General Superintendent of the Atlantic division. Mrs. Osborne was presented with a set of solid silver spoons and forks by the ladies of Winnipeg.

Jas. Ross, of Montreal, will, it is announced, take over the active management of the Dominion Iron and Steel Co. At the annual meeting in Montreal recently, H. M. Whitney was elected President, and J. Ross Vice-president, the other directors being Sir Wm. Van Horne, R. B. Angus, Hon. G. A. Cox, E. Rogers, H. F. Dimock, A. H. Paget, Senator Mackeen, W. B. Ross, B. F. Pearson, J. S. MacLennan, A. J. Moxham, F. S. Pearson, and Senator Mackay.

Jas. French, the colored porter of Sir Wm. Van Horne's private car Saskatchewan, was found dead in the car at Windsor St. Station, Montreal, from heart disease. He was aged 65, and had been with Sir William since 1882. Sir William, who spoke of French as a most faithful, honest and intelligent man, attended

the funeral at Mount Royal Cemetery, Montreal, as chief mourner. President Shaughnessy, General Manager McNicoll and Jas. Ross, Vice-President of the Montreal St. Ry., were also present.

Captain Kurtz, of the tug Proctor, has been awarded the Royal Humane Society's medal for saving life on Kootenay lake, B.C. The Proctor was towing a barge loaded with cars across the lake when one of the three men in charge was knocked overboard. The man managed to get hold of the tow-line, and Capt. Kurtz, who jumped overboard, kept him afloat, and after an hour's struggle managed to get him along the line and on board. A strong gale was blowing and a heavy sea was running at the time.

W. P. Martin, who has been appointed local freight agent of the C.P.R. at Montreal, entered the Co.'s service some 25 years ago as operator at Hull, Que., which position he held for a year, since which his service with the Co. has been as follows: station agent at Mattawa for seven years, agent at Sudbury for seven years, agent at North Bay for one year, train despatcher at Montreal for three years, train despatcher at Ottawa for three years, then trainmaster on the North Bay division, and afterwards freight agent at West St. John a year.

The Toronto Globe, in closing an article on the Scarborough electric railway service, pokes a little fun at Wm. Mackenzie. It says:—"So we must not be too exacting with Mr. Mackenzie. He has so many people depending on him. He must look after the British Columbians, the Chinese, the Cubans, the people of the Yukon and of South Africa, of London, and various other parts of the globe, and if he does neglect a few miles of road for a few years we must take consolation in

the thought of forming a part of a street car dominion on which the sun never sets."

M. H. Brown, recently appointed General Freight Agent of the Ontario division of the C.P.R. at Toronto, was born at Richmond Hill, Ont., Sept. 2, 1866, and entered railway service as a junior clerk in the general freight office of the Co. at Toronto, Oct. 1, 1887, remaining there until April, 1890. Since then his service has been: April, 1890, to Aug., 1893, chief clerk to District Freight Agent at Detroit; Aug. 1893, to Mar. 1896, chief clerk to the Freight Traffic Manager, Toronto; Mar., 1896, to July, 1899, chief clerk to the Freight Traffic Manager, Montreal; July, 1899, to June, 1901, District Freight Agent, Detroit.

W. P. Hinton, who has recently been appointed General Freight Agent of the Canada Atlantic Ry., was born Aug. 30, 1871, and educated at Ottawa Collegiate Institute. He entered railway service May, 1887, and was consecutively to Aug., 1891, clerk freight, passenger and car accounts and travelling auditor, Canada Atlantic Ry.; Sept. 1891, to Mar. 1898, rate clerk, general freight and passenger departments, same road, and accountant Canada Atlantic Fast Freight line; April, 1898, to June 30, 1901, assistant general freight agent, same road, and Canada Atlantic Transit Co.

J. C. Urich, who has been appointed Superintendent of the Manitoulin and North Shore Ry., was born at Lebanon, Pa., Feb. 19, 1868, and entered railway service in 1885 as telegraph operator on the Cornwall, Pa., road, in connection with which road he remained until 1891, serving consecutively as operator, train despatcher and shipping agent. In Aug., 1891, he was appointed chief clerk to superintendent and chief train despatcher,

Pacific Coast Line and Cascade division Great Northern (U.S.A.) Ry. at Seattle; and from Nov., 1895, to June, 1901, he was auditor and chief train despatcher Lake Superior and Ishpeming Ry.

Wm. Stitt, Assistant General Passenger Agent of the C.P.R. at Winnipeg, who has been visiting Australia and New Zealand with a view of establishing closer trade relations between those countries and Canada, said in a recent interview that Canada's trade at present is mostly confined to a part of Queensland and to New South Wales. The steamers leaving Vancouver for the ports there have always full freight, but with the federation of the Australian colonies a large extension is looked for, as the ports of Victoria, South Australia, and Tasmania will be open on the same terms as are those of the rest of Australia.

W. R. Haldane, who has been appointed district freight agent of the C.P.R. at Detroit, was born at Gallashiels, Scotland, July 6, 1867. Coming to Canada in 1876 he lived in Fergus, London and Toronto, and was educated principally in Toronto public schools, Upper Canada College and Trinity Medical College. He moved to Chicago in April, 1889, and entered the service of the C.P.R. on June 1 of that year. In July, 1890 he was appointed freight solicitor to the C. P. Despatch, and in July, 1892, he became chief clerk and contracting freight agent of the freight department in Chicago, retaining that position until July 1, 1901, when appointed to his present position.

W. L. Crighton, recently appointed Advertising Agent of the I.C.R., was born in Derby, Eng., Nov. 9, 1871. He served one year in the local goods office of the Midland Ry., and coming to Canada in May, 1891, entered the

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C.P.R. service in the District Passenger Agent's office, Toronto. In Nov. 1891, he was appointed advertising clerk in that office, and in May, 1896, was appointed to the head office in Montreal, taking charge of the advertising department as assistant to G. H. Ham, and succeeding H. R. Charlton, now Advertising Agent of the G.T.R. On leaving Montreal recently for Moncton, Mr. Crighton was presented with a dinner service and easy chair by the staff of the passenger department.

S. P. Howard, recently appointed General Freight Agent of the Eastern and Lake Superior Divisions, C.P.R., was born in Montreal, Dec. 30, 1865, and educated in the High School there. He entered the Harbor Commissioners' office, Jan. 1, 1882, and went into the service of the C.P.R. as junior clerk in the freight department, Feb. 1, 1883, remaining with that Co. ever since; his record being as follows: stenographer to general freight agent, and general traffic manager, Jan., 1884 to Mar., 1887; chief clerk foreign freight department, Mar., 1887, to Aug., 1888; travelling freight agent, 1888 to 1892; city freight agent, Montreal, 1892 to 1900; assistant general freight agent at Montreal, 1900, to June 30, 1901.

C. Riatt, recently appointed acting Master Mechanic of the Canadian Northern Ry. at Winnipeg, was born at Craigo, Montrose, Scotland, Jan., 1860, and worked as a machinist on the Clyde and in the north of England. Coming to Canada in 1881, he started work for the C.P.R. as a machinist at Carleton Jct., where he remained until 1883, since which his record has been:—1883 to 1886, machinist with C.P.R. at Winnipeg and Donald; 1886 to 1887, machinist with the Manitoba North Western Ry. at Portage la Prairie; 1887 to 1888, gang foreman with the Chicago Atlantic Ry., Huntington, Ind.; 1888 to 1889, in charge of valve motion work and gang foreman, Northern Pacific Ry., at Brainerd, Min.; 1889, to May 30, 1901, locomotive foreman, Northern Pacific Ry., at Winnipeg.

W. R. MacInnes, who has recently been promoted to be Assistant Freight Traffic Manager in charge of the C.P.R. western lines at Winnipeg, was born June 7, 1867, at Hamilton, Ont., and was educated in England. He entered railway service July, 1884, as a clerk in the purchasing department of the C.P.R., remaining there until Nov., 1885, since which his record has been: Nov., 1885, to Sept., 1886, clerk, solicitor's office; Sept., 1886, to May, 1887, clerk, general traffic manager's office; May, 1887, to Mar., 1896, chief clerk same office; Mar., 1896, to June, 1899, general agent, freight department C.P.R., and agent Canadian Pacific Despatch at Chicago, also during same period representative Minneapolis Sault Ste. Marie Ry., and Duluth, South Shore and Atlantic Ry.; July, 1899, to June, 1901, general freight agent, lines west of Lake Superior.

G. H. Shaw, recently appointed Traffic Manager of the Canadian Northern Ry., was born at Smith's Falls, Ont., Nov. 25, 1859. His first railway employment was in the office of the General Passenger Agent of the Chicago, Milwaukee and St. Paul Ry., which he entered in May, 1882. He removed to Winnipeg, and on Aug. 5, 1882, entered the traffic department of the C.P.R. as secretary to Assistant Traffic Manager Harder, occupying the same position under R. Kerr, when the latter took charge of the freight and passenger departments of the Western division in Dec., 1884. In Nov., 1885, Mr. Shaw was appointed chief freight clerk, and in July, 1886, was given charge of the passenger department. On the completion of the line through to the Pacific coast Mr. Kerr was given charge of traffic matters on all lines west of Port Arthur, and Mr. Shaw continued to act as his chief clerk, both freight and passenger, until the reorganization of the

traffic department in 1899. When Mr. Kerr removed to Montreal as Passenger Traffic Manager of all the Co.'s lines, Mr. Shaw was appointed Assistant General Freight Agent of the Western division, continuing in that capacity until his recent resignation.

Railway Appointments, Etc.

Algoma Central Ry.—J. W. Dawsey, hitherto local freight agent of the C.P.R. at Montreal, is reported to have been appointed Superintendent of the A.C.R. at Sault Ste. Marie, Ont.

Canada Atlantic Ry.—W. P. Hinton, heretofore Assistant General Freight Agent, has been appointed General Freight Agent.

E. R. Brenner, heretofore Chief Clerk of the freight department, has been appointed Assistant General Freight Agent.

Canadian Northern.—E. W. Lester is reported to have been appointed locomotive foreman at Winnipeg.

Canadian Pacific Ry.—A. R. Creelman, K.C., of Toronto, has entered on his duties as Chief Solicitor of the Co. at Montreal. G. F. Clarke continues in the service as Consulting Counsel.

It is not the intention to appoint an assistant general freight agent at Montreal to succeed S. P. Howard, who has been appointed General Freight Agent.

W. P. Martin, hitherto freight agent at West St. John, N.B., has been appointed local freight agent at Montreal, succeeding J. W. Dawsey, who is reported to have gone to the Algoma Central Ry. as Superintendent.

W. R. Haldane, heretofore Contracting Freight Agent at Chicago, has, as foreshadowed in our last issue, been appointed District Freight Agent at Detroit, Mich., succeeding M. H. Brown, appointed Assistant General Freight Agent at Toronto.

E. Olson, heretofore Freight Agent at Milwaukee, Wis., has been appointed Contracting Freight Agent at Chicago, succeeding W. R. Haldane.

A. G. G. Lauder, heretofore west-bound contracting Freight Agent at Chicago, has been appointed Freight Agent for Wisconsin, with office at Milwaukee, succeeding E. Olson.

H. Nutting, heretofore of the C.P. Despatch office, Boston, Mass., has been appointed west bound Contracting Freight Agent at Chicago, succeeding A. G. G. Lauder.

The appointments of Messrs. Lanigan, Peters and Macdonnell were mentioned in our last issue. Following are the official announcements:

W. B. Lanigan has been appointed General Freight Agent of the Western division, comprising main line and branches, Port Arthur to Laggan and Fernie. Office at Winnipeg.

F. W. Peters has been appointed General Freight Agent of the Pacific division, comprising main line and branches, west of Laggan. Office at Vancouver.

H. E. Macdonnell has been appointed General Freight Agent of the Kootenay and Boundary districts, comprising lines west of Fernie and south of Golden, Arrowhead and Penticton. Office at Nelson.

S. Sherman, formerly General Agent to Dodwell & Co., of Vancouver, has been appointed Travelling Freight Agent for the C.P.R. with office at Vancouver.

T. Bell, of the advertising branch of the general passenger department, is reported to have been promoted to the position of assistant to the chief of the branch, succeeding W. L. Crighton, who has gone to the I.C.R.

J. J. Anderson, heretofore joint ticket agent for the C.P.R. and T. H. & B. at Hamilton, Ont., has been given an appointment in the C.P.R.'s Ottawa ticket office, succeeding — Cooper, appointed Chief Clerk of the Canadian Northern's passenger department at Winnipeg.

Jno. Thomson, heretofore joint baggage master at Toronto Union Station, has been appointed chief clerk in the General Baggage Agent's office in Montreal.

Conductor W. A. Brown has been reappointed trainmaster, a position he formerly held, with office at Rat Portage, Ont.

John Cushing, heretofore section foreman in charge of London Yard, has been appointed assistant roadmaster of the Windsor section, with office at London. It is probable that Roadmaster W. Rose will retire shortly, and that Mr. Cushing will succeed him.

Angus Cameron, heretofore section foreman in charge of Woodstock Yard, has been appointed assistant roadmaster of the London section, with office at Woodstock.

Grand Trunk Ry.—C. S. Cunningham, heretofore Superintendent of St. Clair tunnel and terminals, and agent at Port Huron tunnel, has been appointed Assistant Superintendent of 1st, 2nd and 3rd districts in charge of matters pertaining to transportation and stations. Office at Island Pond, Vt.

W. W. Ashald, heretofore Trainmaster at Belleville, Ont., has been appointed Trainmaster 4th and 5th districts, vice C. H. Bevington, assigned to other duties, as stated below. Office at Bonaventure station, Montreal.

O. F. Clark, heretofore a despatcher at Belleville, has been appointed Trainmaster 6th and 7th districts, vice W. W. Ashald, transferred as above stated. Office at Belleville, Ont.

C. H. Bevington, heretofore Trainmaster at Montreal, has been appointed Master of Transportation of the Middle Division, with office at London, Ont., and has assumed the duties heretofore performed by A. S. Begg as Assistant Superintendent, which office has been abolished.

A. S. Begg, heretofore Assistant Superintendent at London, has been appointed Superintendent of St. Clair tunnel and terminals embracing Port Huron tunnel and city, and Fort Gratiot yards, Mich.; also Sarnia tunnel and city, and Point Edward yards, Ont.; and assumes the duties of agent at Port Huron tunnel, vice C. S. Cunningham, transferred as stated above. Office at Port Huron tunnel.

X. H. Cornell, trainmaster, has been relieved of the 25th district Port Huron to Battle Creek, and appointed trainmaster of C., S. & M. section of 25th district, and 27th, 28th and 29th districts, vice J. Irwin, who was mentioned in the circular as having been assigned to other duties, but who has since resigned and left the service. Office at Durand, Mich.

R. P. Dalton, heretofore Trainmaster 26th district, has been appointed Assistant Superintendent 25th district (main line, Port Huron to Battle Creek) and 26th district, in charge of matters pertaining to transportation and stations. Office at Battle Creek, Mich.

F. Price, heretofore chief clerk in the Car Service Agent's office, has been appointed chief clerk of the General Superintendent's office.

J. Lund, heretofore assistant ticket agent for the G.T.R. and I.C.R. at Bonaventure Station, Montreal, has been appointed ticket agent for both companies there, succeeding R. Robertson, who has resigned on account of ill-health, after six years' occupancy of the position, and who will in future live in St. Agathe.

The following agents were installed during June: Yarmouth, W. F. Carr; West Paris, J. A. Doran; Waterville, A. Metivier; Sarnia Tunnel, A. S. Begg; Suspension Bridge, R. P. Dewery; Niagara Falls, R. R. Albertson; Grimsby Park, H. J. Blair; Hespeler, J. G. Heyd; Atwood, J. H. Moore; Brucefield, J. W. Grey; Olivet, O. A. Shaver; Drayton Plains, F. L. Dye; Clarkson's, C.

Diltz; Middleton, H. H. Earle; Gooding, C. Thompson; Orchard Lake, R. T. White; Port Huron Tunnel, A. S. Begg.

Great Northern (U.S.)—R. J. Smith has been appointed district passenger and freight agent at Winnipeg.

Intercolonial Ry.—The duties of E. T. Horne, who has been appointed Manager's Assistant, will consist, said Manager E. G. Russell, in a recent interview, in visiting large centres like St. John, Halifax and Sydney, to ascertain what is requisite for the improvement of the various points, especially in relation to the handling of freight and passengers. He will map out things necessary for a good service and present them with his report to the Manager for consideration and approval. Having once agreed upon the changes, Mr. Horne, who has had great experience in work of this kind, will remain at each place until the work is completed, so that all will be done under his personal supervision. He will lay out yards, plan round-houses and introduce generally all the most practical and up-to-date methods of handling trains and their equipments.

W. L. Crighton has been appointed Advertising Agent, succeeding W. K. Reynolds, who was designated Press and Advertising Agent. See "Mainly About People," pg. 208.

Inverness and Richmond Ry.—Ewen Mackenzie, heretofore Purchasing Agent of the Toronto Ry., and brother of W. Mackenzie, has been appointed General Manager temporarily, with N. F. Patterson as assistant. No appointments have yet been made of any permanent officials, and it is said none will be made for some time.

Manitoulin and North Shore Ry.—T. J. Kennedy, General Superintendent of the Algoma Central, is also General Superintendent of this line.

J. C. Urich has been appointed Superintendent, with office at Sudbury, Ont. See "Mainly About People," pg. 208.

Midland Ry. of Nova Scotia.—The offi-

cers are: President, W. Strachan, Montreal; Vice-President, S. H. Holmes, Halifax; Secretary, A. M. Woorden, Montreal; Treasurer, Geo. W. Beattie, Montreal; General Manager, H. V. Harris, Windsor, N.S.

Montreal Street Ry.—W. G. Ross, Controller has been appointed Secretary, in succession to the late M. H. Watts. He will retain his present office, but will be given an assistant.

New York Central Rd.—E. Van Etten has been made Second Vice-President. He has been General Superintendent of the N.Y. C. for eight years, and formerly was Superintendent of the Rome, Watertown & Ogdensburg Rd.

P. S. Blodgett, heretofore General Superintendent of the Lake Shore & Michigan Southern Rd., has been appointed General Superintendent of the N.Y.C., succeeding E. Van Etten.

Rathbun System.—C. A. Millener has been appointed Acting Secretary and Acting Treasurer of the Thousand Island Ry., the Bay of Quinte Ry., and the Deseronto Navigation Co., in addition to his present office of Auditor, and acting Secretary and acting Treasurer of the Oshawa Ry.

G. W. Wright has been appointed Auditor of the Oshawa Ry., in succession to C. A. Millener.

Rideau Lakes Navigation Co.—W. C. Fredenburgh has been appointed General Passenger Agent, with office at Kingston.

Sydney and Louisburg Ry.—Following is the official list revised to date.—Second Vice-President and General Manager, C. Shields; Assistant to 2nd V.P. and G.M., A. Dick; Traffic Manager, W. Coyne; Superintendent, A. N. McLennan; Supt. of Machinery, C. E. Slayton; Resident Engineer, C. M. Odell; Purchasing Agent, J. W. Revere.

Southern Pacific Co.—A San Francisco paper recently stated that it had been definitely settled that E. H. Fitzhugh, formerly

Vice-President and General Manager of the Central Vermont, would be appointed assistant to President Hays, of the Southern Pacific, but no official announcement has been made. Mr. Fitzhugh is understood to be in San Francisco.

A San Francisco telegram of July 9 says:—"J. A. Fillmore has resigned his position as Manager of the Pacific system of the Southern Pacific Co., to take effect to-morrow. He has been at the head of the operating department of the S.P. on this coast for 19 years.

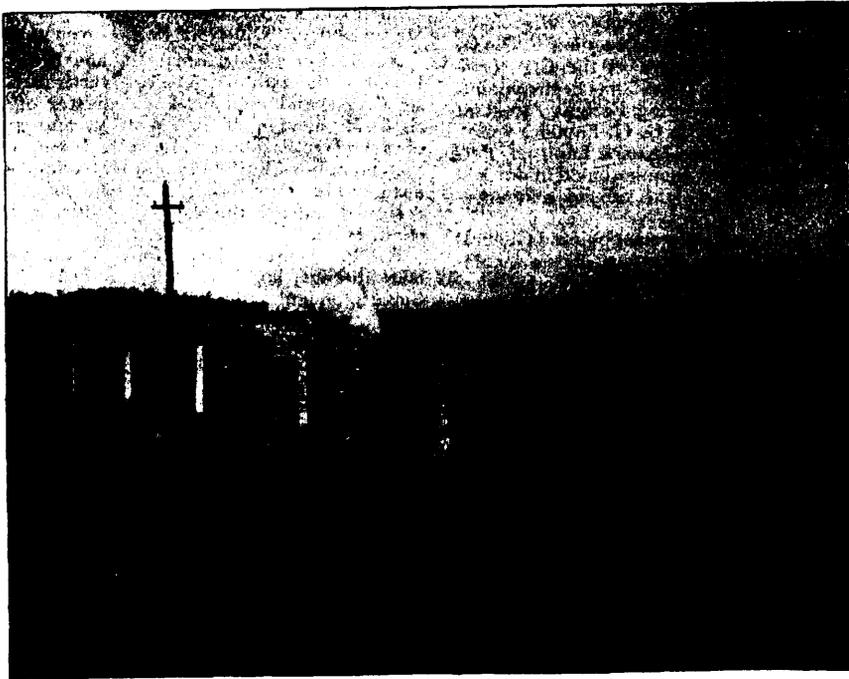
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THE FIRSTBROOK BOX CO.,
LIMITED.

CROSS ARMS, TOP PINS,
AND SIDE BLOCKS,

 TORONTO. 

It is understood he will be succeeded by E. H. Fitzhugh, who resigned the position of General Manager of the Vermont Central Rd., and is now here on waiting orders." The Pacific system embraces 5,924 miles of road.

Another San Francisco telegram of July 10 says:—"Two important changes have been made in the staff of the Southern Pacific Co. J. A. Fillmore, Manager of the Pacific Division, has been relieved, and J. M. Herbert, recently General Superintendent of the St. Louis, Iron Mountain and Southern Ry., succeeds him. E. H. Fitzhugh, lately General Manager of the Central Vermont, is appointed assistant to President Hayes, with an office in San Francisco. That means that Mr. Fitzhugh will fill the place formerly occupied by H. E. Huntington, and will have full power to act in the President's absence."

In our last issue it was stated that J. M. Herbert had been appointed Superintendent of the Pacific division of the S.P. Co. Mr. Huntington, who is referred to in the telegram above quoted, is 1st Vice-President of the Southern Pacific Co.

Thunder Bay, Nipigon and St. Joe Ry.—The officials are: D. F. Burke, President; G. Hodder, Secretary-Treasurer; Directors: Sheriff Thompson and Col. Ray, Port Arthur, and Wm. Hogarth, Fort William.

Fast Run on the M.C.R.

On June 19 the Michigan Central's American express train, no. 31, consisting of 10 cars drawn by standard Atlantic type locomotive 481, driver Waters, conductor T. E. Scott, ran from St. Thomas to Windsor, Ont., 110.99 miles, in 1 hour 49 minutes. A stop of three minutes was made at Tilbury, making the actual running time 1 hour 46 minutes, an average of slightly under 63 miles an hour. Following are details:—

STATION	TIME	MIN.	DISTANCE	Miles per Hour
St. Thomas	10.59 a.m.			
St. Clair Junct.	11.07 "	8	4.23	
Shedden	11.11 "	4	8.23	72.45
Iona	11.14 "	3	3.93	78.60
Dutton	11.19 "	5	5.95	71.40
Bismarck	11.25 "	6	6.53	64.30
Rodney	11.29 "	4	4.40	66.00
Taylor	11.32 "	3	3.39	67.80
Highgate	11.37 "	5	4.74	56.88
Ridgetown	11.42 "	5	5.64	67.68
Mull	11.47 "	5	5.87	70.44
Fargo	11.52 "	5	5.00	60.00
Charing Cross	11.54 "	2	2.38	71.40
Buxton	11.59 "	5	6.25	76.20
Fletcher	12.03 p.m.	4	4.05	60.75
Tilbury	12.10 "			
	A	7	6.93	59.40
Comber	12.20 "	8	6.60	49.50
Ruscomb	12.25 "	5	5.00	60.00
Woodslee	12.28 "	3	3.93	78.60
Esex	12.33 "	5	5.52	66.24
Maidstone Cross	12.38 "	5	4.55	54.60
Pelton	12.42 "	4	4.31	64.65
Round House	12.46 "	4	5.77	86.55
Windsor	12.48 "	2	1.19	
			110.99	

W. S. Stout, Vice-President and General Manager of the Dominion Express Co., returned to Toronto June 22, after an absence of over four months. He went first to England, and then by way of Lisbon, the Cape Verde Islands and Monte Video to Buenos Ayres in the Argentine Republic, visiting England again on his way back to Canada. The object of his visit has not transpired, but we are informed that it was on express business. Mrs. Stout and one daughter accompanied him to England, remaining in Europe while he visited South America.

Grand Trunk Double Tracking.

The double-tracking of the Grand Trunk Western Ry., or the G.T.R. Western division, between Port Huron and Chicago, 335 miles, is being proceeded with, and General Manager Reeve recently stated that 120 miles would be completed this year. Eighty-five miles are under contract, and an additional 18 miles is being done by the Co.'s own forces. This covers the line from Goodell's, mileage 12.78 from Port Huron, to Lapeer, mileage 45.59, or 32.81 miles; from Belsay, mileage 60.52, to Durand, mileage 82.45, or 21.93 miles; from Granger, mileage 224.44, to Stillwell, mileage 255.14, or 30.70 miles; and from Ainsworth, mileage 290.12, to Thornton Jct., mileage 310.10, or 19.98 miles.

The contract work is generally light side earthwork without classification, while that being done by the Co.'s men is chiefly steam shovel work in grade reductions, one mile having about 125,000 cubic yards of excavation. There are in use two steam shovels, rapid unloaders and side levellers, with which appliances each shovel is moving about 48,000 cubic yards a month, without night or Sunday work. But little of the grading is completed, though work is being done on most of the sections east of Durand, and also on those further west, except through marshes, where wet weather has prevented work. Of the work being done by the Co. the grading is completed between Attica, mileage 38.47, and Lapeer, mileage 7.1, and 6 miles of track are laid. The grading is also completed by the Co.'s force from Inlay City, mileage 33.77, 4 miles easterly and 3 miles of second track are laid. The grading east of Inlay City will be completed early in Aug. Under the terms of the contract the grading, bridging and masonry east of Durand, the contractors for which are W. O. Johnson and Sons, Flint, Mich., is to be completed by Aug. 15; and that between Granger and Thornton Jct., the contractors for which are E. Phalen & Co., Valparaiso, Ind., by Sept. 1. The work is so far advanced by the contractors as to ensure its completion by the dates named.

The alignment is not changed materially, except for about 10½ miles near Flint, Mich., mileage 65.51, where the line is diverted to the south 1½ miles to avoid heavy grades, and reduces maximum curves from 4 degrees to 1 degree, also eliminating 170 degrees of curvature. All eastbound grades are reduced to a maximum of 21.12 per mile. On this part of the line there are some grades at present of 48 ft. per mile. Westbound grades are reduced to a maximum of 30 ft. per mile. On the diversion near Flint the eastbound grades are reduced from 48 ft. to 16 ft., and westbound from 70 ft. to 19 ft. per mile.

There are no heavy structures on this part of the line. Generally the bridges crossing streams are deck girders from 35 ft. to 70 ft. spans. There are through girders of 44 ft. and 81 ft. crossing the Pontiac, Oxford and Northern Ry. at Inlay City, and the Pere Marquette Rd., near Flint. Most of these girders were placed upon pile and trestle foundations, and are now being replaced with concrete piers and abutments, some of which are completed, and the others are well under way. H. A. Woods is engineer in charge, with office at Detroit, Mich.

Dominion Railway Act.—Two acts amending the Railway Act were passed at the last session of the Dominion Parliament. In the first the facilities to be afforded under section 240 of the act are defined so as to include the due and reasonable receiving of through traffic at any station, wharf or place where traffic is accepted, and its due forwarding and delivery at its destination at a through rate. The second act deals with the procedure to be adopted in case any company is unable to meet its engagements with its creditors.

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

Crow's Nest Pass Ry.—Ever since the construction of this line, which was built from Lethbridge to Kootenay landing in 1898, a large amount of improvements have been made each year. This season a large expenditure is being made at the loop, 216.7 miles west of Dunmore Jct., in the construction of a tunnel 900 ft. long which will cut off half a mile of detour and four high trestles, each of which would require repair and attention for all time. The tunnel, though comparatively short, has been a difficult problem for some time, as it has to be built through neither rock nor squeezing clay, but a huge heap of loose gravel the drift of some great glacier. The material is so loose that it can only be compared to grain in a bin. To take a shovelful from it would cause runs of material from all directions, and getting under this was the problem.

In clay soils a drift is run in and then lined with timber, but here the timber lining has to be placed first and then the earth core taken from inside. The lining consists of laggings or scantling 2 in. thick by 4 in. wide and 5 ft. long, which are driven horizontally into the hill like sheet piling in advance of the excavation. Like barrel staves these form an arch, and as each foot of material is excavated from within a large timber frame is inserted to take up the pressure. Of course the end or face of the headings must be kept tightly boarded up also, like the side of a grain bin, while a frame is being set up. When another foot of advance is to be made the top face-board is loosened very little, the gravel rushes in and quickly it is forced ahead; then the next board below is moved and so on down to the bottom, the material being wheeled out in barrows. New laggings are driven ahead about every 4 ft., and the staves being 5 ft. long a lap of 1 ft. is secured all around at each joint of this great pipe.

The interior timbering consists of great baulks 1 ft. square of mountain fir—a wood so tough and strong that it has been chosen for the new Arctic exploration ships. These frames are placed only 3 in. apart. Of course the laggings and blockings left in behind them prevents the gravel running out of the space. But timber, be it ever so strong, will not last forever, and of such generous dimensions is the inside of the tunnel as to allow of a thick solid masonry arch being built within the ring of heavy timbering. Masses of coal are sometimes encountered and also fragments of rock, which have to be laboriously bored and wedged apart, as no powder dare be used for fear of starting a cave.

Night and day, shift after shift, the miners hammer and delve in awkward corners by the light of candles placed in a sort of dagger that admits of being stuck into the timber in any direction. When no gas is encountered this candle is preferred to all other lights. Patiently in the damp and dark drift the miner moles ahead and patiently the timberman fits the joints of the heavy frames. A face-board loosened too quickly or a timber support removed too soon and life and limb would be endangered while all the careful effort of months would be lost in a minute.

The wages are good—35c. an hour—paid direct by the Co., which will expend \$100,000 to secure this permanent improvement. C. E. Cantlee is engineer in charge of the work. Olaf Olsen is the contractor.

Canadian Freight Association.

At the spring meeting of the Association at Montreal, the lake and rail rates, differentials, etc., for the season of 1901 were under discussion.

The Merchants Line reported the following as their proposed fleet:—Persia, Ocean, Arabian, Iona, Cuba, Lake Michigan and Melbourne.

The R. and O. Nav. Co. reported the following:—Toronto, Bohemian, Corsican, Spartan, Algerian, Hamilton, Kingston and Columbian.

C. J. Smith reported steamer or steamers of the Canada Atlantic Transit Co., or in connection therewith, to and from Depot Harbor.

The North West Transportation Co. reported steamers between Sarnia and Port Arthur, Fort William and Duluth.

The Hamilton and Fort William Nav. Co. reported steamers Strathcona and Dumacira.

The Algoma Central S.S. Line reported steamers between Sault Ste. Marie and Michipicoten, Batchewana, Goulais, Agawa, Gargantua and Brule. Also between Owen Sound, Midland and Parry Sound, and Fort William and Port Arthur, calling at Little Current, Sault Ste. Marie, Port Coldwell, Jack Fish, Rossport and Nepigon. Also between Windsor, Sault Ste. Marie, calling at Sarnia, Goderich, Kincardine, Southampton and Little Current.

The Niagara, St. Catharines and Toronto Ry. Co. reported steamers between Toronto and Port Dalhousie and St. Catharines.

A. W. Hepburn reported the steamer Alexandria on the St. Lawrence river and Bay of Quinte ports.

It is understood that the boat lines will be governed by the rules of the Freight Inspection Bureau and the Canadian Joint Freight Classification.

The following were also agreed to:—

BASIS OF RATES.—That the agents of all the boat lines shall adopt and use the Canadian Joint Freight Classification and the rules governing the same, in connection with all freight carried under these arrangements, and shall also be subject to the rules governing the Canadian Bureau of Freight Inspection.

C. P. R. LANDS.

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

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

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

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

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

TERMS OF PAYMENT.

The aggregate amount of purchase money and interest is divided into ten instalments, as shown in the table below; the first to be paid at the time of purchase, the remainder annually thereafter, except in the case of the settler who goes into actual residence on the land and breaks up at least one-sixteenth thereof within one year, who is entitled to have second instalment deferred for two years from date of purchase.

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

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

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

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

Write for maps and full particulars.

F. T. GRIFFIN, - Land Commissioner, WINNIPEG.

COMMODITY TARIFFS OF 1900.—That all commodity tariffs and special arrangements in force last season expired with the close of navigation, and if not specially renewed by agreement now or subsequently, would be inoperative this season.

MIXED CARLOAD SHIPMENTS.—When a number of different articles taking the same commodity rate, or class rate, in carloads, are shipped at one time by one shipper to one consignee and destination in mixed carloads, they may be taken at the commodity or class-rate for such articles in carloads. If the articles take different commodity and (or) class rates in carloads, the carload rate and minimum carload weight of the article taking the highest rate shall apply on all the articles that make up the carload, but not less than minimum 20,000 lbs. for cars of 35 ft. and under in length, actual weight to be charged for if over the minimum weight, except that when any straight shipment taking a carload rate equals or exceeds the minimum carload weight, the carload rate for such lot may be applied, and the other articles take the less than carload rates as provided for in the tariff. (Above is subject to any changes which may be adopted amending the mixed carload rules in the classification.)

MAINTENANCE OF RATES.—It is agreed by the representatives of all the lines present to faithfully maintain the rates and regulations as provided for in the minutes of this meeting, and it is also agreed that no passes, free tickets, or reduced passenger fares shall be granted for the purpose of securing or influencing traffic to or from the territory covered by these agreements.

It is understood, however, that if boat lines not parties to this agreement quote rates on local car freight, 5th class or lower, from

water points to Sault Ste. Marie proper, less than established basis, that on the application of any line interested, the representatives of the G.T.R. and C.P.R. in charge of the district where freight originates may determine as to the advisability or otherwise of authorizing any line or lines, parties to this agreement, to meet the competition of the outside line.

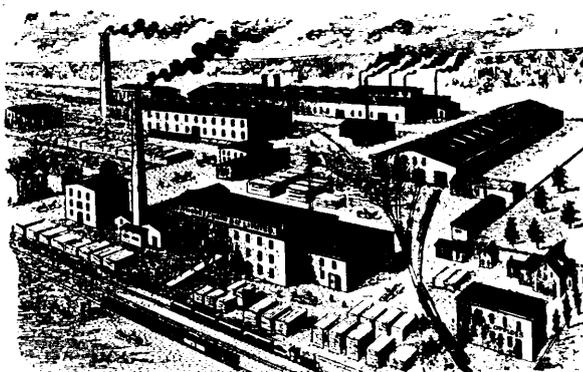
At a subsequent meeting of the Association in Toronto, a number of additional rates were passed. These were the same as were in force last year.

ARTICLES REQUIRING TWO OR MORE FLAT CARS.—The classification committee was requested to provide a rule in next issue for above. In the meantime it is agreed that any article or articles too long for one flat car, and requiring two or more cars, may be taken on the basis of full minimum for the first car and a minimum of 66 2/3% extra for each additional car (this to apply only when the classification minimum is 24,000 lbs. or higher).

BAY OF QUINTE DIFFERENTIALS.—T. Henry, of the R. and O. Nav. Co., and A. W. Hepburn notified the Chairman that they would not observe the differentials arranged at the Spring meeting at Montreal on the Bay of Quinte traffic, but would revert to the differentials in force during the season of 1900.

CAR SUPPLY, LONG VS. SHORT CARS.—Resolved: "That when shippers ask for any particular sized car, and same is not immediately available, the cars which are available are to be used and classification minimum charged or shippers may wait until the particular car or cars they require can be conveniently obtained."

RATES FROM NIAGARA FALLS, N.Y.—Re minute 71, the special committee reported as



Rhodes, Curry & Co., Ltd.

Railway and Street Cars of all descriptions.

Special Cars for Coal, Ore, Lumber, &c., with Ball-Bearing Wheels.

Car Wheels, Castings, Forgings, &c. AMHERST, NOVA SCOTIA.

JOHN S. METCALF CO., Engineers, Grain Elevator Builders, 1075 W. FIFTEENTH STREET, CHICAGO, ILL.

A partial list of elevators which have been designed and constructed by us and under our supervision.

Burlington Elevator, St. Louis, Mo.	Capacity	1,300,000 Bushels
Grand Trunk Elevator, Portland, Me.	"	1,000,000 "
Export Elevator, Buffalo, N.Y.	"	1,000,000 "
J. R. Booth Elevator, Depot Harbor, Ontario	"	500,000 "
Cleveland Elevator Company's Elevator, Cleveland, O.	"	100 cars in 10 hrs.
Erie R. R. Transfer & Clipping House, Chicago, Ill.	"	1,500,000 "
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.	"	500,000 "
Burlington Elevator Co., Peoria, Ill.	"	500,000 "
Canada Atlantic Railway Elevator, Coteau Landing, Que.	"	1,350,000 "
Northern Grain Co., Manitowoc, Wis.	"	1,100,000 "
Union Elevator, East St. Louis, Ill.	"	
Montreal Warehousing Co.'s Belt Conveyor System	"	

We make a specialty of furnishing **PLANS AND SPECIFICATIONS.**

follows: "With reference to rates to be applied from Niagara Falls, N.Y., and Tonawanda, to Canadian points: Your committee beg to report that they had a meeting at Buffalo, Mar. 27, to consider this matter, and there were present also J. Denel, of the Erie Ry., and E. H. Croly, of the N.Y.C. Ry. Both the Erie and the N.Y.C. representatives stated that they would require Syracuse divisions on traffic from Niagara Falls, N.Y., or Tonawanda, notwithstanding the fact that, so far as Niagara Falls, N.Y., is concerned, they simply perform a switching service. At the same time they stated that they did not think that higher rates should be charged from Niagara Falls, N.Y., and Tonawanda, than from Buffalo, so that what they required was the application of the Buffalo rate allowing them Syracuse divisions. To this your committee decidedly objected, and took the position that if Syracuse divisions were to be allowed the N.Y.C. and Erie Rys., then Syracuse rates must be charged. The matter was fully discussed, but we were unable to come to any satisfactory agreement, and your committee, therefore, told the Erie and N.Y.C. representatives that the Canadian lines would not quote through lines from Niagara Falls, N.Y., and Tonawanda, but would simply quote the Buffalo rates from Suspension Bridge, N.Y., and advise the shippers to apply to the Erie or N.Y.C. for the rate up to Suspension Bridge, which would be added to the rate we quote from Suspension Bridge, N.Y. It was understood by the representatives of the M.C.R., Wabash, C.P.R. and G.T.R. that no agreement would be entered into for through rates to Canadian points from Niagara Falls, N.Y., and Tonawanda with the Erie and N.Y.C. Rys. until all lines had been consulted and joint action decided upon in the matter. (Signed) C. Howe, A.G.F.A., M.C. Ry.; J. J. Mossman, D.F.A., Wabash Ry.; W. B. Lanigan, A.G.F.A., C.P.R.; and J. H. Hanna, D.F.A., G.T.R." The report was received and adopted.

COMMITTEE MEETINGS.—Agreed that in future regular meetings of this freight committee be held on the first Thursday of each month unless otherwise specially ordered.

The C.P.R. and I.C.R. Freight Question.

The General Freight Agent of the C.P.R. at Montreal issued the following circular June 15:—"From date hereof this Co. will be unable to accept shipments of freight originating at Montreal and destined to points on the Intercolonial Ry. This change will in no way affect our ability to handle business for St. John, N.B., proper and stations in New Brunswick reached by this Co.'s line, also for points on the Bay of Fundy and stations on the Dominion Atlantic reached via St. John, as well as Chatham and stations on the Canada Eastern Ry., with which I trust we may continue to be favored."

It will be observed that the above circular simply refers to business originating at Montreal, which of course is a point reached by the I.C.R. over its own line. The difficulties between the C.P.R. and the I.C.R. have, we are informed, been practically disposed of, one of the conditions being that the C.P.R. should retire from the handling of business from Montreal to points on the I.C.R.

E. Tiffin, Traffic Manager of the I.C.R., has given out the following statement in regard to the matter: "As we are a Montreal line, freight traffic out of Montreal to all I.C.R. points is local to, and belongs entirely to, the I.C.R., and it is a recognized rule of all railways that traffic that is entirely local belongs to the line on which the local points are located. It would not be necessary for us to make any concessions to the C.P.R. or any other line in order to secure the traffic which properly belongs to us. Our position in this matter was recognized by the C.P.R."

Freight and Passenger Rates.—A semi-official despatch from Ottawa says:—"The Dominion Government has appointed Dr. S. J. Maclean, Professor of Economics and Sociology in the University of Arkansas, commissioner for the purpose of investigating and reporting any complaints as to discrimination in the matter of railway rates and charges for passengers and freight. Dr. Maclean is a Canadian by birth, and a graduate of Toronto University. He has given much study to the problems connected with railway transportation, and is regarded as an expert in this particular line. He has already begun his duties and is now making inquiries and collecting information."

The Canadian Northern Ry. put into effect on June 24 a tariff on cordwood and slabs in carloads, including the lines taken over from the Northern Pacific. The following shows the reduction from the N.P. rates:—

	N.P. Rate.	C.N. Rate.
	Cents per 100 lbs.	Cents per 100 lbs.
25 miles or under	3	2½
Over 25 miles and not over 50	4	3
Over 50 miles and not over 75	5	3½
Over 75 miles and not over 100	5½	4
Over 100 miles and not over 150	6½	4½
Over 150 miles and not over 200	7	5
Over 200 miles and not over 250	7½	5½
Over 250 miles and not over 300	8	6
Over 300 miles and not over 350	-	6½

On all classes of merchandise shipped under the C.N. Co.'s mileage tariff, 7½% reduction from the N.P. rates has been in force for some time.

The Great Northern Ry. of Canada is already doing a considerable grain shipping business at Quebec, and up to the end of June had loaded six vessels for European ports. The grain is taken over the Canada Atlantic from Depot Harbor to Hawkesbury and it is expected that about 5,000,000 bush. will be carried by that route this season. Last year the Canada Atlantic carried close on to 15,000,000 bush. from Depot Harbor, the whole of which went via Coteau Jct., as the G.N.R. line was not then open.

ELECTRIC RAILWAY MATTERS.

Maritime Provinces and Newfoundland.

The Cape Breton Electric Co. (Ltd.) was originally organized under the title of the Cape Breton Electric Tramway and Power Co., Mar. 30, 1900, the present name being adopted April 4, 1901. In pursuance of its powers the Co. has acquired the franchises of the North Sydney Electric Co. (Ltd.), the Sydney Electric Light and Gas Co., and the Sydney Ferry Co. The ferry will be worked in connection with the electric railway from Sydney to Glace Bay, which the Co. is authorized to construct. An agreement has been entered into between the Co. and the Cape Breton County Council under which the Co. will pay to the Council \$400 for the year ending June 30, 1901, and 2% of the gross tolls and rates collected thereafter, provided that in no case shall the amount be less than \$400, in lieu of all rates and taxes that might be levied upon the real or personal property of the Co. The Co. agrees to operate one car for the carrying of light freight and baggage in addition to the passenger cars, and to pay one-half of the cost of removing snow placed on the highway in clearing its tracks.

The route mapped out follows the old Syd-

ney and Louisburg Ry. line from Sydney to the main road between Reserve Mines and Sydney, thence over this road to Reserve, Glace Bay and Caledonia Mines. From Farrell's Corner, in Glace Bay, a branch line will connect Bridgeport and Dominion, and Dominion no. 2, Dominion no. 3, and Dominion no. 4 will be brought in contact.

The capital of the Co. is \$500,000, in \$100 shares, and the provisional directors are:—W. B. Ross, B. F. Pearson, J. N. Armstrong, D. A. Hearn, H. Mitchell, A. C. Ross, J. E. Burchell, J. A. Young, F. G. Barrington, John Lorway, A. C. Bertram, H. Rinders, J. McVey and W. Whelan.

Halifax Electric Tramway Co.—A dividend at the rate of 5% a year has been paid for the current quarter. The gross earnings are:

	1901.	1900.	Increase or Decrease.
Jan.....	\$ 9,543.14	\$11,474.26	\$1,931.12
Feb.....	8,042.11	8,982.41	940.30
Mar.....	9,448.32	9,765.83	317.51
April.....	9,370.98	9,359.13	11.85+
May.....	9,467.45	9,185.10	282.35+
June.....	11,326.52	11,061.74	277.78-
	\$57,211.52	\$59,829.47	\$2,616.93-

Moncton Street Ry. Co.—The ratepayers at a public meeting held May 4, to consider a proposal to purchase the street railway, which is being run at a loss by a private company, for \$12,000, declined to have the meeting adjourned in order to have a larger attendance. The Co. on May 13 took up the rails, and will dispose of its cars and other property.

North Sydney, N.S.—The marine slip at North Sydney has been bonded by the Cape Breton Electric Tramway Co. for \$50,000.

The St. John, N.B., Ry. Co. held its annual meeting June 12, when directors were chosen as follows: Jas. Ross, Montreal, President; J. M. Robinson, Vice-President; J. Manchester, R. B. Emerson, W. M. Barnhill, J. J. Tucker, J. M. Neilson and H. H. McLean. J. Ross, J. M. Robinson and H. H. McLean were appointed an executive committee. It was proposed to extend the line to the suspension bridge as soon as satisfactory arrangements can be made with the city. It is also in contemplation to extend the line to Rockwood Park, and a survey for a practicable route is being made by Mr. Neilson.

Sydney, N.S.—Rail laying will proceed on the Sydney Street Ry. as soon as the necessary rails can be procured. The equipment on the Glace Bay section of the line will consist of double-track vestibule cars.

The Yarmouth, N.S., Street Ry. Co. has decided to extend its line from Milton north to the pumping station.

Quebec Electric Railways.

Buckingham to Rapide L'Original.—U. Rouville, a Parisian capitalist, who is interested in the development of the phosphate deposits in the Buckingham district, Que., is the projector of an electric railway from Buckingham for about 100 miles up the Lievre River to Rapide L'Original. Accompanied by N. A. Belcourt, M.P., H. Bourassa, M.P., and C. B. Major, M.L.A., Mr. Rouville recently had an interview with Sir Wilfrid Laurier with a view of putting in a claim for a bonus. Sir Wilfrid promised consideration. The Quebec Government has also been interviewed.

The Hull Electric Co. has not yet completed arrangements for the operation of its cars across the Interprovincial bridge at Ottawa, and of thereby enabling the Aylmer-Hull cars to be run directly into Ottawa. All the connections have been made at Hull, the necessary wires have been strung across the bridge, and nothing is wanting except the agreement of the two companies. A meeting between their representatives was held July

7, but no decision was come to, and another meeting was arranged for.

The Montreal Park and Island Ry. has been sold to the Montreal Street Ry. Co., the consideration being \$1,100,000, which the purchasing Co. proposes to raise by means of a new issue of bonds. It is stated that the P. and I. lines will be modernized and an improved service put on, and that a number of extensions will be made, one of which will be a spur from the Guy street line along the Westmount mountain. A map of the lines is given on page 215.

Montreal Terminal Ry. Co.—The Montreal City Council recently voted 21 for, and 16 against the proposal to allow the Montreal Terminal Ry. Co. permission to lay tracks on the streets of the city. The Terminal Co. runs its cars at present from the city boundary to the end of Montreal Island, and has a charter to operate cars on the streets of the city from the Dominion Parliament. Mr. Mullarkey contends that as he is not asking for a franchise from the city a majority vote is all that is required to give him permission to use the streets, and not a two-thirds majority as is claimed by those who are opposed to the Terminal Co. He has caused a protest to be served on the Corporation.

Montreal Victoria Jubilee Bridge.—G. B. Reeve, Second Vice-President and General Manager of the G.T.R., denies the report that the Co. was considering the advisability of running electric cars over the Victoria bridge, connecting with all street and electric cars on either side of the bridge, in order to avoid the granting of running powers over the bridge to different companies.

Ontario Electric Railways.

Brantford.—The report that the Von-Echa Co. has purchased the Brantford Street Ry. is denied by Manager Murrode. The Von-Echa Co., however, is negotiating with the Brantford City Council for permission to lay tracks on a number of the city streets in connection with the line it is promoting from Galt to Brantford. The corporation is favorable to giving the city company the first chance of building on the streets the Von-Echa Co. wants, but in the event of its declining to do so an arrangement may be made with the promoters of the Galt line.

The Cornwall St. Ry. Co. has purchased the property of the Cornwall Milling Co., and is fitting it up as a power-house for operating its line.

Hamilton, Grimsby and Beamsville Electric Ry.—Three new power accumulators have been installed in the power shed at Grimsby. The purpose of the accumulators is to gather up the surplus force along the line when everything is normal, and release the stored-up power whenever there is a sudden call for it at any point along the line.

Hamilton Radial Electric Ry.—The extension of the line from Burlington to Oakville, Ont., will, it is said, be undertaken this year. Surveys are now in progress under Mr. Hillman's supervision.

The Hamilton Street Ry. Co. has added several large open cars to its equipment.

Right of way has been granted the Co. for the extension of its line along Main and King streets to the west side of Bartonville, by the

Barton Township Council. The line is to be completed within 18 months, and in connection with this extension the Co. is to build a line from the Jockey Club east to the town line, and along on the side line between lots 2 and 3, connecting with the line on Main and King streets. At the expiration of the city's by-law relating to the Co. in 1928, the Co. is to pay the township an annual rental of \$100 a mile, and no rental is to be paid in the meantime. The railway fares between Bartonville and the city are to be the same as in the city.

The International Rapid Transit Co. has been incorporated in the State of Delaware, U.S., for the purpose of carrying out electric railway projects from Buffalo, along both sides of the Niagara river, and from Fort Erie to Crystal beach. T. C. Frenyear, President, and M. W. Comstock, Vice-president, are among the promoters of the Fort Erie Electric Ry. Co. (May, 1900, pg. 147), incorporated by the Ontario Legislature to build an electric railway from Fort Erie to Chippewa, which line it is proposed to construct as a part of the I.R.T. Co.'s system. The construction of this line will complete the international belt line between Buffalo and Queenston. Since the last survey the bank of the river has been washed away in several places, and in building the road the bank will have to be specially protected to prevent further encroachments by the river. The I.R.T. Co. is said to have acquired the franchises of the International Ferry Co. and the Fort Erie Ferry Co., which will be operated in connection with the railways. The str. Hero is also reported to have been purchased as an additional ferry between Buffalo and Fort Erie.

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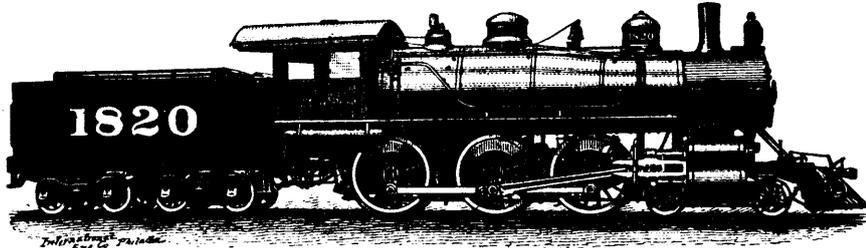
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THOS. C. IRVING,
Gen. Man. Western Canada, Toronto.

JOHN A. FULTON,
Gen. Man. Eastern Canada, Montreal.

acquire the lines at the end of 20 years, and at the end of every five years thereafter, at a price to be fixed by arbitration.

The **Winnipeg Electric Street Ry. Co.** has put on 10 new cars for its summer service.

Demerara (West Indies) Electric Co.—At a meeting in Montreal recently the reports showed that the road had been so liberally patronized during March and April that it was decided to send down more cars to meet the requirements of the rapidly growing traffic.

Lewiston and Youngstown Frontler Ry.—As stated in our last issue the Toronto Navigation Co., Ltd., is reported to have an option on this line for \$160,000, and to have paid \$1,000 down. The line runs from Youngstown to Lewiston, N.Y., nine miles along the south side of the Niagara river, connecting at Lewiston with the Niagara Gorge Rd. The gauge is 4 ft. 8½ ins., the line is laid with 60 lbs. T rails, and the maximum grade is 10%. Power is obtained from Niagara Falls. The capital stock authorized is \$150,000, which is reported as fully paid-up, and there is a bonded indebtedness of a similar amount. A. J. Wheeler is President and C. J. Webb Sec. Treas.

Trinidad.—C. H. Cahan, who is said to be representative of a Canadian syndicate backed by Sir Wm. Van Horne, is reported to have obtained the legislative authority necessary, and to have completed arrangements for the purchase of the electric light and tramway companies of Port of Spain, Trinidad. The capital of the new company is stated to be \$1,000,000, of which over \$200,000 has been subscribed locally.

Freight Cars on Street Railways.

An important decision has recently been rendered by Chancellor Boyd in the case of the city of Ottawa vs. the Ottawa Electric Ry. Co., which has for many years assumed the right to run freight cars on the streets of Ottawa, and has always contended that that right was given to it by the various acts by which it is incorporated. The action was commenced in Oct., 1900, and sought to compel the Co. to construct a railway line from the westerly end of Emily St. to the southerly

end of Bell St., commonly known as the Bell St. extension. Coupled with this claim was a claim for an injunction to restrain the Co. from operating freight cars upon Sussex St. particularly and generally upon other streets of the city. With regard to that part of the case in which the city sought to compel specific performance of the construction of the Bell St. extension, the court has held that specific performance cannot be enforced, but that, inasmuch as the Co. has agreed with the city to construct a line and had made a breach of this contract, the Co. is liable to the city for any damages which the city can prove to have sustained. A reference is therefore directed to the Master at Ottawa to ascertain what damages have accrued from the non-construction of this extension. The damage is damage to the Corporation, as such, and it seems difficult to understand what possible damage the Corporation, as such, could have suffered.

The defence which the Co. raised to the claim for an injunction to restrain the running of freight cars was: 1st. That the Co. possessed the power to run freight cars under its charter; and, 2nd, that even if power to operate freight cars was not conferred by the statutes under which the Co. is incorporated, the city by reason of its having allowed sidings to be made into the lumber yards of the Edwards Co., on Sussex St. and into the yards of various manufactories on the Chaudiere, the only object of which could have been to enable freight cars to be loaded or unloaded in such places and drawn over the lines of the Co.'s railway, was now stopped from saying that the Co. had not power to draw freight cars on its lines of railway. Chancellor Boyd considers that the Company has power to operate freight cars, subject to the consent or approval of the city, and that this consent and approval has been given. Following is his judgment in full:

By statute of old Canada the Ottawa City Passenger Railway Co. was incorporated in 1866 (29-30 Vic., cap. 106). By this act the Co. was authorized to carry passengers, and also freight upon and over the streets of Ottawa (as mentioned) "by the force and power of animals," (sec. 4). By act of Ontario in 1868 this first act was amended so as to enable the street railways to connect with other

lines named, for the transport of passengers, freight and traffic, provided that upon the Ottawa C. P. Ry. no power should be used other than "the power and force of animals." (31 Vic., cap. 95, sec. 1.) Sec. 2 provided that unless and until permission had been given by resolution of the City Council no freight cars shall be run over the tracks of the Co. between the hours of 7 a.m. and 9 o'clock p.m. (sec. 2). By sec. 4 several clauses of the Railway Act of the late Province of Canada (Con. Stat. Can. 1859-66) were incorporated with that act of 1868 in so far only as the same are not inconsistent with or repugnant to any of the provisions of the acts of 1866 and 1868. Of these sec. 9 (11) gives power to carry persons and goods on the railway and "goods" includes "things of every kind conveyed." sec. 7 (11).

An important change took place in the constitution of the Co. in 1892 by the Dom. Stat. of 55-6 Vict., cap. 53, whereby the extension of the line was authorized from Ontario to Quebec and the undertaking of the Co. was declared to be a work for the general advantage of Canada. (secs. 1 and 6.) By sec. 3 the Co. may take, transport and carry passengers, etc., and may operate the railway by the force or power of electricity, or of the atmosphere, or of animals, or of cable, or by mechanical power, or by any combination of them, but not by steam; and by sub. sec. 2 of this section the Co. as to that part within the City of Ottawa shall exercise any new or additional powers conferred by this act as to the location, construction and operation of the railway only upon such streets and on such terms and conditions, and for such periods as the Council of the City approves. This "new power" conferred as to the operation of the road was the ability to use electric instead of animal force and forthwith electricity was substituted for horses as the motive power.

The powers contained in acts of 1866 and 1868 were not to be impaired by this legislation of the Dominion, but the operation of so much of the line as was within Ontario by any new or additional powers thereby conferred was to be subject to the statutes of Ontario in force from time to time in relation to street railways. (sec. 6.) By the Street Railway Act then and now in force it was enacted that the Co. may also carry freight if so

MANITOBA

The Government Crop Bulletin issued Dec. 12th, 1899, gives the following statistics for the year:

CROPS.

ACRES.	AVERAGE YIELD.	TOTAL.
Wheat.....1,629,995	17.13 bus.	27,922,230 bus.
Oats.....575,136	38.80 "	22,318,378 "
Barley....182,912	29.4 "	5,379,156 "
Potatoes..19,151	168.5 "	3,226,395 "

STOCK.

Beef Cattle exported during the year	12,000
Stockers exported.....	35,000
Total value dairy products.....	\$470,539 09

10,500 FARM LABORERS

Came from Eastern Canada to assist in the harvest fields of Manitoba in 1899—and the demand was not fully satisfied.

MANITOBA FARMERS ARE PROSPEROUS.

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

MANITOBA LANDS—For sale by the Provincial Government. Over 1,600,000 acres of choice land in all parts of the Province are now offered at from \$2.00 to \$5.00 per acre. Payments extend over eight years. **Special Attention** is directed to 500,000 acres along the line of the Manitoba and Northwestern Railway at \$3.00 and \$3.50 per acre.

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

For full information, maps, etc., **FREE**, address **HON. R. P. ROBLIN**, Minister of Agriculture and Immigration, Winnipeg, Manitoba. Or **JAMES HARTNEY**, Manitoba Emigration Agt., Union Station, Toronto, Ont.

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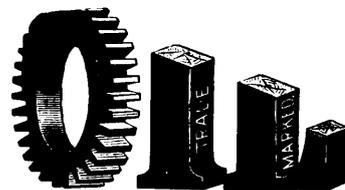
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authorized by a by-law of the municipality. (R.S.O., cap. 288, sec. 11 (2), 1897). At this point then it is pretty clear that the power to carry freight on the streets by the new agency of electricity is an employment of new and additional power conferred by the statute of Canada, 1892, and is to be brought into operation according to the provisions of the Ontario St. Ry. Act, that is, it must be sanctioned by the by-law of the municipality. The general approval indicated as required from the City Council in sec. 3, sub-sec. 2 of the Canada Act is thus pointed and particularized into an approval manifested by by-law in that behalf. A resolution by the Council giving approval would fall short technically and perhaps substantially of what is called for by the Street Railway Act.

But it is pointed out for the defendant that the provisions of the Street Railway Act in the Rev. Stat. of 1887 and 1897 do not apply to or affect any street railway company existing or incorporated before Feb. 1, 1883 (sec. 24 of 1887 and sec. 46 of 1897). As the Dominion leaves it to the Province to say by street railway legislation how the new power of electricity shall be exercised, that Province may in effect legislate so as to exempt this Co., though constituted a Dominion company, from the provisions of the Street Railway Act, and therefore to exempt it from having a by-law as a prerequisite to the carriage of freight. The Ontario legislation in this view and aspect is silent as to the employment of the new power, and it rests on the effect of earlier legislation.

Now the City Passenger Railway had from the first the power to transport freight on its lines by horse or animal power. New facilities were given to it afterwards by the Dominion to carry freight by means of electricity. Then the Dominion Act of 1892 says the new power is to be exercised on such terms, etc., as the City Council approves. Having regard to the earlier act of 1868, sec. 2, it appears that the City Council may by resolution permit the use of freight cars during the daytime (between 7 a.m. and 9 p.m.) Its approval of such use of the tracks for freight during the day is to be manifested by resolution, and the like approval for the carriage of freight at night may fairly be regarded as sufficient. On Sussex St. the construction of the pavement and tracks has been with a view to the carriage of freight and freight cars, and was supervised by the City Engineer. The Council has given its sanction by resolution to connect the lumber yard of the Edwards Co. with the track on Sussex St., and the city has also made connection at the other end of Sussex St., the only significance of which is to permit and approve of the carriage of lumber from the Edwards Co. along this street to the cars at the central depot. This has been the method of operating one part of this track on Sussex St. since 1896, and, in the absence of any evidence that the resolution has been rescinded or other act of disapproval equally notorious, I do not think the present litigation to end summarily this course of conduct originally approved by the City Council, should succeed. This branch of the case I dismiss with costs.

On the other part of the action for the building of the track, etc., on certain extensions of the line, the better opinion is that which I expressed at the close of the argument. It is not a case for specific performance, but for a reference as to damages. The case which goes furthest in modern days in favor of the plaintiff is *Fortescue vs. Smithiet*, 1894, 3 Ch., 621, but my brother Street declined to follow this in *City of Kingston vs. Kingston*, 28 O.R., 403, and his decision was upheld in the Court of Appeal, 25 App. Ont., 399. On this branch then judgment for the plaintiffs for such damages as the Master may find to be recoverable from the defendants. Further damages and costs reserved.

SHIPPING MATTERS.

The Niagara Navigation Co.

There have been persistent rumors lately about the purchase of this Co. by the Richelieu and Ontario Navigation Co., and the impression is that the deal will go through. A considerable majority of the stock is held by the estate of the late Sir Frank Smith, of Toronto, of which the Toronto General Trusts Corporation is executor. Under the provisions of Sir Frank's will, his son-in-law, Jno. Foy, the General Manager of the N.N.C., holds a power of attorney to vote on the estate's stock at all meetings of the Co. Mr. Foy is also a director of the Trusts Corporation, so that it may safely be said that whatever may be done will be on his decision. It is understood that negotiations are in progress and that E. B. Osler, who is a director of the N.N.C. as well as of the Trusts Corporation, is intermediary. The R. & O. N. Co. is evidently keen to buy, as the purchase would give it control of navigation from Niagara to the sea.

The N.N. Co. was incorporated in 1878 under the Dominion Companies Act, with an authorized capital of \$1,000,000, of which \$605,000 has been subscribed and paid up. Sir Frank Smith's estate owns about \$400,000 of the stock, and E. B. Osler, of Toronto, and W. Hendrie, of Hamilton, have about \$150,000, which was originally owned by the Niagara Falls Park and River Ry. Co., but which was not transferred to the International Traction Co. when it bought the Canadian line. The rest of the stock stands in the name of Jno. Foy, J. J. Foy, the estate of the late F. W. Cumberland, B. Cumberland, R. H. McBride, and J. B. Macdonald.

Sir Frank Smith was President of the Co. from its incorporation until his death early this year. B. Cumberland was the first Manager in 1878, and Jno. Foy has been Manager since then. The present directors are:—President, Jas. J. Foy; General Manager, Jno. Foy; Vice-President, B. Cumberland; other directors—J. B. Macdonald, R. H. McBride, E. B. Osler, W. Hendrie. J. J. Foy is solicitor of Sir Frank Smith's estate, Jno. Foy and J. B. Macdonald are sons-in-law of the late Sir Frank Smith, and R. H. McBride was Sir Frank's confidential accountant for many years.

The N. N. Co. on incorporation acquired the str. *Chicora* (the *Pretty Flower*), which was built by the Lairds in Liverpool in 1864. She is a side-wheeler with twin oscillating engines, length 221 ft., breadth 26 ft., depth 10 ft. 9 in.; tonnage, gross 930, register 539. Under her original name of the "*Letter B*" she ran as a blockade-runner during the civil war, and was brought to Canada by the Milloys, and afterwards run on Lakes Huron and Superior from Collingwood to Prince Arthur's Landing and Fort William, in the interest of the Northern Ry., under the ownership of Sir Frank Smith, F. W. Cumberland and N. Barnhart, who were directors of the N.N. Co.

The second steamer of the fleet, the *Cibola*, was built in Montreal in 1888, and put together at Deseronto, Ont., the engines being brought from Scotland. She was burned at Lewiston, N.Y., in 1895.

The third steamer, the *Chippewa* (the *Indian Chief*), was built at Hamilton in 1893, the engines being brought from New York. She is a side-wheeler, with condensing beam engines, her dimensions being: length 308 ft. 5 in., breadth 36 feet 3 in., depth 12 ft. 3 in.; tonnage, gross 1,514, register 764.

The fourth steamer, the *Corona* (the *Bright Sun Ray*), a side-wheeler, with diagonal compound Scotch engines, was built in Toronto in 1896. Her dimensions are: length, 270 ft. 3 in.; breadth, 32 ft. 4 in.; depth, 13 ft. 5 in.; tonnage, gross, 1,274, register 649.

The fifth steamer, the *Ongiara*, which is used as a ferry boat between Queenston, Ont., and Lewiston, N.Y., was built in Toronto in 1885. Her dimensions are: length,

90 ft. 5 in.; breadth, 18 ft. 4 in.; depth, 5 ft. 4 in.; tonnage, gross 98, register 64.

All the steamers are lit by electricity, and are thoroughly up-to-date in every particular. They enjoy a large business between Toronto, Niagara-on-the-Lake, Queenston and Lewiston, and the Co. has very favorable traffic arrangements with the Michigan Central Rd., the New York Central Rd., the Niagara Falls Park and River Ry. and the Niagara Gorge Rd.

The Co. owns docks at Niagara-on-the-Lake, Ont., Youngstown, N.Y., and Queenston, Ont. Its operations have been very satisfactory. A 6% dividend has been paid right along, and there are no liabilities outside small current accounts.

The Northern Navigation Company.

The N.N. Company of Ontario, Limited, recently offered for subscription \$238,300 of stock at 105. Following are extracts from the prospectus:

The Co. was formed in the spring of 1899 by the consolidation of the business of the Great Northern Transit Co., which had been doing steamship freight and passenger business on the Georgian Bay for 27 years, and the business of the North Shore Navigation Co., which has been doing business in the same waters for 11 years. During the 27 years that the Great Northern Transit Co. and the 11 years that the North Shore Navigation Co. were doing business the average dividends paid exceeded 10%. The authorized capital of the N.N. Co. is \$1,000,000, of which \$321,700 has been issued and paid up, and \$238,300 was recently offered for subscription, for the purpose of repaying the balance of money advanced for the building of the str. *Germanic*, and for the purchasing and refitting of the str. *Britannic*, also to pay for a controlling interest in the stock of the North-West Transportation Co., of which the N.N. Co. own \$153,000 out of a total capital of \$300,000.

The purchase of the stock in the N. W. T. Co., in addition to the benefits derived from the control, is looked upon by the directors as a valuable investment, when the assets of the Co. in steamers and cash and the earnings are considered. The assets of the N. W. T. Co. on Jan. 1, 1901, consisted of two steamers, the *United Empire* and *Monarch*, valued at \$225,000, and cash on deposit amounting to \$142,000. The net earnings of this Co. for the year ended Dec. 31, 1900, were \$37,000, or over 12% on the capital. A steel steamer is being constructed for this Co. at a cost of about \$285,000 complete, and it is proposed that the cost of this steamer shall be in part defrayed out of the cash surplus of \$142,000 at present on hand.

The steamers owned by the N.N. Co. of Ont. are:—*Atlantic*, *Germanic*, *City of Collingwood*, *City of Midland*, *City of Toronto*, *Majestic*, *Britannic*. The Co. has exclusive connections with the G.T.R. from all points on Georgian Bay at which the G.T. lines touch, viz:—*Midland*, *Penetanguishene*, *Collingwood*, *Meaford* and *Owen Sound*, to all points east of *Sault Ste. Marie*, and also an exclusive connection with the C.P.R. at *Owen Sound* for all points east of *Sault Ste. Marie*, and has a steamer running from *Midland* and *Penetanguishene* to *Parry Sound*; also a line running from *Collingwood* to *Parry Sound*, *Point au Baril*, *Byng Inlet* and *French River* throughout the season, and for three months in summer this line extends to *Killarney*, making close connection there with the main line of steamers from *Collingwood* and *Owen Sound*; also a line of four steamers a week from *Collingwood*, *Meaford* and *Owen Sound* to *Sault Ste. Marie* and all intermediate ports, and for this season has one of its steamers running from *Sarnia* to *Lake Superior* ports, making up the *Sarnia* line to three steamers and two sailings a week from *Sarnia*. The

N. W. T. Co. has also exclusive connection with the G.T.R. from Sarnia to Port Arthur, Fort William and Duluth, and has connection with the C.P.R. at Port Arthur and Fort William, also with the Northern Pacific Ry. and the Great Northern Ry. at Duluth for all points west and northwest, extending to the Pacific coast. These connections in themselves, and particularly the connections with the G.T.R. and the C.P.R., are very valuable.

So far this season the earnings have been considerably greater than for the corresponding period last year. It is confidently expected that this increase will continue throughout the season, and the business tributary to the Co. is likely to continue to steadily increase, owing to the very rapid development which is going on in that part of the country served by the Co.'s steamers.

When the stock recently offered for subscription is paid up, the total paid-up capital of the N.N. Co. will be \$560,000, against which the Co. has the following assets;—

Steamers (seven)	\$403,224 01
Office buildings, machinery, fuel, general supplies, etc.....	18,740 52
Accounts receivable	11,496 53
	433,461 06
Stock in N.W.T. Co.....	153,000 00
	586,461 06

In the two years since the formation of the N.N. Co. it has paid dividends of 10% per annum out of net earnings and has carried forward a surplus of \$25,000; and the directors have every confidence that the future earnings of the Co. will admit of their continuing the payment of this dividend. The Co. has no bonded debt or preference stock.

The directors of the Co. are:—President, Jas. Scott, Toronto; Vice-President, J. J. Long, Collingwood; Secretary, T. Long, Toronto; Treasurer, C. E. Stephens, Collingwood; Jno. Burton, F. A. Lett, Barrie; C. Cameron, Collingwood; E. B. Osler, Toronto; W. J. Sheppard, Waubauskene; H. E. Smith, Owen Sound.

The Co.'s brokers, Osler & Hammond, Toronto, advise us that at the date of closing of the subscription lists, June 27, the issue of \$238,300 of stock above referred to was fully subscribed.

Notices to Mariners.

The Department of Marine has issued the following notices:—

No. 31. June 3.—British Columbia. 1. Uncharted rock of Port Canaveral. 2. Skidegate inlet—hydrographic note. 3. Uncharted shoal in Ganges harbour.

No. 32. June 5.—Ontario. 1. Pelee passage lighthouse. 2. Pelee spit light to be discontinued. 3. Temporary light on Stag island shoal.

No. 33. June 6.—Quebec. Change in position of Ile au Bœuf buoy.

No. 34. June 8.—British Columbia. 1. Depths in Nanaimo harbour. 2. Orthography of Barkley Sound.

No. 35. June 12.—Nova Scotia. Avon river fairway and mooring buoy.

No. 36. June 14.—Ontario. 1. Pelee Passage buoys. 2. Goderich buoys. 3. Charts of the northern part of Lake Huron. 4. Change in color of Kaministiquia range lights.

No. 37. June 20.—Quebec. 1. Riviere du Loup wharf. Removal of wreck. 2. Witch shoal lighthouse rebuilt.

No. 38. June 22.—Nova Scotia. Grand Etang lighthouse.

Canadian Pacific Navigation Company.

The opening of navigation on the Yukon River is announced, and this Co. has placed through tickets on sale from Vancouver and Victoria to Dawson, Atlin, and other White Pass and Yukon route points. The Co.'s steamers leave Victoria and Vancouver as per time table given in our May issue, and make close connections at Skagway with White Pass and Yukon Ry. for Caribou and White Horse. Connection is made at Caribou with steamer for Atlin, and at White Horse for Dawson and Yukon river points. Steamers are expected to leave White Horse for Dawson daily, and the trip from Vancouver to Dawson will require about seven days' time. The rates in effect from Vancouver and Victoria to Dawson are 1st class, unlimited, \$105; limited, \$100; 2nd class, \$80. To Atlin, 1st class, \$50; 2nd class, \$41.

The Co.'s Skagway fleet will all touch at Vancouver on the inward, as well as the outward journey.

The Ha Ting, the latest addition to the Co.'s fleet, completed her first round trip between Vancouver and Skagway, June 23, proving herself to be the fastest boat on the route. After her arrival from Hong Kong she was given a thorough overhaul, and was refitted. A new deck house has been constructed on the hurricane deck, in which are a number of staterooms, and these, together with the staterooms on the lower deck, have been refurnished and made thoroughly comfortable. The old dining room has been turned into a smoking room, and a new dining room has been provided with seating accommodation for 60, while there is stateroom accommodation for 115. The commander is Capt. Gosse. The Ha Ting, which the Co. propose to rename the Princess Margaret, was at one time known as the Cass, and was built as a yacht for the Chinese Governor of Formosa. She was afterwards transferred to the passenger service along the Chinese coast, and earned for herself a fame as a speedy, staunch and reliable seaboard. Under her former

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name the Ha Ting was caught in the great typhoon of Oct., 1894, when the Bokhara was lost, but weathered the storm.

The str. Islander has been greatly improved. Her engines and machinery have been thoroughly overhauled, and the accommodation for passengers has been altered and rearranged. The saloons and staterooms have been practically refurbished. Capt. H. R. Foote, formerly of the str. Danube, is in command.

The following change has been made in time of str. Beaver on New Westminster-Chilliwack route. Leave New Westminster for Chilliwack and way landings, Mondays, Wednesdays, and Fridays, 8 a.m. Leave Chilliwack for New Westminster and way landings, Tuesdays, 7 a.m.; Thursdays, 5 a.m.; Saturdays, 7 a.m.

(See also under Yukon and Northern Navigation, pg. 223).

Sunday Excursions in Ontario.

At the instigation of the Lord's Day Alliance, the Attorney-General for Ontario instructed the Crown Attorney of Welland to prosecute the captain of the U.S. str. Pennsylvania for running an excursion from Buffalo to Port Colborne, Ont., on Sunday, June 23. The facts were admitted, and a fine of \$25 was imposed by the magistrates at Fort Erie. An appeal will, it is said, be made against the decision on the ground that the Ontario Legislature cannot pass an act regulating traffic originating outside its own borders, or affecting a foreign owned vessel sailing from a foreign port.

The Attorney-General for Ontario has also ordered proceedings to be taken against the captain of the str. Argyle for a similar offence on June 30. She left Toronto on Saturday, June 29, with a large load of passengers for Olcott Beach, N. Y., from which place they were taken by rail to Buffalo. The boat returned to Toronto at 2.30 o'clock on Sunday with an excursion of the Buffalo Street Ry. Union and a number of other passengers—about 250 in all. The visitors were given three hours in which to see the city, and at 5.30 o'clock the Argyle left on its return voyage, and returned to Toronto on Monday morning.

On July 6 the Argyle made another trip to Olcott Beach, and the Lakeside made two round trips to St. Catherines. The case against the Argyle was entered for July 8, but has been postponed.

Maritime Provinces Shipping.

Capt. Potter, of Parrsboro', N.S., is soliciting stock subscriptions in a steamer he is building to replace the Beaver, which is too small for the Minas Basin trade.

The Moncton, N.B., Board of Trade is endeavoring to secure the establishment of a joint stock company to place a steamboat on the Peticodiac river, with capacity for 300 passengers.

The Sydney Ferry Co.'s steamers and franchise have been taken over by the Cape Breton Tramway Co., and it is reported that larger boats and an improved service will be operated.

Arrangements have been made between the Inland Steam Navigation Co., of Charlotte-town, P.E.I., and the Government, by which the str. Jacques Cartier has been put on her old route to serve the southern portion of the Island for the balance of the season.

It is proposed to establish a steamship line to operate between Summerside, Tormentine and Pugwash, and a company is being formed with a capital of \$50,000 to purchase a vessel. Hon. R. C. Macleod, of Summerside, P.E.I., is promoting the project.

The Dominion Coal Co.'s str. Cacouna

opened a nine-day round trip freight service between Montreal and Sydney, July 1. She is an iron screw steamer, built at Newcastle-on-Tyne, Eng., in 1884. Her dimensions are: length, 250 ft.; breadth, 35 ft. 4 in.; depth, 16 ft. 4 in.; tonnage, gross, 1,450; register, 930.

H. M. Whitney, of the Dominion Iron & Steel Co., is reported as denying that he has selected Sydney as the most favorable site for the location of a steel shipbuilding plant in the Maritime Provinces. Nor is it correct that he has made or is making arrangements for the establishment of a transatlantic line of steamships from Sydney to Europe.

Captain McElhinney, nautical adviser to the Marine Department, sailed from Montreal, June 19, for Scotland. On arriving there he will proceed to the shipyards of Ferguson & Fleming, Paisley, contractors for the twin-screw steel steamer to replace the Newfield. (April, pg. 119). There he will join Sir Louis Davies, who will sign the contract with the firm.

The coal trade between Cape Breton and Montreal is carried on almost exclusively by Norwegian steamers, to the exclusion of Canadian and English vessels. This is due, almost entirely, it is stated, to the low rates of insurance charged by the Norwegian companies, in which those coal boats are insured, as compared with that charged by the Canadian and English companies. They have had considerable experience in this trade, and they discount considerably the reputed dangers of the route. It looks as though a conspiracy has been hatched against this route by British underwriters, but the Norwegians, who have had a large experience of this route, are quite willing to underwrite risks on vessels carrying coal from Cape Breton to Montreal. Owing to the low wages the Norwegian sailors receive, and their small cost of living, the ships are cheaper to run. This is, perhaps, a small item, but in a large fleet making many trips in a year it totals up to a respectable saving in a year.

G. Robertson, of St. John, N.B., representing the Imperial Dry Dock Co., is said to have received assurances from the Minister of Railways and other Ministers that sufficient aid will be forthcoming from the Government to ensure the construction of a dry dock at St. John. It is also said that he has obtained another important concession and that the existing shipbuilding plant will proceed hand in hand with the dry dock. This plant will be independent of the larger steel plant that will be erected at Sydney, N.S. According to Mr. Robertson's statements he has been promised a handsome bonus if he can float the St. John enterprise in connection with the dry dock, for which, he says, tenders will be invited within the next six months. The Government has, it is said, consented to aid the dock to the extent of 2% yearly for 20 years on the total cost, which will be about \$750,000. The N.B. Government is to give \$4,000 a year for 50 years, and the city of St. John is to give a free site.

The car ferry steamer for the Intercolonial Ry. to run between Mulgrave and Point Tupper, on the Strait of Canso, has been launched in England on the Tyne. The dimensions are: length, 282 ft.; breadth, 48 ft.; depth, 17 ft. She has capacity for carrying nine passenger cars or 18 freight cars. There are three tracks on the deck, and the vessel is so arranged that the trains can enter upon the deck at one end and leave it at the other. There is a rudder and a screw propeller at each end of the vessel, as the crossing from side to side of the strait is only short, and time is of great importance. The swinging of the vessel at each end is obviated by this arrangement, and she is ready to receive the second train as soon as she has discharged the first. As the strait is frequently

full of drift ice during the winter season, special structural arrangements have been made so as to enable the vessel to hold her own under these conditions. The propelling machinery consists of two sets of single screw triple expansion engines, either of which can actuate either propeller so that the risk of breakdown is reduced to a minimum. The vessel is now receiving her machinery.

The transfer of the steamers of the Yarmouth S.S. Co. of Nova Scotia, including the Yarmouth and Boston, to the Dominion Atlantic Ry. Co., was formally made, June 22, when the house flag of the new owners was hoisted. The Yarmouth is under charter to the Plant line, and is being run by that Co. between Boston, Halifax and Sydney, N.S.; while the Boston, which has just come out of dry dock after being overhauled, will run in connection with the Prince Arthur between Yarmouth and Boston, Mass., giving a daily service between the two points. A meeting of the shareholders of the D.A.R. will be held in London, Eng., July 15, to pass resolutions authorizing the acquisition of the property and franchises of the Y.S.S. Co.; and the shareholders of the latter Co. will meet in Yarmouth July 17, to ratify the sale, and to take the necessary steps to wind up the Co. It was reported that some shareholders of the Y.S.S. Co. were dissatisfied at the sale, and intended to apply to the Supreme Court for an injunction restraining the transfer, but nothing has been done. During the winter and up to the date of the transfer of the business of the Co. to the D.A.R., the Y.S.S. Co. ran the Boston from Yarmouth to Boston on Wednesdays and Saturdays, returning on Tuesdays and Fridays, and, until the loss of the City of Monticello, on a route from Yarmouth to Halifax, calling at Barrington, Shelburne, Lockport, Liverpool and Lunenburg on Saturdays, leaving Halifax on Mondays; and from Yarmouth on Thursdays for St. John, N.B., returning same day.

The Upper Columbia Navigation and Tramway Co. was given by its act of 1892 a bonus of 2,000 acres of land per mile of tramway constructed. The Co. has constructed 4 $\frac{1}{2}$ miles of tramway and has received 807 acres of land in respect of such construction. An agreement was made by which the \$2,500 was to be paid in cash, and 1,693 acres of land granted in lieu of the land to which the Co. was entitled under its act. To give effect to this agreement the act of 1892 was amended by an act passed at the last session of the British Columbia Legislature. The Co. is to select the lands and have them surveyed at its own cost within one year, but no settlement duties are imposed.

Province of Quebec Shipping.

The St. Lawrence River Navigation Co., Canada, has been formed in London, Eng., with a capital stock of £500,000, to operate an all winter line of ice-breaking steamers between Montreal and Quebec.

The tug Lord Stanley has been subsidized by the Dominion Government to the extent of \$5,000 a year, to be kept in readiness to aid any vessel that may be disabled between Montreal and the mouth of the Gulf of St. Lawrence.

The St. Lawrence Steamship Co., of Montreal, has obtained an option from the Quebec Government for the lease of the fishing in a number of Labrador streams. With a view to bringing them to the notice of probable lessees, they have organized three excursions by steamer to these rivers. The most distant of them is 800 miles from Quebec.

The Montreal Harbor Commissioners have revised their wharf rates for the current year. A 50% cut has been made on the rate for corn starch, malt, dry wood pulp, flour, meal, glu-

cose sugar, glucose syrup, lard, lard oil, oil-cake, meat and tallow, the new rate being 6c per ton, while the rate on grain has been reduced from 6c to 4c a ton. The Dominion Government has to sanction the alterations before they come into force.

The Dominion Government has appointed E. Guerin, of Montreal, Commissioner of the Montreal Pilots' Court. This court is a new creation, and will hear and determine all charges and complaints against pilots for any offence committed against the provisions of the Pilotage Act. For the purpose of such enquiry and the punishment of any offence or neglect of duty by a pilot proved at such enquiry to the satisfaction of the court, the court will have all the powers at present enjoyed by the Montreal pilotage authority under the Pilotage Act. The decision of the Montreal Pilots' Court shall in all cases be deemed to be final and conclusive. The power of the Montreal pilotage authority to hear any matter which the court has power to hear and determine, has ceased.

Botsford and Jenks, of Port Huron, Mich., propose to erect an elevator of 1000,000 bush capacity at Point Edward, Ont., if they are given exemption from taxation for 20 years. The elevator proposed will be built of steel on the tank storage system, the main building holding 400,000 bush and the tanks 25,000 bush each.

Ontario and the Great Lakes.

The Ontario and Bay of Quinte Steamboat Co.'s str. Hero has been burned at Belleville. She will not be rebuilt.

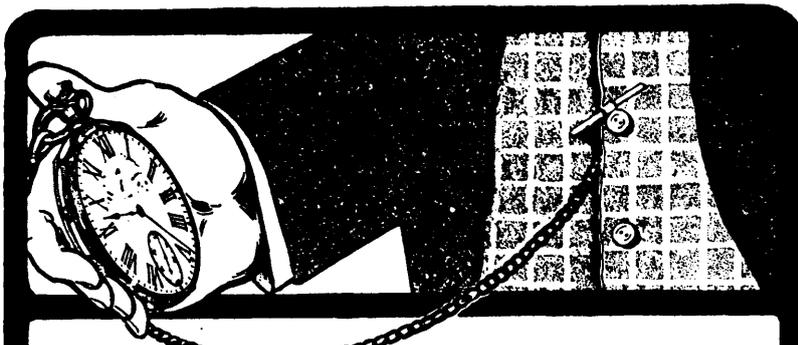
The Thousand Island Steamboat Co.'s Empire State, which sank at Brockville. May 24, was given a thorough overhaul at Portsmouth, and was again in service Dominion Day.

It is said that the contract for the breakwater at Depot harbor has been awarded to R. Miller, of Ingersoll, and J. T. Davis, of Montreal, the figure being in the vicinity of \$200,000.

R. Larmour's new steamer has been named the Duchess of Cornwall. No regular route has yet been decided upon, but it is said she will be run daily between Cornwall and Lancaster, Ont.

The Lake Erie Navigation Co.'s str. Urania, which was overhauled last winter, has been placed on the run from Port Stanley and Rondeau to Cleveland, making three round trips a week.

F. H. Huck, Rockport, Ont., has had a wooden yacht built. Her dimensions are:—length, 70 ft.; breadth, 10 ft. 6 in. She will carry 40 passengers, and her speed is 15 miles an hour. She will be used for passenger business on Lake Ontario.



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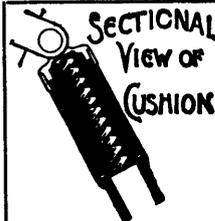
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Collingwood Schreiber, Deputy Minister of Railways and Canals, has completed an inspection of the Canadian canals, and reports that there is a 14 ft. channel all along the route. Up to June 1 this season 429 vessels had passed through the Soulanges Canal, one of them drawing 14 ft. 2 in. of water.

The Rideau Lake Navigation Co.'s str. James Swift, which was damaged by fire at Ottawa recently, is again on her route between Kingston and Ottawa, having been thoroughly repaired at Kingston. The loss amounted to \$8,000, and was covered by insurance. The Aletha replaced the James Swift, while repairs were being made.

The authorities are looking closely after excursion steamers. The Mary was recently tied up at Brockville because she had not been given Canadian inspection. The Cresco, which was put on in the place of the Mary, was stopped for overloading, and had to disembark a number of passengers. Her owners will have to answer the charge of overloading.

The Sarnia Bay Towing and Salvage Co. (Ltd.) has been incorporated under the Dominion Companies' Act, to own and maintain steam or other vessels for passenger, freight and other purposes, and to own and operate tugs and other vessels and machinery for towing and salvage purposes. The incorporators are: E. Hall, W. H. Strong and E. H. Chaney, of Detroit, Mich.; and H. Morey, D. Mackenzie, F. F. Pardee, and D. Milne, of Sarnia, Ont.

The str. Seguin, owned by J. B. Miller, was recently tied up in Chicago river, having been libelled on a suit for the loss of 70,000 ft. of lumber last season. During a voyage in June, 1900, she sprang a leak and the lumber was jettisoned, the claim being made that its loss came under the head of general average. The Hartwell Lumber Co., and the Aetna Insurance Co., which had the risk on the cargo, set up the claim the lumber was lost because the Seguin was either overloaded or else unseaworthy with such a large cargo. The claim is \$1,700.

The keel of the first of the new Detroit and Buffalo fast side-wheel passenger steamers will be laid within a week in Wyandotte. The engines of the boats are already being built at Detroit. It is expected the first of the boats will be launched in Oct., and that both boats will be ready for business at the opening of navigation next year. Complete telephone system will be installed to all the state rooms. Connections will be made at Detroit and Buffalo with shore telephones, so that passengers can call up their friends in the cities without leaving the boat.

The Deputy Minister of Railways and Canals, who has returned to Ottawa from a visit of inspection to Sault Ste. Marie, states that since the opening of navigation this season up to July 1, 1,089 steamers, 146 tow barges and 132 rafts and scows, representing a total registered tonnage of 1,034,322, have passed through the Canadian canal. The work of deepening the channel at the lower entrance from 18 to 21½ ft. is being actively pushed, and will probably be completed by the close of the season. At the next session of Parliament an appropriation will doubtless be sought in order to deepen to a similar depth the channel at the upper entrance.

The fleet of the Muskoka and Georgian Bay Navigation Co. is still being operated by that Co., the new Muskoka Navigation Co., which was organized to take over the business, not yet having completed its arrangements for having the business transferred to it. The Muskoka Navigation Co. has been devoting its attention to the building of its hotel at Wrenshaw's Point, Lake Rosseau. The site for this hotel had been acquired by a Hamilton company, which had been formed for the

purpose of erecting hotels in the Muskoka country. The site comprises an area of 163 acres, of which 35 have been cleared for the hotel site, and golf links. The hotel, which has been named the Royal Muskoka, is ready for opening.

The Lake Carriers' Association is talking of sending representatives before the next U.S. Congress to urge that steps be taken to maintain the water level in Lake Erie. The water has been getting lower for years and this year it is lower than ever. This is evidenced by many new shoals. There has been talk of taking up the proposition of building a dam at Niagara Falls in the river above in order to maintain the lake level. The reasons advanced for the lowering of the water level are the rapid progress made by the power development at Niagara Falls, the dredging out of Tonawanda Canal and the Chicago drainage canal, which takes several thousand gallons of water a minute out of Lake Michigan and diverts it into the Mississippi river.

The Dominion Department of Public Works has arranged to continue this season the hydrographic survey begun last year of the Canadian side of the St. Lawrence river between Kingston and Prescott. The channel in use by vessels is partly on the U.S. side; indeed, it is almost throughout regarded as the "American" channel, and buoys are even maintained by the U.S. authorities in stretches of the river well within the Canadian line. That an equally safe channel exists entirely on the north side of the river is maintained by those best acquainted with its navigation, and they attribute the use of the U.S. route by Canadian vessels to the force of custom rather than to any superiority of the southern passage. The hydrographic survey, however, will fully determine whether this is so, and also at what points, if any, the northern channel needs improvement to make it as safe as the route on the U.S. side. The survey is in charge of S. J. Chappleau, C.E., of Ottawa.

The Montreal Coal and Towing Co. is reported to have been formed, composed of leading Canadian and U.S. commercial men, among the latter being W. F. Havemeyer, the New York sugar man, for the purpose of developing the coal carrying trade between U.S. ports on Lake Ontario and Montreal. The Co. having secured a charter from the State of West Virginia, will not only be able to ship coal to Montreal, but do a coasting trade as well between the U.S. lake ports. An interesting feature in the new enterprise is the peculiar kind of boat or barge selected for the work. They are designed from the old pin-plat of the French-Canadian voyageur, will carry 800 tons, and cost \$8,000, against \$25,000 paid for similar boats at the U.S. ports. They are good carriers, and as tugs do the propelling, they carry no sails. The capital of the Co., which starts with a well-equipped fleet, is \$250,000, and the directors are W. F. Torrance, President; G. E. Muir, Sec.-Treas.; J. Torrance, H. Mills, and S. O. Shorey.

British Columbia Shipping.

A liquidator has been applied for, for the Vancouver Coast Line Steamship Co., Limited.

The Upper Columbia Navigation and Tramway Co. will operate the str. North Star between Golden and Windermere. She has a large cabin, and with a load of 150 tons, draws only 28 inches. She is 165 ft. over all, with a beam of 25 ft.

The steamer Ethel Ross has been purchased by the Ashcroft Water, Electric and Improvement Co. Her dimensions are: length, 84 ft.; breadth, 14 ft.; depth, 4 ft.; tonnage, gross 82, register 52. She was built at New Westminster in 1897.

An improved ferry service has been inaugurated by the Esquimalt and Nanaimo Ry. between Vancouver and Ladysmith, Vancouver Island. The service is operated daily instead of four times a week as formerly, and the time occupied in landing cars in Victoria from Vancouver is 5½ hours.

A tug and fishing boat for the Fraser river has been launched at New Westminster, and named the Dauntless. Her dimensions are: length, 105 ft.; breadth, 20 ft.; depth, 10 ft. She is being fitted with fore-and-aft compound engines, 12 and 26 inch cylinders with an 18-inch stroke, and a Clyde boiler.

Tidal tables for 1901, for Victoria, B.C., and Sand Heads, Fraser River, with approximate tidal differences for Esquimalt, Vancouver, New Westminster and Nanaimo, have been issued by the Tidal Survey Branch of the Department of Marine. This is the first publication of tidal tables by the Department for the places named.

The Nanaimo Ship Building Co. has been formed with a capital of \$250,000, and the following officers: A. Haslam, President; G. L. Schebky, Secretary-Treasurer; E. M. Yarwood, Solicitor; other directors: Dr. MacKenchie, J. H. Cocking, and E. Quennell. Negotiations are in progress for a site, and it is said several orders have already been secured.

The Western Steamboat Co. has been incorporated under the B.C. Companies' Act, with a capital of \$12,000 to acquire the steamer Ramona, and to operate steam and other vessels within the Province. The Ramona, propeller, was built at Portland, U.S.A. in 1896. Her dimensions are: length, 178 ft. 2 ins.; breadth, 25 ft.; depth, 4 ft. 4 ins.; tonnage, gross 251, register, 209.

The Revelstoke Navigation Co. has been incorporated under the B.C. Companies' Act, with a capital of \$25,000 to carry on a general navigation business on the Columbia river between Revelstoke and Big Bend. The provisional directors are F. McCarty, T. E. L. Taylor, G. S. McCarter, J. E. Molson, and — Robinson, of Revelstoke. The Co. proposes to acquire and operate a steamboat between Revelstoke and La Porte, in the Big Bend district. The boat will probably be 120 ft. long, with 24 ft. beam, light draught, with accommodation for passengers, and from 30 to 40 tons of freight. It is expected the B.C. Legislature will give a grant of \$2,500 a year for three years, and that the town of Revelstoke will give a subsidy of \$3,000. The steamboat is expected to be completed this season.

The dredge being built for the Dominion Government for use on the Fraser River was launched June 18 at New Westminster. The hull is 126 ft. 9 in. long, 32 ft. wide, and 7 ft. 6 in. deep; and is built of steel and wood. The steel frame is formed on the channels and angles plan, the keel channel having riveted to it all the angles forming the ribs, etc. About 20,000 bolts and nuts are in the hull. A fore and aft truss-frame, 15 ft. 6 in. deep, the length of the boat, takes the place of log chains, and there is a sheer streak 18x¾ steel. The whole construction is braced and trussed in the most substantial manner. This strong framework—made by the Polson Iron Works, Toronto, and built there before being conveyed across the continent in sections—is covered with timber, 4-in. fir, tar paper and 1¼ in. sheathing. The main deck will be wholly occupied with boilers, engines and numerous machines, pumps, etc. The engines for propelling the dredge are 16x72 ins. and will drive a 19 ft. stern wheel. The pumping machinery is powerful, triple expansion, with cylinders 13½, 22 and 36 ins. by 21 ins. There will be two water-tube boilers, with a heating surface of 3,000 ft., and a working pressure of 160 lbs. Either may be worked

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- 4.—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.
- 5.—An Old Age Pension payable during disability, which may be taken as a substitute for the Old Age Disability Benefit.
- 6.—Free Medical Attendance by Court Physician where not dispensed with by Court by-law; also trained nurses in certain cases.
- 7.—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.
- 8.—A 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.—Social and Fraternal Privileges of the Court Room.

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	858,857 89	15 76	5.47
1894	70,055	511,162 30	1,187,225 11	16 94	5.47
1895	88,521	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	2,558,832 78	20 52	5.56
1898	144,000	1,176,125 14	3,186,370 36	22 12	5.67
1899	163,610	1,430,200 33	3,778,543 58	23 09	6.30
1900	180,717	1,545,145 64	4,483,364 44	24 81	6.50

For Further Information Respecting this Great Fraternal Benefit Society, Apply to
 Oronhyatekha, M.D., S.C.R., Toronto, Ont. John A. McGillivray, K.C., S.S., Toronto, Ont.
 James Marshall, 24 Charing Cross, London, Eng. A. E. Stevenson, 431 E. Sixty-Third St., Chicago, Ill.
 Or Any Officer or Member of the Order.

independently. There will be a 3 ft. x 8 ft. x 6 in. surface condenser, and a cooling surface of 850 sq. ft. The air-pump will be 10x14x12, and a 6-in. circulating pump with independent centrifugal pump. The feed, fire and general purpose pumps will be 7¼, 14½x10 in. The suction pump, which will excavate the mud, etc., from the river bottom, will be 20 ins. in diameter, and this fact establishes the status or denomination of the craft, which is therefore a 20-in. hydraulic dredge. These engines will have a capacity of sucking up about 750 yards of ordinary river-bottom material an hour. This is discharged by a long pliable pipe at any distance required up to 2,500 ft. This pipe is supported, say across a river by 50 pontoons, the dirt being placed on shore as required. Twenty-five of these pontoons will be 24x12x2½ ft. and 25 will be 34x12x2½. The construction of these pontoons has been delayed as improvements are to be introduced. On the upper deck there will be quarters for 20 men. The space is apportioned for wheel house, officers' dining room, spare room, room for the captain, engineer, second engineer and mate, kitchen, pantry, crew's mess, store room, cook's room, ice box, lavatory and bath, and aft, berths for 16 men. These quarters will all be on the top of the deck-house.

Yukon and Northern Shipping.

Several vessels of the Cape Nome fleet will not call at Dutch Harbor or Unalaska this year, thus making a saving of a day on the run.

The steamer *Mexico* has been bought by Sullivan, McLeod & Wilson, of Vancouver and Bennett, and will be placed on the St. Michael route.

The White Pass and Yukon Ry. will run a refrigerator service on its boats this season. There will be two sections in each cold storage room, one where a temperature of 30 degrees will be maintained, and in the other the temperature will go as low as 16 degrees. Each boat will have cold storage capacity for 20 tons, and one steamer so fitted will leave White Horse for Dawson every other day.

The rate war is a thing of the past and the figures which went down as low as \$6 from Vancouver to Skagway has been restored to \$25 for 1st class and \$20 for 2nd. It is said that the arrangement includes the leaving of the Vancouver business entirely to the Canadian Pacific Navigation Co. and the Pacific Coast Steamship Co., which latter operates the str. State of California. The proposal seems to be that the Seattle people agree with the C.P.R. that there is not enough extra business for the Seattle people in Vancouver to make it worth while keeping up the rate war. The Seattle people therefore back out of Vancouver entirely, on the understanding that rates are to be put up to the former standard and maintained that way.

A steamer is now plying on the Chilkat river, and for the first time in the history of the northern country is being successfully navigated from the mouth of the river to Wells, the new townsite at the junction of the Klehini. This is the project which a Victorian at one time had in contemplation, as announced when the rich discoveries on Bear and Clear creeks were first reported. The name of the little boat is the *Gardner*, owned and operated by H. D. Gardner. She is a canoe-shaped craft, 45 ft. long, and was built on Puget Sound. Her machinery was also built for the run. Another light-draft boat, a little stern-wheeler, will be added to the Gardner fleet. This will be operated from the flats, part way up the river, in connection with the Gardner, which is a propeller boat, and will take the upper river run. Each boat is especially designed for the river above Klukwan and the flat-bottomed stern-wheeler for the lower

river. In addition to the boats, Gardner will erect warehouses at Haines and operate a wagon train across the flats, thus being able to make through contracts on freight.—Victoria Times.

The means of transportation between B. C. ports and Skagway were never better than at present. Every day or so a vessel leaves for Skagway or returns from having made the trip. The supreme advantages the port of Vancouver enjoys over all others are: First, that this is the last port of call for vessels going north as well as the first port reached on the down trip; and second, that every vessel now leaving Vancouver for the north also calls here on the way down, a very different proposition to that which has previously existed, when in other seasons every vessel of the U.S. lines called at this port on the way north and took as many passengers as possible and all the freight offering. These vessels made a point of advertising that they did not call at Vancouver or Victoria on the way down. This year there is a very different arrangement. The C.P.N. Co. has passed under the control of the C.P.R. Co. which has re-organized the service, and now the transportation offered from Vancouver to the north is adequate for the western terminus of the great Canadian trans-continental line. The former Skagway service of the C.P.N. Co. consisted of the steamers *Danube* and the *Amur*, occasionally augmented by the *Tees*. These vessels used to call at Vancouver when going north, but not always on the way down. Two steamers, the *Islander* and the *Ha Ting*, have been put on the Vancouver-Skagway service. The *Islander*, a handsome and comfortable steel steamship built some years ago in Scotland for the C.P.N. Co., has long been on the Victoria-Vancouver run. She has been thoroughly overhauled and refitted. From upper deck to keelson she is as trim a vessel as floats, and well deserves the position of flagship of the C.P.N. fleet. Already she has made three trips, and has been so well patronized that every expectation of the management has been realized. The *Ha Ting* has been made a sister ship to the *Islander* as far as possible in every way. She is a steel steamer almost the equal of the *Islander* in size, and the alterations made in her render her as well appointed and comfortable as unlimited expense can make her. New deck houses, with increased stateroom accommodation, have been built, and the whole vessel has been thoroughly overhauled, repainted and refitted, and all the furnishings have been renewed. The other vessels of the C.P.N. fleet, the *Danube*, the *Amur* and the *Tees*, run from Victoria, calling at Vancouver en route, making an alternate service with that of the other two vessels, so that the transportation from and to the ports of B.C. is thoroughly well looked after. In addition to these the C.P.N. Co. has one or two freight vessels which take any surplus cargo offering, so that at no time is there any congestion. In addition to the C.P.N. Co. the Pacific Coast S.S. Co. has two vessels, the *State of California* and the *City of Topeka*, which make regular calls on both up and down voyages, and the vessels of the *Dodwell* lines also make a call occasionally.—Trade Budget.

Inspection of Coasting Vessels—By a recent Order-in-Council all vessels engaged in carrying freight in the coasting trade of Canada, but registered elsewhere, shall have the provisions of the Steamboat Inspection Act of Canada applied to them. If such vessels have been inspected by a surveyor of the Imperial Board of Trade, the English Lloyds, the Bureau Veritas (French Lloyds) and the British Corporation for the Survey and Registration of Shipping, for the current year, they will not be required to be inspected by the Canadian inspectors for 12 months.

Among the Express Companies.

The Dominion Ex. Co. has opened the St. Basil and St. David stage route between St. Basil, N.B., and St. David, N.B.

The Dominion Ex. Co. has opened a route on the Lac du Bonnet Branch of the C.P.R., between Molson and Lac du Bonnet, Man.

The Dominion Ex. Co. has opened offices at Kavanagh, Alberta, Beasley and Loop, B.C.; St. David, Me., and at Baden, Delta Jct., Carey, Lac du Bonnet, Milner and Six Mile, Man.

Since July 1, no U.S. revenue stamps are required on receipts issued by express companies in the U.S. for goods received for transportation, and no stamps are required on live stock contracts, on telegrams, or on money orders payable in the U.S. For money orders issued in the U.S. and payable in Canada or Europe 2c. in revenue stamps must be affixed to each order.

Telegraph and Cable Matters.

The first land station for wireless telegraphic purposes in Canada is being fitted up at West Point, Anticosti island, under the charge of D. H. Keeley, Superintendent of Government Telegraphs.

Offices have been opened on the newly-completed Government telegraph line from Port Simpson to Hazleton at Skeena canyon and Port Simpson, the rates from Vancouver, via C.P. telegraph, to Ashcroft being \$2.25 and 15c. to Skeena canyon, and \$2.75 and 19c. to Port Simpson.

The cable repair steamer *Mira* sailed from Halifax, May 1, to repair a broken Western Union cable in mid-ocean. One end of the broken cable was secured on May 16, and the other on June 1, in a depth of 15,000 ft. The cable was spliced in a few hours after the second end was found. It is claimed that this establishes a record for deep sea repairing.

Postmaster-general Mulock, in the course of a recent interview in Melbourne, Australia, said the Canadian Government was now considering the question of laying a cable between Canada and Great Britain, and was also considering the practicability of securing the land lines. Should these things be done rates would be charged which would surprise Australians.

The str. *Tyrian*, which is under charter to the Dominion Government as a cable-laying and repairing vessel, has been fitted with the Marconi system of wireless telegraphy for experimental purposes in the Straits of Belle Isle. She is now laying the 22 miles of cable to connect Belle Isle with the shore end of the Gulf telegraph system at Chateau Bay, after which she will repair the northern cable from the island of Anticosti to Quebec, and lay five miles of cable at the Magdalen Islands.

The Ottawa Board of Trade has issued a circular letter to boards of trade and other public bodies throughout the Dominion, asking them to co-operate in an agitation for a complete system of government-owned telegraph and cable lines within the British empire. It is claimed that Canada is the only one of the great divisions of the empire which does not now own all her own telegraphs, and that with such lines nationalized, the completion of the Pacific cable, which is to be laid by the British Government, Canada, Australia and New Zealand, and the laying of a cable from Canada to Great Britain by the Canadian Government, two-thirds of the globe would be girdled by state-owned British telegraph and cable lines. To complete the all-world British system, the following lines would then have to be constructed:—1. From Western Australia via Cocos Island and Mauritius, to South Africa, with branches to India and Singapore, 9,100 miles. 2. From South Africa via Ascension and Barbadoes, to Bermuda, thence to Canada and the United Kingdom, 6,600 miles.

General Telephone Matters.

The Bell Telephone Co. is placing a metallic circuit between Perth and Smith's Falls, Ont.

A no. 15 copper wire has been strung by the Bell Telephone Co. from Toronto to Windsor.

T. J. McVicar, of Cornwall, Ont., has been appointed manager of the Bell Telephone Co.'s Pembroke, Ont., branch.

It is stated that the Bell Telephone Co. is about to extend its long distance lines to Morden and other points in Southern Manitoba.

The New Brunswick Telephone Co. is constructing a line from St. John to St. Stephen, with a branch of 6 miles from St. George to Bonny river.

The Bell Telephone Co. will, under certain conditions, extend its line from Ste. Martine to Howick, Brysonville and Howick station, and thence to Ormstown, Que.

In reference to the rumored absorption by the Nova Scotia Telephone Co. of the Eastern Telephone Co., we were officially informed, on June 18, that nothing had been done.

A line is being built from Sturgeon Point, about 4½ miles, to the Fenelon Falls-Bobcaygeon system. The line will be operated by the Bell Telephone Co., which will establish an exchange.

The Canadian Independent Telephone Co., by F. Dagger, is applying to the Toronto City Corporation for a franchise. The Co. offers business telephones for \$30, and house telephones for \$20 a year, or both for \$45.

At the fifth annual convention of the Independent Telephone Association of America, in Buffalo, in June, J. B. Ford, who is seeking to obtain a franchise in Toronto, under the title of the Ontario Telephone Co., was present.

La Compagnie de Téléphone du Comté de Saint Maurice has been incorporated under the Quebec Companies' Act, with a capital of \$1,900, to work that part of the line already built, and to increase the net work of the line in St. Maurice and adjoining counties.

T. Paul, of Yorkton, Assa., established a telephone system there two years ago, and last winter built a line for some 30 miles north of the village for farmers' use. He is now organizing a company with a capital of \$20,000 to build lines to other districts tributary to Yorkton.

J. B. Ford, who some time ago made the Municipal Telephone Committee of Toronto City Council an offer to install an independent telephone system, has notified the Chairman from Scranton, Pa., that he has organized a syndicate for that purpose to be known as the Ontario Telephone Co.

The Inverness and Victoria Telephone Co. at its recent annual meeting, held at Baddeck, N.S., declared a dividend of 10%, and decided to extend its line from North Sydney to Sydney, and to Port Hood and other points. A. C. Ross was elected President, and A. H. Sutherland, Secretary-treasurer.

At the annual meeting of the New Brunswick Telephone Co., at St. John, June 12, the following officers were elected:—President, Hon. A. G. Blair; Vice-President, J. L. Black; General Manager, F. P. Thompson; Secretary, W. E. Smith; other directors, C. F. Sise, C. Fawcett, J. L. Black, A. A. Stockton, F. P. Thompson, W. T. Whitehead.

The Bell Telephone Co. commenced the laying of underground conduits on Bloor St., Toronto, on June 7, and on June 13 the city solicitor issued a writ claiming an injunction to stop the work, a declaration that the defendant is not entitled to do such work or interfere with the streets without the consent of the city, a mandatory order compelling the defendant to restore Bloor St. to its original condition, and for damages.

The Victoria and Esquimalt Telephone Co. is extending its system to the northern end of the Saanich peninsula, Vancouver Island, and expects to have the line in operation to Sidney by the middle of July. There will be pay stations at Saanichton, Sluggets, Youngs and other points. Another line will be constructed from Victoria to Royal Oak at an early date.

P. Mooney has been awarded the contract for the erection of the new headquarters of the New Brunswick Telephone Co., at St. John. The building will be three stories high, with 34 ft. frontage and 100 ft. depth. There will be switchboard accommodation for 2,500 telephones, 1,000 more than the present exchange provides for. The cost of the building will be \$100,000.

ENAMELED IRON PLATES

For Doors, etc., in Stations, Steamships, Ferries, Hotels, Offices, etc., carried in Stock for Prompt Delivery.

Any of these Plates can be shipped on the day an order is received.

SMOKING ROOM

Size 23 x 3½ inches. Oblong, fancy ends, white ground, blue letters, lined & tipped:

Agent's Office.	Waiting Room.
Express Office.	General Waiting Room.
Freight Office.	Ladies' Waiting Room.
General Offices.	Men's Waiting Room.
Private Office.	Dining Room.
Ticket Office.	Lunch Room.
Telegraph Office.	Restaurant.
Baggage Room.	Ladies' Toilet.
Smoking Room.	Men's Toilet.
Smoking Prohibited.	No Admittance.
	Trespassers Prosecuted.

NO ADMITTANCE

Size 10 x 2½ inches. Oblong, oval ends, white ground, blue letters, lined & tipped, hollowed:

Bar Room.	Men.
Luggage Room.	Private.
Office.	No Admittance.
Refreshments.	No Road.
Exit.	Boarding House.
Fire Escape.	Private Board.
Lavatory.	Dressmaking.
Ladies.	Fresh to Day.
Women.	Teas Provided.
Gentlemen.	Please Shut the Gate.

Size 14 x 3 inches. Oblong, oval ends, white ground, blue letters, lined and tipped.

No Admittance.

STICK NO BILLS

Size 18 x 3½ inches. Oblong, square ends, white ground, blue letters, lined & tipped.

Furnished Apartments. Stick no Bills. Please Shut the Door.



Oval, size 2 x 3 inches, white ground, blue letters, tipped, hollowed, lettered **Push, Pull**, as above.

Oblong, square ends, size 3 x 1½ inches, white ground, blue letters, tipped, lettered **Push, Pull**, as above.

Perpendicular, square ends, size 12 x 3 inches, white ground, blue letters, lined & tipped, lettered perpendicularly, **Push, Pull**.

Oblong, square ends, size 12 x 3 inches, white ground, blue letters, lined and tipped, lettered horizontally, **Push, Pull**.

Oblong, fancy ends, size 3 x 1½ inches, white ground, blue letters, lined and tipped, lettered **Push, Pull**.

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Railway Station Names, Switch Targets, Semaphore Arms, Whistle & Diamond Crossing Signs, Numbers for Railway Bridges, Sections, Mileage Signal Houses, etc.; Street Car Route Signs; Steamship & Ferry Signs; Express, Telegraph & Telephone Office Signs; Agency, Office, Store, Wagon, Cart & Advertising Signs; Street Names & Numbers; Door Numbers.

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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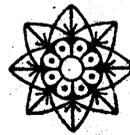
The Purchasing Agents' Guide

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Ales E. L. Drewry..... Winnipeg.	Hose Rice Lewis & Son..... Toronto.	Shipbuilders' Tools & Supplies Rice Lewis & Son..... Toronto.
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