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CONQUERING PATRIOTISM REIGNS.

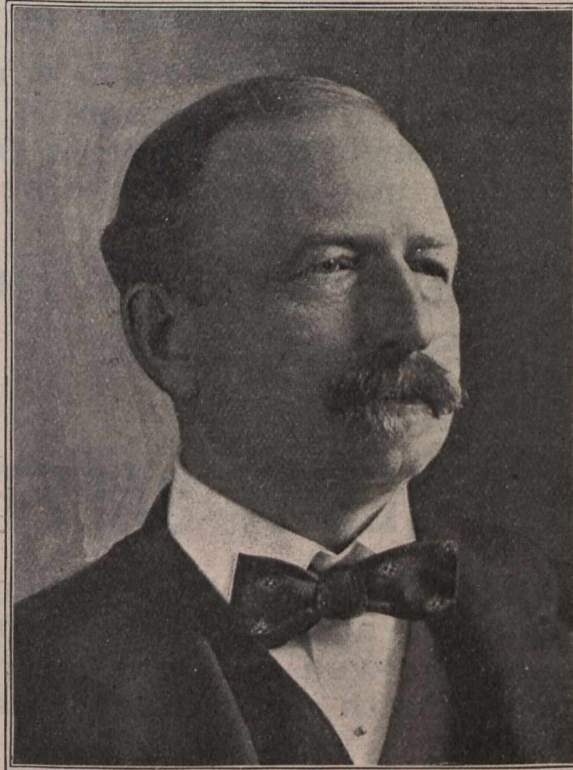
Toronto's Great Tribute to Sir Thomas Shaughnessy.

"Conquering Patriotism Reigns" was the new interpretation of the letters "C.P.R." given by W. F. Cockshutt, M.P., amid ringing cheers, at the dinner tendered to Sir Thos. G. Shaughnessy by the Toronto Board of Trade at the King Edward Hotel, Toronto, June 15. Over 250 members of the Board and guests, among whom were very many of the city's leading business, financial and professional men, attended the dinner, which was a brilliant function, an enthusiastic tribute to the C.P.R. President, and a fitting commemoration of the opening of the new line from Bolton to Romford, Ont., which gives the C.P.R. its own direct line from Toronto to Sudbury, and greatly reduces the time between the Queen City and Winnipeg and other north-western points. The President of the Board of Trade, L. H. Clarke, occupied the chair, and in addition to Sir Thos. G. Shaughnessy, the invited guests included the Lieutenant-Governor of Ontario, Sir Mortimer Clark; four C.P.R. directors, Sir Sandford Fleming, Hon. L. J. Forget, E. B. Osler, M.P., and W. D. Matthews; Hon. F. Cochrane, of the Ontario Government, and the Mayor of Toronto.

Sir Mortimer Clark, replying to the toast of the Lieutenant-Governor of Ontario, expressed the pleasure he had in meeting so many interested in the welfare of the country, and especially in the great question of transportation. He joined with them in doing honor to their distinguished guest, and incidentally to the great company which he represented. Sir Mortimer told of many experiences which had fallen to his lot in the course of his transcontinental journeys from the time when the buffalo roamed the plains down to the present. He could not on those occasions fail to think of the miserable opposition to those men who had helped to build the great steel road across the continent. If those men after risking their all had obtained great fortunes, then he was sure that they had only obtained their due. "Had it not been for that road," he said, "British Columbia to-day would not be British Columbia." He could not, when looking at the rails of that road, help but think of the word "Craigellachie," "Stand fast," cabled from one great Scotchman in London to another in Canada, at the time when the fortunes of the road were at its lowest. No one at that time had thought of the future before the C.P.R., a road which would be a highway between the east and the west, opening up homes for untold thousands.

"Every year that has passed, that road

has been more and more a blessing to this country," declared Sir Mortimer "When it was first constructed it was the very salvation of this country. It was the means of retaining the Dominion intact, and making Canada what it is to-day. The more I think of this road, the more I think of the vast benefits it has conferred upon this country, the more am I animated by the spirit of gratitude towards those men who



SIR THOMAS G. SHAUGHNESSY, K.C.V.O.
President Canadian Pacific Railway Co.

conceived the idea of its construction, and the financiers whose ability enabled its completion. The great fault of the majority of our roads has been that they have been impoverished to pay dividends which ought never to have been paid; but the C.P.R. has been honestly managed, its stock is not watered stock, and I hope that Sir Thomas Shaughnessy will long be spared to manage it, and that the road will continue to prosper."

The President of the Board of Trade in rising to propose the toast of the evening expressed his great pleasure at Sir Thomas Shaughnessy having consented to accept such an honor at their hands, although averse to such public appearances. He had appreciated that the opening of the Sudbury line was an event of great importance to Toronto, and to this section of Ontario, and

well worthy to be marked in any possible way. They could only guess of what importance the line would be; perhaps Sir Thomas would hazard a prophecy during the evening. Mr. Clarke then spoke of the advantages to be gained by the reduction in distance to the West, and said the building of the new line had been unique in one particular, in that it was built without a dollar of bonus from municipality, local or Dominion Government. It had been financed by the company, and its operation by the same company was a guarantee that it would be such as they desired. If anyone was in doubt, let him travel by any of its lines of railway, or steamers, or stay at its hotels, and he would find nothing but compliments for the management and efficiency of the C.P.R. This was a matter of national pride, although people were liable to be a little remiss in giving credit for the magnificent development of the great transcontinental system. Behind it there had been a master mind that inaugurated it, and a genius that guided it, and most largely it had been the guest of the evening that had made the road what it was. He had other qualities besides ability, and was universally admired for his breadth of view and his fair-minded attitude in all things. This was evidenced by the fact that there was none of his 70,000 employes but would be willing to have Sir Thomas as sole arbitrator of all disputes. He was also possessed of a high sense of honor, and of sterling integrity, as was demonstrated by the fact that wherever the C.P.R. was known, its management was synonymous with honesty. In these days of graft, it was refreshing to look to the C.P.R. and see what its President had done. Every subsidiary company paid into the general treasury every dollar that it earned, and there was none who could say that any of the funds had been misapplied. It was a thing to be

proud of that the greatest corporation in Canada and the greatest railway company in the world was under a management that was absolutely honest and unquestioned. The saying that honesty was its own reward was never better exemplified, for Sir Thomas had only to make his requests known in the money markets to have them granted. It was to his credit that he had had, during the tight money period, funds lying in the banks that they were able to loan to business men. The President closed with saying that he always thought men should be honored during their lifetime, but he was safe in saying that there would be no brighter name in the history of Canada than that of Sir Thomas Shaughnessy.

Sir Thomas Shaughnessy, who was received with a tremendous ovation, the audience rising and cheering for several minutes,

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CHARLES MILLER,
PRESIDENT.

humorously referred to the fact that it was just 26 years ago when certain Ontario newspapers, which at that time were not in accord with the policy or methods of the newly-organized C.P.R., and which found a good deal of fault with the importation of men trained in the technical features of railway work, were publishing articles to the effect that "another Yankee O'Shaughnessy" had been brought in by the C.P.R. But the people of Canada refused to believe that an O'Shaughnessy could be a Yankee. "Now," continued Sir Thomas, "just 26 years after, I have the temerity to come here, supported by my friends Sir Sandford Fleming, Senator Forget, and Messrs. Matthews and Osler, my colleagues in the company, to meet and join you good citizens of Toronto in celebrating the completion of a new link forged by the C.P.R., which practically places Toronto on our main line.

"In view of the occasion and of the kind words used by the Lieutenant-Governor and by your President, it may not be out of place to say that during these entire 26 years in which I have been connected with the company, I have received nothing but the most cordial support, the greatest possible friendship, the greatest possible consideration and encouragement from my fellow-Canadian citizens. During so long a period and with so varied interests it would be impossible that everyone should agree with our policy at all times, but I can say this to-day, that, no matter what may have been the outcome of our disputes, I cannot point to a single indication of resentment, and I certainly carry none.

"As the subject has been raised I think it is fitting that I should say to-night what are the facts with regard to the original construction of the C.P.R., because I do not believe that to-day the actual circumstances are understood even by Canadians. The original syndicate was composed of George Stephen, Donald A. Smith, J. J. Hill, Duncan McIntyre, R. B. Angus, with J. H. Kennedy associated with them. Messrs. Stephen, Smith, and in a smaller way R. B. Angus, had made their fortunes with the rehabilitation of the old St. Paul and Pacific, afterwards the St. Paul, Minneapolis and Manitoba Railway, and from that they had realized fortunes which even to-day would be considered vast. By reason of this they were in a position in 1881 to form the syndicate which afterwards became the Canadian Pacific Railway Co. That is where the money came from. The work was carried on, the company organized, and the stock sold on a basis to realize 45 cents on the dollar on an average, including the original subscription. Not one of these men realized one single dollar from his connection with the C.P.R., until in recent years Lord Strathcona, who had kept some of his stock, secured his benefit of the increase in value. But in 1895 any gentleman in this room could have bought C.P.R. stock on a lower basis than the original founders received it away back in 1882, when no one had any faith in the company. The great genius of the company, the man who, beyond all others, was responsible for its successful completion, was George Stephen, now Lord Mount Stephen. He was the bold man, the man of originality and resource, while Strathcona was the strong and faithful second, always ready to follow Stephen."

Proceeding, Sir Thomas said it was a peculiar source of gratification to him that it could be said of the C.P.R., as the President had just stated, that it had been an honest enterprise. He had never made a statement to his directors and shareholders with greater satisfaction than when, at their last annual meeting he had told them that every dollar of outstanding securities of any sort, excepting the original capital stock, had

been sold at not less than its face value. "And," said Sir Thomas, "I have this proud boast to make, that in the 26 years that we have been in operation, notwithstanding the hundreds of millions of dollars which have been handled by many thousands of employes, the sum total of defalcations which have occurred would not amount to \$100,000.

"The completion of this Toronto-Sudbury line marks an important epoch in the history of Toronto, because it not only practically places this city on the main line of the C.P.R., but brings it in closer touch with the nickel districts of Sudbury, with the industrial activities at Sault Ste. Marie, with Winnipeg and all that vast empire of the west upon which we all rely so much for our future greatness; but besides this it opens up a by no means unimportant section of Ontario hitherto served by no transportation line. It has been a hard and almost heartbreaking job. We intended from the first to make it a high-class line and made liberal estimates, but owing to engineering difficulties these have been largely exceeded, but you will agree with me that nothing is too good for Toronto.

"The connection of the C.P.R. with Toronto was established in 1884 by the construction of the Ontario and Quebec Railway from Toronto to Carleton Junction. Originally this road was 381 miles from Montreal via Ottawa, subsequently reduced to 338 miles by the construction of the Smith's Falls cut-off.

"It might be well here to refer to an old Toronto citizen whom I never knew personally, but who was a great factor in connection with that Ontario and Quebec system—the late George Laidlaw. Mr. Laidlaw devoted himself to the Credit Valley and Toronto, Grey and Bruce railways and other similar enterprises, never with profit to himself. But finally by utilizing the Credit Valley as a nucleus, and securing the necessary financial assistance, the Ontario and Quebec Railway was organized. These various lines were consolidated and the line from Toronto to Carleton Junction was built without one single penny of Government subvention, at a time when such assistance was thought to be an absolute necessity for railway construction. So George Laidlaw should always be gratefully remembered by the people of Toronto in connection with the work of this railway.

"At the time the Ontario & Quebec Railway section was completed Toronto had a population of 105,000, and its assessment was \$66,000,000. To-day you have a population of about 300,000 and your assessment roll is nearly \$206,000,000, a record of which I am sure very few cities of this continent can boast. I would not have you imagine that I attribute all this great growth of population and wealth to the connection formed at that time, but I am sure that I am justified in saying it was no small factor in securing these results. The magnificent strides of Toronto and of the other cities and towns of Ontario, and, indeed, of every section of eastern Canada, are due beyond any question of doubt to the opening up by the C.P.R. of that vast empire west of Lake Superior, which has brought you so much new trade, and which has given so much additional occupation to your people. Think of what you are sending to that country—groceries, provisions, implements, bicycles, machinery, stoves, pianos, books and merchandise of every possible description, which are being sent from your stores, factories and laboratories. It is by these means that Toronto's wealth and population were built up. It is true that the opening up of the west caused something of an emigration from Ontario to the west, and a temporary falling off in the value of farm lands, but any loss suffered in that was a mere

bagatelle compared with the enormous advantages you have gained from the other causes I have mentioned.

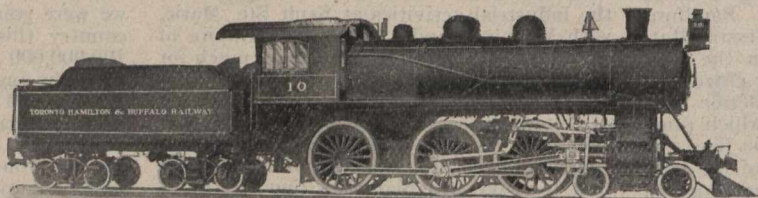
"It is not necessary to refer here to what has taken place in the territory west of Lake Superior during the last few years; the growth of population and extent of lands which have been brought under cultivation in Manitoba, Saskatchewan and Alberta. That is an open book which has been read by every Canadian. I do not propose to resort to anything in the nature of a statistical forecast. But we all know that given reasonable weather—and it looks as though we were going to have it—the crop of that country this year should produce at least 100,000,000 bushels of wheat. And this with the proceeds of their cattle, dairy industry and other produce can give you some estimate of the enormous purchasing power west of Lake Superior; and you people in Toronto will profit by every additional dollar of purchasing power they possess, provided that we Canadians are true to ourselves and realize that we must do whatever is in our power to strengthen the ties between that country and eastern Canada, so as to make the Canadian west an essential portion of the Dominion.

"We are all too apt to think only of the prairie country in connection with agriculture, but in British Columbia the fruit industry means a great deal for Canada. This year alone I am informed that no less than 17,000 acres of orchards have become productive, and this new yield will bring a return of no less than \$5,000,000. This will mean again, an important addition to the purchasing powers of the farmers of the prairie country, while the mines and lumber industry will be given increased activity, and will come to you for their supplies; so that from every side you receive advantage from the growth of that western territory.

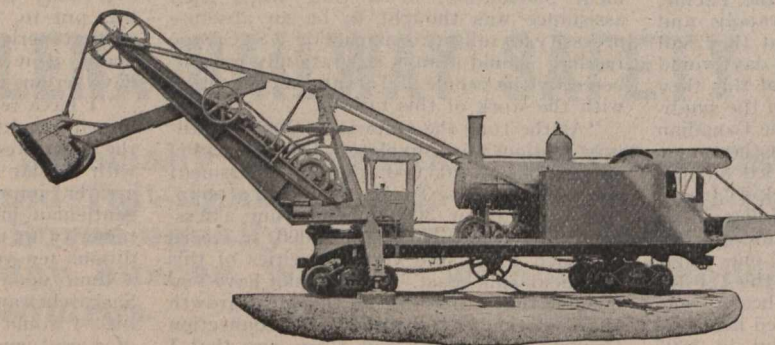
"With a good harvest, as I hope we shall have this year, we are sure to forget this financial stringency which has so much troubled my friend Mr. Wilkie and others. But I earnestly trust that while we forget these disagreeable days and the trials that everybody connected with financial affairs was put to, we shall not forget the lesson of that period—we shall not forget that a boom, if it be an ephemeral boom, must have serious results.

"I have referred to the practically ascertained results of this year's operations in the Northwest. We know that next year, with similar conditions, we shall have still greater improvement. But is there any gentleman in this room with the requisite temerity to make a forecast as to the conditions ten years hence? Can anyone place a limit upon the possibilities of Manitoba, Saskatchewan, Alberta and British Columbia—I would not say within the next quarter of a century—that is too long—but within the next ten years? I think I know the western country as well as most people. I have watched it as carefully as any and I would hesitate very much indeed to prophesy upon its future possibilities.

"But while we are giving attention to our agricultural interests and encouraging development of our farms and our fruit lands and our mining and lumbering operations, we have other things to do in Canada which we must carry out if we are properly to fulfil our destiny. We have our internal waterways. We must endeavor to shorten the distance between the Georgian Bay and the seaboard, and improve the routes so as to make traffic cheaper. We must amplify and improve our ocean ports so as to give cheaper handling of traffic there. We must see that our St. Lawrence navigation and the approaches to our Atlantic seaboard are made as reliable and safe as modern methods can make them. By doing

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this we shall be encouraging shipping to our ports, and by bringing additional ships we shall be bringing what we want most—people from the various countries of Europe to occupy our vacant lands. Year by year the requisite work should be done without an attempt at unwise economy, but efficiently and intelligently, so that we may bring to our own country and commercial centres all the business of the west that belongs to us, and send back our merchandise over the same routes, and handle through our own national termini all the imports and exports of this country.

"The C.P.R. has spent many years and many millions of dollars in carrying out its own plans with this purpose in view. The original three vessels that we had on the lakes have grown to a fleet of 70 on the Atlantic and Pacific Oceans and our internal waterways, so that the red and white house flag of our company is now met on the waters all the way from Hong Kong to London and Antwerp. But we have not reached a finality by any means. We should adopt every improvement and not hesitate in any expenditure necessary for the safeguarding of Canadian traffic that may be undertaken by the Government for the protection or improvement of our waterways. In this connection it may not be uninteresting to mention a report I have just received giving the passengers carried by various vessels from Liverpool across the Atlantic during the last week in May. These show in first-class passengers the *Mauretania* 144, *Baltic* 116, *Caronia* 135, *Empress of Britain* 153. In second-class passengers, the *Mauretania* 165, *Baltic* 128, *Caronia* 155, *Empress of Britain* 453, and in the third-class, which means real settlers, the figures are even more impressive: *Mauretania* 343, *Baltic* 587, *Caronia* 407, *Empress of Britain* 893. So you see that such little progress as we have made in improving the character of our vessels on the Atlantic is commencing to bring results. I do not believe in *Mauretania*s for us at the present time. They cost too much. The *Mauretania* cost nearly four times as much as the *Empress of Britain*, and nearly three times as much to operate her. It takes too much sentiment and too much Government subventions to operate such boats. There is too much sentiment in it. I like a little commerce myself." With reference to the all-red route, however, Sir Thomas said that after the matter had been thoroughly threshed out, and after further investigation by those who had been discussing the subject, some plan would be reached for an improved service which would not only bring additional immigrants and tourists to Canada, but would make the Dominion a still more important and popular route on the highway around the world.

"There is," continued Sir Thomas, "one other subject that I cannot help referring to. We are finding our population continually being increased by immigration from Europe and the United States. These settlers coming here have naturally not the same national sentiments as we have, but we want their co-operation and countenance in carrying out the great works before us for the still greater advancement of our country. The question is how to secure that co-operation. If after he has been here a little while the settler from the United States finds that he can buy his agricultural implements and other supplies to as good advantage there as in Canada, he will naturally do so, and the trend of trade and all social intercourse will thus become northward and southward, and in the same way foreigners from Europe will follow the example of their neighbors, and you can all see what the result of such a condition of affairs would be in the course of a few years. This is something which we must

try earnestly to avoid. We must establish such relations between the merchants and manufacturers of the east, and the merchants and consumers of western Canada as will make the trend of traffic and social intercourse in Canada east and west. If we succeed in doing that we shall not only make these strangers, these colonists who have come here to build up homes for themselves and their families, good Canadian citizens, but shall be able to make them strong advocates of every policy calculated to advance the material interests of the country, and bring the various provinces into closer connection and thus more firmly establish the original idea and intention of confederation. How are we going to do this? Without talking as an expert, we must rely upon two things: first, a strong and well-thought-out transportation policy. By that I do not mean that we should deny people the right to build railways north and south. That would create dissatisfaction, and we do not want that. Let who will build railways from the International boundary northward into the western provinces, or westward through them if they wish them. But let the men in charge of the transportation interests of Canada devote themselves to such an improvement of their properties as will enable them to carry traffic more cheaply, if possible, than it can be carried in any other country. The C.P.R. has been doing that. Since 1902 our system has spent \$36,000,000 for additions to its property, and \$90,000,000 for additional operating facilities—that is no small record for less than six years.

"But besides this transportation policy we should have a wise, prudent and statesmanlike tariff policy; not with a view to enriching the manufacturer or making the goods more expensive to the consumer. That, I think, can be regulated. I do not see any reason why there should not be a trade commission as well as a railway commission. But the work should be done so as to definitely and beyond any question fix the channels of Canadian trade eastward and westward.

"There is a tradition, an unwritten law, that a man in my position should not talk politics. I have great respect for traditions and would not wish to be misunderstood or construed as saying anything of a political character. To my mind, neither the transportation policy nor the trade policy of this country involves one single element of partisanship. On the contrary, every loyal citizen of Canada from New Brunswick to the Pacific, every British subject who wishes to see this country occupy the place she should in this fabric of empire, approximating the position of Great Britain herself, must agree with me that these subjects cannot receive too serious and impartial consideration.

"I find it difficult to thank you members of the Board of Trade and citizens of Toronto for this magnificent reception to-night, and for the complimentary terms with which you proposed the health of the company, of which I am President, and of myself. I do not know that I can say anything to you here to encourage the belief that the C.P.R. will in future be a greater factor in the progress and prosperity of Toronto than in the past. Probably you do not feel about the past as much as I do. You may not realize as much as I do the factor the C.P.R. has been. But I can promise you this without question or reservation; that everything that can be done properly and on business lines to bring Toronto to a still more prominent position in the business situation of the country than she occupies at the present time, the C.P.R. will do. We appreciate the loyalty with which you have supported us with your business, even at times when we did not agree upon all questions. We

appreciate the importance of your position here in Ontario as the centre of a magnificent agricultural district. We are building some few lines, not very important, 30 miles here, 5 miles there, and 80 miles in another direction, to bring other sections into touch with Toronto, and no doubt that will go on, probably with some degree of acceleration, during the next few years. And I trust that when we meet here again after the completion of some other important railway connection the same good-fellowship and kind feelings will exist between the people of Toronto and the C.P.R. that I find here to-night."

The toasts of the Province of Ontario, replied to by Hon. F. Cochrane; Toronto, replied to by Mayor Oliver, and Canada, replied to by W. F. Cockshutt, M.P., elicited capital speeches, containing eloquent tributes to the C.P.R. and its President.

The Late Sir Robert Reid.

Sir Robert G. Reid, President Reid Newfoundland Co., director of the C.P.R., and connected with other transportation and industrial interests in Canada and Newfoundland, died in Montreal, June 3, from pneumonia. He was born at Coupar Angus, Perthshire, Scotland, in 1842, and after spending five years in Australia, came to America in 1871, since which time he has been actively engaged in railway construction in the United States, Canada and Newfoundland. Among the works he carried out were the following: 1871, International bridge across the Niagara River at Buffalo, N.Y.; 1874, bridge construction between Montreal and Ottawa on the Montreal, Quebec and Ottawa Ry., now part of the C.P.R.; 1880, bridge across the Colorado River at Austin, Texas; and all the iron and masonry bridges on the first 250 miles of the Southern Pacific Ry. west of San Antonio, Tex.; 1882, the International bridge across the Rio Grande River, Texas, and the railway bridge across the Delaware River at Water Gap, Pa.; 1883, section of the C.P.R. north of Lake Superior, including a tunnel through solid rock 450 ft. long; and permanent and temporary bridges on 250 miles of the C.P.R. east of Port Arthur, Ont.; 1886, bridge over the St. Lawrence at Lachine, Que., for the C.P.R.; 1887, International bridge across the St. Mary's River at Sault Ste. Marie, Ont., for C.P.R., and allied interests; and a section of 86 miles of the C.P.R. branch from Sudbury to Sault Ste. Marie, Ont.; 1889-90, section of the Intercolonial Ry. in Nova Scotia, 45 miles; and the bridge across the Grand Narrows in Cape Breton. His connection with Newfoundland commenced in 1890, when he took a contract from the Colonial Government to build the Hall's Bay Ry., 260 miles, completing the same in 1893, following it up with the construction of the Western Ry., commencing at the terminus of Hall's Bay line and extending to Port-au-Basque on the west coast of the island, a distance of 250 miles. This work was accomplished in October, 1897. Under the contract, Mr. Reid had the right to operate the whole road for a term of ten years, commencing September, 1893. The road was at once opened for passenger and freight traffic between St. John's and the west coast, connecting by steamer with the Canadian mainland, other steamship lines being operated from St. John's, along the Newfoundland and Labrador coasts. In connection with the steamships he owned the graving dock at St. John's. Mr. Reid was in partnership with his sons, the firm name being R. G. Reid and Sons. In June, 1896, they applied to the Newfoundland Legislature for a charter for the construction of an electric street railway in the city of St. John's, which they constructed and operated. The contracts between Mr. Reid and the Newfoundland Government were revised in 1902, and several

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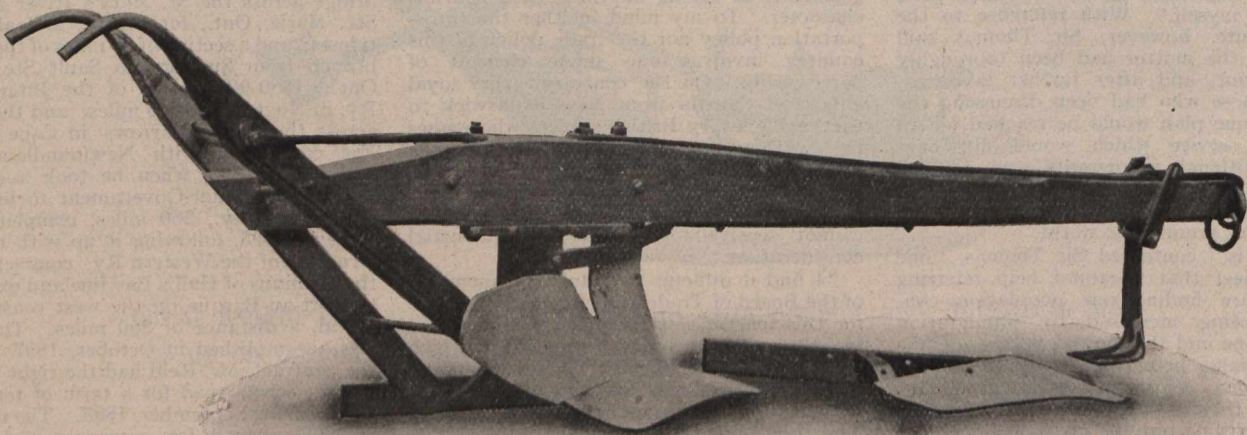
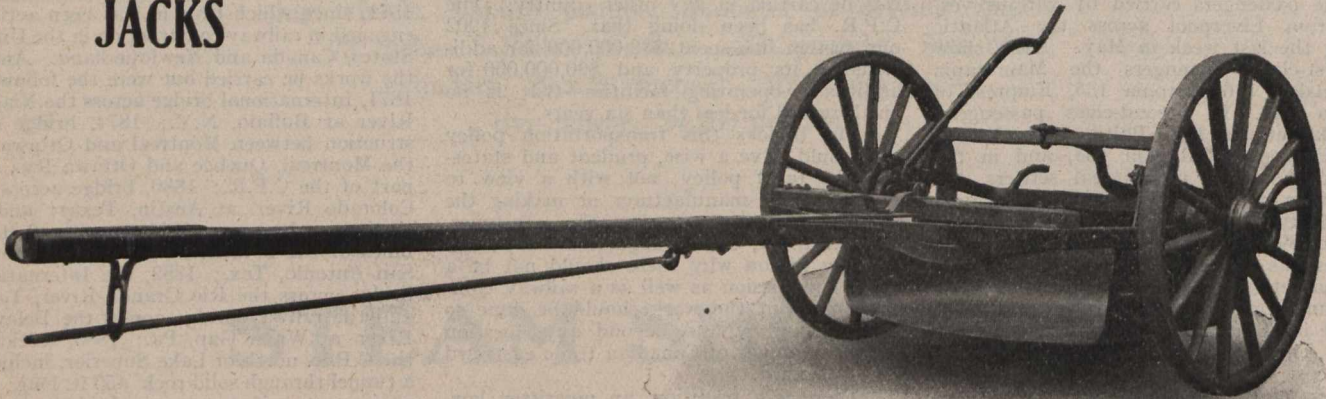
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arbitrations to adjust matters have been held, the Reid Newfoundland Co., which was formed in 1903, to take over Mr. Reid's various interests, being successful in each instance. He was elected an Associate of the Canadian Society of Engineers, 1887, and was made a Knight Bachelor in 1907.

The funeral service, June 8, was attended by Sir W. Van Horne, Chairman of the Board, C.P.R.; Sir T. G. Shaughnessy, President, C.P.R.; Justice McLaren, Toronto, who had been for a number of years general counsel to Sir R. G., then Mr. Reid. The body was subsequently cremated at the Mount Royal Crematory.

The directors of the C.P.R., at their monthly meeting, June 8, passed a resolution expressing their regret at Sir Robt. Reid's death, and placing on record their appreciation of his services, and their sympathy with Lady Reid and family.

Fredericton Freight Rates.

In our last issue we published the Board of Railway Commissioners' order 4682 respecting freight rates to Fredericton, N.B. Following is Chief Commissioner Mabee's judgment, which was concurred in by Deputy Chief Commissioner Bernier. The Board of Trade of the City of Fredericton, N.B., complains against the C.P.R. Co. and the G.T.R. Co. of discrimination in freight rates against Fredericton consignees upon merchandise shipped from points in Canada west of Montreal. For many years Fredericton enjoyed the same rates from these western points that were accorded to St. John consignees, but some three years ago (jointly with the Intercolonial in the case of the G.T.R.) the rates to Fredericton were raised from points west of Montreal from 2½ to 8c. per 100 lbs. above the rates from the same points to St. John. The joint tariff was approved by the Intercolonial Ry., whose line the G.T.R. has to use to reach Fredericton. The C.P.R. Co. reaches that city by its own line.

Much evidence was given upon the hearing to the effect that the rail and ocean rates to St. John via Boston or Portland placed that city in a position that the railways were compelled to give consignees there a better rate than Fredericton consignees were entitled to. The right also of the C.P.R. Co. to regard its branch line service from Fredericton Jct. to Fredericton in fixing rates to the latter city was contended for; but, in my view, this case must be disposed of upon equitable doctrines, quite apart from either of the above considerations.

In the first place, from 1893 to Aug., 1904, the rates upon this traffic to Fredericton and St. John were the same. The change was brought about in the latter year, and could only have been made effective by the G.T.R. with the aid of the I.C.R. The consent of the latter railway to the increase was given under a misapprehension, as sworn to by its General Traffic Manager, E. Tiffin, and as clearly appears from the correspondence that passed between the railways at that time. Mr. Tiffin says—and he had previously been the C.P.R. General Freight Agent at St. John—in his opinion there is no justification for the higher rates from the points in question to Fredericton, and as far back as Oct., 1904, he was protesting against the agreement that had been made between the C.P.R. Co. and the G.T.R. Co. whereby the increase was made possible; and in a letter from the Freight Traffic Manager of the G.T.R. to Mr. Tiffin, Oct. 8, 1904, the following passage occurs:

"In fact our freight people held and still hold the impression that your representatives favored the advance basis, so that if there is anything wrong, it has been through a misapprehension. I quite agree with you that Fredericton ought not to be

any higher than St. John, and we will take it up next week with the C.P.R. for the purpose of endeavoring to get the matter adjusted in line with your wishes."

The G.T.R. Freight Traffic Manager was not called upon at the hearing to vary or explain the letter, and it is fair to assume that it was an honest expression of his opinion at the time; and nothing was disclosed that could detract from the weight to be attached to the statement.

It is clear that, although the consent of the I.C.R. was obtained to the advance, that railway afterwards protested that its consent had been obtained upon a misunderstanding, not only from the above extract from the G.T.R. Freight Traffic Manager's letter, but, on Oct. 24, 1904, Mr. Tiffin wrote a letter to W. R. MacInnes, Freight Traffic Manager of the C.P.R., in which he makes the following statement:

"We have protested, both to your company and the G.T.R., against the advance, and still protest, in view of the fact that we consider Fredericton is being unfairly dealt with."

In a telegram of Oct. 28, 1904, the G.T.R. Freight Traffic Manager, Mr. Tiffin, stated that the advance could only have the effect of crippling Fredericton as a distributing centre.

As an illustration of the working of the agreement entered into by the G.T.R. with the C.P.R. in this matter, the rate from, say, Toronto is 64c. per 100 lbs. for first-class freight to all stations along the Fredericton section of the I.C.R. down to Penniac, which point is only five miles from Marysville, seven from Gibson, and eight from Fredericton, while the rate from Toronto to Marysville, Gibson, and Fredericton, through Penniac, upon the same class of freight, is 72c. per 100 lbs.

I have no hesitation in holding that the agreement was entered into by the I.C.R. under a misapprehension, and also that when entered into by the G.T.R. Co. its Freight Traffic Manager well knew that the result would be a discrimination against Fredericton. An order should go absolving both the I.C.R. and the G.T.R. from the agreement, and directing the G.T.R. Co. to restore to Fredericton the St. John rates upon all traffic originating west of Montreal.

Accident Investigations.—The Secretary of the Board of Railway Commissioners has issued the following circular: "In regard to the payment of witnesses required to attend before the Board's inspectors, the Board has ruled that all such witnesses must be paid witness fees upon the scale provided by the Exchequer Court (see sec. 65 of the Railway Act), that each inspector must report to the Board with his report of the investigation, the names, residences, miles travelled to the investigation, time lost in travelling to, remaining at, and returning from the place of investigation, and amount of fees each witness is entitled to. The Board is of the opinion that it is unreasonable to ask railway employes to attend upon investigations at their own expense or that the railways should bear the loss of the men's time while absent from their duty."

The case of Marsan vs. G.T.R., which arose in the summer of 1907, in which plaintiff claimed \$49 as damage alleged to have been sustained by the failure of the G.T.R. to keep to its timetable in running trains between Montreal and St. Hilaire, where plaintiff had a summer residence, has been decided in favor of the G.T.R. In delivering judgment, the Court stated that the timetables were for the guidance of the public, and they can be binding within the limits of possibility only, and that no fault nor negligence on the part of the company having been shown, the action must be dismissed.

July Birthdays.

Many happy returns of the day to—

J. H. Black, Superintendent Temiskaming and Northern Ontario Ry., North Bay, Ont., born near Smith's Falls, Ont., July 8, 1874.

M. S. Blaiklock, Engineer Maintenance of Way, G.T.R., Montreal, born at Quebec, July 19, 1859.

D. E. Blair, Assistant Superintendent Montreal St. Ry., Montreal, born at St. Thomas, Montmagny, Que., July 25, 1877.

D. C. Coleman, Superintendent C.P.R., Nelson, B.C., born at Carleton Place, Ont., July 9, 1879.

Geo. Collins, Director and Manager Central Ontario Ry., Trenton, Ont., born at Kingston, Ont., July 20, 1860.

D. D'E. Cooper, Canadian Freight Agent Lehigh Valley Rd., Toronto, born at Buffalo, N.Y., July 8, 1862.

John Corbett, General Foreign Freight Agent C.P.R., Montreal, born in Lanarkshire, Scotland, July 19, 1863.

E. J. Coyle, Assistant General Passenger Agent C.P.R., Vancouver, B.C., born at Stayner, Ont., July 23, 1870.

S. E. Dewey, chief clerk G.T.R., General Agent's Office, New York City, born at Beckenham, Kent, Eng., July 4, 1879.

J. F. Dolan, City Passenger and Ticket Agent Richelieu and Ontario Navigation Co., Montreal, born at Kingston, Ont., July 1, 1868.

J. A. Goodearle, General Manager Turbine Steamship Co., Hamilton, Ont., born at Kingston, Ont., July 4, 1867.

W. R. Haldane, District Freight Agent C.P.R., Detroit, Mich., born at Galashiels, Scotland, July 6, 1867.

J. H. Hanna, ex-Division Freight Agent G.T.R. at Hamilton, Ont., now at Calgary, Alta., born at London, Ont., July 27, 1867.

R. K. Harris, Chief Engineer Orford Mountain Ry., Kingsbury, Que., born at Maitland, Ont., July 20, 1866.

A. D. Huff, Division Freight Agent G.T.R., Ottawa, born at Chatham, Ont., July 17, 1866.

C. A. Jaques, General Manager Merchants-Montreal Line Steamers, Montreal, born there July 15, 1849.

J. P. Kavanagh, Local Manager Ogdensburg Coal and Towing Co., Montreal, born at Plattsburg, N.Y., July 17, 1862.

D. T. Lawrence, Manager National Despatch-Great Eastern Line, Boston, Mass., born at Marysville, Ohio, July 20, 1871.

J. M. Lyons, General Passenger and Ticket Agent I.C.R., Moncton, N.B., born at Halifax, N.S., July 1, 1850.

T. J. Maguire, Accountant Quebec Central Ry., Sherbrooke, Que., born at Quebec, July 31, 1860.

R. Preston, Master Mechanic C.P.R., Toronto, born there July 28, 1863.

J. E. Quick, General Baggage Agent G.T.R., Toronto, Ont., born at Richmond, Ontario Co., N.Y., July 10, 1851.

G. G. Ruel, Assistant Solicitor Canadian Northern Ry., Toronto, born at St. John, N.B., July 5, 1866.

P. E. Ryan, Secretary National Transcontinental Railway Commission, Ottawa, born there July 26, 1876.

P. W. Snider, Superintendent Atlantic Division C.P.R. Telegraphs, St. John, N.B., born in Halton Co., Ont., July 14, 1854.

Geo. Stephen, Assistant General Freight Agent Canadian Northern Ry., Winnipeg, born at Montreal, July 5, 1876.

T. Tait, Chairman Board Railway Commissioners for Victoria, Melbourne, Australia, born at Melbourne, Que., July 24, 1864.

H. T. Wilgress, Agent C.P.R. Pacific Steamship Service, Kobe, Japan, born at Lachine, Que., July 29, 1857.

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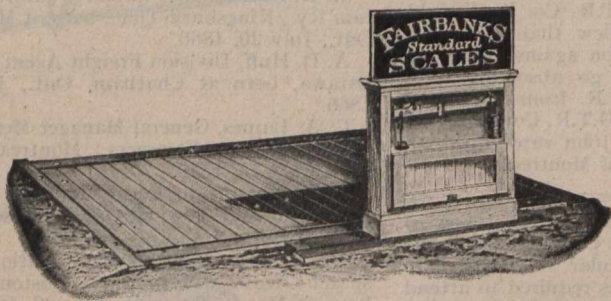
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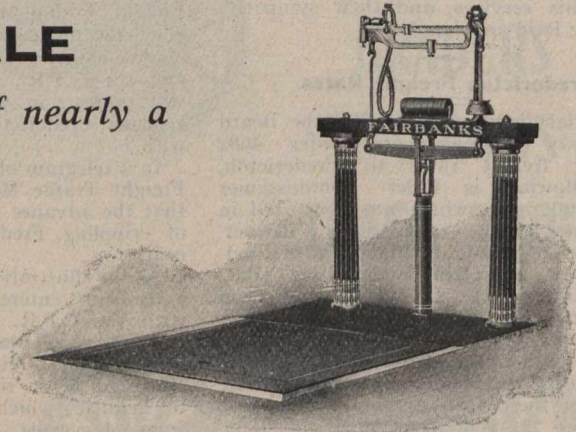
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Orders by the Railway Commissioners.

Beginning with June, 1904, we have published in each issue summaries of orders passed by the Board of Railway Commissioners, so that subscribers who have filed our paper have a continuous record of the Board's proceedings.

Complete copies of any of the orders summarized below, or of others previously passed by the Commission, will be furnished for 25 cents, cash to accompany requests for copies in all cases.

4734. May 26.—Restraining C.P.R. from diverting or in any way interfering with public road crossing in Brighton parish, N.B., pending disposition of application of C.P.R. for allowance of plans for such diversion.

4735. May 14.—Authorizing W. E. Foster, President St. Martin's Ry., to prepare and issue tariffs of tolls to be charged by that railway.

4736. May 26.—Authorizing City of Peterboro, Ont., to lay water pipe under C.P.R. at George St.

4737. May 26.—Authorizing City of Peterboro, Ont., to lay water pipe under G.T.R. at George and Romaine Sts.

4738. May 26.—Authorizing C.P.R. to reconstruct bridge crossing the Bay of Bromé Lake, Drummondville branch.

4739, 4740. May 26.—Authorizing the W.E. & L.S.R. Ry. to place telephone wires across M.C.R. at Leamington and Essex, Ont.

4741. May 26.—Authorizing Bell Telephone Co. to place wires across G.T.R. at Victoria Ave., St. Lambert, Que.

4742. May 26.—Authorizing C.P.R. to reconstruct bridge over Yamaska River, St. Hyacinthe, Que.

4743. May 26.—Authorizing Milestone Farmers' Mutual Telephone Co. to place wires across the C.P.R. at Milestone, Sask.

4744. May 26.—Authorizing Innerkip Rural Telephone Assn. to place wires across C.P.R. in Blandford tp., Ont.

4745. May 26.—Authorizing C.P.R. to construct a siding, south of its main line, across public road on lot 1, St. Clements parish, Man.

4746. May 7.—Authorizing W. G. Tretheway to lay water pipe under C.P.R. near Weston, Ont.

4747. May 13.—Authorizing Cornwall tp., Ont., to make improvements on drain upon and across Ottawa and New York Ry.

4748. May 15.—Authorizing Crow's Nest Pass Electric Light and Power Co. to erect wires across B.C. Southern Ry. at Michel, B.C.

4749. May 26.—Authorizing C.P.R. to construct bridge over Jack Fish River, Nipigon section, Ont.

4750. May 26.—Authorizing the C.N.Q.R. to cross National Transcontinental Ry. by a sub-crossing between the pedestals of the N.T.R. viaduct at Cap Rouge, Que.

4751. May 26.—Authorizing the C.P.R. to construct a spur line to Gallagher, Holman & Lafrance's premises, Port Arthur, Ont.

4752. May 14.—Approving proposed deviation of New Brunswick Ry. from where it is already constructed at or near Theriault, N.B.

4753. May 7.—Authorizing Provincial Natural Gas & Fuel Co. to lay main under G.T.R. in Humberstone tp., Ont.

4754. May 12.—Requiring G.T.R. and C.P.R. to provide protection at street crossings in Lennoxville, P.Q.

4755. May 14.—Authorizing C.P.R. to construct spur lines at Calgary Jct., Alta.

4756. May 12.—Authorizing C.P.R. to reconstruct bridge crossing Richelieu St., St. John's, Que.

4757. May 14.—Authorizing Guelph & Goderich Ry. to construct its railway across highway in Wellesley tp., Ont., mileage 20.5.

4758. May 15.—Authorizing Crow's Nest Pass Electric Light & Power Co. to erect wires across B.C. Southern Ry. at Gemmill St., Fernie, B.C.

4759. May 14.—Authorizing Bell Telephone Co. to erect wires across Pere Marquette Ry. at public crossing one mile southwest of Ruthven station, Ont.

4760. May 14.—Authorizing G.T.R. to operate trains over its track where the same crosses the Oshawa Ry. Co.'s track on Simcoe St., Oshawa, Ont., without being brought to a stop.

4761. May 22.—Extending for three months from May 22, 1908, time fixed for commencement and completion of Union Station at Toronto, Ont.

4762. May 6.—Authorizing Dunnville Consolidated Telephone Co. to carry its wires across G.T.R. at Shetland St., Caledonia, Ont.

4763. May 27.—Approving location of Ontario Power Co. of Niagara Falls, Ont., from lot 22, con. 6, Crowland tp., Ont., to lot 17, con. 5, said township, a distance of 1.97 miles.

4764. May 27.—Authorizing G.T.R. to build a spur to T. Wilson's premises, Gloucester tp., Carleton County, Ont.

4765. May 27.—Extending until June 30, 1908, time within which G.T.R. shall provide certain protection at the junction of St. Ferdinand St. and Notre Dame St. West, St. Henri, Montreal, where the G.T.R. track crosses the Montreal St. Ry.

4766. May 27.—Directing C.P.R. to place and maintain an electric bell where its line crosses Dorchester St., Quebec.

4767. May 27.—Amending order 4466 of Mar. 16, 1908, authorizing Windsor & Tecumseh Electric Ry. to cross the G.T.R. on the line of Sandwich St., Walkerville, Ont.

4768. May 27.—Authorizing Kingston, Feldspar & Mining Co. to erect telephone wire across K. & P. Ry., three miles north of Verona, Ont.

4769. May 27.—Authorizing A. L. Benn, of Long Lake, Ont., to erect telephone wires across K. & P. Ry. at Parham, Ont.

4770. May 27.—Extending until Dec. 1, 1908, time within which express companies shall file and receive approval of tariffs of tolls.

4771. May 27.—Extending until Dec. 1, 1908, time within which Bell Telephone Co. shall file and receive approval of tariffs of tolls.

4772. May 27.—Extending until Dec. 1, 1908, time within which North American Telegraph Co. shall file and receive approval of tariffs of telephone tolls.

4773. May 27.—Temporarily approving, until Dec. 1, 1908, Maritime Express Co.'s freight and money receipt.

4774. May 27.—Temporarily approving, until Dec. 1, 1908, United States & Great Northern Express Co.'s forms of contract.

4775. May 26.—Temporarily approving, until Dec. 1, 1908, Pacific Express Co.'s forms of contract.

4776. May 27.—Temporarily approving, until Dec. 1, 1908, National and American Express Co.'s forms of contract.

4777. May 26.—Temporarily approving, until Dec. 1, 1908, Dominion & Canadian Express Co.'s forms of contract.

4778. May 26.—Authorizing Bell Telephone Co. to erect wires across G.T.R. 75 yards northwest of Midland station, Ont.

4779. May 26.—Approving revised location of G.T.R. spur line to Matthew Bros.' premises along Stirling Road, Toronto, Ont.

4780. May 26.—Approving revised location of C.P.R. second track at mileage 0.0, Ignace, Ont.

4781. May 27.—Ordering G.T.R. and Wabash Ry. to interchange passenger tickets between all stations in Ontario through which the railways of both companies run passenger trains, and that each of the said companies account to the other for the revenue earned upon the tickets so interchanged.

4782. June 2.—Approving Quinze and Blanche River Ry. location through part of Guigues tp., Que., across the Quinze River, through the adjoining Indian reserve, Nedelec tp., and through Casey, Harley, and Dymont tps., Ont., to New Liskeard.

4783. June 2.—Authorizing Montreal and Southern Counties Ry. to connect its track with the G.T.R. 250 ft. from westerly end of Victoria Jubilee bridge, and on the west side of Black bridge, Common St., Montreal, and to cross the G.T.R. at Windmill Point, Montreal.

4784. April 23.—Requiring the Canadian Northern Ontario Ry., the C.P.R. and the G.T.R., to agree upon, publish and file tariffs of joint passenger tolls and provide facilities for passengers desiring to travel on the C.N.O. Ry. to and from Muskoka points.

4785. June 1.—Authorizing the Maine Central Ry. to use a certain fire extinguisher in its cars operating in Canada.

4786. June 1.—Authorizing C.P.R. to build a spur line to Booth & Shannon's premises, tp. 15, District of Algoma, Ont.

4787. May 27.—Dismissing application of J. Prittie for an order to vary or rescind order for the construction of a certain branch line from the C.P.R., in Toronto Jct., Ont.

4788. May 27.—Authorizing C.P.R. to place gates and a watchman at Winchester St., Toronto.

4789. May 19.—Authorizing Michigan Central Rd. to build a spur line to the Ontario Iron and Steel Co.'s premises, Crowland tp., Ont.

4790. June 2.—Authorizing C.P.R. to build a spur line to S. J. Fox's premises, lot 14, con. 5, tp. of Ops, Ont.

4791. June 1.—Granting leave to C.P.R. to operate trains over crossing where its railway crosses the G.T.R. on the Don Improvement, Toronto, without being brought to a stop.

4792. June 1.—Authorizing C.N.R. to operate trains over crossing where its line crosses the C.P.R. Souris branch, near Brandon, Man., without being brought to a stop.

4793. June 1.—Authorizing C.N.R. to operate trains over crossing where its line crosses the Brandon, Saskatchewan and Hudson's Bay Ry. near Brandon, Man.

4794. June 2.—Authorizing Ingersoll Telephone Co. to install its apparatus in the G.T.R. station at Ingersoll, Ont.

4795. May 18.—Ordering G.T.R. to establish and maintain gates at Bloor St. West crossing, Toronto, the same to be in operation within six months from date of order.

4796. May 20.—Ordering that the charge for switching cars by the G.T.R. and the Pere Marquette Ry. to John Campbell, Ltd., at St. Thomas, Ont., be not more than \$3 a car.

4797. June 2.—Authorizing the Burgessville Telephone Co. to erect its wires across the G.T.R. near Norwich, Ont.

4798. June 2.—Approving of proposed deviation in location of the C.P.R. Co.'s Edmundston branch in Grand Falls parish, N.B.

4799. June 2.—Authorizing C.N.R. to operate trains over crossing of its line with C.P.R., in Morris, Man., without being brought to a stop.

4800. June 2.—Authorizing Chatham, Wallaceburg and Lake Erie Ry. to put into operation the half interlocking plant installed under order 4328, at crossing of its line with the Lake Erie and Detroit River Ry. at Cedar Springs, Ont., and permitting them to

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make said crossing without bringing trains to a stop.

4801. June 1.—Approving revised location of Esquimalt and Nanaimo Ry.—Wellington to Alberni Extension—mileage 87 to 90, B.C.

4802. June 1.—Authorizing C.P.R. to build spur to Oldfield, Kirby & Gardner's premises, Winnipeg, Man.

4803. June 1.—Authorizing C.P.R. to construct branch line to Nicola Valley Lumber Co.'s premises, Yale district, B.C.

4804. June 1.—Authorizing Bell Telephone Co. to place wires under the G.T.R. at Rectory St., London, Ont.

4805. June 1.—Authorizing Bell Telephone Co. to erect wires across the G.T.R. at Notre Dame St., north of Lachine Wharf station, Quebec.

4806-4810. June 1.—Authorizing Wheatley Telephone Co. to erect wires across Pere Marquette Ry., Romney tp., at five different points.

4811. May 29.—Approving location of the C.P.R. Virden-McAuley branch, mileage 0 to 5.

4812. May 27.—Approving by-law of Orford Mountain Ry., authorizing A. C. Lytle to prepare and issue tariffs of tolls to be charged on traffic carried on its railway.

4813. June 3.—Approving G.T. Pacific Ry. location from Prince Rupert, mileage 0 to 50, B.C.

4814. June 1.—Authorizing Walkerton and Lucknow Ry. to take additional lands adjoining its railway in Priceville, Ont.

4815. June 1.—Authorizing the G.T.R. to cross with its additional track on Ferguson Ave., Hamilton, Ont., two tracks of Hamilton St. Ry.

4816. May 19.—Authorizing G.T.R. to construct a branch line and two spurs therefrom to the Toronto Carpet Co. and the Malta Vita Food Co.'s premises, Toronto.

4817. June 2.—Authorizing the Essex Terminal Ry. to cross with its track the W.E. & L.S. Rapid Ry. in Sandwich West tp., Ont.

4818. May 18.—Ordering G.T.R. to protect crossing of Berlin and Waterloo St. Ry. at King St., Waterloo, Ont., by means of mechanical folding fence gates to be installed, operated and maintained by G.T.R.

4819. May 18.—Requiring G.T.R. and C.P.R. to place and keep a flagman at the Church St. crossing, Toronto.

4820. June 4.—Amending order 2413, Dec. 1, 1906, authorizing C.P.R. to cross Guelph Radial Ry.

4821. June 5.—Authorizing the Transcontinental Ry. to operate its line of railway for construction purposes only, across the C.P.R. near St. Bazile station, Que.

4822. June 5.—Approving highway crossing of G.T. Pacific Ry. in sec. 11, tp. 27, range 15, W. 2nd mer., Saskatchewan.

4823. June 9.—Authorizing Windsor, Essex and Lake Shore Rapid Ry. Co. to operate its trains across the M.C.R. at Erie Ave., Leamington, Ont., without being brought to a stop, provided always that the trains shall be under full control and prepared to come to a stop.

4824. June 9.—Authorizing Malahide and Bayham Telephone Co-operative Association to erect wires across the C.P.R. near Eden, Ont.

4825. June 9.—Authorizing the Saraguay Electric Light and Power Co. to erect wires across the C.P.R. at Prud'homme Ave. and Cote St. Luc Road, Notre Dame de Grace municipality, Hochelaga County, Que.

4826. June 9.—Authorizing Falkirk Telephone Association to erect wires across G.T.R. at the 2nd and 4th concession roads, McGillivray tp., Ont.

4827. June 3.—Dismissing application of C.N.R. for order amending order 558, July 18, 1905, approving and sanctioning location of the C.P.R. Wolsey-Reston branch.

4828. May 26.—Authorizing C.P.R. to cross road allowance between lots 10 and 11, concession 8, Vaughan tp., Ont., by a subway.

4829. May 14.—Authorizing town of Notre Dame de Grace to construct a culvert under the G.T.R. near Turcot, Que.

4830. May 19.—Dismissing complaint of McColl Bros. & Co., Toronto, against the form of release of responsibility 258, which the C.P.R. required them to sign with respect to shipment from Toronto to Mohawk.

4831. May 13.—Approving agreement between Bell Telephone Co. and Windsor Hotel Co., Montreal.

4832. June 3.—Extending until June 15, 1908, time within which C.N.Q.R. is to complete interlocking plant directed to be provided in Order of Feb. 8, 1907, which was extended for 60 days from Nov. 30, 1907, and further extended until May 1, 1908; also to use, for construction purposes only, the crossing of its track with the C.P.R. track, Deschambault parish, Que.

4833. June 3.—Authorizing G.T.P.R. to operate its trains over the crossing where its line crosses the C.P.R. main line, parish lot 58, Portage la Prairie, Man., without being brought to a stop.

4834. June 3.—Authorizing C.N.R. to operate trains over crossing where its line crosses the C.P.R. at Headingly, Man., without being brought to a stop.

4835. June 3.—Authorizing C.P.R. to build spur to Dominion Car and Foundry Co.'s premises, near Montreal.

4836. June 3.—Authorizing Alberta Ry. and Irrigation Co. to construct a branch line of railway in sec. 6, tp. 9, r. 21, w. of 4th mer., running northerly to sec. 19, tp. 9, r. 21, w. of 4th mer., a distance of 13,700 ft., in Prov. of Alberta.

4837. May 14.—Authorizing G.T.P.R. to cross the C.P.R. Pheasant Hill's branch in sec. 27, tp. 29, r. 22, w. of 2nd mer., Sask.

4838. June 3.—Dismissing application of town of Bowmanville, Ont., for order directing G.T.R. to provide better protection where its railway crosses highway directly east of station.

4839. June 2.—Amending sec. 7 of order of June 16, 1904, in re derails at crossing of Peterboro Radial Railway and G.T.R. at Lock St., Peterboro, Ont., by striking out the words "one hundred" in line three, and substituting in lieu thereof the words "seventy-five," as the distance of the derails at the crossing.

4840. June 9.—Authorizing City of Guelph, Ont., to lay water main under G.T.R. at Metcalfe St.

4841. June 16.—Authorizing C.P.R. to construct a spur to the Patrick Lumber Co.'s premises, West Kootenay, B.C.

4842. June 3.—Authorizing G.T.P.R. to operate trains over crossing where its railway crosses the C.N.R. Arizona branch near Portage la Prairie, Man.

4843. May 19.—Amending orders of Railway Committee of Privy Council, dated Nov. 22, 1892, and May 10, 1893, in re protection at crossing of Toronto Suburban Ry., G.T.R. and C.P.R., near St. Clair Ave. Toronto Jct., and directing parties thereto to contribute towards maintenance and protection of the crossings.

4844. April 24.—Authorizing G.T.R. to construct spur to the Berlin Machine Works, Hamilton, Ont.

4845. June 11.—Authorizing town of Niagara, Ont., to erect electric light wires across the M.C.R.

4846. June 11.—Authorizing Vancouver,

Victoria and Eastern Ry. and Nav. Co. to construct its railway across public highways through Huntingdon townsite, B.C.

4847-4849. June 2.—Authorizing C.P.R. to construct spur lines to the Consumers' Cordage Co., Shearer, Brown & Wills, the Sherwin-Williams Co., and the Canada Sugar Refining Co.'s premises, Montreal.

Summaries of orders passed subsequently to the foregoing, will be found further on in this issue.

National Transcontinental Railway.

The Dominion Parliament has, at its current session, voted \$3,750,000 on account of surveys and construction of the National Transcontinental Railway, in addition to the amounts already reported.

Replying to questions in the House of Commons, May 27, the Minister of Railways stated that upon the Eastern Division steel rails had been purchased as follows:

DISTRICT A.—For delivery at Moncton, N.B., 7,794.4 tons at \$35.85 per ton; for delivery at Edmundston, N.B., 8,548.4 tons at \$37.60 per ton, from the Dominion Iron and Steel Co., Sydney, N.S.

DISTRICT B.—For delivery at Quebec, 23,000 tons at \$34 per ton; and 8,171.7 tons at \$35 per ton; for delivery at Levis, 19,485.7 tons at \$35 per ton, from the Dominion Iron and Steel Co., Sydney, N.S.

DISTRICT D.—For delivery at the junction with the Temiskaming and Northern Ontario Ry., 21,371 tons at \$40 per ton; for delivery at Port Arthur or Fort William, 32,000 tons at \$34 per ton from the Algoma Steel Co., Sault Ste. Marie, Ont. For delivery at Port Arthur or Fort William, 10,000 tons at \$34.50 per ton, from the Dominion Iron and Steel Co., Sydney, N.S.

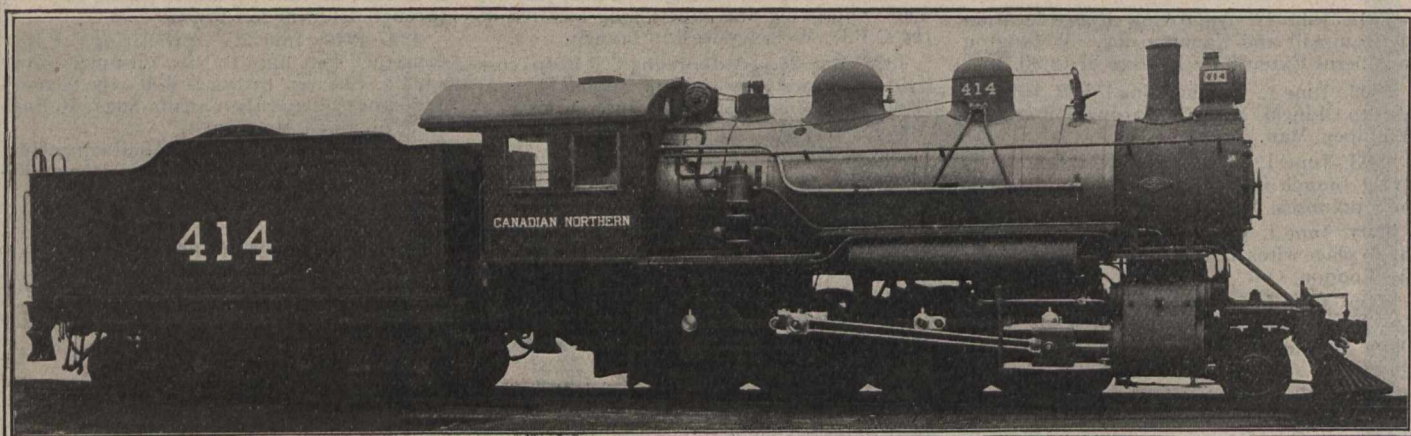
The total length of the Eastern Division was 1,803.55 miles, which would require 226,731.48 tons of rails. The estimated weight of rails required for tracks in yards and sidings was 41,109 tons, making a total of 267,840 tons. The estimated cost of \$63,427 per mile, as given in a recent sessional paper, included the cost of terminal yards, station houses, engine houses, turntables, water tanks, and all buildings and structures necessary or usual for the effective operation of the road, but did not include terminals at Winnipeg, shops east of Winnipeg, or terminals at Quebec or connection therewith, plans for which have not yet been made.

The Commission has appointed 19 fire wardens to look after the forests along the route of the railway in New Brunswick, and the timekeepers at the different construction camps have been appointed deputy wardens. Good progress is reported to have been made with grading in the province, and a member of the engineering staff at Moncton is quoted as saying that 10 miles of the line at that end will be completed by the end of the summer.

A plan showing the right-of-way of the line from mileage 150 to 160, from the north abutment of the Quebec Bridge easterly through the County of Kamouraska has been filed. Replying to questions in the House of Commons, the Minister of Railways recently said that the reports that part of the track near La Tuque, Que., were under water, and that as a result the route would have to be changed, were unfounded. A temporary siding at one point was under water, but no damage had been done to the road.

Another explosion of dynamite on the line north of Kenora, resulting in the loss of nine lives, is being investigated by the Chief Engineer. A previous investigation showed that the men became negligent in the handling of explosives, and instructions were issued as to the precautions to be observed.

Replying to a question in the House of Commons, the Minister of Railways recently said the medical service and attendance on



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men employed on construction were furnished by the contractors, and this service was carried on under the supervision of the Inspectors of the Department of Agriculture. The only medical officers employed by the Commissioners of the Transcontinental Ry. were: J. B. Piegay, district C, salary \$80 a month; D. Handfield, district E, salary \$75 a month; G. R. Johnson, district D, salary \$80 a month; W. J. Taugher, district D, salary \$75 a month.

GRAND TRUNK PACIFIC RY.—The Dominion Parliament, at its current session, has voted \$1,750 as remuneration to A. Brunet, Government director, and \$24,500 for the inspection of the G.T. Pacific Ry.

The G.T. Pacific Ry., according to the reply of the Minister of Railways to questions in the House of Commons, May 27, has purchased 50,000 tons of steel rails from the Algoma Steel Co., Sault Ste. Marie, Ont., and 50,000 tons from the United States. For the Lake Superior branch from Fort William to Lake Superior Jct., the company had used 26,000 tons of steel rails lifted from the G.T.R., which were replaced by 26,000 tons of new rails purchased from the Dominion Iron and Steel Co.

The eastern limit of the Mountain section was fixed Nov. 21, 1907, by Collingwood Schrieber, Consulting Engineer of the Department, and B. B. Kelliher, Chief Engineer of the G.T. Pacific, as the east bank of Wolfe Creek. This point is 129 miles east of the summit of the Yellowhead Pass, and 119 miles west of Edmonton. Wolfe Creek has an elevation of 665 ft. above Edmonton, while the summit of Yellowhead Pass is 840 ft. higher than Wolfe Creek.

C. Schrieber, Consulting Engineer to the Department of Railways, left Montreal, June 15, to inspect the work in progress on the line. Track is reported to have been laid westward from Portage la Prairie for 560 miles, and it was expected that track would be laid on the 54 miles between Portage la Prairie and Winnipeg by the end of June. Tracklaying is being pushed towards Battle River, and in order to push on with the work rails and other tracklaying material are being concentrated at Edmonton, so that tracklaying may also be gone on with from that point easterly.

The G.T.P.R. is establishing a base hospital at Prince Rupert, B.C., in connection with the construction from the Pacific coast. The Minister of Railways admitted in the House of Commons recently that all supplies purchased in Eastern Canada were being taken over the G.T.R. via Chicago, and shipped via Seattle, Wash. Supplies were being purchased by the contractors in the United States and shipped via Seattle, and supplies were also being purchased in Vancouver, B.C., but reports from that city state the quantity is but small compared with what are purchased in the U.S.

GRAND TRUNK PACIFIC BRANCH LINES CO.—The bill granting an extension of time for the construction of a number of branch lines has been passed at the current session of the Dominion Parliament. The amendment providing that the Government take over the branch lines of the Eastern Division, N.T. Ry., which the G.T. Pacific Ry. did not wish to retain at the end of the 50 years' lease, was withdrawn. (June, pg. 415.)

The C.P.R., has announced its decision to sign the White Pass tariff agreement, in respect of which it has had some differences with the White Pass and Yukon Route for some time.

The Minister of Marine has approved of the amendment to the Quebec Harbor Commissioners' by-law governing the operation of railway traffic along the Louise embankment. The regulations heretofore in force are repealed, and new regulations have been substituted therefor.

Canadian Northern Ry. Construction.

Canadian Northern Ontario Ry.—It is stated as a result of the declaration of the Board of Railway Commissioners that the C.N.O.R. would have to pay land damages if it took certain lands in the Rosedale Valley, Toronto, to construct a drive, in return for the roadway on the east of the Don, which it is proposed shall be used for railway yards, that the project will be abandoned. The abandonment of the project by the C.N.O.R. is suggested by the proposal of the Assessment Commissioner that the Toronto City Council should itself expropriate the land and construct the drive.

In connection with the starting of a train service over the branch line to the Moose Mountain iron mines, and the line to Key Inlet, Ont., a party of U.S. capitalists, accompanied D. D. Mann, Vice-President C.N.R., over the line, June 12. It is expected that the mine will begin shipping ore early in July, by which time the dock and loading facilities at Key Inlet are expected to be completed. The members of the party, it is stated, are interested in the establishment of a smelter for the ore at Ashbridge's Bay, Toronto. None of the party would make any definite statement as to what it was intended to do, except that the whole project depended upon the state of the money market.

Winnipeg Joint Terminals.—The Canadian Northern Ry. will construct the joint terminals at Winnipeg, described in our last issue, for the C.N.R., the G.T. Pacific Ry., and the Transcontinental Ry. The general contractors for the work are P. Lyall & Sons, of Montreal, and excavations for the foundations have been started. The piling work will be done by the Raymond Concrete Pile Co., of Canada, which has successfully completed the work of putting in the piles for the C.P.R. bridge across the Belly River, at Lethbridge, Alta. The foundations will require the putting in of 1,800 piles, and the work is expected to be completed in about six weeks. The steel work will be put up by the Dominion Bridge Co., Montreal.

Canadian Northern Ry.—The work of ballasting and final completion of the extension into Regina, Sask., is expected to be done in July, and a full passenger service will be put on in August. In a recent interview, M. H. McLeod, General Manager, said the service would be through from the east to Prince Albert, and connection would also be made with the main line at Warman. Ties and other material for the strengthening and improvement of the line from Regina to Prince Albert (the old Qu'Appelle, Long Lake and Saskatchewan Ry.) are being taken in, and it is stated that the company's intention is to completely reconstruct the line, so as to permit the use of heavier rolling stock, and a better service being given. From Saskatoon, Sask., it is reported that a final agreement has been reached between the C.N.R. and the G.T. Pacific Ry. for the construction of joint terminals, and a union station at that point, but we are officially advised that no negotiations to that end have taken place. At Prince Albert the company is awaiting delivery of the rails necessary to lay the track to connect the western and central stations in the city.

The Northern Construction Co.'s grading outfit reached Tessier May 20, and started work on the line under construction towards Eagle Lake, known as the Goose Lake extension. Work on this extension was suspended in the fall of 1907, the reason given being that farmers and others were asking unreasonable compensation as land damages. A subsequent press report states that it is intended to divert the line from the original route, which was south-west by way of Zealandia, and following a direct

line to Calgary. The route which it is now said will be followed will swing off westerly, touching Oliver, which is west and a little north of Zealandia, and will follow pretty closely the Eagle Creek district.

The Calgary Board of Trade passed a resolution June 8, recommending the Associated Boards of Trade at the annual meeting at Medicine Hat to pass a resolution urgently requesting the Governments of Saskatchewan and Alberta to adopt the policy of the Government guarantee of railway bonds. While the resolution is in general terms the course of the discussion showed that the line which it is particularly desired to have constructed is an extension of the C.N.R. from Regina to Calgary. The suggested route of the line is from Regina northwest through the Fairview and Cottonwood districts, to cross the Saskatchewan River near the Elbow opposite Craik, and thence in an almost straight line to Calgary. Petitions in favor of the construction of this line were originally circulated by the Regina Board of Trade.

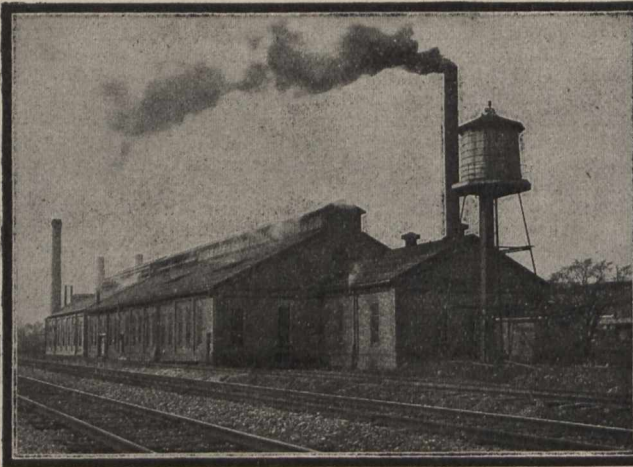
A petition has been largely signed in northern Saskatchewan asking the Dominion Government to guarantee the bonds of the company in order to promote the construction of a line from Battleford, Sask., to Athabaska Landing, Alta. The country through which such a line would pass is said to be filling up rapidly.

Quebec Transportation Club.—The annual meeting was held June 9, the report showing a balance in hand of \$93.44. The members were conveyed in a special car to the Montmorency Falls, and in the evening were entertained at a theatre party as the guests of E. A. Evans, General Manager Quebec Ry., Light and Power Co. The officers for the current year are: Honorary President, J. G. Scott, General Manager Quebec and Lake St. John Ry.; Honorary Vice-Presidents, W. Molson MacPherson, Dominion Line Steamships, E. O. Grundy, Quebec Central Ry.; President, E. A. Evans, Vice-Presidents, J. Hone, Jr., C.P.R., F. S. Stocking, Quebec Central Ry.; Honorary Secretary-Treasurer, A. H. Davis, C.P.R.; Committee, J. B. Ramsay, Dominion Line; J. S. Thom, Quebec Transportation and Forwarding Co.; G. H. Stott, G.T.R.; M. P. Connelly, R. and O.N. Co.; J. A. Everall, Quebec Ry., Light and Power Co.

Railway Taxation in Saskatchewan.—The Saskatchewan Legislature has adopted the following resolution providing for the taxation of railways in the province, on motion of the Provincial Treasurer: "Resolved that it is expedient that every railway company at present owning or operating, or which may hereafter own or operate, any line or lines of railway situated or partly situated within Saskatchewan, shall, during 1908, and annually thereafter, pay to the Crown, in the province, such part or portion of its gross earnings as may be determined by the Lieutenant-Governor-in-Council, not to exceed the following: (a) In respect of that part of the railway or branch of railway in operation for seven years or more, 3% of the gross earnings derived from the operation of such line of railway within Saskatchewan. (b) In the case of a railway in operation over five years or more and less than seven years, 1½% of such gross earnings, provided that no tax shall be payable hereunder on the gross earnings of any line of railway until such line has been in operation for five years."

The Imperial Storage and Cartage Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$40,000 and office in Toronto, to carry on the business of warehousing, storage, cartage and expressing. The provisional directors are: W. D. Earngey, E. C. Lean and T. E. McCracken, Toronto.

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Beaver Cove, B.C.—Capt. Garland and Alderman Fader, of New Westminster, B.C., are interested in the development of timber and other properties in the vicinity of Beaver Cove, Vancouver Island, where there is already a short logging railway in operation. It has been decided to construct an additional section of the railway so that logging operations may be carried on continuously, independently of the rise and fall of the water in the river.

Canada West Coal Co.—Supplementary letters patent have been issued under the Dominion Companies Act providing for the increase of the capital stock of the company from \$2,000,000 to \$2,400,000. (Mar., pg. 179.)

Cape Breton Railways.—The deputation of residents of Cape Breton Island which went to Ottawa to urge on the Dominion Government the necessity of further railway extension in that part of Nova Scotia, returned June 4. The deputation met the Minister of Finance and the Minister of Railways at Ottawa, and discussed the matter from all standpoints. The Ministers expressed themselves as being favorably disposed towards the proposals. Warden Levett, one of the deputation, in an interview at Sydney, said: "Under the railway law no subsidy can be given to lines that parallel each other within 20 miles. This problem is, however, capable of solution as far as the proposed line between Sydney and Louisburg is concerned. A proposition will likely be made to the Dominion Coal Co. to double-track the line between Sydney and Louisburg, the Intercolonial Ry. to have running powers and to be a common carrier for any other collieries, or any other business established along the route. I feel quite satisfied that further railway extension will in the near future be under way in Cape Breton, either by the Government undertaking the work as an extension of the Intercolonial Ry., or by a private company." (June, pg. 401.)

Detroit River Tunnel.—The third of the sections, each 200 ft. long, of the double-tube tunnel under construction between Detroit, Mich., and Windsor, Ont., has been placed in position. A recent report stated that owing to the difficulty of obtaining a sufficient number of men to work in the air lock, the construction of the tunnel was not going on as fast as was anticipated.

The matter of the admission of materials and contractors' plant at the tunnel works into Canada free of duty, was again raised in the House of Commons June 12, when it was claimed that about \$200,000 worth of materials had already been imported for use on the Canadian end of the tunnel duty free, and that not a single cent's worth of material had been purchased in Canada. (June, pg. 401.)

Eastern British Columbia Ry.—We are advised that it is intended to construct 14 miles of line this year upon this projected railway. The line will start from McGillivray station on the C.P.R. Crow's Nest branch, and will run southerly along Michel Creek to some coal properties owned by D. C. Corbin, of Spokane, Wash., and his associates. Engineering parties are in the field, and construction will be started at an early date. (May, pg. 329.)

The Hill Crest Coal and Coke Co., which has its head office at Ottawa, has been registered at Edmonton, Alta., under the ordinance of the Northwest Territories respecting foreign corporations. (Feb., pg. 97.)

Intercolonial Ry.—The St. John, N.B., city Board of Public Works has acceded to

the request of the Chief Engineer of the railway for permission to close the Stanley St. bridge for four weeks to facilitate its reconstruction.

The work of constructing the new shops at Moncton, N.B., is being pushed forward rapidly, and it is expected that the whole of the buildings will be ready for occupation by Sept. 1. Two of the shops—the freight car repair shops and the planing, have been completed, and the machinery is being installed. The steel work for the locomotive shop is in place, and the concrete work is being gone ahead with.

The freight shed and coal shed at Bathurst, N.B., were destroyed by fire May 25, the loss being placed at \$15,000. The burned buildings, it is understood, will be replaced at once.

The Mayor of Amherst, N.S., reported to the city council June 4, that a deputation from Amherst, Parrsboro, Truro and Halifax, waited on the Dominion Government at Ottawa, May 26, with reference to double-tracking the I.C.R. The deputation visited Ottawa to a considerable extent as a result of a recent statement of the Minister of Railways that in order to make Halifax an important terminus for heavy trunk traffic some escape would have to be had from the line through the Cobequid mountains, on which there are heavy gradients. The deputation suggested that instead of double-tracking the present main line, the second track be constructed by a western deviation. Parting from the present route at Amherst, the proposed route goes to Amherst Point, crosses the Maccan River near its mouth, following the River Hebert to Halfway River, thence to Parrsboro, Five Islands, and so to Truro. It is claimed that the distance would be increased by only 10 or 12 miles, and that practically a level route can be found for the whole distance, so that maximum grades would not exceed the G.T.Pacific standard of 0.4%. The proposed route would traverse an important district not now in possession of railway facilities. After the case for the localities had been presented, the Premier stated that it was his desire, as well as that of his colleagues, that the work be done, and that if the Minister could arrange for the money the work would be taken in hand at an early date.

The House of Commons has voted the following sums on account of improvements to the Intercolonial Ry., at the current session of Parliament, in addition to the amounts already reported:.

Original construction.....	\$ 125.00
Increased accommodation, etc.....	21,125.00
Strengthening bridges.....	23,750.00
To increase water supply.....	3,275.00
New turntables.....	2,062.50
Towards double-tracking.....	25,000.00
Halifax, increased accommodation.....	62,500.00
Windsor, improvements.....	312.50
Sydney Mines, extension to.....	2,437.50
North Sydney, improvements.....	500.00
Sydney, increased accommodation.....	1,750.00
Mulgrave, improvements.....	5,850.00
Pirate Harbor, water service.....	625.00
Antigonish, increased accommodation.....	562.50
New Glasgow, increased accommodation.....	1,250.00
Stellarton, increased accommodation.....	812.50
Pictou, increased accommodation.....	1,075.00
Truro, increased accommodation.....	13,125.00
Springhill Junction, increased accommodation.....	362.50
Amherst, improvements.....	5,875.00
Sackville, N.S., improvements.....	3,375.00
St. John, increased accommodation.....	15,000.00
Loggieville, improvements.....	1,868.75
Campbellton, improvements.....	3,125.00
Newcastle, improvements.....	4,750.00
Dalhousie, extension of wharf.....	375.00
To put railway between Indian town and Blackville into condition for operation.....	10,000.00
St. Flavie, increased accommodation.....	2,562.50
Riviere du Loup, engine house, etc.....	14,437.50
Levis, increased accommodation.....	375.00
Levis, siding at Princess pier.....	500.00
Chaudiere Junction, engine house, etc.....	6,925.00
Drummondville, improvements.....	750.00
St. Rosalie, improvements.....	10,737.50

In connection with a vote for \$28,000 for surveys and inspections upon the I.C.R., the

Minister of Railways said in the House of Commons, June 10, no survey had been made of the proposed new route for the line to do away with the gradient over the Cobequid Mountains in Nova Scotia. The question, however, would have to be taken up shortly. In a short space of time the Canadian Northern Ry. and the Transcontinental Railway would be bringing traffic from the west to Moncton, and the need of a double track on the I.C.R. from Moncton to Halifax, and probably to St. John also, would become imperative. It was not proposed to do any further double-tracking on the line beyond Windsor Junction this year, but the whole question of improving the route to Halifax and St. John would have to be considered, and would be given careful attention by the Government. (June, pg. 403.)

International Ry. of New Brunswick.—We are advised that 40 miles of track have been laid from the Campbellton end of the line, and that at June 1 there were 600 men engaged in grading the line from track-end towards the International boundary. It was expected to have an additional 600 men at work during June, and by carrying on operations from both ends, it is hoped to have the grading completed this season. (June, pg. 403, and Dec., 1907, pg. 889.)

Little Nation Ry.—We are officially advised that the directors have approved of the plans of the first section of the line, and that the sanction of the Quebec Government is being asked for the same. H. Lefebvre, Chief Engineer, who has been appointed General Manager, has been authorized by the directors to arrange for the purchase of the right-of-way, and to do all that is necessary preparatory to beginning construction. (June, pg. 403.)

New Brunswick Coal and Ry. Co.—In connection with the work of repairing the old Central Ry., amalgamated with the N.B. Coal and Ry. Co., which was undertaken by the Commission appointed by the New Brunswick Government, the recently appointed Commissioners, have reported that between 15 and 20 miles of the line between Chipman and Norton is in very bad shape. Some parts have recently been covered with water, and trains have been running off the track almost daily. The Commissioners state they have not sufficient funds at their disposal out of the ordinary revenues to make the needed repairs, and suggest that a grant be made for this purpose, say \$1,000 a mile for 12 miles. It is understood that steps will be taken by the Government to have the necessary work done at once. (Nov., 1907, pg. 829.)

Prince Edward Island Ry.—Tenders are under consideration for the erection of a brick power house and chimney at Charlottetown, P.E.I.

The following amounts have been voted at the current session of the Dominion Parliament on account of improvements in addition to those already reported:

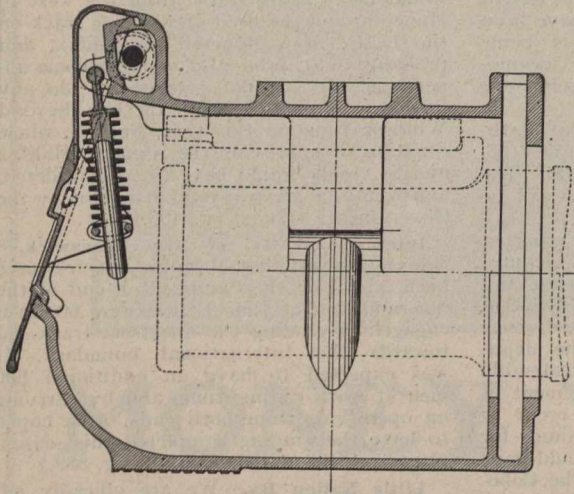
Charlottetown, increased accommodation.....	\$32,500.00
Souris, extension of wharf.....	2,312.50
Spur line and ballast pit.....	3,750.00
Steel rails.....	1,250.00
Increased accommodation and facilities along the line.....	818.75

(June, pg. 405.)

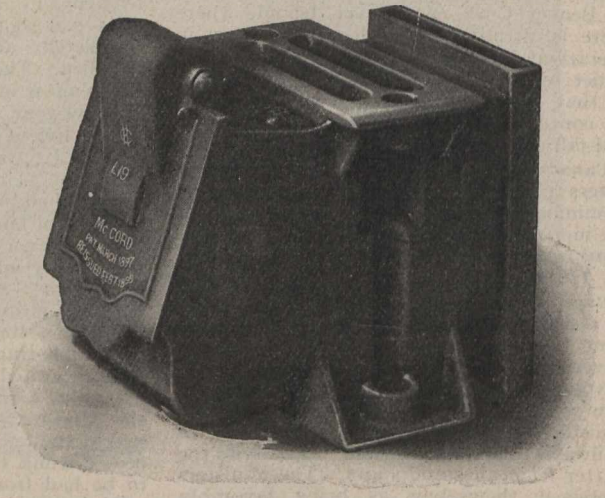
Quebec Bridge and Ry. Co.—The work of removing the wreck of the collapsed portion of the Quebec Bridge at Chaudiere, Que., has been in progress since June 1. The work is being done by the contractor for the construction of the bridge. In the House of Commons, June 11, the Premier briefly intimated that before the end of the session the Government would have some legislation to propose in regard to the bridge. What the proposal would be was not indicated, but it is generally understood that the bridge will be constructed as a Government work.

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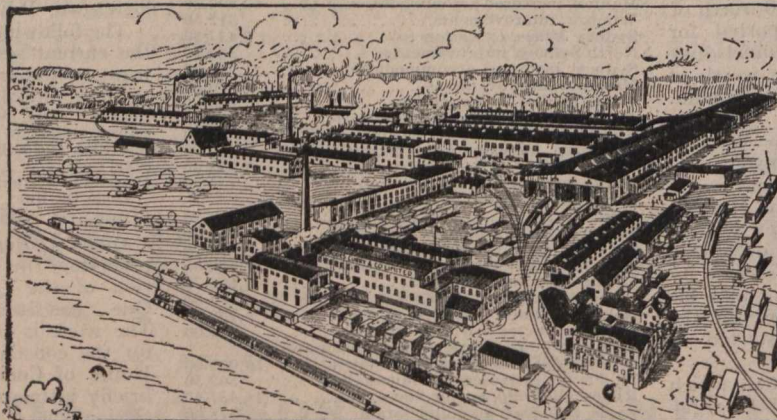
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The House of Commons Committee appointed to investigate the affairs of the Bridge Co., appointed A. K. McLean as its chairman, and began the hearing of evidence June 2, when U. Barthe, the Secretary, was examined. An examination of a number of the company's books was made, and Mr. Barthe gave information as to the various entries. In giving evidence June 9 as to the subscribers to the \$200,000 stock to be paid for before the Government guarantee bond was given he mentioned the following: H. A. Allan, \$25,000; Hon. J. Sharples, \$50,000; G.T.R., \$25,000; M. P. Davis, \$94,900. To Mr. Monk he gave details of payments to the directors of the company, which in 1901 amounted to \$10,000, in 1902 to \$5,000, and in 1906 to a like amount, an aggregate of \$20,000. These amounts were first voted at meetings of the shareholders. In 1904 the directors voted themselves \$5,000, having a letter from Hon. Mr. Taschereau, their legal adviser, that this was within their rights. Mr. Barthe stated that debentures amounting to \$400,000 were taken up by M. P. Davis, the contractor, at 65c. on the dollar. These were taken up again by a subsequent issue of bonds, which were guaranteed by the Government. Whether the contractor or the company lost the \$188,000 of discount the witness did not know. In the course of further examination Mr. Barthe stated that since the disaster of Sept. last nothing had been done in the direction of resuming work. (Mar., pg. 183.)

Quinze and Blanche River Ry.—We are advised that construction will be started at an early date upon the construction of a section of this line. Construction will commence at the foot of Quinze rapids. Rails and other construction material has been taken in, and the plans for the route from the first Chute of Quinze River, by Devil's Eddy, have been approved by the Board of Railway Commissioners. The work will be done by the Bronson Co., Ottawa, and will be in charge of D. A. McNaughten.

The Q. and B.R. Ry. Co. was incorporated by the Dominion Parliament in 1907, the provisional directors named being associated with the Bronson Co. The company was authorized to construct a line from Dymond, Ont., on the Temiskaming and Northern Ontario Ry., to the mouth of the Des Quinze River, a tributary of the Ottawa River, in the Province of Quebec, and thence to the Des Quinze Lake. The undertaking of the company was declared to be one for the general advantage of Canada; it was authorized to issue \$500,000 of common stock, and bonds to the amount of \$20,000 a mile. It was also given power to make agreements with the C.P.R. and the Temiskaming and Northern Ontario Ry.; to operate steam and other vessels on the navigable waters reached by its line; to develop waterpowers, and in this matter to be subject to the provisions of any general act now or hereafter passed by the Legislatures of Ontario or Quebec, for the control of the transmission of electricity in any form. (June, 1907, pg. 409, and Jan., 1907, pg. 5.)

Temiskaming and Northern Ontario Ry.—J. L. Englehart, Chairman of the T. and N.O.R. Commission, returned to Toronto, June 1, from a trip over the line. He stated in an interview that track had been laid to Driftwood River, 217 miles north of North Bay, and within 35 miles of the proposed point of junction with the National Transcontinental Ry. The steel superstructure of the bridge across the river is being placed in position by the Canada Foundry Co., Toronto, which has the contract, and this work is expected to be completed early in July. The bridge has a length of 490 ft.

Tenders are under consideration for the construction of an engine house, and for

alterations and additions to the station at Cobalt. It is understood that work will be commenced at once upon the construction of a siding from the station to the new dock at New Liskeard, (June, pg. 405.)

Trans-Canada Ry.—In the course of his speech upon the railway development in the country tributary to Quebec, at the dinner given to him by the public men and merchants of the district in Quebec recently, J. G. Scott said there remained still another great work to be accomplished, namely, the opening up of the James Bay country. That territory comprised an area of 70,000 square miles, abounding in spruce forests, water powers, arable lands, lignite coal and minerals, with a climate quite as good as that of the Lake St. John country. A railway from Roberval to James Bay would pass through the centre of this great territory, and would touch at half-way the valuable Chibougamo mining district. The Dominion Parliament had voted a subsidy for the construction of such a line, and the Quebec Legislature had voted aid by way of a land grant. The Trans-Canada Ry. Co. had made surveys for the line, and was ready to go on with the construction of the first section. By the time that projected line reached Hudson Bay, the necessity would have arisen for another band of steel to connect the Western prairies with the Atlantic seaboard. When that day arrives, the Trans-Canada Ry. will be extended from the James Bay country to Port Simpson, B.C. (June, pg. 407.)

Twin Tree Mines Ry.—The New Brunswick Legislature, at its recent session, passed an act reviving the act incorporating a company with this title, and authorizing it to construct a railway from the Intercolonial Ry. between Gloucester Jct. and Bathurst station to the mines, and an extension to tidewater at or near Bathurst harbor. (May, pg. 335.)

Vancouver Island and Eastern Ry.—The act incorporating a company with this title has been passed at the current session of the Dominion Parliament. The organization of the company is being proceeded with and it is expected that surveys for a portion of the lines authorized will shortly be undertaken. (April, pg. 247.)

York and Carleton Ry.—An unconfirmed press report says: "The Stanley Ry. and Mfg. Co., Ryan's Brook, N.B., are considering taking over the York and Carleton Ry., and extending it eight miles to connect with the Grand Trunk Pacific, near Napi-doggan Lake, N.B."

Typical Steel Railway Bridges.—W. Chase Thomson, M. Can. Soc. C.E., and Assistant Engineer, Dominion Bridge Co., Montreal, has supplemented his book on Bridge and Structural Design by another on the Designs of Typical Steel Railway Bridges. This is described as being an elementary course for engineering students and draughtsmen, and as having been developed from lectures given by him. The structures treated of represent the commonest type of railway bridges, and illustrate the problems which occur most frequently to the bridge designer. The first chapter deals with the specifications, and in the subsequent six chapters, designs and details are given for the following bridges: 60-ft. deck plate girder; 100-ft. deck Warren girder; 150-ft. through Pratt truss; 200-ft. through Pratt truss with curved top chord; 170-ft. swing bridge; railway viaduct. Another chapter deals with some additional types of steel railway bridges, and in the last chapter the latticing of compression members is discussed. The volume is published by the Engineering News Publishing Co., New York, and can be obtained through THE RAILWAY AND MARINE WORLD'S Book Department.

Canadian Northern Ry. Earnings, etc.

Gross earnings, working expenses, net profits, increases or decreases over 1906-07, from July 1, 1907:

Earnings.	Expenses.	Net Earnings.	Increase or Decrease.
July.. \$1,024,300	\$ 662,300	\$ 362,000	\$420,500+
Aug.. 835,600	619,200	216,400	240,700+
Sept.. 758,300	549,200	209,100	133,900+
Oct... 931,200	621,300	309,900	116,100+
Nov.. 957,400	689,100	268,300	215,700+
Dec.. 801,100	558,400	242,700	264,900+
Jan... 578,200	462,500	115,700	226,800+
Feb.. 485,600	401,900	83,700	152,400+
Mar. 625,300	453,400	171,900	136,500+
April 686,100	525,400	160,700	116,200+
\$7,683,100 \$5,542,700			\$2,140,400 \$2,023,700+

Approximate earnings for May, \$654,900, against \$870,600 for May, 1907.

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

Gross earnings, working expenses, net profits, increases or decreases over 1906-7, from July 1, 1907:—

Earnings.	Expenses.	Net Profits.	Increase or Decrease.
J'ly \$7,008,274.46	\$4,501,421.80	\$2,506,852.66	\$135,041.58+
Aug. 7,010,177.40	4,439,902.25	2,570,275.15	107,695.95+
Sept. 6,423,452.68	4,272,099.33	2,151,353.35	286,578.28-
Oct.. 7,071,047.59	4,390,729.95	2,680,317.64	104,509.87-
Nov. 6,953,967.56	4,508,933.35	2,445,034.21	181,911.27+
Dec. 6,418,576.38	4,341,386.80	2,077,189.58	188,404.76-
Jan.. 4,498,560.80	3,874,569.02	623,991.78	75,664.17+
Feb.. 4,129,044.09	3,771,947.48	357,096.61	644,891.51-
Mar. 5,424,931.26	4,123,901.77	1,301,029.49	944,706.73+
April 5,497,736.30	3,775,591.86	1,722,144.44	644,691.43-
\$60,435,768.52 \$42,000,393.61			\$18,435,374.91 \$1,933,469.61-

Approximate earnings for May, \$5,338,000, against \$6,889,000 for May, 1907.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for April, \$202,053.85; working expenses, \$144,917.85; net earnings, \$57,136.00; against \$271,898.93, gross earnings; \$194,257.02, expenses; \$77,641.91, net earnings, for April, 1907. Total earnings for ten months ended April 30, \$2,588,356.83; expenses, \$1,922,874.03; net earnings, \$665,482.80; against, \$2,659,363.87, total earnings; \$1,832,692.14, expenses; \$826,671.73, net earnings for same period, 1906-07. Approximate earnings for May, \$185,184, against \$322,865 for May, 1907.

MINERAL RANGE RD.—Gross earnings for April \$66,507.17; expenses, \$58,322.04; net earnings, \$8,185.13; against, \$65,792.10, gross earnings; \$51,403.34, expenses; \$14,388.76, net earnings for April, 1907. Total earnings for ten months ended April 30, \$674,471.87; expenses, \$569,601.03; net earnings, \$104,870.84; against, \$645,708.72, total earnings; \$485,472.62, expenses; \$160,236.10, net earnings for same period, 1906-07. Approximate earnings for May, \$69,119, against \$78,597 for May, 1907.

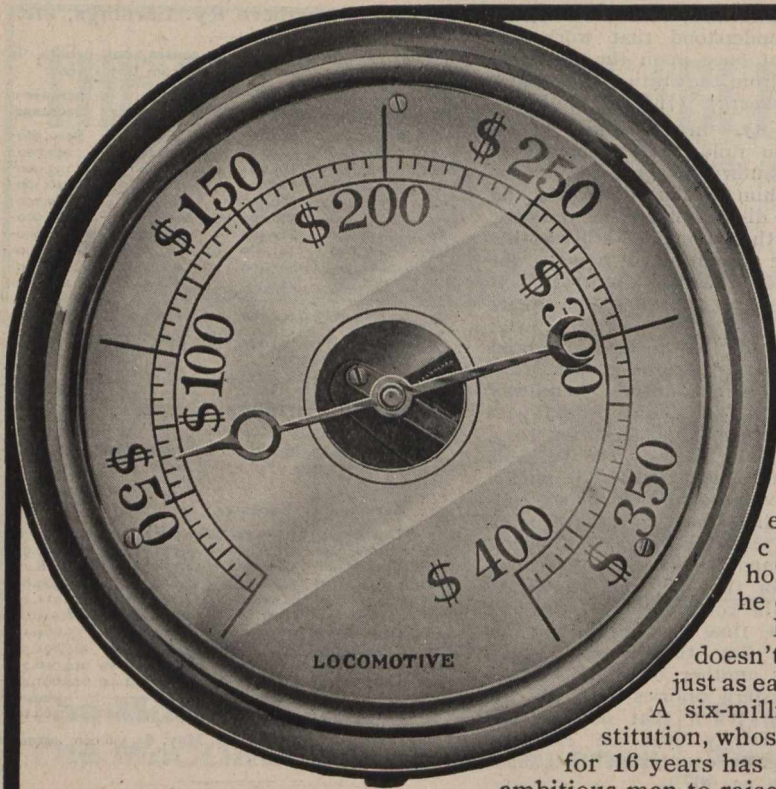
MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for April, \$812,446.33; expenses, \$538,631.09; net earnings, \$273,815.24; against, \$1,236,428.73, gross earnings; \$752,716.49, expenses; \$483,712.24, net earnings for April, 1907. Total earnings for ten months ended April 30, \$9,852,348.52; expenses, \$6,024,445.87; net earnings, \$3,827,902.65; against, \$10,446,450.05, total earnings; \$5,992,081.82, expenses; \$4,454,368.23, net earnings for same period, 1906-07. Approximate earnings for May, \$761,551, against \$1,152,894, for May, 1907.

Grand Trunk Ry. Earnings, Expenses, etc.

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

GRAND TRUNK RAILWAY.		
	1908	1907
Earnings.....	\$ 2,320,900	\$ 2,961,700
Expenses.....	1,658,600	2,006,500
Net earnings.....	\$ 662,300	\$ 955,200
CANADA ATLANTIC RAILWAY.		
Earnings.....	\$ 105,700	\$ 133,670
Expenses.....	113,000	141,100
Deficit.....	\$ 7,300	Def. \$ 7,430
GRAND TRUNK WESTERN RAILWAY.		
Earnings.....	\$ 438,100	\$ 518,400
Expenses.....	368,800	466,250
Net earnings.....	\$ 69,300	\$ 58,150
DETROIT, GRAND HAVEN & MILWAUKEE RY.		
Earnings.....	\$ 111,900	\$ 134,100
Expenses.....	119,100	117,150
Deficit.....	\$ 7,200	\$ 16,950

Approximate earnings for May, \$3,138,900, against \$3,908,674 for May, 1907.



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Locomotive Engineer	Mining Engineer
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Mechanical Engineer	Ad Writer
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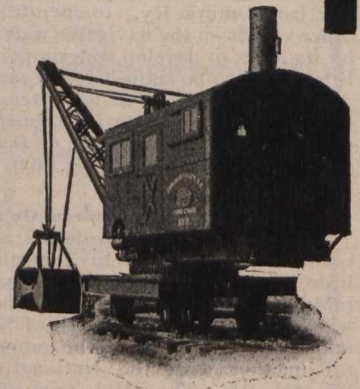
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C. P. R. Betterments, Construction, Etc.

Bridge at Woodstock, N.B.—A contract is reported to have been let to Power & Brewer for the concrete substructure of the bridge about to be erected at Upper Woodstock, N.B. The cost is estimated at \$125,000.

Lachine Bridge.—Work is in progress in constructing a protection for the piers of the company's bridge across the St. Lawrence River at Lachine. A number of barges are engaged in dumping loads of stone from the Caughnawaga quarry just above the piers, and in such a way as not to interfere with navigation. The object is to prevent the erosion of the piers by the swift current.

Caledonia Springs, Ont.—A press report states that the company has decided to erect a large hotel at Caledonia Springs, Ont., at a cost of about \$2,000,000. We are officially advised that "there is as yet no truth in the report."

Galt to Brantford.—A press report credits the company with proposing to construct a line from Galt to Brantford, Ont., where it could obtain a connection with the Toronto, Hamilton and Buffalo Ry., of which the C.P.R. is part owner. This report has its origin probably in the improvements about to be effected upon the Grand Valley Ry.—an electric line extending from Galt to Brantford, and authorized to operate a freight service—and in which the C.P.R. was recently said to be negotiating for an interest.

St. Mary's and Western Ontario Ry.—Tracklaying on this line from Embro to St. Mary's, Ont., has been completed, and the first construction train was run into St. Mary's May 29. Ballasting is being pushed and it was announced that a regular train service would be put in operation July 1. Station buildings are being erected at the Farmers' Cheese Factory, Lakeside, and Bennington, and a temporary shelter is being erected at St. Mary's. A permanent building will not be put up at this point until the extension towards Sarnia is gone on with.

Guelph and Goderich Ry.—The work of completing the branch line into Listowel, Ont., is progressing satisfactorily, and everything was expected to be ready for the starting of a regular train service July 1.

Toronto to Sudbury.—Sir T. G. Shaughnessy, President, and a number of officials of the company went out from Toronto in a special train June 9, on an inspection trip, but did not get further than the southern branch of the Naiscootyong River, about 40 miles north of Parry Sound. At this point one of the piers of the bridge settled, letting one of the spans fall, just after a work train had got across. Temporary repairs were made, and the line was opened for traffic through to Sudbury, a distance of 260 miles from Toronto, June 15. The line extends from Bolton Junction on the Owen Sound line to Romford, on the company's transcontinental line, and was constructed as a branch line under the original charter. Construction was started at Romford, southerly, and subsequently at Bolton Junction, and the section from the latter point to Bala was opened for traffic in June, 1907. The stations on the section now opened are at Muskoka, which will be a divisional point; Barnsdale, Parry Sound, Carling, Point au Baril, Naiscootyong, Byng Inlet, Pickerel, Rutter, Paget and Burwash.

Port Arthur, Ont.—Owing to the bursting of the corporation dam on Current River, Port Arthur, Ont., a portion of the company's line was washed out, and for several days through traffic was suspended, passengers and mails being transferred by means of a tug. A temporary bridge with the necessary connecting track was completed May 31, and

traffic resumed. Arrangements are being made for the reconstruction of the bridge.

Saskatoon, Sask.—A regular train service was placed in operation over the line into Saskatoon June 14. It is known as the Lanigan section, and extends from the station of that name, on the Pheasant Hills branch, to Saskatoon, 76.5 miles. The extension of the old Manitoba and Northwestern Ry., now under construction from Sheho, will effect a junction with this line at Lanigan.

Saskatoon Westerly.—Material is being collected at Asquith, Sask., for the continuation of the line from that point to the point of junction with the branch of the Calgary and Edmonton Ry., which now has its terminus at Hardisty, Alta. The bridge across the Battle River has been completed and the few miles of grading to connect up the different sections of the work are being pushed forward by the contractors.

Tilly to Crossfield, Alta.—Surveys are being made by C.P.R. engineers through the centre of the tract of country which is being developed by the irrigation project which the company is carrying out. The party in charge of — Sharp started from Tilly, on the transcontinental line, 128 miles east of Calgary and is making for Crossfield, 29 miles north of Calgary, on the Calgary and Edmonton Ry. The party was camped in the Rosebud district, at the crossing of the Knee Hill trail, about 40 miles east of Calgary, June 1.

Calgary and Edmonton Ry.—It is reported that considerable improvements are being carried out on the line between Calgary and Strathcona, Alta., and that others are in contemplation.

Belly River Bridge.—Work has been commenced on the erection of the steel work upon the new bridge over the Belly River, near Lethbridge, Alta., on the cut-off under construction on the company's Crow's Nest Pass branch. The bridge is being erected by the Canadian Bridge Co., Walkerville, Ont.

Nicola, Kamloops and Similkameen Ry.—Two survey parties are reported to have been in the field for some time in connection with the projected extension of this railway. One party is reported to be exploring from Aspen Grove, in the direction of Trout Creek on Okanagan Lake and the other is working down the Otter River.

Esquimalt and Nanaimo Ry.—The superstructure for the steel bridges over the Nanaimo and Chemainus rivers is being placed in position. It is proposed to replace the trestles at Niagara and Arbutus with steel bridges, but it is not expected that the work will be done this year.

A contract has been entered into between the Dominion Government and the company for the construction, under the subsidy act, of a railway from Wellington to, or towards, Union Bay, by way of Alberni, not exceeding a distance of 55 miles. (June, pg. 399).

Railway Commission's Traffic Orders.

4781. May 27. In the matter of the complaint of the City Council of Chatham, Ont., complaining that the G.T.R. Co. and the Wabash Rd. Co. refuse to issue passenger tickets for travel over the portions of the G.T.R. Co.'s line of railway operated by both companies, which are available on the trains of either company, as was formerly the case; and applying for an order directing the companies to restore the practice; upon reading the petition, and what has been alleged on behalf of the companies respectively, the Board orders that the said companies be, and they are hereby, required to interchange passenger tickets between all stations in the Province of Ontario through which the railways of both companies run passenger

trains. And the Board further orders that each of the said companies account to the other for the revenue earned upon the tickets so interchanged.

MONTREAL TERMINAL RAILWAY TARIFFS.

4866. June 16. In the matter of the filing with the Board of the standard tariffs, freight and passenger, of the Montreal Terminal Ry. Co., as provided by secs. 327 and 331 of the Railway Act: It is ordered that the Montreal Terminal Railway Company be directed to file its standard freight and passenger tariffs for the approval of the Board, in compliance with the provisions of the Railway Act, within 30 days from the date of this Order.

MONTREAL PARK AND ISLAND RY. FARES.

4883. June 17.—In the matter of the complaint of J. A. Charette, Mayor of Notre Dame des Neiges, complaining that the Montreal Park and Island Ry. Co. has failed to file with the Board, for its approval, its standard passenger tariffs, and that the said company charges passenger fares of 5c. each from points in the City of Montreal to Bellingham Ave., and an additional 10c. each from Bellingham Ave. to Cote des Neiges, while it previously sold tickets at the rate of 6 for 25c. for transportation to Notre Dame des Neiges. Upon the hearing of Counsel for the Montreal Park and Island Ry. Co., the Montreal St. Ry. Co. and the city of Montreal, the complainant not being present or represented at the hearing: It is ordered that the said complaint be dismissed.

MILITARY STORES AND ORDINANCE TRANSPORTATION.

4884. June 17.—In the matter of the application of the Department of Militia and Defence for an Order requesting that a reconsideration of the military freight tariffs be made with reference to the following: Field Guns—Under the present tariff, these are charged at a much higher rate than that charged the public for heavy machinery. It is therefore requested that the military rate be reduced to that charged the public for heavy machinery. Ambulances—The rate charged for these is much in excess of that charged the public for hearses. It is therefore requested that the military rate be reduced to that charged the public for hearses. Upon reading what has been alleged in support of the application and on behalf of the Canadian Freight Association, and upon the report of its Chief Traffic Officer: The Board orders that the re-classification of military stores and ordinance embodied in the letter of W. R. MacInnes, Chairman of the Advisory Committee of the Canadian Freight Association, to the Secretary of the Board, dated March 30, 1908, be approved, except that the proposed description and ratings of projectiles be changed to read as follows, namely:

Projectiles for artillery:	L.C.L.	C.L.
Shot, solid, also case shot containing no explosives.....	3	5
Shot and shell containing explosive —subject to rule 11.....	3	5
Shot and shell, hollow but empty...	3	5

And the Board further orders that the said re-classification be published in a separate supplement to Canadian Classification 13, to take effect not later than July 15, 1908.

SUGAR RATES FROM VANCOUVER.

4886. June 16.—In the matter of the application of the British Columbia Sugar Refining Co., Ltd., complaining that the C.P.R. Co. in its rates on sugar in carload lots to Winnipeg and other points in Manitoba unjustly discriminates against them and in favor of the sugar refineries in Eastern Canada, and applying for an order directing the railway company to give the complainants the same rate from Vancouver to Portage la Prairie as it gives from Mon-

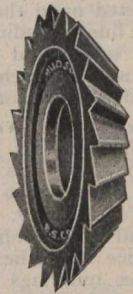
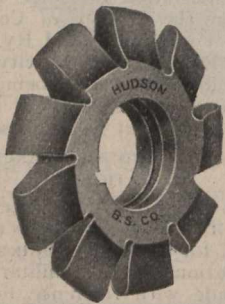
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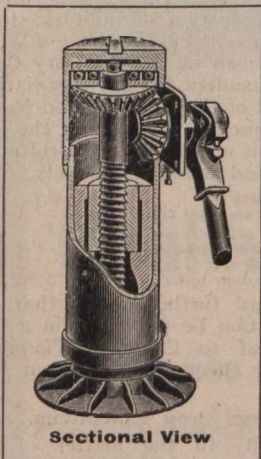
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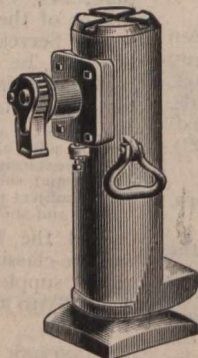
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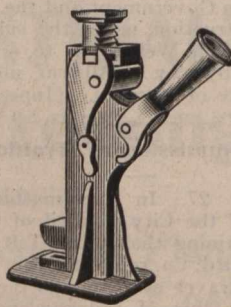
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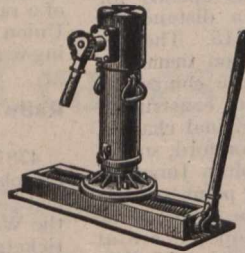
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treil to Portage la Prairie, and the same rate from Vancouver to Winnipeg as it gives from Montreal to Brandon, and the same rate from Vancouver to Brandon as it gives from Montreal to Winnipeg. Upon the reading of what has been alleged in support of the application and on behalf of the Railway Company, and upon the report of its Chief Traffic Officer, the Board orders that on or before July 20, 1908, the company restore the arrangement whereby the rate on sugar in carloads from Vancouver to Portage la Prairie, Man., was made the same as from Montreal to Portage la Prairie; also that the rate from Vancouver to Winnipeg be made no greater than 78c. per 100 lbs., and that the rates from Vancouver be made the same as from Montreal to Treherne and Crystal City, Man., and the rate from Vancouver to Winnipeg the maximum from Vancouver to Minnedosa, Man.; the rates from Vancouver to intermediate points in Manitoba, Saskatchewan, and Alberta to be reasonably scaled, with the above mentioned rates as maxima, and those to other branch line points also to be reasonably scaled on the above mentioned base points, satisfactorily to the Board. And the Board further orders that either party be at liberty to apply to rescind or vary this Order, in which event the Board will fix a date to hear oral evidence and argument.

The Muskoka Passenger Case.

The Canadian Northern Ontario Ry. applied to the Board of Railway Commissioners in Feb. last for an order under the Railway Act, sec. 317, directing the C.P.R. and the G.T.R. to provide facilities for passengers desiring to travel from or through points on the respondent company's lines to points on the C.N.O.R. and its connections, and to issue tickets at through rates accordingly.

The following judgment was given by Chief Commissioner Mabee, May 25: "At the conclusion of the argument, I was of the opinion that the Canadian Northern Ry. Co. was entitled to relief as to non-competitive points only, and this view has been strengthened by a further consideration of the case, and is shared in by the Chief Traffic Officer. It does not seem to me to be a reasonable proposition that one railway company should be at liberty to use the act for the purpose of diverting its line traffic, that has been originated only at great expense and trouble by another railway or other railways, without at least showing a great preponderance of convenience to the public. It must be borne in mind that this application comes from the railway company, and no evidence was given that any inconvenience was being caused to the public from existing conditions, or that there would be any appreciable advantage to the public if the change asked for was granted; and that the change would be for the pecuniary benefit of the applicant railway company is not of itself any sufficient reason for granting the application. Under sec. 317, the facilities to be afforded are to be reasonable; the preference or advantage that would be given, or the delay or difference in treatment that may be permitted, is not to be unreasonable; so it is apparent that the whole section is intended to provide for the establishment of fair and reasonable business relations. Is it fair that the applicant should be permitted to make use of the act to divert from the G.T.R. and C.P.R. lines at Toronto, the tourist traffic that the last-mentioned railways have spent years in developing? That this would be to the advantage of the applicant is clear, but it has not been shown that the public is to any appreciable extent interested. I agree with the argument of the applicant that the physical situation of the

railways falls within s.s. 4; but it has not been shown that any 'obstruction is offered to the public desirous of using such railways as a continuous line of communication.' I do not agree with the contention that existing conditions must be changed merely because a few and inconsiderable number of people might desire to change at Toronto to the applicant's lines; and I cannot regard it as reasonable or proper that railways should, in the application of this section, be put to serious loss and inconvenience when it is apparent that the real object of the application is not to offer greater facilities to the public, but to enhance the earning powers of the applicant's lines.

"I do not think upon the facts of this case, having regard to the history of the development of the Muskoka traffic and the location of the C.P.R. and G.T.R. lines, not only from the border to Toronto, but from there north to tourist points, that the arrangement between these companies is an undue and unreasonable preference as against the applicant.

"It was asked that an order should be made compelling the respondents to allow American lines to issue a through ticket, entitling the passenger to change to the applicant's line at Toronto for points not reached by the respondents' lines. This, again, is in the interest of the applicant; but it has not been shown that any public demand exists for such a change, even if the Board could work out such an order by jurisdiction over the respondent companies, nor is it sufficient to make any such attempt, that the applicant might develop tourist traffic to points upon its line not reached by the other railways.

"I do not base my view upon the construction of the act that sec. 317 applies only to non-competitive points, and am not so deciding. Cases might arise where the interests of the public required the application of the section to such places; and in the meantime it is sufficient for this case to say that the applicant is not asking for what is fair and reasonable.

"I think an order should go requiring the companies forthwith to agree upon and publish joint fares and rates, arranging the proper apportionment thereof, on joint traffic other than that having its origin at G.T.R. or C.P.R. points, or with companies that connect with and deliver to those latter companies and destined to points common to the applicant's and respondents' lines. The other requests contained in the application are refused."

The order was made as follows.

4784. April 23. In the matter of the application of the Canadian Northern Ontario Ry. Co., under sec. 317 of the Railway Act, for an order directing the G.T.R. Co. and the C.P.R. Co. to provide facilities for passengers desiring to travel from or to points on the lines of the respondent companies, or either of them, to points on the lines of the applicant company and its connections; and to issue tickets at through rates accordingly: Upon the hearing of counsel for the applicant company and the respondent companies, the evidence adduced, and what was alleged; and upon the report of the Chief Traffic Officer—It is ordered that the applicant company and the respondent companies be required to agree upon, publish, and file tariffs of joint passenger tolls, arranging the proper apportionment thereof, to apply on passenger traffic interchanged between the said companies, other than that having its origin at the respondent companies' points or with companies that connect with and deliver to the respondent companies, and destined to points common to the applicant company's and the respondent companies' lines, and it is further ordered that the other requests contained in the application herein be, and the same are, hereby refused.

TRADE AND SUPPLY NOTES.

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

The Canadian Westinghouse Co., Ltd., has been licensed under the act respecting extra-provincial companies to carry on business in British Columbia, with an office at 439 Power St., Vancouver, and J. R. Read as its attorney.

In the description of the new Winnipeg Union Station in our last issue it was mentioned that concrete piles will be used for the foundations of the station building. We are advised that Raymond concrete piles have been selected for the work.

M. Beatty & Sons, Welland, have completed a steel dredge and three scows for the Dominion Dredging Co., and these recently left Welland in tow for St. John, N.B. Another scow for the same company is in course of construction, and also a four-pocket steel dump scow for another firm.

"Reactions" is a quarterly publication issued by the Goldschmidt Thermit Co., and devoted to the science of aluminothermics. The last issue contains a notice of the opening of the company's Canadian branch at 103 Richmond St. West, Toronto. The Canadian branch will carry a full and complete supply of Thermit and appliances, and its engineering staff will be at the disposal of interested parties, to advise on, or execute, all work suitable for the process, such as welding locomotive frames and drivers and electric motor cases. It will undertake, by contract, the welding of tram rails in paved streets, the welding of heavy sections such as sternposts of steamships, crank shafts and other steel sections. At the shops, repairs on small castings, not exceeding 1,000 lbs. in weight, will be undertaken.

Minister of Railways' Jurisdiction.

In Dec., 1906, the G.T.R. filed a plan with the Department of Railways at Ottawa showing a proposed diversion of its main line to avoid the Scarboro gradients in approaching Toronto from the east. It was proposed to start the diversion at Highland Creek bridge, 48 chains west of Port Union station, to reach the Lake Ontario beach about 2¼ miles west of Port Union station, and to run along the water's edge to the vicinity of Munro Park, passing south of the Woodbine race track, and connecting with the existing main line in the Don yards. The Minister's approval of the proposed deviation was asked, and a date was fixed for hearing the application, at which the City of Toronto was represented, as residents of the Balmy Beach district strongly objected to the proposed route. After one or two postponements it was announced that the application would not be heard, the Department of Justice having given an opinion that the Minister had no jurisdiction in the matter.

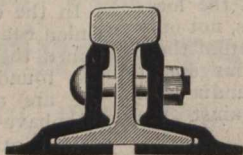
A return of the correspondence, etc., which has recently been presented to the House of Commons, shows that the Deputy Minister of Justice, in the opinion referred to, stated that the Minister of Justice agreed with him that the Railway Act did not confer jurisdiction on the Minister of Railways in this respect, and that sec. 157 of the Act did not apply to the case, which apparently falls under sec. 167, as a deviation, change or alteration required to be made in the railways as already constructed.

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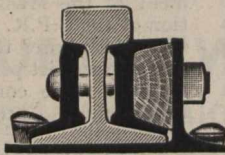
HIGHEST AWARDS

Paris, 1900;
Buffalo, 1901; St. Louis, 1904



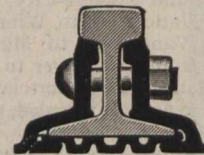
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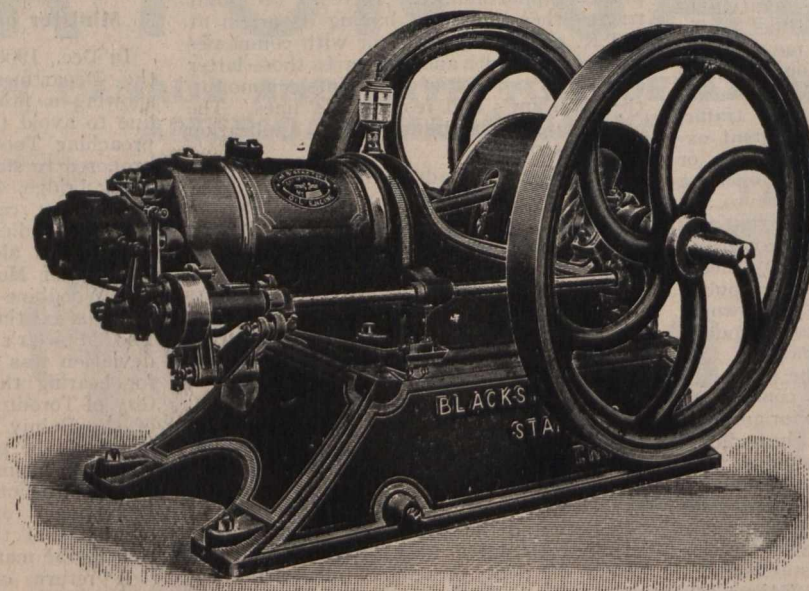
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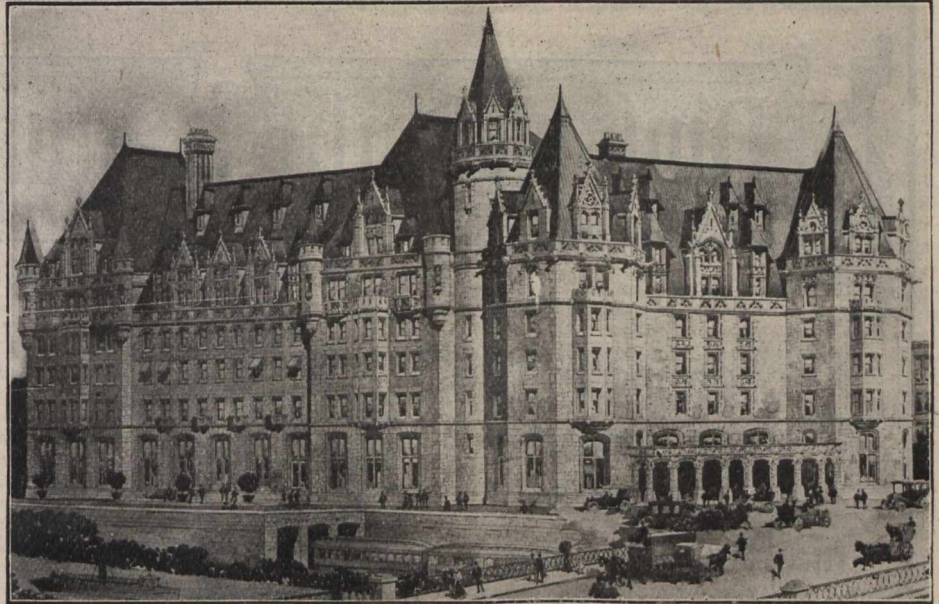
DISTRICT OFFICES : Montreal, Halifax, Ottawa, Winnipeg, Vancouver, Rossland

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

C. M. Hays, Second Vice-President and General Manager, returned to Montreal June 8, having completed an inspection of the company's lines in Ontario, and the connections with lines in the U.S. In the course of the trip, Mr. Hays, who was accompanied by a number of other officials, went across Lake Ontario on the ferry steamer Ontario No. 1, from Cobourg, Ont., to Rochester, N.Y.; and went to Chicago, Ill., in connection with the affairs of the Chicago, Western Indiana and Belt Line Ry., in which the G.T.R. is interested. A press report from Owosso, Mich., states that as a result of a meeting of the company's officials with the farmers of the district, a project for railway extension in the northern part of that territory is under consideration. The G.T.R., it is said, offered to extend its line 10.50 miles to a coal mine in New Haven township for one-half the cost price of construction, which will be \$80,000. The farmers and the coal mine have accepted and have appointed the committee to raise \$40,000. The line will be exclusively for freight handling, mostly coal and sugar beets for Owosso. The line will be extended four miles out of its original course to the village of New Lothrop, providing that the people of that place and vicinity will raise \$18,000. A committee of 50 has been appointed from that neighborhood to make the attempt.

Montreal-Toronto Line.—The track between Mille Roches and Cardinal, Ont., 33 miles, is being relaid with 100-lb. steel. When this is completed the portion of the line between Montreal and Brockville will have been relaid with these heavy rails.

Ottawa Terminals.—The Dominion Government approved of the plans for the construction of the new joint terminal station and hotel at Ottawa, which have been submitted by the G.T.R., which is responsible for its erection. Prior to their submission to the Government the plans and specifications, and the terms of the agreement thereto, were fully considered by the special committee of the city Board of Control, and approved. The agreement has not been finally approved by the city council, as a number of the aldermen desire to have a "fair wage" clause inserted. It is expected, however, that the agreement will be signed early in July. The agreement provides for the erection of a station to cost \$250,000, and an hotel to cost \$1,000,000, the city to give the company a fixed assessment of \$150,000 on the station for 20 years, and of \$500,000 on the hotel for 15 years. The plans finally approved were prepared by Ross and Macfarlane, architects, Montreal, and while they follow in general the dimensions and lines of the plans originally submitted, they are less



HOTEL TO BE ERECTED BY THE GRAND TRUNK RY. AT OTTAWA.

ornate and costly. A general description of the station building was given in our issue for Nov., 1907, which applies practically in its entirety to the present plans. The classic style of architecture has been chosen as being the most appropriate for a railway terminal, and because it also lends itself to the best disposition of office accommodation. The exterior of the building will be of light buff Indiana limestone or Ohio sandstone, and the internal structure of steel framework, concrete and terra cotta.

The main entrance to the hotel will open from a large portico into a spacious hall. On the ground floor will be the office commanding the entrance from the railway subway, and the other exits and entrances, while the steward's office will be located in the basement, where the kitchens, employes' rooms, billiard room, grill room, etc., will also be located. The general dining rooms will be on the main floor, and the bedrooms, etc., are on the upper floors. On the first floor, it is proposed to have 33 chambers, of which three will form the state apartments and two will be parlors. On the second, third, fourth and fifth floors there will be 58 chambers on each, and on the attic floor 37 chambers for guests, 2 dormitories for men and 5 dormitories for women. Of the total number of 302 sleeping apartments for guests, 155 are to have private bathrooms, 104 will have basins, and all will have cupboards. All the rooms will be of good size. There will be ample stairways, wide corridors, and numerous

elevators. Fire escapes will be provided on each floor, and there will be fire doors in the corridors.

It is expected that work will be started at an early date upon the main building. At present there is under construction a building which will form an annex to the station building, and be utilized for baggage and express purposes.

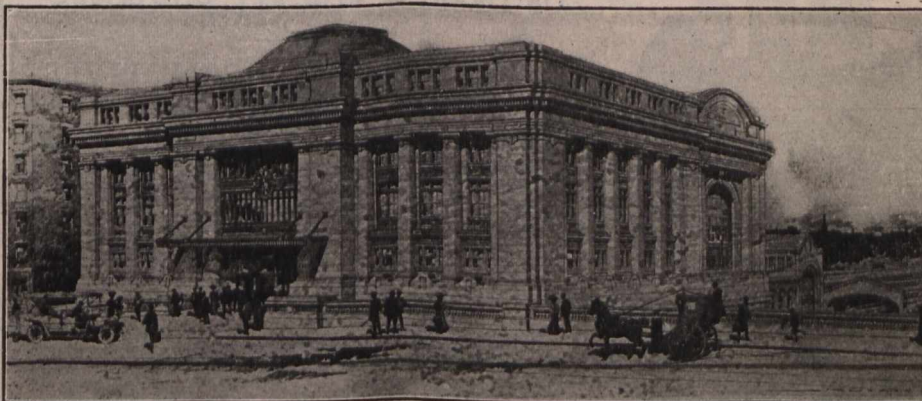
Kingston, Smith's Falls and Ottawa Ry.—The annual meeting of shareholders of this company, a number of the directors of which are G.T.R. officials, was called for June 2, but was adjourned indefinitely.

Burlington Beach.—According to a Hamilton despatch it has been discovered that the G.T.R. has no rights on the beach at Burlington, Ont., and that as a result it will have to pay \$500 a year to the Beach Commission for keeping its tracks there.

Guelph Station.—The Guelph, Ont., City Council passed a resolution May 27, instructing the City Solicitor to take the necessary proceedings against the company for not providing in the city the passenger accommodation required by the charter. As a preliminary the company was asked to submit proposals for the consideration of the council by June 21.

Stratford Improvements.—In connection with the recent visit of the company's officials to Stratford, C. M. Hays, Second Vice-President and General Manager, said when the work of constructing the additions to the locomotive shops had been completed, attention would be given to the straightening out of the tracks and the building of a station worthy of the growing city. The work would not be undertaken this year, the company having too many other large undertakings on hand, and the financial conditions at present were none too favorable.

London Improvements.—W. G. Brownlee, General Transportation Manager, stated at London, June 14, that after making a thorough examination of the system, C. M. Hays, Second Vice-President and General Manager, and the other officers had decided that such improvements as are deemed necessary are too expensive to be carried out under present conditions, and all the work that had been planned will be left over until next year, at any rate. In connection with the statement, Mr. Hays, while in the city June 4, said if London had accepted the company's



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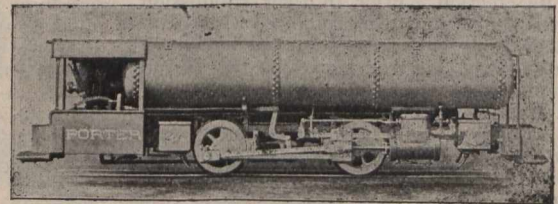
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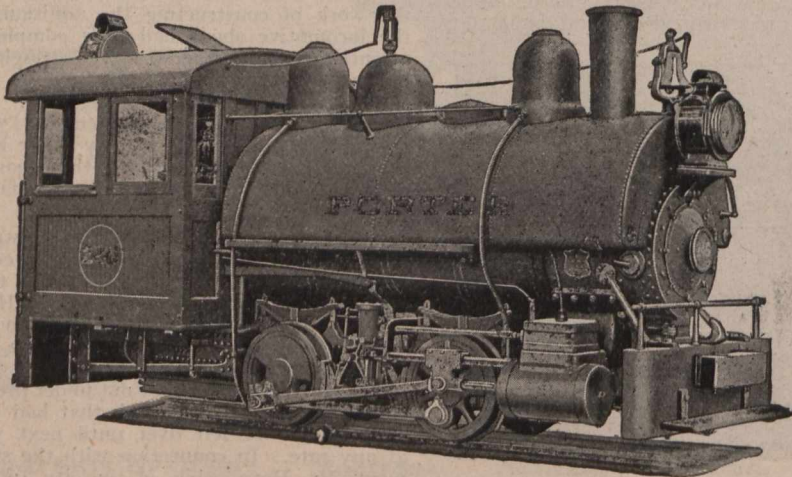
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offer as to elevated tracks a couple of years ago, the work would have been done by now, and a new station erected. It was usual in other places, he said, for the city desiring elevated tracks to bear one-half of the expense, and it would be only fair that when London was ready to deal with the question that should be understood.

Great Northern Ry. Lines in Canada.

The Northern Pacific Rd. Co., which is closely allied to the G.N.R. Co., and formerly operated the lines acquired in 1901 by the Manitoba Government and leased to the Canadian Northern Ry. for 999 years, is reported as proposing to construct a line parallel to the Pembina-Winnipeg line, so as to give it access to the latter city. Interests allied with the company obtained an act from the Manitoba Legislature in 1903, under the title of the Manitoba Central Ry., and it was stated that the company, or interests allied with it, were also interested in the Avondale-Brandon Central Ry., incorporated the same year. The Midland Ry. of Manitoba was incorporated the same year with C. S. Nullin, then President N.P.R., as a provisional director. In an interview given about that time, J. J. Hill, President Great Northern Ry., stated that that company was not interested in the M. Ry. of Manitoba. Since then, however, the M. Ry. of M. has constructed lines to Portage la Prairie, and to Morden, Man., both of which are continuations of G.N.R. branch lines, and both of which are operated by the G.N.R.

Winnipeg Terminals.—Despatches from Winnipeg state that renewed interest is being manifested in the proposals of Great Northern Ry. interests to construct terminals and a Canadian line. L. W. Hill, President, recently paid a visit to Winnipeg, and then went west through Saskatchewan and Alberta. The company's right-of-way agents subsequently became active in securing additional land in the city.

Crow's Nest Southern Ry.—M. J. Costello, Assistant Traffic Manager G.N.R., recently visited Calgary, Alta., in company with a number of other officers of the railway. He said their visit was unofficial and he could not say when, if at all, the G.N.R. would be constructed to Calgary. It is generally understood locally that the surveys being made for the company are for an extension of the Crow's Nest Southern Ry. to Calgary.

Following the completion of the extension of this line from Fernie to Michel, B.C., press reports state that it has been decided to still further extend the line to Calgary, Alta. Surveys have been made for a considerable portion of this extension, and reports state that construction will be gone on with at an early date.

Saskatchewan and Alberta Lines.—An announcement was recently made to the Associated Boards of Trade of Saskatchewan that as soon as the gaps in the company's line in British Columbia were closed, and the Crow's Nest Southern Ry. extended to Calgary, the company would undertake the construction of a line from Winnipeg to Calgary.

Vancouver, Victoria and Eastern Ry. and Navigation Co.—The line between New Westminster and Vancouver, B.C., constructed by the Vancouver, Westminster and Yukon Ry., has been formally amalgamated with the V., V. and E.R., as have also the mainland lines constructed under the charter of the Victoria Terminal Ry. and Ferry Co. In connection with this latter line, application is being made to the Governor-in-Council for approval of plans of bridges to be constructed over the Serpentine River, and over the Nicomekl River, on the portion of the line under construction between Olivers and Blaine, Wash. Plans of the bridges and de-

scriptions of the sites have been deposited with the Minister of Public Works at Ottawa, and in the Land Registry Office at New Westminster, B.C. Tracklaying was commenced on this line early in May, commencing at Blaine, at the International boundary. As soon as the tracklaying gang has reached the Nicomekl River, work will be transferred to the Olivers end, and continued to the Serpentine River crossing, pending the erection of the bridges. There is only a short length of line between the two rivers, and this it is expected will be finished up within a few days after the bridge work has been completed. It is hoped to have the new line opened by the end of the summer.

The grading on the extension from Keremeos to Hedley, B.C., is reported to be practically complete, and the gangs have been moving on towards Princeton, the contracts for the section from Hedley to Allison having been let. The contractors are figuring on the section from Allison to Princeton. Surveys are being made for the construction of a spur to the Vermillion Forks Co.'s colliery. The latest reports from Keremeos stated that it was expected that tracklaying would be started at that point June 15. (May, pg. 327.)

Facilities for Cattle Shipments.

The Western Cattle Association, at a meeting in Winnipeg recently, decided to petition the Board of Railway Commissioners as follows:

That railways be compelled to furnish cars within a reasonable time after ordering, say four or five days.

That on all lines a scheduled freight train be run once a week or oftener, as trade calls for, and at a rate of from 20 to 25 miles an hour.

That sufficient yardage be provided, properly equipped with feed racks and water troughs, so that cattle can be cared for at loading points, and unloaded at least once every 24 hours for food and water.

That shippers kept waiting an unreasonable time should be paid by the company for their loss and expense, and that in case export cattle are kept waiting so long as to lose their boat, the railway company be held responsible for the loss.

Manual of Statistics for 1908.—The 30th annual number of this standard volume of reference has been issued by the Manual of Statistics Co., 20 Vesey St., New York. The data contained in its 1,080 pages covers in a concise and complete form the information regarding railway and other transportation securities, industrial stocks, and other securities, as well as a large amount of statistical information required by investors and others interested in transactions on the stock exchange. The various tables show evidences of accuracy and careful compilation. For easier reference the subdivision of the securities classed under the general heading of industrials would be an advantage. At present under this heading there are grouped manufacturing concerns, street railways, electrical, gas, mining, land, coal, iron and steel plants, telegraph and telephone companies, express companies, and a number of miscellaneous corporations, the whole taking up about 500 pages. The price of the volume is \$5.

The Minister of the Interior, replying to a question in the House of Commons recently, said prior to June 30, 1906, the total acreage in Manitoba, Saskatchewan and Alberta granted to railways in odd numbered sections was 29,550,179 acres, and in even numbered sections 2,217,775 acres. From that date to Nov. 1, 1907, no land had been granted to railways in these provinces.

Railway Bills of Lading.

J. P. Mabee, Chief Railway Commissioner, issued the following circular April 24:

"In Mar., 1905, complaint was made to this Board regarding the form of bills of lading in use by the railways and which had been temporarily approved in Oct., 1904. The complaint came from the Canadian Manufacturers' Association, and was afterwards supported by the Bankers' Association, by various Boards of Trade, merchants, and shippers throughout the country. After much delay, in Feb., 1907, a draft bill of lading was submitted by a select committee appointed by the railway companies, and this was printed and distributed among those interested in the matter, the result being that the Board received from various shippers and business parties throughout the Dominion a variety of suggestions as to changes and modifications that should be made. The Winnipeg Jobbers' and Shippers' Association submitted a form and afterwards requested that it be withdrawn. There does not appear from all the mass of correspondence and suggestions, any concerted idea of what would, from the shippers' point of view, be a fair contract; on the other hand, the proposition of the railways has been before the Board since Feb., 1907. There seems to be no reason why this matter should not be dealt with, three years having elapsed, and not much progress made. The letters and circulars from the shippers and those interested, from their standpoint, contain such divergent ideas that the matter is left in a most difficult and complicated position for the Board to deal with.

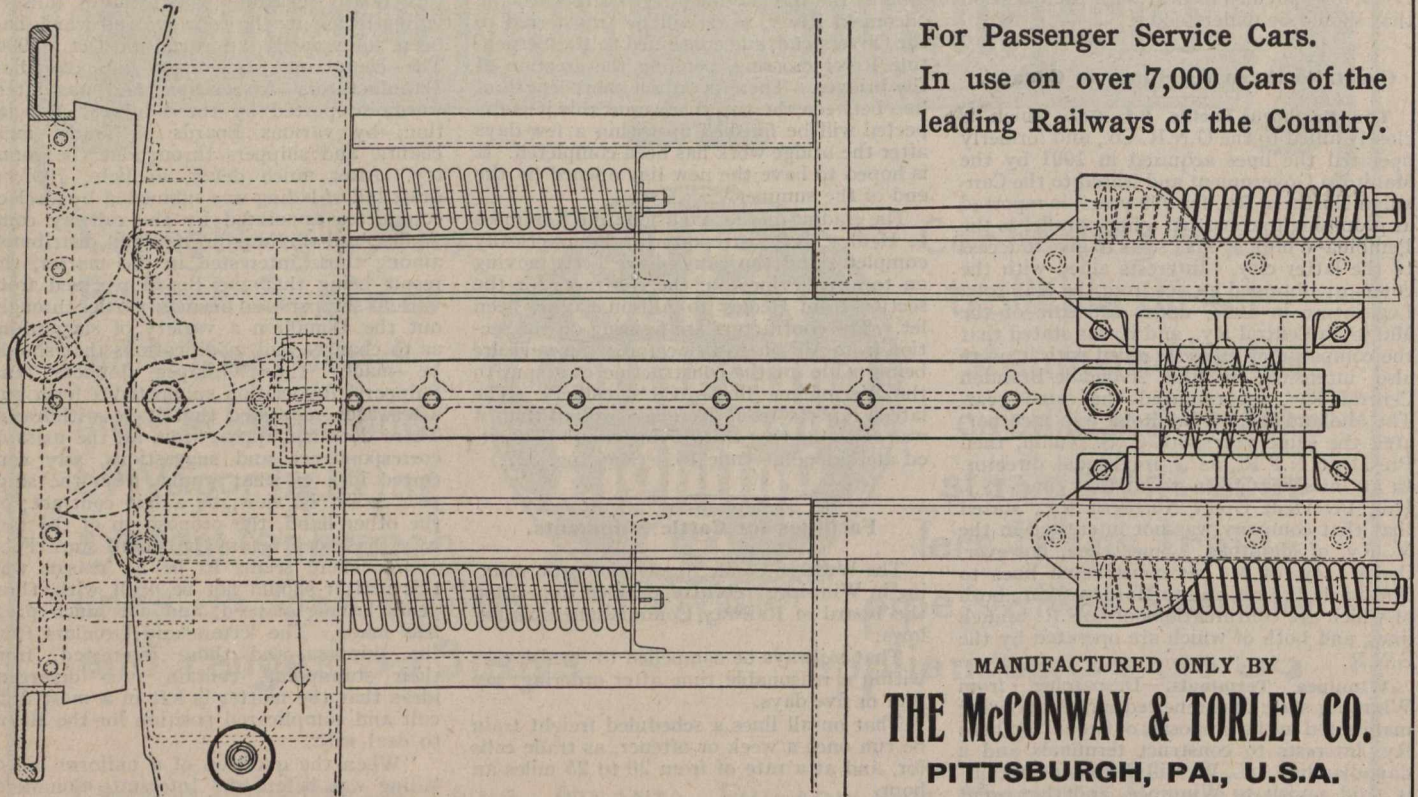
"When the question of a uniform bill of lading was before the Interstate Commerce Commission, upon the complaint of the Illinois Manufacturing Association, much the same diversity of opinion existed among the shippers, and the Commission suggested that, the matter being one for negotiation between the various conflicting interests, a joint committee of the carriers and shippers should be formed with the view of adjusting the points in dispute. The result was that a contract was ultimately agreed upon. The Board is of the opinion that a similar course may produce good results in the present instance, and suggests that the shippers appoint a committee to meet the committee of the carriers that adopted the contract submitted by them. This should produce unanimous agreement among the shippers as to what is deemed from their standpoint to be a fair contract; and adjustment of many, if not all, of the terms of the contract. This circular is being sent to all the persons and associations that have corresponded with the Board upon the subject, with the suggestion that arrangements be at once made between them for the appointment of a small committee to meet, with as little delay as possible, the committee representing the railways. This Committee of the shippers should be clothed with authority to represent all their interests; there should be a secretary to this committee, with whom correspondence with this Board may be carried on, and the delay and labor of corresponding direct with the various persons and associations saved. The Board will be pleased to learn that immediate steps are taken upon the above lines, to facilitate its dealing with this matter, and will grant a special sitting at any time to hear the parties interested, or deal with any counter suggestions, either from the shippers or the railways. W. E. Foster, of the G.T.R. Co., Montreal, is the Secretary of the subcommittee representing the railway interests."

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Railway Finance, Meetings, etc.

Alaska Central Rd.—J. J. F. Goodwin has been appointed receiver of this company by the territorial court at Fairbanks, Alaska, on the application of Seattle, Wash., and Canadian interests, which hold \$3,000,000 of the company's bonds as security for advances. The company was controlled by A. C. Frost, of Chicago, Ill., and H. C. Osborne, Toronto. The Sovereign Bank of Canada, which is being wound up by a Committee of Banks, holds the bonds.

Grand Trunk Pacific Ry.—A bill under discussion at the current session of the Dominion Parliament, provides that G.T.P.R. bonds, authorized by chap. 98 of the Statutes of 1905, may be issued and pledged for the construction of the Western Division of the line, the money so raised to be deposited to the credit of the Minister of Finance and the Receiver-General, in accordance with the provisions of the deed of trust. Provision is also proposed to be made for the delivery of the bonds to the pledgees; for the sale and reissue of the pledged bonds. These provisions are not to affect the bonds mentioned in the deed of trust, "provided that the amount of the said bonds pledged and bonds delivered to purchasers at any one time outstanding shall not exceed the said principal amount, and that purchasers and holders of bonds which have been so pledged shall, notwithstanding that they have been so pledged, be deemed to have, and shall in fact have, all the rights, remedies, claims, benefits and priorities, by the deed of trust conferred upon holders of bonds duly issued under and secured by the said deed." The amount of the bonds at any one time outstanding shall not exceed £14,000,000. In order to avoid delays, the Minister of Finance may issue to contractors on the G.T. Pacific Ry. credits in respect of work done and materials supplied; the total of such credits not to exceed, at any one time, \$1,000,000; credits are to be issued upon application of the company, and the certificate of an officer appointed by the Government. An agreement is to be entered into between the company and the Government with respect to these credits, and it is also provided that there shall be deducted from time to time, from the monthly payments mentioned in sec. 4 of article 3 of the trust deed, the respective amounts which the Chief Engineer or other officer under sub.-sec. 3 of the present act may certify have been used in and applied to construction work as defined in the trust deed.

Guelph Junction Ry.—It is reported that the share of the City of Guelph, Ont., of the receipts of the G.J.R., for the first quarter of 1908, were \$4,014.29, against \$4,462.19 for the corresponding quarter of 1907. The decrease in the revenue is said to be largely due to the snow blockades on the line during the winter.

Halifax and Southwestern Ry.—At the recent session of the Nova Scotia Legislature the following information was given by the Minister of Finance in reference to the Government's connection with the financing for the construction of this railway. Amounts advanced to the company on account of construction: Halifax to Barrington Passage, 196.5 miles, \$2,721,380.66; Barrington Passage to Yarmouth, 50.2 miles, \$675,000.00; Victoria Beach Ry., 40 miles, \$400,000.00; Central Ry., 61.8 miles, \$424,000.00; Liverpool and Milton Ry., 5.3 miles; it is proposed to consider this as part of the main line from Halifax to Yarmouth; any other railway undertaking (this covers the Caledonia branch, 22.2 miles), \$299,700.00. The following liabilities of the province on account of these lines are still unpaid: Halifax to Barrington Passage, \$9,060.97; Liverpool and Milton Ry., \$71,550.00. The amount of interest to be added to the principal of the mortgage

under chap. 11 of the act of 1907, is \$226,190.-93. The total amount of principal of the mortgage is now \$4,601,690.93. The amount of interest accrued to Sept. 30, 1907, which has been paid by the company, was \$111,847.73. No interest paid by the company has been refunded or credited back.

Intercolonial Ry.—In addition to the items already reported, the House of Commons, at its current session, has voted \$7,875,000 on account of collection of revenue of the I.C.R., and \$30,625 on account of the collection of revenue on the Windsor branch.

The receipts of the line for the year ended Mar. 31, according to a statement by the Minister of Railways in the House of Commons, were \$9,173,553, and the working expenses \$9,157,435, leaving a surplus of \$16,123. The capital expenditure during the same period was \$4,380,494. During April of the current financial year, the expenditure on the railway exceeded the income by \$275.

Michigan Central Rd.—The annual general meeting of Canada Southern Ry. shareholders was held at the head office, St. Thomas, Ont., June 3, Nicol Kingsmill, K.C., of Toronto, in the chair, and W. B. Kingsmill, of St. Thomas, acting as Secretary. More than three-fourths of the shareholders were represented. The following were elected directors: W. K. Vanderbilt, F. W. Vanderbilt, C. M. Depew, S. F. Barger, E. A. Wickes, H. B. Ledyard, J. E. Brown, H. McK. Twombly, W. H. Newman. Meetings were also held, at the same place, of the Niagara Grand Island Bridge Co. and the Niagara River Bridge Co., and the same directors were elected as in the case of the Canada Southern Ry. Co. There has been no change in the board of any of the companies since last year.

New Brunswick Ry. and Coal Co.—The New Brunswick Government has appointed Hon. P. A. Landry one of the Judges of the Supreme Court, A. I. Teed, St. Stephen, N.B., and F. McDougall, Manager of the Royal Bank at Moncton, N.B., a special commission to enquire into the question of the construction and financing of the N.B. Ry. and Coal Co.'s railway, and of the purchase of the old Central Ry. of New Brunswick, which has been amalgamated with it.

Replying to questions in the House of Commons, May 27, the Minister of Railways said purchases of steel rails and frogs to the value of \$44,384.11 had been made from the Intercolonial Ry. by this company in 1902 and 1903, and a payment of \$4,925 had been made on account. The balance due, including interest, \$8,037.23, was \$47,496.34. It was claimed that there was a balance due to the company under the subsidy account, but no amount had yet been determined. The matter was receiving the attention of the Government.

On June 8, the Premier of New Brunswick interviewed members of the Dominion Government with a view of securing an additional subsidy towards the construction of the line between Chipman and Minto, N.B., 15 miles. A subsidy of \$3,200 had been voted and paid, but the province claims that the cost of construction has been sufficiently heavy to justify the payment of a subsidy at the rate of \$6,400 a mile.

Prince Edward Island Ry.—The House of Commons, at its current session, has voted \$350,000 on account of collection of revenue in addition to the sums previously voted this session.

Quebec Central Ry.—Gross earnings for April, \$101,950.69; expenses, \$65,486.98; net earnings, \$36,463.71; against \$85,747.86, gross earnings; \$53,179.47, expenses; \$32,568.39, net earnings, for April, 1907. Gross earnings for 4 months ended April 30, \$340,219.70; expenses, \$246,434.77; net earnings, \$93,784.93; against \$262,894.35, gross earnings; \$189,907.67, expenses; \$72,986.68, net earnings, for same period 1907.

Temiskaming and Northern Ontario Ry.—Gross earnings monthly since Dec. 31, 1907, to May 31, are: Jan., \$49,223.30; Feb., \$43,537.13; Mar., \$61,591.38; Apr., \$61,319.19; May, \$67,354.66; total, \$283,025.66.

Temiscouata Ry.—Traffic receipts for April, \$18,590.30, against \$16,495.75 for April, 1907. Total receipts for 4 months ended April 30, \$65,020.76, against \$54,433.55 for same period 1907.

White Pass and Yukon Route.—A mortgage deed given by the British Yukon Ry., one of the companies operating under the general title of the W. P. and Y. route, upon the line, rolling stock, etc., of the White Horse Copper Mines branch of the company's railway, to secure an issue of bonds at the rate of £6,000 a mile, not to exceed £96,000 in all, has been deposited with the Secretary of State at Ottawa.

G.T.R. Apprentices' Examinations.

The annual competitive examination in mechanical drawing and practical mechanics of apprentices on the G.T.R., has just been completed. The number of apprentices competing was 283, with the following standing as regards stations. 1st, Montreal; 2nd, Stratford, Ont.; 3rd, Fort Gratiot, Mich.; 4th, Toronto; 5th, Portland, Me., and very marked progress has been shown and very creditable work done by the apprentices during the winter. The railway company, as well as the boys, feel the benefit of this. A large exhibit was made at the railway mechanical conventions at Atlantic City, N.J., June 17 to 24.

The following apprentices obtained prizes in mechanical drawing: Montreal—1st year, G. Inns; 2nd year, P. Drummond; 3rd year, W. Thorpe; 4th year, H. Thomas; 5th year, A. Hunter. Stratford—1st year, J. F. Tonge; 2nd year, A. P. Stone; 3rd year, L. N. Lansky; 4th year, R. R. Lundy; 5th year, W. Sealy. Fort Gratiot—1st year, J. M. Vicary; 2nd year, John Beach; 3rd year, T. E. Rice; 4th year, F. G. Abey; 5th year, J. L. Forster. Toronto—1st year, A. Jacques; 2nd year, W. Campbellton; 3rd year, A. Wiles; 4th year, W. Large. Portland—2nd year, G. A. C. Renell; 4th year, C. E. Harris.

The following apprentices obtained prizes in practical mechanics: Montreal—1st year, F. Allen; 2nd year, P. Drummond; 3rd year, W. Thorpe; 4th year, W. Twigg; 5th year, A. Hunter. Stratford—1st year, E. Porter; 2nd year, N. Durst; 3rd year, O. Cooke; 4th year, A. Chenoweth; 5th year, W. Sealy. Fort Gratiot—1st year, R. J. Kerwin; 2nd year, J. Beach; 3rd year, M. E. Burkholder; 4th year, F. G. Abey; 5th year, F. W. Hornby. Toronto—1st year, A. Jacques; 2nd year, W. Campbellton; 3rd year, A. Wiles; 4th year, W. Large. Portland—1st year, W. E. Courtland; 2nd year, G. A. C. Renell; 3rd year, C. G. Harris.

General Passenger Agents' Meeting.—The American Association of General Passenger and Ticket Agents, which will hold its next annual meeting at Toronto, Sept. 22 and 23, has as its officers this year: O. H. Taylor, New York, President; G. T. Bell, Montreal, Vice-President; and C. M. Burt, Boston, Mass., Secretary. F. F. Backus, Hamilton, Ont.; F. E. Barbour and T. Henry, Montreal, are members of the Standing Committee representing Eastern Canadian Passenger Association territory. A local Executive Committee, to arrange for the entertainment of the Association, has been elected as follows: B. W. Folger, Toronto, Chairman; G. T. Bell, W. Stitt, T. Henry, Montreal; C. B. Foster, J. D. McDonald, J. O. Orr, A. Leadley, A. J. Taylor, H. F. Chaffee, W. Phillips, W. H. Moore and L. Solman, Toronto.



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Railway Rolling Stock Notes.

The Temiskaming and Northern Ry. has added one steam crane to its equipment.

The Intercolonial Ry.'s official car 37 is being overhauled and rebuilt by the Preston Car and Coach Co., Preston, Ont.

The Intercolonial Ry. has received the balance of the 400 box cars ordered from the Crossen Car Mfg. Co., Cobourg, Ont.

The Quebec and Lake St. John Ry., between May 15 and June 15, received 95 30-ton box cars from Rhodes, Curry & Co., Amherst, N.S.

The G.T. Pacific Ry. during May received from the Montreal Locomotive Works 7 locomotives, details of which we have published previously.

J. D. McArthur Co., Winnipeg, have received from the Canada Foundry Co., Toronto, recently, one switching locomotive and one mogul locomotive.

The Intercolonial Ry., between May 13 and June 15, received 6 consolidation locomotives from the Canadian Locomotive Co., Kingston, Ont.

The Intercolonial Ry. has ordered 10 second-class sleeping cars, 3 of which will be built by the Crossen Car Mfg. Co., Cobourg, Ont., and 4 by Rhodes, Curry Co. Amherst, N.S.

The House of Commons at its current session has voted \$8,937.50 for new rolling stock, and \$2,500 for new machinery, on account of the Prince Edward Island Ry., in addition to amounts already reported.

The Canadian Northern Ry. between May 15 and June 15 received the following additions to rolling stock: 250 box cars from Rhodes, Curry & Co., Amherst, N.S.; 6 second-class cars from the Crossen Car Mfg. Co., Cobourg, Ont.; and 2 consolidation locomotives from the Canada Foundry Co., Toronto.

The C.P.R., from May 13 to June 15, received the following additions to rolling stock: 2 Pacific locomotives, 5 sleeping cars, 2 baggage cars, 7 mail and express cars, 115 box cars, 2 ballast trimmers, from its Angus, Montreal, shops, and 115 Hart-Otis ballast cars from the Dominion Car and Foundry Co., Montreal.

One of our U.S. contemporaries states in a recent issue that the Temiskaming and Northern Ontario Ry. has ordered two baggage and express and two mail and express cars from the Preston Car and Coach Co. This is ancient history, the announcement of the order having been given was made in our issue of Nov., 1907.

The C.P.R., from May 13 to June 15, placed the following orders for rolling stock: 85 box cars, 21 flat cars, 5 stock cars, 1 baggage and smoking car, 1 Pacific type locomotive, and 1 switching locomotive, at its Angus, Montreal, shops; 6 vans at its Farnham, Que., shops, and 1 steel ore car at the Dominion Car and Foundry Co., Montreal.

The Intercolonial Ry., between May 13 and June 18, received the following additions to rolling stock, 4 refrigerator cars, 60,000 lbs. capacity from Rhodes, Curry & Co., Amherst, N.S.; 92 box cars, 60,000 lbs. capacity, from the Crossen Car Mfg. Co., Cobourg, Ont.; 71 all-steel dump cars from the Dominion Car and Foundry Co., Montreal, and 3 consolidation locomotives from the Canadian Locomotive Co., Kingston, Ont.

In addition to the amounts for rolling stock already voted, the House of Commons at its current session has authorized the following expenditures for the Intercolonial Ry.; Rolling stock, \$193,750; air brakes to freight cars, \$2,625; to exchange drawbars on

freight cars, \$3,875; to provide side ladders on box cars, \$1,250; to provide air brake equipment, \$1,312.50. Votes for \$71,250 for the equipment of locomotive and car shops, of \$19,375 for new machinery for locomotive and car shops, and \$312.50 for Pintsch gas apparatus, have also been passed.

The Canadian Northern Ry. has ordered three 12 section sleeping cars in the U.S. They are being constructed with an improved vestibule consisting of a seat at each end of the passageway, and main room where passengers may be seated while their berths are being made up. The interiors of the cars are being finished in St. Jago mahogany with inlaid design, and the cars when completed will be among the best equipped of similar cars on the continent. Following are general dimensions, etc :

Length over sills.....	72' 6"
Width over sills.....	9' 10 1/2"
Platforms.....	Standard steel
Couplers.....	Steel, solid face
Heating.....	Gold, duplex coil system
Lighting.....	Acetylene gas
Air brakes.....	Westinghouse
Wheels.....	36", steel tyred

The Temiskaming and Northern Ontario Ry. has ordered from the Dominion Car and Foundry Co., Montreal, 50 steel underframe box cars, 80,000 lbs. capacity. Following are the general dimensions and special equipment:

Length inside.....	36' 0"
Width inside.....	8' 6"
Height inside from top of sills to under side of plate.....	7' 10 3/4"
Height inside from top of rail to under side of car line.....	8' 0"
Height from top of rail to top of running board.....	13' 3"
Wheel base of truck.....	5' 6"
Height from rail to top of flooring.....	4' 1 3/4"
Height from top of rail to centre of drawbar.....	2' 10 1/2"
Couplers.....	Tower steel, 5"x7", with Acme device complete.
Air brakes.....	Westinghouse automatic
Bolsters.....	Simplex
Side bearings.....	Susemihl
Journal bearings.....	Canadian Bronze Co.
Brake beams.....	Simplex
Brake shoes.....	Steel back
Trucks.....	Diamond pattern with rigid bolster

The Quebec Central Ry. has ordered 2 mogul locomotives, 140,000 lbs. in working order, for delivery in Oct., from the Canadian Locomotive Co., Kingston, Ont. Following are the general dimensions, etc.

Weight in working order, drivers.....	124,000 lbs.
Weight in working order, total.....	144,000 lbs.
Wheel base of engine, rigid.....	15' 0"
Wheel base of engine, total.....	23' 0"
Wheel base of engine and tender.....	49' 8 1/2"
Length over all, engine and tender.....	59' 0"
Height over all, engine and tender.....	14' 4 1/2"
Heating surface, firebox.....	1,741 sq. ft.
Heating surface, tubes.....	1,171 sq. ft.
Heating surface, total.....	1,894 sq. ft.
Diameter of driving wheels.....	56"
Material of driving wheels, centres.....	Cast iron
Diameter and length of driving journals.....	9" x 12"
Diameter of cylinders.....	20"
Stroke of cylinders.....	26"
Type of boiler.....	Radial stayed.
Working pressure of boiler.....	200 lbs.
Number of tubes.....	280
Diameter of tubes.....	2"
Length of tubes.....	12' 6"
Brakes.....	Westinghouse.
Weight of tender, loaded.....	90,000 lbs.
Capacity of tank in imperial gallons.....	4,000 gals.
Style of tank.....	Level top.
Coal capacity.....	5 tons.
Style of truck.....	Railway Co.'s standard.
Diameter of wheel.....	33"
Kind of wheel.....	Steel tires.
Diameter and length of journal.....	5" x 9"
Brake beam.....	Steel.

The Reid Newfoundland Co. has recently received from the Baldwin Locomotive Works two locomotives of the 10-wheeled type, for passenger service. They will be used on the main line of the Newfoundland Ry., where grades of 2% and curves of 14° are encountered. The line is substantially built and is laid with 50-lb. rails. The track gauge is 3 1/2 ft. In general design these locomotives closely follow standard gauge practice. The boiler is straight topped, with two rings in the barrel. The longitudinal seams are butt jointed with double welt strips. The inside firebox is of steel with crown and sides

in separate pieces. Radial staying is used except at the front end of the crown, where one J bar, hung on sling stays, is employed. The mud ring is placed above the frames and is inclined toward the front, in order to give sufficient depth under the tubes. The grate is of the rocking type, with drop plate, as usually used in soft coal-burning engines. A brick arch is provided, and it is supported on studs which are screwed into the side sheets.

The cylinders are equipped with balanced slide valves, which are driven by the Stephenson link motion. The eccentric rods are straight and comparatively short, and the link blocks are connected to the rock shafts by transmission bars, which pass under the first driving axle. The guides are of forged steel of the Laird type, while the crossheads are of cast steel. The connecting rods and coupling rods are of rectangular section, the coupling rods having solid end stubs. The driving boxes are of cast steel, and the wheel centres of cast iron. The main frames are of cast steel, with single front rails of wrought iron. The frames are tied together at the rear by a cast steel foot-plate, and are amply strong in front to provide against shocks when bucking snow. Provision is made for using snow flangers, to be applied by the railway company. The tender is provided with a U-shaped tank and channel iron frame. The trucks are of the arch bar type, equipped with cast steel bolsters and chilled cast iron wheels. Automatic air brake equipment is provided on the driving and tender wheels, with train connections front and back. These locomotives are practically duplicates of a number of others supplied by the same builders several years ago, and which are in successful operation on the Newfoundland Ry. Following are the principal dimensions:

Gauge.....	3' 6"
Cylinder.....	17" x 22"
Valve.....	Balanced
Boiler, type.....	Straight
" material.....	Steel
" diameter.....	56"
" thickness of sheets.....	3/8"
" working pressure.....	160 lbs
" fuel.....	Soft coal
" staying.....	Radial
Firebox, material.....	Steel
" length.....	89 3/4"
" width.....	29"
" depth, front.....	55 3/4"
" depth, back.....	48 3/4"
" thickness of sheets, sides.....	3/8"
" " " back.....	3/8"
" " " crown.....	1/2"
" " " tube.....	1 1/2"
Water space, front.....	4"
" sides.....	3"
" back.....	3"
Tubes, material.....	Iron
" wire gauge.....	No. 12
" number.....	184
" diameter.....	2"
" length.....	12' 0"
Heating surface, firebox.....	1,065 sq'
" tubes.....	1,148.0 sq'
Total.....	1,254.5 sq'
Grate area.....	18 sq.'
Driving wheels, outside diameter.....	50"
" inside diameter.....	44"
" journals, main.....	7" x 8"
" journals, other.....	7" x 8"
Engine truck wheels, front diameter.....	26"
" journals.....	4 1/4" x 7 1/2"
Wheel base driving.....	11' 0"
" rigid.....	11' 0"
" total engine.....	20' 5"
" total engine and tender.....	48' 0"
	Specified not to exceed.
Weight on driving wheels.....	74,000 lbs.
" on truck, front.....	17,000 lbs.
" trailing wheels.....	91,000 lbs.
" total engine and tender, about.....	150,000 lbs.
Tender, wheels.....	No. 8
" wheels, diameter.....	30"
" journals.....	3 3/4" x 7"
" tank capacity, water.....	2,800 gals.
" coal.....	5 tons.

The contribution of the Government railways to the Faculty of McGill University, Montreal, towards the foundation of a school of railway engineering and transportation in general, in connection with the Faculty of Applied Science, amounting to \$2,187.50, has been voted at the current session of the Dominion Parliament.

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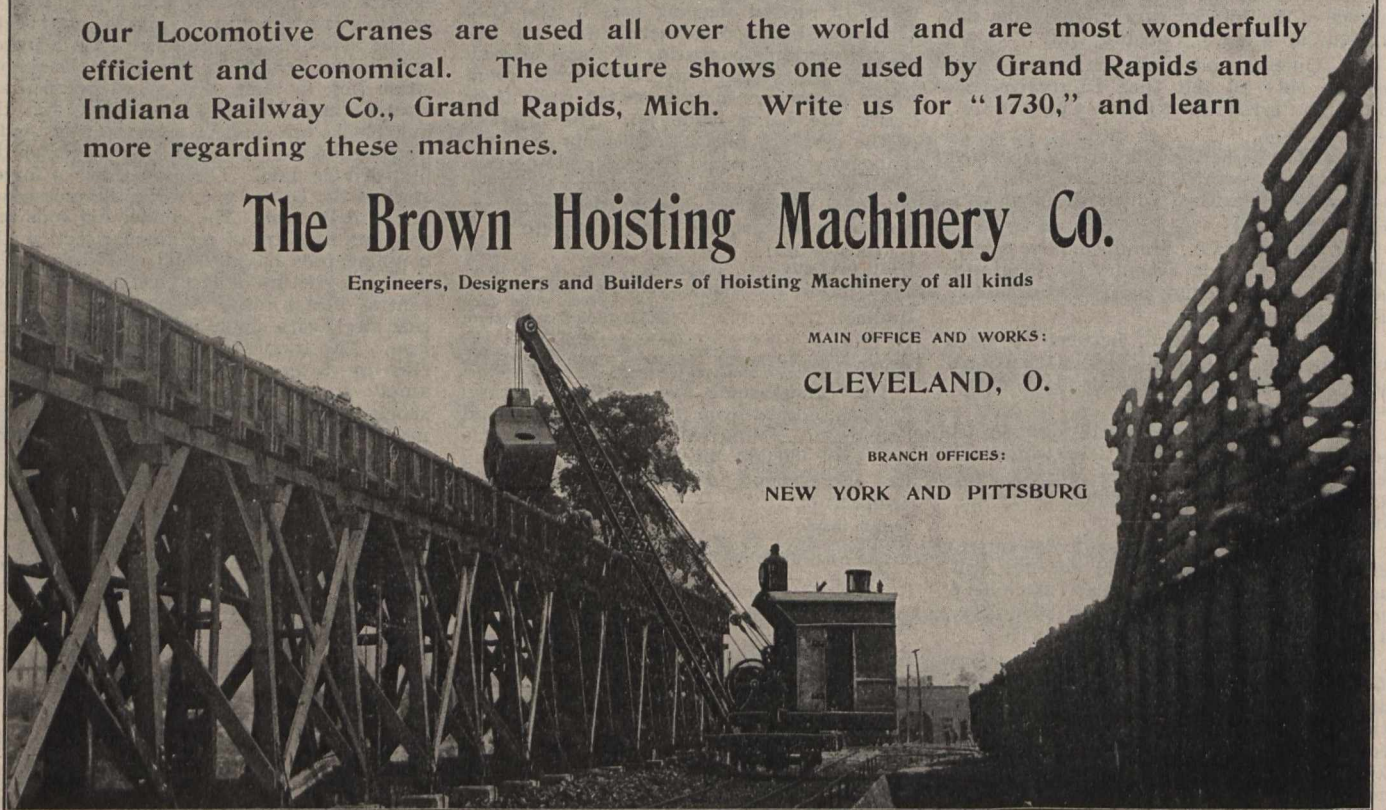
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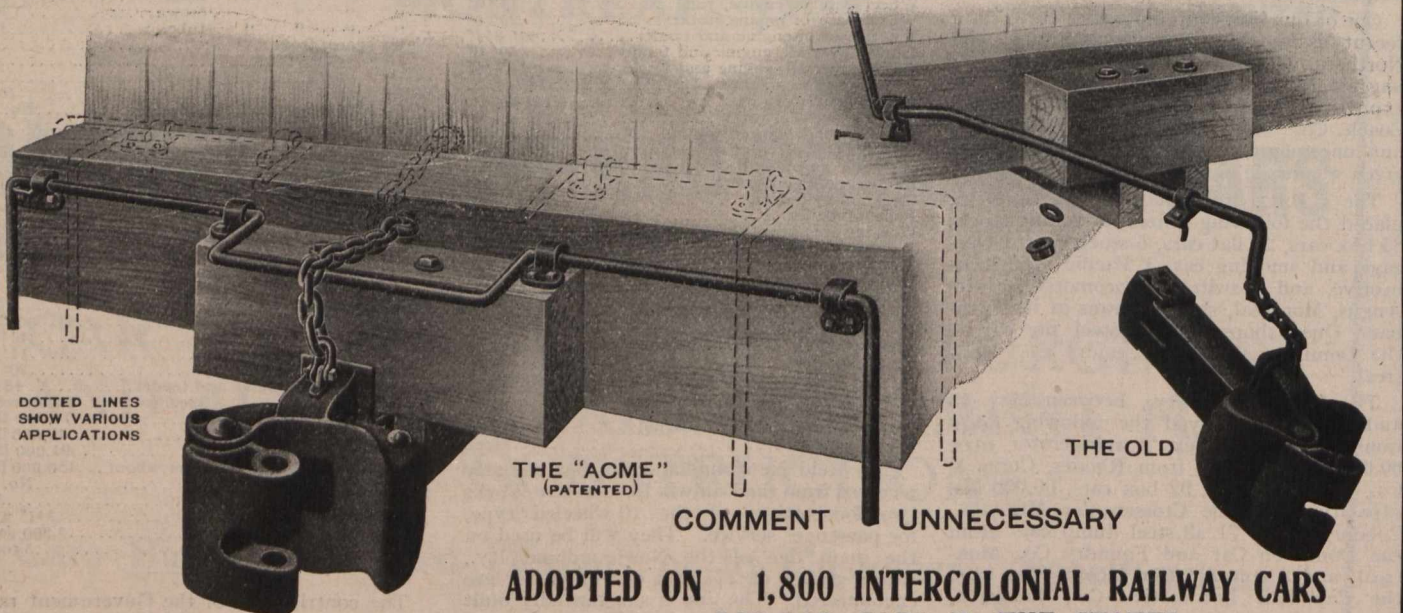
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MAINLY ABOUT PEOPLE.

Hon. J. and Mrs. Dunsmuir, of Victoria, B.C., were present at a garden party given by the King June 20.

J. J. Hill, Chairman Great Northern Rd., passed through Montreal June 19, en route to Labrador, on a fishing trip.

Lord Mount Stephen has given £26,753 to the endowment fund of the Royal Infirmary of Aberdeen, Scotland.

Sir Percy Girouard, Governor of Northern Nigeria, B.W.A., has resumed his duties, after the customary leave of absence.

J. Osborne, Superintendent, Ontario Division, C.P.R., returned to Toronto, June 6, after a short trip to Great Britain.

H. D. Bayne, Manager Canadian Westinghouse Co., Montreal, returned there recently, after a two months' trip to Europe.

Sir William Van Horne had, as a guest, June 3, a son of Prince Togo, the Japanese Admiral, who is on a trip round the world.

W. Whyte, Second Vice-President C.P.R., returned to Winnipeg, May 26, from Europe, where he had been spending a short holiday.

M. Sampson, C.P.R. agent at Indian Head, Sask., was drowned through the upsetting of a canoe on Loon Lake, near that place, June 14.

H. H. Vaughan, Assistant to the Vice-President C.P.R., has been elected President of the American Association of Master Mechanics.

A press paragraph states that Lord Mount Stephen, at one time President of the C.P.R., does not now own a single share of stock in that company.

J. J. Creelman, son of A. R. Creelman, K.C., General Counsel C.P.R., was married at Galveston, Texas, June 24, to Miss K. M. Weekes.

D. McNicoll, Vice-President C.P.R., left Montreal, June 26, on the s.s. Empress of Ireland, for Liverpool, intending to be away about six weeks.

Mrs. Yollop, who died at West Toronto, Ont., May 29, was wife of Geo. Yollop, who has been C.P.R. yardmaster there for a number of years.

Miss E. T. Perry, daughter of G. D. Perry, Secretary-Treasurer Great Northwestern Telegraph Co., was married at Toronto, June 3, to F. G. Brooke.

L. F. Munsey, of the Canadian Northern Ry. auditing staff, Regina, Sask., was married at International Falls, Minn., May 30, to Miss L. Archibald.

Jas. Ferris, one of the oldest conductors in the C.P.R. service, having started with the old Brockville and Ottawa Ry. in 1872, has been superannuated.

E. A. Evans, General Manager and Chief Engineer, Quebec Ry., Light and Power Co., has been elected President of the Quebec Transportation Club.

Sir Thos. G. Shaughnessy has bought a couple of race-horses, but he has no intention of maintaining a racing stable as reported by the daily press.

W. J. Camp Superintendent C.P.R. Telegraphs, has been elected President of the Association of Railway Telegraph Superintendents for the current year.

R. Marpole, C.P.R. Executive Agent at Vancouver, B.C., spent a few days in Montreal at the end of May, prior to sailing for Great Britain on a holiday trip.

Miss E. M. Tate, daughter of the late R. F. Tate, Resident Engineer for Mackenzie, Mann & Co., Ltd., was married at Toronto, June 17, to E. D. Gates, of Hamilton, Ont.

A. R. Mann, of the Northern Construction Co., and brother of D. D. Mann, of Mackenzie, Mann & Co., Ltd., was married at Winnipeg, June 17, to Miss Malcolm.

E. Horsey, formerly chief of police at

Kingston, Ont., who died there May 29, aged 70, was father of E. Horsey, Manager Lake Ontario and Bay of Quinte Navigation Co.

D. B. Hanna, Third Vice-President Canadian Northern Ry., has been elected a director of the British Empire Trust Co., the headquarters of which are in London, Eng.

J. Russell, at one time in the G.T.R. service as paymaster and fuel agent, from which position he retired to enter business in 1874, died at Matane, Que., June 20, aged 76.

W. D. Robb, Superintendent of Motive Power, G.T.R., Montreal, and Mrs. Robb, were among the passengers who sailed for England by the Allan Line s.s. Victorian June 19.

H. Foster Chaffee, Assistant General Passenger Agent, Richelieu and Ontario Navigation Co., Toronto, has recovered from his recent severe attack of pneumonia and resumed his duties.

C. H. Jackson, of the C.P.R. Accountant's Office, Winnipeg, was the recipient of a testimonial from the members of Clan Stewart, on his recent removal to Montreal, on promotion.

W. McNabb, Principal Assistant Engineer G.T.R., has been elected President of the American Railway Engineering and Maintenance of Way Association to succeed the late W. G. Berg.

J. D. Matheson, C.E., representing Warren & Wetmore, architects for the Canadian Northern and Grand Trunk Pacific Union station and terminals at Winnipeg, has taken up his residence there.

C. Schreiber, Consulting Engineer to the Department of Railways, was in Fort William recently, and resumed his western journey June 17. He is inspecting the work on the G.T. Pacific Ry.

Mrs. Baker, wife of W. R. Baker, Secretary C.P.R., died at her home, 773 Sherbrooke St., Montreal, June 7, and was buried at Sherbrooke, June 10. Mr. and Mrs. Baker were married only in Oct. last.

W. W. Powe, chief clerk C.P.R. freight office, Regina, Sask., was presented with a handbag, a set of brushes, and an address on his leaving that city for a similar position at Saskatoon, June 16.

W. Downie, General Superintendent, C.P.R. Atlantic Division, St. John, N.B., left there, June 17, for British Columbia on a month's leave of absence. He spent a few days in Ontario on the outward journey.

W. E. Davis, Passenger Traffic Manager G.T.R., Montreal, was presented with a silver loving cup by his colleagues at the recent meeting of the New England Passenger Association, at Ile Perrot, Que.

W. Sutherland Taylor, who has retired from the position of Treasurer of the C.P.R., with Mrs. Taylor, will sail on the Empress of Britain, July 10, for Europe, intending to return to Canada towards the end of Oct.

Jas. J. Fletcher, formerly Superintendent of the boiler department Canada Foundry Co., Toronto, was elected Second Vice-President of the International Boilermakers' Association, at the annual convention at Detroit, Mich., June 2.

A. Kennedy, Chairman of the C.P.R. employees' general committee of adjustments, was elected an assistant chief engineer of the International Brotherhood of Locomotive Engineers, at the recent convention at Cleveland, Ohio.

Mrs. Humphry Ward, the English novelist, returned to Montreal, June 9, from a tour in Western Canada, and during the few days she remained in the city, prior to sailing from Quebec for Great Britain, was the guest of Sir Wm. Van Horne.

C. W. Redmond, lumber inspector on the staff of the Engineer of Maintenance of Way,

Intercolonial Ry., was married at Moncton, N.B., June 3, to Miss C. C. Jones. The office staff presented him with a case of pearl-handled dessert knives.

W. S. Fry, whose appointment as Treasurer of the Quebec Central Ry. was announced in our June issue, was born at Lee, Kent, Eng., Mar. 18, 1874, and prior to taking up this position was engaged in general accountancy outside the transportation field.

A. R. Foster, ex-Sheriff of Carleton county, N.B., has been appointed chief magistrate to enforce the law against the selling of liquor within the prohibited zone along the Transcontinental Railway in New Brunswick, during the construction period.

Mrs. W. P. Chapman, wife of the Resident Engineer for Mackenzie, Mann & Co., Ltd., Toronto, died at Burlington, Ont., June 3, of diphtheria, after a short illness. She was the second daughter of H. C. Baker, Manager Ontario Department Bell Telephone Co., Hamilton, Ont.

Wm. C. Cunningham, statistician on the New York, New Haven and Hartford Rd., who has been appointed lecturer on Transportation at Harvard University, is a son of Wm. Cunningham, steamboat inspector, St. John, N.B., and before going to the U.S., was in the C.P.R. employ.

C. M. Hays, Second Vice-President and General Manager G.T.R., and President G.T. Pacific Ry., was one of the guests invited to meet the Governor-General and Lady Grey at the official dinner given by the Lieut.-Governor of Ontario at Government House, Toronto, May 23.

A. J. Burt, Auditor, Michigan Central Rd., Detroit, Mich., who died suddenly there June 11, aged 61, entered M.C. Rd. service as bookkeeper in 1875, and was successively: 1882 to Jan., 1890, chief clerk; Jan., 1890, to Nov., 1892, assistant auditor; since which latter date he was auditor.

G. M. Jarvis, Division Superintendent Intercolonial Ry., Truro, N.S., died suddenly at St. John, N.B., June 3, aged 58. He had been in railway service for about 30 years, and prior to his appointment as Divisional Superintendent at Truro in 1898, he was for 15 years Chief Train Dispatcher at Moncton, N.B.

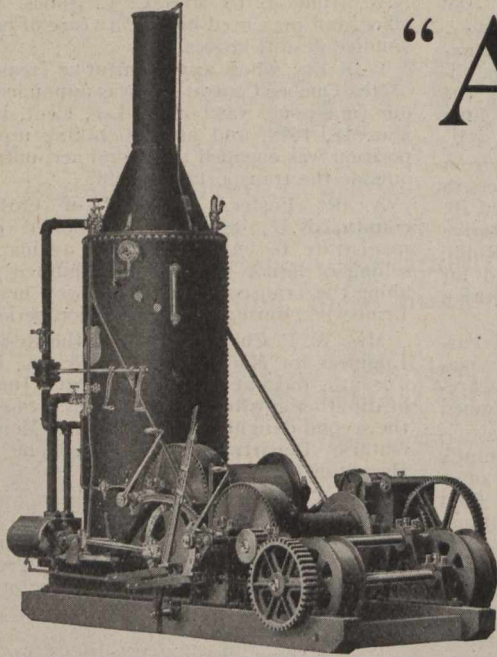
G. H. Pick, weighing inspector on the Intercolonial Ry. since 1898, has been retired under the pension fund rules. He has had 44 years of railway work in Canada, being one of the staff of the old European and North American Ry., and was for some years Assistant General Freight Agent on the Intercolonial Ry.

Beverly S. MacInnes, son of the late Hon. D. MacInnes, who was a director of the C.P.R., brother of W. R. MacInnes, Freight Traffic Manager C.P.R., and formerly Secretary to Lord Mount Stephen, was married in Toronto early in June, to Miss E. M. Macdougall, daughter of the late Alan Macdougall, C.E.

Included in the list of subscribers to the Quebec Battlefields Fund are the C.P.R. Co., \$10,000; the Hudson's Bay Co., \$5,000; D. D. Mann, Vice-President Canadian Northern Ry. Co., \$1,000; E. B. Osler, M.P., director C.P.R., \$1,000; Lord Strathcona, £200; Lord Mount Stephen, £200; and T. Skinner, director C.P.R., £50.

J. Murray Gibbon, who has been appointed advertising agent, C.P.R., London, Eng., was born at Udewella, Ceylon, April 12, 1875; graduated at Christ Church, Oxford, and, prior to his present appointment, was a journalist, having contributed regularly to the Illustrated London News and having been for two years editor of Black and White.

W. Sutherland Taylor, who has recently resigned the position of Treasurer of the C.P.R., was born at Dornoch, Scotland,



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Oct. 18, 1839, and entered railway service in Canada as Secretary during construction Toronto, Grey and Bruce Ry., now part of the C.P.R., since when he has been: 1873 to Jan. 1, 1884, Secretary and Treasurer, Toronto, Grey and Bruce Ry., and Jan. 1, 1884, to date, Treasurer of the C.P.R.

J. H. Boyle, who has been appointed Assistant Superintendent, district 3, C.P.R., Quebec, was born at Waterloo, Que., June 25, 1869, and entered C.P.R. service, as freight brakeman, April 12, 1888, since when he has been: Aug., 1890, to Nov., 1903, conductor; Nov., 1903, to Sept. 15, 1906, Trainmaster district 1, Eastern Division, Farnham, Que.; Sept. 15, 1906, to Aug. 15, 1907, Trainmaster district 3, Montreal; Aug. 15, 1907, to Jan. 1, 1908, Trainmaster district 2, Smith's Falls, Ont.; Jan. 1, 1908, to May 13, 1908, Trainmaster district 3, Eastern Division, Montreal.

C. Murphy, who has been appointed General Superintendent C.P.R. Eastern Division, Montreal, was born at Prescott, Ont., Nov. 20, 1865, and entered railway service in 1883, since when he has been consecutively: 1883 to 1885, operator; 1885 to 1890, chief operator and dispatcher; 1890 to 1899, chief dispatcher, Ottawa; 1899 to June, 1900, acting Superintendent, and June, 1900, Superintendent, Chapeau, Ont.; 1902 to Nov., 1903, Superintendent, North Bay, Ont.; Nov., 1903, to Feb., 1908, Superintendent district 2, Ontario Division, since which time he has acted as relieving General Superintendent at North Bay, Ont., and Montreal.

W. R. Haldane, who has been appointed General Freight Agent, Pacific Division, C.P.R., was born at Galashiels, 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, became chief clerk and contracting freight agent of the freight department in Chicago, retaining that position until July 1, 1901, when he was appointed District Freight Agent, C.P.R., at Detroit, Mich.

J. G. Scott, General Manager Quebec and Lake St. John Ry., was the principal guest at a dinner given by citizens of Quebec at the Chateau Frontenac, June 2, when he was presented with an address, and a testimonial consisting of a set of Crown Derby china, and several pieces of silver, in addition to an emerald and diamond ring for Mrs. Scott. The address referred to the services he had rendered to Quebec in the promotion of the Q. and L. St. J. Ry., the Great Northern Ry. of Canada, the Great Northern elevator, and the development of the trans-Atlantic steamship trade. Mr. Scott in reply reviewed the development of the country for which Quebec was the commercial centre from 1870, when the wooden railway was constructed to Gosford.

The will of the late Sir Robert G. Reid, which has been filed for probate, stipulates that his interest in the Reid Newfoundland Co. shall be sold for the benefit of the estate, in which Lady Reid is to have a life interest, and from which Miss Reid is to receive annually \$10,000. On the demise of Lady Reid the estate is to be equally divided between Miss Reid, W. D., H. D., and R. G. Reid. Amongst public institutions which benefit under the will are: Queen's University, Kingston, Ont., \$5,000; Protestant Hospital for the Insane, Verdun, Que., \$5,000; Montreal General Hospital, \$5,000; Alexandra Hospital, \$5,000; Western Hospital, \$2,500; Victorian Order of Nurses, \$2,500. The executors named are: Lady

Reid, W. D. Reid, H. D. Reid, R. G. Reid, and Sir Thos. G. Shaughnessy.

H. P. Timmerman, who has been appointed Industrial Commissioner, C.P.R., for lines east of Montreal, was born at Odessa, Ont., Nov. 6, 1856. He entered railway service in 1872, since when his record has been: 1872 to 1874, operator, G.T.R.; 1874 to 1882, train dispatcher same road; 1882 to 1887, train dispatcher, C.P.R., Winnipeg; 1887 to 1890, Assistant Superintendent same road, Port Arthur, Ont.; 1890, when the New Brunswick Ry. was absorbed by the C.P.R., to April 1901, General Superintendent, Atlantic Division, latter road, St. John, N.B.; April, 1901, to Dec., 1906, successively, General Superintendent Ontario and Quebec Division, and, on the separation of the divisions, General Superintendent, Ontario Division, Toronto; Dec., 1906, to date of present appointment, General Superintendent, Eastern Division, Montreal.

G. H. Hedge, who has been appointed Assistant Master Mechanic, Canadian Northern Ry., at Winnipeg, Man., was born at Neath, Glamorganshire, Wales, May 26, 1865, and entered railway service in 1879, as machinists' apprentice with the G.W.R., Eng. He came to Canada in 1884, since when he has been: Mar., 1884, to 1890, fitter in the C.P.R. shops at Ottawa, Schreiber, Montreal, Hochelaga, and again at Montreal, where he was leading hand; 1891 to 1893, Locomotive Foreman, Megantic, Que.; in 1893 he was transferred to Farnham, Que., and subsequently to Montreal; 1896 to 1901, General Locomotive Foreman, Farnham, Que.; 1901 to 1902, Locomotive Foreman, Medicine Hat, Alta.; 1902 to Jan., 1903, Locomotive Foreman, Brandon, Man.; Jan., 1903, to June, 1908, Locomotive Foreman, Canadian Northern Ry., Port Arthur, Ont.

H. E. Suckling, who has been appointed Treasurer C.P.R. from July 1, was born at Gibraltar, Feb. 27, 1851. He entered railway service Mar., 1874, with the Credit Valley Ry. Co., of which he was Secretary-Treasurer until its absorption by the Ontario and Quebec Ry. Co. in Oct., 1883. During the troublous financial days of the C.V.R. Co. he was appointed by the Court of Chancery as Receiver, in which capacity he acted for over a year. In Nov., 1883, he was appointed Secretary-Treasurer of the Toronto, Grey and Bruce Ry. Co., which position he still holds. He was also Assistant Secretary-Treasurer of the Victorian Ry. Co. from 1875 until its absorption by the G.T.R.; Local Treasurer of the C.P.R. at Toronto from Nov., 1883, to June, 1886; Assistant Treasurer C.P.R. at Montreal, from June, 1886, to June 30, 1908; July 1, 1908, appointed Treasurer.

B. W. Greer, who has resigned from the C.P.R. service, was born at Aldboro, Ont., Oct. 4, 1867, and entered railway service at St. Thomas as call boy for the C.P.R., Dec. 24, 1874, since which his record has been: June, 1875, to June, 1886, night operator at St. Thomas; transferred to Woodstock, and later appointed clerk in freight office at Galt; 1886 to 1887, station agent at Hillsburgh; 1887 to June, 1890, cashier and chief clerk; June, 1890, to Jan., 1891, soliciting freight agent, Union Pacific Rd., at Tacoma, Wash.; Jan., 1891, to May, 1893, ticket clerk, Northern Pacific Rd., at Tacoma, Wash.; May, 1893, rejoined the C.P.R. service as ticket clerk at Portland, Ore., and was appointed Freight and Passenger Agent at Tacoma for same road in 1897; Sept., 1898, to Oct., 1901, Freight and Passenger Agent, same road, at Victoria, B.C.; Oct., 1901, to Jan., 1903, Assistant General Freight Agent, Pacific Division, same road, at Vancouver B.C.; Jan., 1903, to June, 1908, General Freight Agent, Pacific Division, same road, Vancouver, B.C.

George Olds, General Traffic Manager

C.P.R. from Jan. 1, 1886, to Jan. 1, 1896, died at Montreal June 19. He was born at Stapleton, Glos., Eng., Oct. 29, 1832, and entered railway service in 1854. His record is as follows: Mar., 1854, to April 1, 1857, freight clerk and agent, Great Western Ry. of Canada; April, 1857, to April, 1864, Agent, and subsequently General Freight Agent, Buffalo and Lake Huron Rd.; Jan., 1865, to Feb., 1870, chief clerk and subsequently Assistant General Freight Agent, Chicago, Burlington and Quincy Rd.; Feb., 1870, to Mar., 1880, General Freight Agent, Kansas City, St. Joseph and Council Bluffs Rd.; Mar. to Sept., 1880, General Western Freight Agent, Chicago, Burlington and Quincy Rd.; Sept., 1880, to Aug., 1882, General Freight Agent, Chicago, Milwaukee and St. Paul Ry.; Oct., 1882, to April, 1883, Freight Traffic Manager, Missouri Pacific System; April 16, 1883, to Mar. 1, 1884, Freight Traffic Manager, and Mar. 1, 1884, to Jan. 1, 1886, General Traffic Manager, Missouri Pacific and Wabash, St. Louis and Pacific Rys.

Recent Dominion Legislation.

The Dominion Parliament has passed the following acts affecting transportation interests in addition to those already reported.

Canadian Northern Ontario Ry.—Extending time fixed for construction, etc.

Edmonton, Yukon and Pacific Ry.—Extending time fixed for construction.

Fort William Terminal Ry. and Bridge Co.—Extending time fixed for construction.

Grand Trunk Pacific Branch Lines.—Extending time fixed for construction.

Hamilton Radial Electric Ry.—Authorizing an extension into Toronto, and extending time fixed for construction.

Manitoulin and North Shore Ry.—Extending time fixed for construction.

New Brunswick Southern Ry.—Amending acts respecting the company.

Northern Empire Ry.—Act of incorporation.

Ottawa, Brockville and St. Lawrence Ry.—Extending time fixed for construction.

Pacific and Atlantic Ry.—Reviving and amending act of incorporation.

Pontiac Central Ry.—Extending time fixed for construction.

Quebec and New Brunswick Ry.—Amending company's powers, and changing location of projected railway.

Quebec Railway, Light and Power Co.—Amending company's powers.

Vancouver Island and Eastern Ry.—Act of incorporation.

Western Alberta Ry.—Extending time fixed for construction.

New Brunswick Legislation.—At the recent session of the New Brunswick Legislature, the following acts affecting transportation interests were passed: Central Ry. and New Brunswick Coal and Ry. Co., authorizing an enquiry into certain matters. New Brunswick Coal and Ry. Co.—Amending the act of 1906 in regard thereto. St. Stephen Electric Street Ry.—Renewing and amending the company's act of incorporation. Twin Tree Mines Ry.—Reviving and amending the company's act of incorporation.

The Quebec Construction Co., Ltd., has been incorporated under the Quebec Companies Act, with a capital of \$25,000, and office at Quebec, for the purpose of undertaking the building of wharves, dykes, dams, sluices, bridges, steam and electric railways, telegraph and telephone lines, etc. The provisional directors are: E. Paquet, E. Parent, L. Letourneau, J. J. Gravel, J. Paquet, Quebec; E. Vezina, Chateau Richer, Que.; C. E. Lemoine, Beaulieu, Que.; and P. Parent, Beauport, Que.

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FOR FREIGHT SERVICE:

One ten-wheeled type with cylinders 18" x 26", standard gauge.
One ten-wheeled type with cylinders 18" x 24", standard gauge.
One consolidation type with cylinders 28" x 32", standard gauge.
Three consolidation type with cylinders 20" x 24", standard gauge.
One consolidation type with cylinders 19" x 24", standard gauge.

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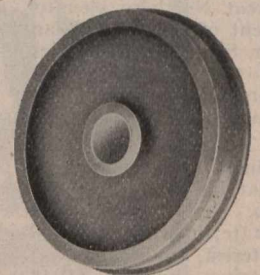
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TRANSPORTATION APPOINTMENTS.

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

Canadian Northern Ry.—G. H. Hedge has been appointed Assistant Master Mechanic, with supervision of districts 1, 2 and 3, succeeding the late G. S. MacKinnon. Office, Winnipeg.

Canadian Pacific Ry.—R. Meighen, President of the Lake of the Woods Milling Co., has been elected a director of the C.P.R., to succeed the late Sir Robert G. Reid.

H. E. Suckling, heretofore Assistant Treasurer, has been appointed Treasurer, succeeding W. Sutherland Taylor, placed on the retired list. Office, Montreal.

E. Alexander, for many years chief clerk, confidential secretary and general assistant to Sir Wm. C. Van Horne, and since then to Sir Thos. G. Shaughnessy, has been appointed Assistant-Treasurer, succeeding H. E. Suckling, promoted.

M. Hinchy, heretofore Chief Dispatcher, has also been appointed Trainmaster district 1, Eastern Division, at Farnham, Que., succeeding W. A. Rose, transferred to district 3, as truck dispatcher. It is probable that Mr. Rose will resume his position as Trainmaster after the close of the St. Lawrence navigation for the season.

H. P. Timmerman, heretofore General Superintendent Eastern Division, has been appointed Industrial Commissioner for lines east of Montreal. Office, Montreal. We are advised that his duties, which will at first be chiefly confined to New Brunswick, will be to investigate the resources of the country with the idea of producing traffic for the road, to report upon the condition and necessities of local industries and to ascertain the requirements for their development.

C. Murphy, formerly Superintendent at London, Ont., and who has acted as relieving General Superintendent on the Lake Superior and Eastern Divisions during the present year, has been appointed General Superintendent Eastern Division, succeeding H. P. Timmerman, assigned to other duties. Office, Montreal.

G. Hodge, now Superintendent Montreal Terminals, has been appointed Superintendent district 3, Eastern Division, to succeed W. J. Singleton, who is to be placed on the retired list, and J. R. Gilliland, now agent at West St. John, N.B., succeeds Mr. Hodge.

S. Buchanan, heretofore Superintendent of Terminals and Ferries, Windsor, Ont., has been appointed Superintendent Upper Lakes Steamship service, succeeding Lincoln Smith, assigned to other duties at Montreal. Office, Owen Sound, Ont. Mr. Buchanan will retain his jurisdiction over the Windsor ferries, the agent there having charge of other work previously done by Mr. Buchanan.

A. C. Harshaw, who has been in charge of the train service on construction of the Bolton-Romford branch, has been appointed Trainmaster on the same. Office, Parry Sound, Ont.

A. O'Connor has been appointed acting Roadmaster. Office, Parry Sound, Ont.

E. Olson, heretofore Contracting and Export Freight Agent, Chicago, Ill., has been appointed District Freight Agent, Detroit, Mich., vice W. R. Haldane, promoted.

R. Armstrong, heretofore agent Vancouver, B.C., has been transferred to Fort William, Ont., as General Agent, succeeding R. E. Larmour, promoted.

We are officially advised of the correctness of the report mentioned in our last issue that W. P. F. Cummings, General Agent in charge of Atlantic Steamship Agency, C.P.R. Passenger Department, Winnipeg,

had resigned and was succeeded by H. M. Tait, heretofore his Assistant.

E. G. Trump, heretofore Chief Dispatcher at Winnipeg, has been appointed Chief Dispatcher at Brandon, Man., vice R. C. Wilton, transferred to Kenora, Ont. W. G. Preston, who was Chief Dispatcher prior to R. C. Wilton, is on leave of absence and on resuming duty will take a position as truck dispatcher.

R. J. Hood has been appointed Roadmaster Rapid City section, Miniota and Lenore branches and Brandon yard, succeeding J. Canty, transferred to Saskatoon, Sask. Headquarters, Brandon, Man.

The line between Lanigan and Saskatoon, and Saskatoon and Asquith having been opened on June 15, C. S. Maharg, Superintendent at Saskatoon, Sask., is now in charge of operating as well as construction on district 5, which embraces Lanigan to Saskatoon, including Lanigan, 76.5 miles; Saskatoon to Asquith, 26 miles; Asquith to Hardisty, under construction, 206.2 miles, and Lanigan to Leslie, under construction, 58.6 miles; total mileage, 367.3 miles.

T. Edmundson, Roadmaster at Lanigan, Sask., has had his jurisdiction extended to Neudorf, Sask., M. Lynch being Roadmaster in charge of Pleasant Hills section, including Neudorf Terminals.

R. W. Drew, who, since the transfer of W. C. Bowles to Winnipeg in Mar. last, has been acting General Freight Agent, Kootenay and Boundary districts, at Nelson, B.C., has been appointed District Freight Agent, Office, Saskatoon, Sask.

R. E. Larmour, heretofore General Agent Fort William, Ont., has been appointed General Freight Agent, Kootenay and Boundary district, succeeding W. C. Bowles, transferred to Winnipeg in March last. Office, Nelson, B.C.

W. R. Haldane, heretofore District Freight Agent, Detroit, Mich., has been appointed General Freight Agent, Pacific Division, vice B. W. Greer, resigned. Office, Vancouver, B.C.

H. B. Walkem, heretofore Resident Engineer district 2, Pacific Division, has been appointed Assistant Division Engineer, succeeding R. A. Bainbridge, promoted to the Esquimalt and Nanaimo Ry. Office, Vancouver, B.C.

F. P. Wilson has been appointed Resident Engineer district 2, Pacific Division, Vancouver, B.C., succeeding H. B. Walkem, promoted.

G. F. Diekroeger has been appointed West-bound Contracting Agent for the C.P. Despatch, at St. Louis, Mo., succeeding A. S. Williams, resigned.

Duluth, Rainy Lake and Winnipeg Ry.—G. R. Hall is reported to have been appointed Traffic Manager in charge of all freight and passenger traffic. Office, Duluth, Minn.

Esquimalt and Nanaimo Ry.—R. A. Bainbridge, heretofore Assistant Division Engineer, C.P.R., Vancouver, has been appointed Division Engineer in charge of maintenance and construction, E. & N.R. Office, Victoria, B.C.

Grand Trunk Ry.—C. E. Tenney, heretofore city passenger and ticket agent, Quebec, has been appointed passenger and ticket agent at Portland, Me., succeeding J. Lawlor.

G. H. Stott, heretofore agent at Point Levi, Que., and freight agent at Quebec, has been appointed city passenger agent at Quebec and St. Roch, Quebec, succeeding C. E. Tenny, transferred.

R. P. Smallhorn has been appointed agent at Point Levi, Que., succeeding G. H. Stott, transferred.

The following agents have been appointed: Portland (passenger), Me., C. E. Tenny; Norton Mills, Que., H. A. Dunne; Britannia

Mills, Que., W. J. Brunelle; Point Levi, Que., R. P. Smallhorn; Quebec, Que., R. P. Smallhorn; Huntingdon, Que., J. O. Michaud; St. Paul, Que., W. J. Mallett; Cornwall, Ont., T. W. Graham; Port Union, Ont., G. G. Carson; Madoc Junction, Ont., T. W. Belch (temporary); Sundridge, Ont., J. J. Carey; Sebringville, Ont., W. J. Weir; Ravensworth, Ont., E. J. Chartrand; Maple Lake, Ont., G. J. Saunders (caretaker). Outside Agent, Quebec and St. Roch, Que., G. H. Stott.

A joint circular, issued by the Passenger and Freight Traffic Managers of the G.T.R., and the Vice-President and Manager of the Canadian Express Co., states that F. C. Salter, heretofore European Traffic Agent, has been appointed European Traffic Manager of the G.T.R. system and subsidiary lines, and of the Canadian Express Co.; temporary headquarters, 20 Water St., Liverpool, Eng.

Intercolonial Ry.—J. T. Hallisey, Chief Train Dispatcher, Truro, N.S., has been appointed acting Superintendent, Halifax and St. John district, on account of the death of G. M. Jarvis, Superintendent.

I. F. Avar, heretofore clerk in the Weighing Inspector's Office, has been appointed Weighing Inspector, succeeding G. H. Pick, retired. Office, Moncton, N.B. H. P. LeBlanc has been transferred from the Traffic Audit Department to the position heretofore occupied by Mr. Avar.

Lackawanna-Grand Trunk Line.—I. W. Gantt, Division Freight Agent G.T.R., Toledo, Ohio, has also been appointed Manager L.-G.T. Line, vice W. Craigie, acting Manager. Mr. Gantt's office as Division Freight Agent, G.T.R., remains at Toledo, and the L.-G.T. Line office remains at Chicago. In announcing this appointment in our June issue, Mr. Gantt's name was inadvertently spelt Gault.

Lehigh Valley Rd.—W. B. Wheeler, heretofore General Agent, Passenger Department, Buffalo, N.Y., has been appointed General Western Passenger Agent. Office, Buffalo, N.Y.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—G. A. Clifford is reported to have been appointed City Passenger Agent at Cleveland, O.

National Transcontinental Ry. Commission.—C. O. Foss, heretofore Assistant District Engineer, has been appointed District Engineer, St. John, N.B., succeeding G. C. Dunn, resigned.

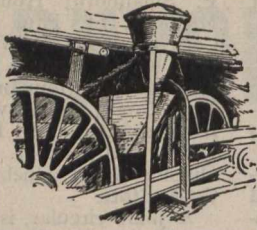
H. Longley and H. Balkam, heretofore Divisional Engineers at Edmundston, N.B., and Moncton, N.B., respectively, have been appointed Assistant District Engineers at St. John, N.B.

J. A. Laferriere has been appointed Resident Engineer, Eastern Division, Quebec.

Reid Newfoundland Co.—W. D. Reid, heretofore Vice-President, has been elected President, and G. H. Massey, director, in place of the late Sir Robt. G. Reid. H. D. Reid has been elected Vice-President.

The C.P.R. Co. has made a donation of \$10,000 towards the fund for the purchase of the Quebec battlefield.

During April, 32 railway employes were killed and 45 injured. Of the fatalities, 12 were due to dynamite explosions, 4 each to being run over, to drowning, and to snow or rock slides; 2 each to derailments, and to being struck by train, and one each to a collision, to a fall, to being struck by a passing object, and to falling material. Of the non-fatal accidents, 11 each were due to dynamite explosions and to avalanches, 8 to collisions, 4 to falls, 2 each to being caught between cars, to falling material, to explosions, to machinery and to being run over, and one to a derailment.



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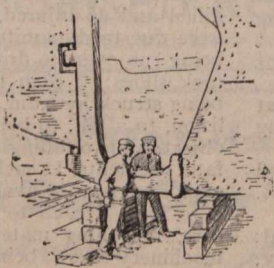
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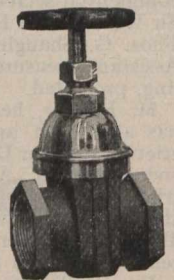
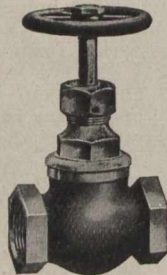
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CANADIAN FACTORY, ST CATHARINES, ONT.

A Railway to Hudson Bay.

Speaking at St. Catharines, Ont., May 30, the Minister of Railways said: "Some people are talking about a Hudson Bay route to Liverpool. It might be done, and we might ship western goods from Fort Churchill instead of Fort William. The former is as near Liverpool as Montreal. We might have a railway to that point and so have a quick route for three months in the year. In the remaining months the vessels could call at our other ports, but meanwhile observe that at Fort Churchill the wheat would be placed in the ocean vessel. At Fort William it has yet a long journey to go, and much handling to undergo, before it reaches the sea." The evidence of the Hudson's Bay Co., of whalers and of successive Government expeditions in regard to the navigability of Hudson Straits, is to the effect that these waters are available for commercial purposes for at least three months in each year, while some say they can be used for four and five months.

The Premier in reply to a question in the House of Commons, June 10, said it was the intention of the Government to introduce legislation regarding a railway line to Hudson Bay, and to provide aid towards the construction of other lines of railway. No intimation was given as to the date when the proposal would be outlined, but the general impression is that in lieu of the Government construction and ownership of such a line, as was originally suggested, it is now the intention to secure the construction of the line by a private company. This intention will probably be carried out by means of an agreement with the Canadian Northern Ry. to complete the line which it is at present constructing towards Hudson Bay to Fort Churchill, the Government giving a cash subsidy in lieu of the land subsidy voted a number of years ago, and guaranteeing a portion of the bonds to be issued. The agreement, it is stated, will provide for the control of rates over the line by the Government, and running rights over the line for other railways upon equitable terms.

The Minister of the Interior introduced a bill in the House of Commons June 23 to consolidate and amend the Public Lands Act for the purpose of creating a new source of revenue to aid in the construction of a railway to the north. The act at present gives settlers the right of pre-emption over certain lands at \$3 an acre, in any township in the west where a railway has not already acquired more than eight sections, and it allows settlers who have already acquired homesteads the right of pre-emption of an additional quarter-section anywhere in the west. The amendments now proposed provide for a restriction of the area over which the right of pre-emption shall be exercised. In explaining the bill, Hon. F. Oliver said the area included some 28,000,000 acres, and it was reasonable to hope that 5,000,000 acres of this could be sold at \$3 an acre. The amount thus realized would be applied to the building or aiding in building the 500 miles of road necessary to complete the Hudson Bay Ry. from the Saskatchewan River to the Bay, the unofficial estimated cost of which was \$30,000 a mile, \$15,000,000 in all, or the amount that the sale of 5,000,000 acres, as mentioned, would realize. It is not to be taken for granted that the building of the road would have to await the sale of this land. The plan outlined would create the revenue to meet the responsibility of building the road, and would also release the mortgage, so to speak, of 12,800 acres to the mile of a land grant for this road under an old act, the present policy being against the land grant.

The Canadian Northern Ry. has already a line constructed to Pas Mission on the

North Saskatchewan River, and has surveys in a more or less advanced stage for the remaining 480 miles required to be constructed to the proposed terminus at Fort Churchill. A Government engineer has made a preliminary survey of the route, and his report is that there is nothing to prevent a line being constructed at a reasonable cost from the Pas Mission to Fort Churchill. The Government is having plans of Fort Churchill harbor prepared, and a member of the surveys branch of the Department of the Interior has gone to that port to survey the town site. This will be on the east side of the Churchill River, opposite the ruins of old Fort Prince of Wales, and across the river from the Hudson's Bay Co.'s trading post.

A. Cotton, one of the engineers on the Transcontinental Railway surveys at North Bay, Ont., has been dispatched in charge of a survey party to make a survey from Hudson Bay to a point on the line which is being constructed by the Transcontinental Railway Commission. (June, pg. 417.)

Ten Years Hence.

(From the Winnipeg Tribune.)

"Sir William B. Lanigan, Vice-President of the C.P.R., arrived in the city last night in his private car. The old man looks well and expressed himself as being glad to get back to Winnipeg. His car came through attached to the fast freight from Montreal. Sir William has not lost interest in the freight department, and always travels that way. He says he can make better time, and quotes the fact as proof that he left Montreal on Wednesday, two hours behind passenger train 97, and arrived here 3 hours and 17 minutes ahead of her. Those who remember the handsome private car, 'Onagainlanigan,' put at Sir William's disposal when he became Vice-President of the C.P.R., will hardly recognize it now. He says it never felt just right, so he has had it remodelled after his own ideas. Most of the windows are boarded up. A poop deck has been added to the rear end of the roof. The car has been painted bright red and the name replaced with the number 23,711. The inside conveniences have been exchanged for a bunk and a bridge table, with appurtenances. Since Lord Seepiar, better known as Sir William Whyte, has taken up his residence in England, old 'Sir Bill' has come to be looked upon as the most typical old Westerner left us, and his visits to our city are always appreciated."

Board of Railway Commissioners.—For the maintenance and operation of the Board of Railway Commissioners the Dominion Parliament at its current session has passed a vote of \$78,750, and \$8,750, to pay expenses in connection with reference to cases before the Commission. During June the Board completed its sittings at Toronto, and issued orders in a number of cases. A sitting was held at Ottawa June 23, and early in July the application of the G.T.R. to do certain train work on Sundays, which is claimed by the Lord's Day Alliance to be a contravention of the Lord's Day Act, will be heard at Ottawa.

The C.P.R. has granted a site at Swift Current, Sask., for a hospital.

New Haven and C.P.R. Agreement.

The Railway World, Philadelphia, published the following recently: "Without notifying any of the trunk lines and apparently without any attempt at a conference, the New York, New Haven and Hartford Rd. has filed a tariff with the Interstate Commerce Commission, to become effective June 10, by which it enters into traffic relations with the Canadian Pacific Ry. exclusively for westbound business. By the terms of this agreement it excludes the Grand Trunk and diverts to the C.P.R. traffic now carried by the trunk lines. The proposition is to open a new line from southern New England to the West via the northern gateway in connection with the Boston and Maine and the C.P.R. To do this the New Haven applies the differential rates from New York and Boston points to business moving from its own territory and from piers 45 and 50, East River, and its Harlem stations. From New York points these rates for the six classes are respectively 10, 8, 6, 4, 3 and 5c., and from Boston points, 5, 4, 3, 3, 2 and 1c. The opening of such a new differential route means a reduction, it is stated, of from 40c. to \$1 a ton. The object is to get on the same basis as rail and water lines in conjunction with the Merchants and Miners' Transportation Co. These roads, as well as the G.T.R., will be cut out entirely from the New England business, not a pound of which, as an interested official is reported to have said, will move over their tracks. They will be unable to help themselves unless they engage in a rate war that, once begun, might develop into a lengthy conflict."

Being interviewed on the subject, the C.P.R. Fourth Vice-President said: "All there is to the whole thing is that the C.P.R. has made an arrangement with the New Haven and Hartford for an interchange of freight traffic through the Boston and Maine on the same basis of rates as to and from points on the Boston and Maine. There can be no objection on the part of any of the trunk lines to any such arrangement, and it looks as though the U.S. railways and newspapers have been making a mountain out of a molehill. There is not the slightest prospect of a rate war or any other trouble over this agreement, which is simply a domestic arrangement between the two lines. The agreements will go into effect on June 10, and under it the C.P.R. will take from the New Haven freight for points on its line, while the New Haven will do the same for the C.P.R., the Boston and Maine being the means of communication. There will be no reduction of rates or anything that can affect the interests of other trunk lines, since the interchange of freight will be made at the authorized freight rate schedules. The U.S. newspapers seem to have got the idea that there was some arrangement between the two roads for special freight rates, but this is entirely erroneous. The arrangement is exactly similar to that the C.P.R. has with the Boston and Maine, and other roads, and there is nothing exclusive to it, nor anything that could be translated as inimical to the interests of any other trunk lines."

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The Toronto Viaduct Question.

The arguments of counsel upon the question of the power of the Board of Railway Commissioners to order the railway companies to join with the city council in the construction of a viaduct along the water front of Toronto, were concluded June 6, and on June 10 Chief Commissioner Mabee gave judgment against the companies, which was concurred in by Commissioner Mills as follows:

"Objection is taken to the jurisdiction of the Board to order the elevation of the railway company's tracks along the Toronto waterfront. The railway tracks are along the Esplanade, and that is a street, or highway. Under sec. 227, if the company applies for leave to construct the railway along a highway it must file a plan and profile with the Board, showing the portion of the highway affected, and upon that application the Board is expressly empowered to make provision for the protection, safety and convenience of the public, and has authority to require all such measures to be taken, as under the circumstances appear to the Board best adapted to remove or diminish the danger or obstruction arising or likely to arise from the construction of the railway along the highway.

"Now, if this were an application of the companies for leave to locate and construct their lines along the Esplanade, I think it is perfectly clear that the Board could impose as a term of granting such leave that the track should be elevated or carried upon a viaduct. If I am right in holding that the Board has power upon an original location to require elevation of tracks, it seems to me clear it has the like power notwithstanding the railway is already constructed along the highway.

"Sec. 30 provides that 'the Board may make orders . . . with respect to the . . . structures and works to be used upon the railway so as to provide means for the due protection of . . . the public.'

"Sec. 3 of the Railway Act is as follows:

"This act shall, subject to the provisions thereof, be construed as incorporate with the special act, and unless otherwise expressly provided in the act where the provisions of this act, and of any special act passed by the Parliament of Canada, relate to the same subject matter, the provisions of the special act shall, in so far as is necessary to give effect to such special act, be taken to over ride the provisions of this act.'

"Now, is there a 'special act' in existence, relating to 'the same subject matter' as that dealt with in secs. 237 and 238, viz., protection, safety and convenience of the public; if there is, then it is said that the provisions of the special act over-ride those of the general act.

"It seems to me, reading the whole of s.s. 28 that the fair meaning of the words 'with special reference to such railway' is with respect to the 'construction or operation' of the railway dealt with earlier in the same clause, and that an act merely declaring an agreement to be in force is not necessarily an act dealing with the construction or operation of the railway merely because some of the many clauses of the agreement deal with the matters above indicated. It appears to me that if this tripartite agreement still remains a private contract, it cannot be regarded as a special act for the wide and far-reaching purposes for which that argument is advanced.

"The early history of the waterfront and the growth of the foothold of the railways there was elaborately argued before the Board. I have read the arguments since the hearing, and am of the opinion that there is nothing in all that has been said

or advanced to take away the authority of Parliament to confer upon this Board authority and jurisdiction to deal with the subject matter of this application, and that such authority has been conferred, and in saying this I am not overlooking the authorities under which the railway titles upon the Esplanade from time to time developed. On April 22, 1905, the city entered into an agreement with the G.T.R. which by an Act of the Ontario Legislature of the same year was declared valid and binding, for the construction by the railway company of a new union passenger station and yards. This agreement is based entirely upon the operation of the railway tracks upon the level; it provides for the city closing certain streets, a foot bridge from Front St. to Lake St. over the tracks, changes and repairs to York St. bridge, and many other provisions, entirely inconsistent with track elevation as now proposed. Upon this agreement the G.T.R. has acted, and in good faith expended enormous sums of money. Application for the order for the construction of the Yonge St. bridge was made by the city, the validity of the order has since been upheld by the Court of Appeal, it is still held by the city—and under it the railways are required to construct a bridge over the tracks.

"I mention these matters because it was strongly argued that the city had estopped itself from making the present application; that the policy adopted, the contracts entered into, the work done and money expended by both city and railways upon the lines of protection by overhead bridges upon the well-known legal doctrine of estoppel, prevented the city departing from that mode of grade separation, and making application now for an entirely different system. I am of opinion that this argument would be entitled in a court of law to prevail, and that the course taken by the city in the past would absolutely prevent this application from succeeding, but this Board is not a court of law, and no doctrine of estoppel is applicable or binding.

"The paramount object of the sections under consideration, that which overshadows all and before which everything must give way, is the protection, safety and convenience of the public in the matter of grade separation, and no town or city council by any sort of municipal mismanagement, folly or ignorance can estop itself or prevent the Board taking any step or making any order, otherwise within its jurisdiction, for the protection, safety and convenience of the public. The question of whether the separation of grade along the waterfront is to be accomplished by viaduct or overhead bridges is not now being considered; it is that of jurisdiction only if after all the evidence has been given, every interest considered, and all sides heard, the Board deems the interests of the public require departure from the policy adopted by the city upon this matter; it has it in its power to entirely protect the railway interests, and doubtless will have full regard to all expenditures made by the railways upon the faith of contracts with the city, so that no injustice will be done to, or loss fall upon, the railways by reason of variation of plans made, structures or buildings erected, lands purchased or money expended, which would be of no avail consequent upon a changed policy.

"I have given full consideration to the argument that there are no streets running to the waterfront. The Court of Appeal has held the contrary as to Yonge St., and I have no doubt most, if not all, the other passages to the water are highways within s.s. 11 of sec. 2 of the act, where a highway is declared to include any way of public communication.

"The Board will continue the hearing of this matter at once if the parties so desire, or await the result of an appeal from this opinion to the Supreme Court, if that course is decided upon."

Prior to the conclusion of the case the city council put in, at the suggestion of the Chief Commissioner, a formal application for an order to compel the city to construct the viaduct. There has been a great deal of discussion upon the question not only in railway, but in business circles, the railway companies taking the position that a viaduct would be unnecessarily expensive, and C. M. Hays, Second Vice-President and General Manager G.T.R., says the application is altogether unreasonable.

The question of the viaduct came up in the House of Commons June 11, when the Minister of Railways said: The Mayor of Toronto waited on him and asked that the law might be so amended that the Board of Railway Commissioners would have power to order the construction of a viaduct. He replied that he was assured that the Board already had the power to do almost anything with railways. A great many people were of opinion that Parliament had already given the Commission too much power. If Parliament adopted all the amendments to the act which were asked for the Board would have power to do almost anything that any person could conceive of, with reference to railways. The Chairman of the Commission, after hearing all the arguments, decided that the Commission was a tribunal established for the purpose of settling differences, and consequently it had a right to deal with the question of viaducts.

Montreal Board of Trade Transportation Bureau.

At a recent meeting of the Montreal Board of Trade, T. J. Drummond, Chairman, announced that a Transportation Bureau had been formed to conserve the interests of Montreal as a distributing point, import, export and domestic; to send representatives to meetings of the Board of Railway Commissioners when matters affecting Montreal interests are to be discussed; to facilitate adjustments through overcharges, delays, loss or damage to goods, demurrage, classifications, etc., and to generally advise members as to their rights under the Railway Act. It was, he stated, the intention to have the Bureau act as an intermediary between the business interests and the transportation companies, and the services of a competent railway expert, who was thoroughly conversant with freight tariff matters would be secured, whose duty would be to attend all meetings of the Railway Commission where Montreal's interests were affected, to watch the question of freight tariffs, to supervise the preparation of complaints and petitions to be laid before the Commission, and generally to keep in touch with railway matters which might have any connection with the port. A committee consisting of T. H. Newman, Chairman; H. W. Aird, R. M. Ballantyne, G. Esplin, G. B. Fraser, J. R. Kinghorn, A. Orsali, J. Quintal, and R. J. Younge, was appointed to set the new department in working order. The annual subscription is \$25, and upwards of 200 members have joined the organization.

G.T.R. officials at Montreal deny the report that the company has contracted for 3,000 tons of peat fuel per day, delivery to start as soon as a plant has been started at Caledonia Springs. The company has not made any experiments with peat as a fuel for locomotives.

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The British Columbia Government has announced that no licenses will be granted for the sale of intoxicating liquor in construction camps along the G.T. Pacific Ry. within the province; and that no license will be granted at Prince Rupert either.

The board of conciliation which has had under consideration the claims of the Cumberland Ry. and Coal Co.'s employes for increased wages and altered conditions of labor, has filed an award, the majority being against the claims on all points, while the men's representative disagreed with the majority on all but one point. The company declined to take any part in the proceedings.

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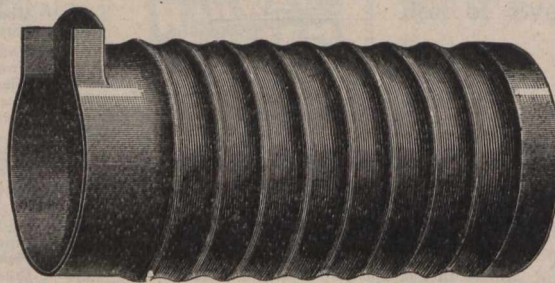
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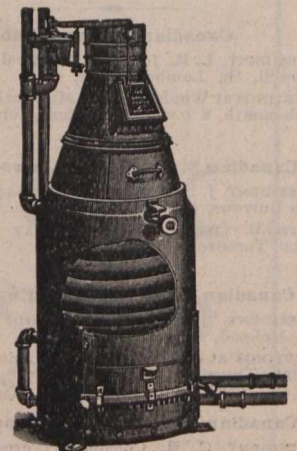
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Erection of French River Bridge.

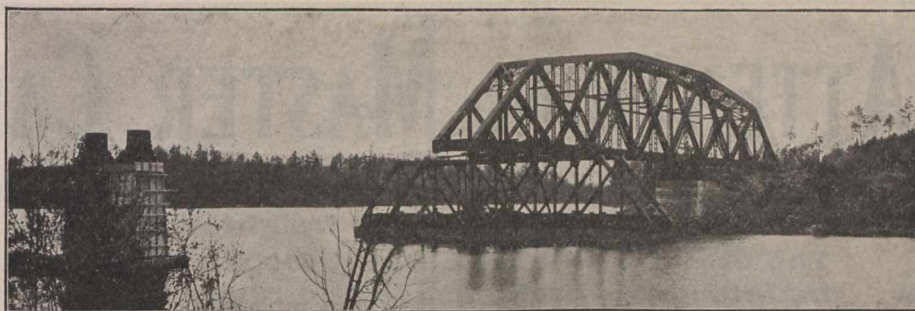
By C. N. Monsarrat, M. Can. Soc. C.E.

The new C.P.R. branch line, extending from Romford, Ont., about six miles east of Sudbury, on the company's main Trans-continental line, southerly to Bolton Jct., where it connects with the Owen Sound section, about 21 miles north of Toronto, includes a number of important bridges, one of the largest of which is that crossing the French River, about 43 miles south of Romford. This bridge is located at a point where the river has a width of approximately 550', while the depth of the water for about three-fifths of the crossing averages 90'. The character of the bottom is rock, with about 10' of soft mud overlying it. The current is, however, very slight, being only about 3-10 of a mile per hour.

In order to avoid the great expense of building a pier in the deep water, it was found necessary to locate the first pier 415' south of the north abutment, where a good foundation was obtained in about 48' of water. The dimensions of this pier are 9' x 30' at the top under the coping, which is 2' thick, with an overhang of 4½" on all sides, and has a batter of 1 in 12 on each side for a depth of 30', making the bottom of the shaft on the footing 14' x 30', the ends being vertical. The foundation, or footing, is 21' x 33' 10" long by 40' high; the total height of the pier is 72', and it was designed to resist the tractive forces from the spans supported by it. There is a second and smaller pier located 67' 2" farther south in about 15' of water, the shaft of which has a batter on each side of 1 in 24; the total height of this pier is 44', and the dimensions at the top are 6' x 16' under the bridge seat, or coping, which overhangs 3' on all sides. The abutments at both ends are located at the water's edge. The north abutment could not be built farther south on account of the rock at this point, which is very steep on the west side.

In laying out the substructure three independent triangulations were made. Reference points were located on the tops of the hills on either side of the river, on three parallel lines, one along the centre line, and one at each end of the piers; these points were high enough to permit of an instrument being set up on one side and a foresight being taken on the opposite shore at any time during the progress of the work. After the abutments and piers were located, they were checked by steel tape rigged as follows: A ring bolt was set in the rock at the north shore of the river directly on the centre line of the bridge, and from this a ½" diameter steel cable was stretched across to the south shore and made taut by block and tackle. To prevent sagging of the cable, floats, having their tops at exactly the same level as the ring bolt, were anchored in the river at frequent intervals to support it. Rings were attached to this cable every 4' and a 600' steel tape passed through them.

The difficulties encountered in getting plant and material for the substructure to the site were exceptionally arduous. Everything had to be brought in from French River Village, on Georgian Bay, at the mouth of the French River. First, rapids had to be overcome, then a portage of a mile and a half, then the plant was again floated up the Pickering River



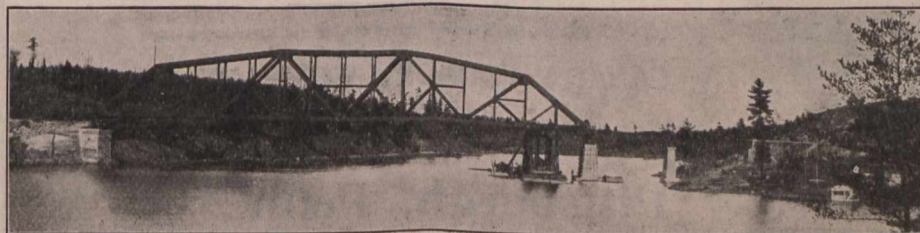
(which had its difficulties too) a distance of 23 miles, to what is called the Horse Shoe Falls. There the outfit was elevated some 25', loaded again and transported some 12 miles over a swift and rough course to the bridge site. Broken stone and sand used in making the concrete was hauled 12 or 15 miles through a wilderness by teams in winter. The contractor's plant consisted of the usual concrete outfit of picks, shovels, concrete mixer, blacksmithing outfit, and other things incidental thereto; one submarine drill, complete for preparing the foundations; several sets of drill steel averaging 45' in length, one 30' high steel frame with sliding carriage for drill, truck wheels, and operating platform. This outfit was operated by hydraulic pressure furnished by a large high pressure pump, having the necessary attachments and connections; two 30 h.p. boilers, two 32 h.p. hoisting engines with derricks and swinging gear complete; one 1¼-yard orange peel bucket; two 20 h.p. hoisting engines with derricks; four large scows, 24' x 60', and two tugs; two sets of diving apparatus, in addition to many other odds and ends of machinery. The drilling machinery was placed on the scows, which were anchored at the pier sites. After holes were drilled, they were shot with dynamite, and the loose rock removed by means of the orange peel bucket, or a derrick with chains and grappling hooks at the bottom, until the foundation had been properly benched and levelled off. Holes were then drilled in the rock about 4' apart, and 2" diameter steel dowels, 6' long, set in them, and projecting about 3' up into the concrete footing. The timber caisson for pier 1 was built about 48' high and well reinforced with timber braces. Heavy canvas was attached around the bottom on the inside, and after the caisson was sunk into position, the divers went down and rolled this out. Concrete in sacks was then deposited around the edges to make it conform to the contour of the rock and so prevent any wash or current through the pier. Mortar, of a constituency of one part of cement to two parts of sand, was then deposited to the amount of 50 cubic yards, followed without any intermission by the work of concreting, which was carried on by means of bottom-dumping buckets. The concrete, up to water level, was mixed in proportions of one part of cement, two of sand, and four of broken stone, and above water one part of cement, three of sand, and five of broken stone. Similar methods were followed in constructing the second and smaller pier. The quantities of concrete in the substructure aggregate 3,020 cubic yards, as follows: North abutment, 913 c.y.; no. 1, or main pier, 1,421 c.y.; pier 2,

226 c.y.; and south abutment, 460 c.y.; rock excavation, 337 c.y.; earth, 141 c.y.

The above layout required one 415' span, over the deepest part of the crossing, which was designed as a riveted, subpanelled, through Warren truss with inclined top chords (weighing 2,563,362 lbs.) and two 60' deck plate girder spans (weighing together 126,540 lbs.) over shallower water to the south abutment. The superstructure was designed in accordance with the requirements of C.P.R. 1905 specification, providing for a live load of two typical consolidation engines coupled together, weighing 337,000 lbs. each, followed by a uniform train load of 4,000 lbs. per lineal foot.

Probably the most interesting feature in connection with this work was the erection of the main truss span. On account of the great depth of water, it was not possible to build falsework and erect the span in its proper place, so after due consideration of several possible schemes of erection it was decided to erect the span on the north approach embankment, on the centre line of the bridge (produced) and launch it forward by supporting the forward end on a large scow, and sliding the rear, or north end, on a skidway of greased rails. This embankment, immediately north of the north abutment, was a new fill consisting mainly of boulders, coarse gravel, and sand, with a maximum height of about 25' against the abutment, running out to the natural surface of the ground about 100' north. The width of the embankment at subgrade was 16', and in order to provide a proper bearing for the skidway, it had to be widened to 26'. On this specially prepared roadbed two parallel skidways, about 316' long, were built, 10' centre to centre, each consisting of railway ties about 15" on centres, with a 12" x 12" timber 16' long, every 10', to tie the two skidways together. On these ties were laid five lines of 12" x 12" longitudinal timbers, over which was laid a flooring of 3" x 12" planks, supporting 7 lines of 80-lb. rails, laid with joints staggered and securely spiked and bolted together.

The steel work was accordingly erected on the embankment, using a specially-designed traveller, consisting of two 60' boom derricks of 10 tons capacity each, mounted upon a timber framework designed to travel upon rails gauged 14' centres, the platform of the traveller being placed 12' 7" above top of rail, so that lorry cars, loaded with bridge material, could readily pass underneath on standard gauge railway track, and the material be picked up by the traveller booms. Each of the 60' boom derricks was handled by separate double-drum Beatty engines, placed at the rear end of the traveller and forming part of the 20 tons of counterweight on each side required to provide for the uplift due to loading the boom derricks. The assembling of the span on the embankment was, in itself, quite a difficult operation, on account of the large size of the members to be handled, some of them weighing as much as 40 tons. Before any work was started, the order in which each member was to be erected was fixed and clearly shown on the erection diagram. In order to permit of supporting the forward end of the span, by



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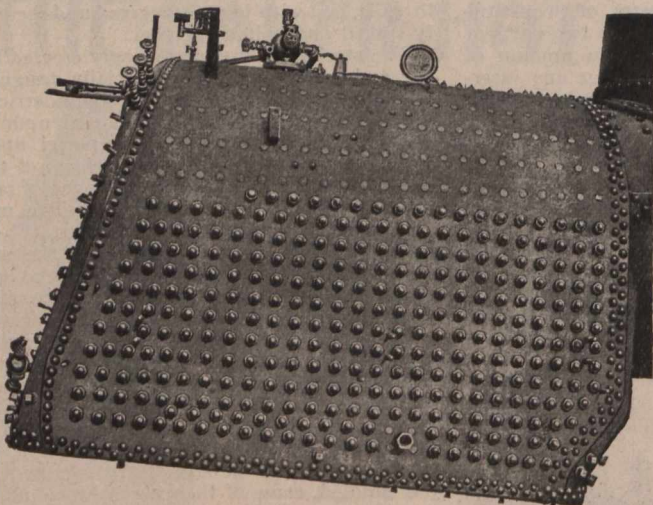
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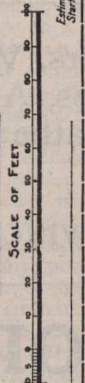
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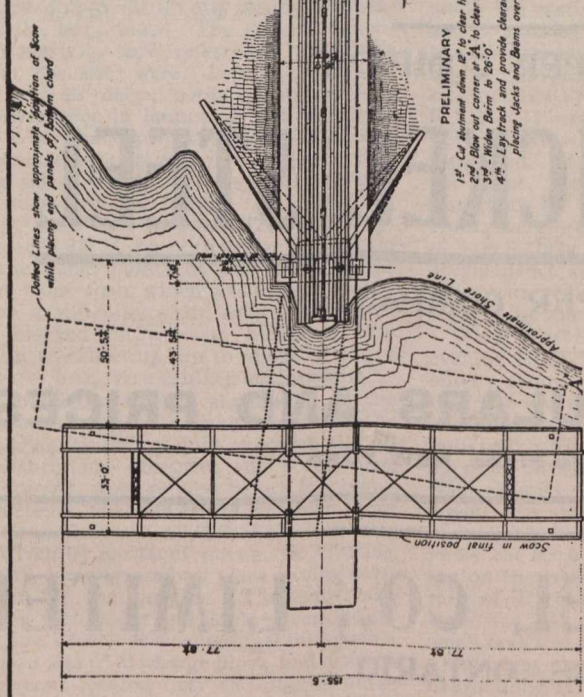
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**ERECTION OF
412'-8" THROUGH RIVETED TRUSS SPAN
FOR CROSSING OF
FRENCH RIVER
on the
Toronto - Sudbury Branch
OF THE
CANADIAN PACIFIC RAILWAY.**



Estimated Rivet
String - 40 tons.



Dotted Lines show approximate position of flow while placing end panels of bottom chord

PLAN

PRELIMINARY
1st. Chord placed 1" wide to clear
end angles on floor beams when erected
2nd. Lift track, span and all on to
3rd. Clear away track and I beams
4th. Both chock to floor beams and
fill with cast iron blocking
5th. Lower into position.
Take Traveler down before starting.

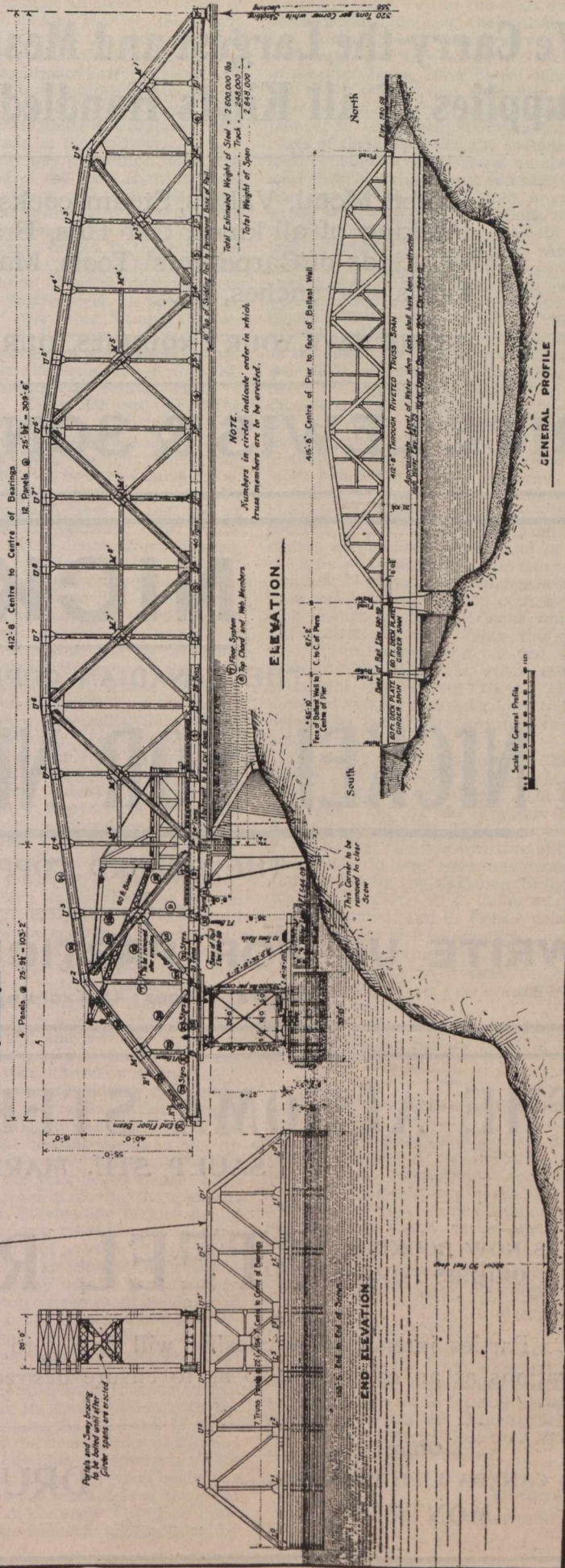
GENERAL NOTES.

TRUSS ERECTION
Bottom Chord placed 1" wide to clear
end angles on floor beams when erected
at 10' for channel end of span
Ball Point and Survey bracing until
after Girders spans are erected.
Take Traveler down before starting.

JACKING OPERATIONS
1st. Stud span on to jacking
2nd. Lift track, span and all on to
3rd. Clear away track and I beams
4th. Both chock to floor beams and
fill with cast iron blocking
5th. Lower into position.

FINAL
Repair abutment

1891-2 Spoke iron Through Riveted Truss Span
to be used first in erection, truss for
Bull for Manistique River Bridge for
Truss to be French River Bridge
This material to be
used in the following description: 1st. 1st
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3rd. 3rd
4th. 4th
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95th. 95th
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98th. 98th
99th. 99th
100th. 100th



THE CANADIAN PACIFIC RAILWAY CO.'S BRIDGE AT FRENCH RIVER, ONT., ON THE TORONTO-ROMFORD BRANCH. FOR DESCRIPTION SEE PAGES 499 AND 503.

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the scow, it was necessary to erect it with its south end projecting over the water about 103'. The bottom chords and floor system, excepting that portion overhanging the water, were first placed in position by means of a self-propelling derrick car, ties were then laid for temporary track on the steel stringers, and the traveller erected with which the balance of the span was assembled.

In placing the two end bottom chord sections on top of the stiffening span, it was necessary to place the scow in a temporary position shown in dotted lines on the accompanying plan, so that they could be placed by the traveller, the forward trucks of which could not be run out beyond the panel point resting over the bridge seat on the abutment. To do this it was necessary to blast out some of the rock projecting out under the water, to clear the northeast corner of the scow. When these chords were placed the scow was returned to its correct position and the erection of the overhanging portion, as a cantilever, from the portion of the span previously erected upon the embankment, was proceeded with. In order to place the scow at the proper elevation under the projecting end of the large span, it was necessary to depress it about 4' by pumping in water. As this water ballast would render the scow unstable transversely until it took a bearing under the 415' span, it was necessary to use a small balancing scow, which was placed at the north side of the large scow and secured to the latter and the stiffening span, by means of diagonal and horizontal struts, and was equipped with counterweight and adjusting screws to provide for any raising or lowering of the large scow. The general dimensions of the large scow, referred to, which was built at the site, were: Length, 155'; 33' beam, and 12' deep; made in two sections for convenience in launching. It was built of 12" x 12" timbers for the ends; bulkheads and intermediate frames, 6" x 12"; sheeting on the sides, 4" x 12" for the bottom, with joints staggered and secured to the framing with $\frac{3}{8}$ " x 12" lag screws. The bulkheads were spaced 22' 1" centre to centre to conform with the panel points of the 150' through riveted truss span, which was erected on the scow as a stiffening span, each panel point being blocked on a cross bulkhead. All seams in the sheeting, up to about 2' above load water line, were caulked with oakum.

On completion of the assembling of the large span, the traveller was taken down, the ties used as temporary floor removed, and all field connections, excepting end portals and sway bracing, were riveted before launching was started. The field rivets, of which there were approximately 60,000, $\frac{7}{8}$ " diameter, were driven by means of pneumatic riveting hammers, a compressed air plant having been installed for the purpose. The scow was equipped with boiler and double-drum hoisting engine, as well as a centrifugal pump with 8" suction and 6" discharge pipes, and a sluice arrangement located over the double bulkhead forming the ends of the two component parts of the scow by which the water pumped in could be controlled and directed into either half of the scow. Each intermediate bulkhead had an 8" x 8" hole near the bottom, so as to equalize the water in each compartment.

The load from the south end of the 415' span, and the 150' stiffening truss supported by the scow, was about 1,000 tons. The load from the north end of the span, amounting to about 640 tons, was transmitted to the skidway through the two large fixed end cast iron shoes (used temporarily for the purpose), placed 10' centre to centre, under the end floor beam, which had been designed with a special view to such use. This arrangement of the castings left a clear space under the truss bearings for landing of the span on oak blocking over the bridge seats preparatory to its being jacked down to its bearings. The

oak blocking was required for the temporary support of the span at an elevation about 8' $\frac{5}{8}$ " higher than its final position, this height being necessary to permit the skidway to pass over the parapet wall of the abutment. Between the aforementioned cast iron shoes and the skidway rails was placed a $\frac{7}{8}$ " steel plate large enough to include both castings, with strips riveted to its under side to form guides to engage the rails on the skidway.

When the scow was in position under the overhanging end of the main span, in front of the north abutment and transverse to the centre line of the bridge, two guide anchors were located on the opposite shore at an angle of 45°. Holes were drilled in the rock and $3\frac{1}{2}$ " steel bars were grouted in a vertical position. To each of these anchors were secured a two-sheave steel block carrying four lines of $\frac{5}{8}$ " wire cable, forming the forward guy lines, which were wound up simultaneously on the drums of the hoisting engine, on the scow, as the span moved forward, steadying the floating end from any effect of wind or current. The tackle used to haul the 415' span into position, consisted of two specially-constructed steel pulley blocks, having 14 sheaves each, through which was reaved a $\frac{5}{8}$ " diameter steel wire cable 1,000' long, with a fall line leading back to the drum of a hoisting engine located on the land at the north end of the skidway. This engine was a 32 h.p. Beatty double-drum hoisting engine, with two cylinders 8" x 12", boiler 41" in diameter by 108" high, and capable of pulling 8,000 lbs. on a single line. One of the large blocks was secured to the skidding plate under the castings, and the other to the rear end of a string of bottom laterals belonging to a 250' through span designed for the crossing of the Pickrel River, a short distance south of the French, consisting of two angles 6" x 4" x $\frac{5}{8}$ " each, used as pulling links. These were in turn secured by a pin to a box girder supported by struts in front of the north abutment. Each section of these laterals was about 30' long, and when the two large blocks were brought together one or two sets of lateral links were removed and the blocks overhauled. When the last section was reached it was removed, and the forward block secured by the pin direct to the box girder.

When everything was in readiness, on the evening of Oct. 27, 1907, the scow was pumped out by means of the centrifugal pump, until the span was raised off the blocking. When this occurred it was found that there still remained a foot of water in the scow, showing that an ample margin of buoyancy had been allowed. At 8 a.m. on the 28th, the engine was started, and with the assistance of a slight shove from two 40-ton hydraulic jacks, the large span started on its way, moving on the well-greased skidding rails at the rate of 4' to 6' per minute. Considerable time was lost owing to the inability of the small boiler of the hoisting engine to keep up a sufficient steam pressure and also in the overhauling of the very heavy tackle. The actual time occupied in moving the span was 3 hours, and in overhauling tackle, etc., 4 hours. The span was landed on its blocking at 4.05 p.m., without a hitch of any kind. Trouble had been anticipated with settlement of the skidway on the new dump in view of the 640-ton concentrated moving load passing over it, but in no case was the settlement over 6", and it was uniform at both sides, the greatest variation of the span from the level being about $\frac{1}{8}$ " in its width. So smoothly did the span move that it was possible to set it in its final location with the engine alone, without the assistance of jacks, and by means of the steering control afforded by the forward guy lines the span was within $\frac{3}{4}$ " of its proper alignment when landed on the main pier on the south side of the river.

The lowering of the span to its final bearings on the bridge seats was accomplished by

means of two specially-constructed 500-ton hydraulic jacks. After the span was landed on the wooden blocking, the skidway castings and skidding plate were removed and cast steel cap plates were bolted to the under side of the floor beam, these plates being turned out to fit over a cast steel disc plate 23" diameter by $3\frac{1}{2}$ " thick, placed on top of the plunger of each jack; between the bottom edges of these discs and the shoulders of the jack cylinders were placed a number of $\frac{1}{4}$ " steel plate half ring shims, as a safety precaution against accident should anything go wrong with the jacks; in which event the weight would be transferred to the massive jack cylinders. The jacks were each placed on blocking consisting of three super-imposed steel cylinders filled with concrete, over which were placed a number of cast iron cellular blocks 2' 10" in diameter by $3\frac{1}{2}$ " thick. The $\frac{1}{4}$ " shim plates were removed one at a time as the span was lowered, so that in no case was there left a space greater than $\frac{1}{4}$ " between the under side of the disc and the jack shoulders. Before the last of these shims was removed the span was landed on the oak blocking, the jacks released and one or more sections of cast iron blocking removed, the jacks pumped up, shims replaced, and the operation repeated until all the cast iron blocking had been removed, when one of the concrete-filled cylinders was taken out, the casting and shims replaced, and so on until the span was landed on its permanent shoes. The oak blocking was also removed as the span was lowered, the top of it being kept high enough to free the jacks while shims were being adjusted. When the span had been lowered about 4' at one end, the jacks were transferred to the other and similar operations carried out there. That end, however, was lowered right down to the shoes before the jacks were returned to the end first lowered.

The bridge was designed by the C.P.R. Bridge Department, at Montreal, C. N. Monarrat, Engineer of Bridges. The substructure was built by the Toronto Construction Co., of Toronto, under supervision of F. S. Darling, Division Engineer of Construction, while the steel work was manufactured and erected by the Canadian Bridge Co., of Walkerville, Ont. A. L. Colby was manager of construction, and C. Prettic general foreman in charge of steel erection.

I believe that this is the longest and heaviest single track fixed span yet built and erected in Canada, or ever erected by the end launching method.

The foregoing paper was read at a meeting of the Canadian Society of Civil Engineers recently.

Old-Time Railway Economy.

A. D. Davidson, of Davidson & McRae General Agents of the Canadian Northern Ry.'s Land, Immigration and Industrial Department, has framed in his Toronto office a letter received by him a little over 30 years ago, when he was a station agent at Blair, Wis. It reads:

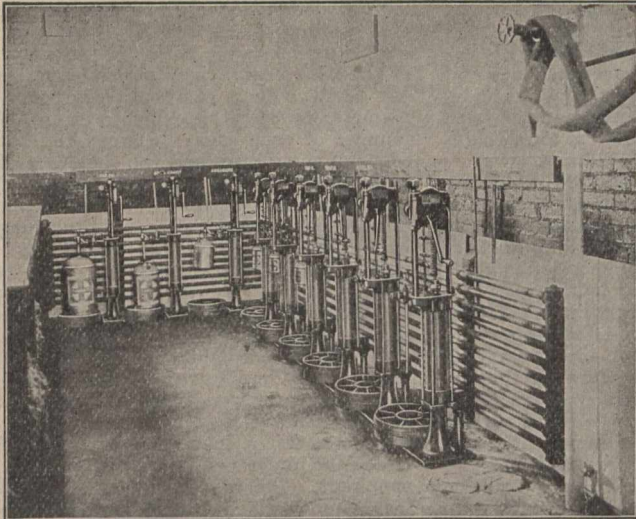
GREEN BAY & MINNESOTA RAILROAD CO.,
TIMOTHY CASE, PRESIDENT.
March 7, 1878.

A. D. Davidson, Agent:

DEAR SIR,—Your requisition of yesterday is recd. In reply I am surprised that you require so many pencils and blotting paper. I find you have made demand for such things enough to supply an ordinary school district. One pencil will last me a year. What is fair or right harms no one.

Yours truly,
TIMOTHY CASE.

P.S.—Your own future advance depends on frugality.



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Orders by the Railway Commissioners.

For previous orders see page 465.

4850. June 10.—Authorizing Silica Brick and Lime Co. to construct trestle over Esquimalt and Nanaimo Ry.

4851. June 16.—Approving location of C.P.R. Virden-McAuley branch, mileage 5 to 16.5.

4852. June 16.—Authorizing C.P.R. to construct a spur line from its main line, on lot 71, con. 2 N.D.R., mileage 28.84, across lot 70, con. 2N, across road allowance between concessions 2 and 3, and across lots 70 and 69, con. 3N, to lot 68, con. 3N.D.R., Brant tp., Bruce Co., Ont.

4853. June 16.—Authorizing R. A. Darling, of Sheho, Sask., to erect telephone wires across the C.P.R. on north line of sec. 9, tp. 30, range 9, w. of 2nd mer.

4854, 4855. June 11.—Authorizing C.P.R. to open for traffic its Bolton-Romford branch, from mileage 92.5, at Bala to mileage 226, at Romford.

4856. June 2.—Authorizing C.P.R. to construct spur to Sherwin-Williams Co.'s premises, Montreal.

4857. June 2.—Authorizing C.P.R. to construct a spur line from its South Bank branch on St. Patrick St., Montreal, across the same, and along Atwater Ave. to a point of connection with the Sherwin-Williams Co.'s private siding.

4858. June 17.—Approving New Brunswick Southern Ry. by-law for carriage of traffic on its line.

4859. June 16.—Amending order 4752 of May 14, 1908, so as to provide for installation and operation by National Transcontinental Ry. of home signals where the same crosses the C.P.R. near Theriault station, N.B.

4860. June 16.—Authorizing the National Transcontinental Ry. to cross with its line the several existing highways between mileage 190 and 241, in Springfield and Whitemouth municipalities, Man.

4861. June 16.—Authorizing Montreal St. Ry. to operate its cars over C.P.R. at the intersection of Papineau Ave., Montreal.

4862. June 2.—Authorizing C.N.Q. Ry. to cross the C.P.R. east of Lorette, Que., between mileage 0 and 1 of the Q. and L. St. J. Ry. Jct. spur.

4863. June 2.—Authorizing Ontario Power Co. to erect wires across the G.T.R. near Welland, Ont.

4864. June 16.—Amending order 4667, dated April 16, 1908, authorizing the C.P.R. to construct its railway across road allowance on its Pheasant Hills branch at mileage 423.0.

4865. June 2.—Ordering the C.P.R. to remove the barbed wire or other obstruction placed across or in the vicinity of the crossing over its Atlantic and Northwestern Division, connecting Crescent Ave. and Fenwick Ave., Montreal West.

4866. June 16.—Directing Montreal Terminal Ry. Co. to file its standard freight and passenger tariffs for the approval of the Board, within 30 days.

4867. June 17.—Authorizing C.P.R. to construct bridge 2013 on its Sault Ste. Marie branch, Ont.

4868-4870. June 17.—Authorizing York and Carleton Telephone Co. to erect wires across the C.P.R. at three points in Carleton County, N.B.

4871-4878. June 17.—Authorizing C.P.R. to re-construct the following bridges: no. 2.28 and 54.0 on its Woodstock section, N.B.; no. 53.7 on its Gibson branch, N.B.; no. 47.9 on the Esquimalt and Nanaimo Ry.; no. 33.2 on its Nominique extension, Que.;

no. 87.62 on its Sault Ste. Marie branch, Ont.; no. 53.7 on its Woodstock section; and no. 101.2 on its Swift Current section, Western Division.

4879. June 17.—Authorizing C.N.Q.R. to take part of lot 448, St. Stanislas parish, Que.

4880. June 17.—Amending order 4766 of May 27, 1908, by extending time within which to instal electric bell at crossing of C.P.R. at Dorchester St., Quebec, from June 1 to July 1, 1908.

4881. June 12.—Authorizing village of Papineauville, Que., to construct street across C.P.R.

4882. June 17.—Approving location of Brandon, Saskatchewan and Hudson Bay Ry. station at Brandon, Man.

4883. June 17.—Dismissing complaint of J. A. Charette, Mayor of Notre Dame des Neiges, Que., against Montreal Park and Island Ry. regarding failure of company to file standard passenger tariffs. See page 475.

4884. June 17.—Ordering re-classification of military freight tariffs with reference to field guns, ambulances, and projectiles for artillery. See page 475.

4885. June 18.—Approving Quinze and Blanche River Ry. location through part of Guigues tp., Que., across Quinze River, through adjoining Indian reserve, Nedelec tp., and through Casey, Harley and Dymment tps., Ont., to New Liskeard, covering mileage of 18.77; also rescinding order 4782 of June 2, 1908, approving location of Q. & B.R.R.

4886. June 16.—Ordering C.P.R. to give B.C. Sugar Refining Co. certain rates on sugar. See pg. 475.

4887. June 18.—Authorizing C.P.R. to construct a branch line in Calgary, Alta.

4888. June 18.—Authorizing G.T.P. Ry. to operate the portion of its line from opposite Saskatoon, to Scott, Sask., a distance of about 115 miles, for the purpose of moving a party of settlers.

4889. June 17.—Directing C.P.R. to instal interlocking plant with derails where it crosses the G.T.R. in Lennoxville, Que., as per order 4754 of May 12, 1908, also rescinding order 4633 of April 15, 1908, authorizing C.P.R. and G.T.R. to operate their trains over this crossing without being brought to a stop.

4890. Mar. 17.—Authorizing City of Peterborough, Ont., to construct a highway as a continuation of George St., Peterborough, across the G.T.R.

4891. June 19.—Directing C.P.R. to construct and maintain a suitable crossing where its line intersects road allowance between ranges 15 and 16, tp. 18, w. 2nd mer., Sask.

4892. June 9.—Authorizing Malahide and Bayham Telephone Co-operative Association to erect wires across C.P.R. in Eden, Ont.

4893. June 9.—Authorizing Provincial Light, Heat and Power Co. to erect transmission line over Montreal Park and Island Ry. near Rockfield station, G.T.R., Que.

4894. June 19.—Authorizing Western Canada Cement and Coal Co. to erect telephone wires across C.P.R. at Exshaw, Alta.

4895 to 4901. June 19.—Authorizing Bell Telephone Co. to erect telephone wires across G.T.R. and C.P.R. at various points in Ontario.

4902. June 16.—Ordering G.T. Ry. to instal, within four months, an electric bell with automatic cut-off, at intersection of G.T.R. with Main St., Forest, Ont.

4903. June 19.—Authorizing Bell Telephone Co. to erect wires across the G.T.R. at Queen St. West, Ottawa, Ont.

4904. June 23.—Authorizing C.P.R. to construct bridge over Old Man River on its Western Division.

4905. June 23.—Authorizing New Brunswick Telephone Co. to erect wires across C.P.R. at Green Road, Carleton County, N.B.

4906. June 23.—Authorizing C.P.R. to reconstruct bridge 3.8 on its Moose Jaw section, Western Division.

4907. June 23.—Authorizing New Brunswick Telephone Co. to erect wires across C.P.R. near Siegas, N.B.

4908. June 23.—Authorizing C.P.R. to open for passenger traffic the portion of its Pheasant Hills branch between Saskatoon and Lanigan, Sask., 17.9 miles.

4909. June 23.—Authorizing C.P.R. and C.N.Q.R. to operate their trains over crossing near Lachevrotiere, Que., without being brought to a stop.

4910. June 24.—Authorizing C.P.R. to construct spur to the Western Canada Cement and Coal Co.'s premises, Mitford, Alta.

4911. June 23.—Authorizing C.P.R. to put in operation interlocking plant installed upon Lachine Canal bridge near Highlands, Que.

4912. June 4.—Authorizing G.T.R. to take lands at Jordan station, Ont., for enlarging station grounds.

4913-4915. June 24.—Authorizing Ontario Power Co. to erect transmission line across M.C. Rd., Stamford and Crowland tps., Ont.

4916. June 24.—Authorizing City of Brantford, Ont., to lay water main under G.T.R. at Jex St

4917. June 24.—Authorizing C.P.R. to construct spur to M. Webber's premises, Didsbury, Alta.

4918. June 24.—Authorizing C.P.R. to construct spur to the Great West Coal Co.'s premises, Roche Percee, Sask.

4919. June 24.—Authorizing C.P.R. to construct spur to Shearer, Brown and Wills' premises, Montreal, cancelling order 4847 of June 2, 1908.

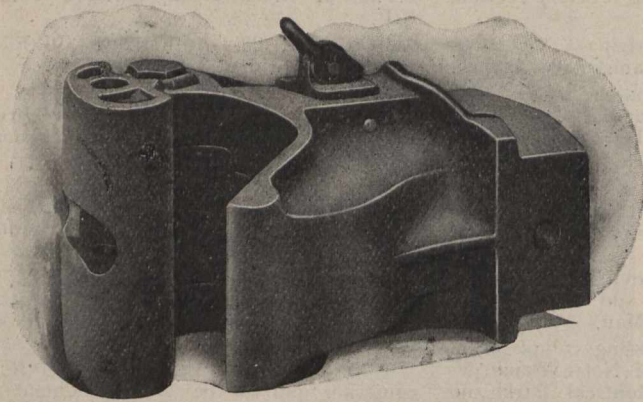
Railway Storekeepers' Association.

At the annual meeting in Chicago, at the end of May, papers by several officials of Canadian railways were read. J. H. Callaghan, General Storekeeper, C.P.R., read the following paper on "Is it practical and economical to operate a railway on a 30-day stock of materials?"

This is a live subject at the moment; railway companies are scrutinizing money values tied up and current items of expenditure more closely than has been the practice for some years past. The general storekeeper with a large stock balance well up in the millions is being pressed from all quarters for information as to why he requires to carry such a large stock, cannot it be reduced, and to what extent, etc.? Every new order or requisition he places with the general purchasing agent is subject to a most searching analysis, and all with a view to minimizing the stock carried and purchased to the lowest notch consistent with safety.

From the foregoing, then, it is safe to assume if the conditions covered by the title of this paper are possible they are to be desired, and the officers, under whose jurisdiction they properly come, should exercise the greatest personal interest to bring them about. "The railway storekeeper, carrying stock to the extent of say, \$3,000,000, with an average monthly turnover of 64%, is doing better than the other fellow who is carrying a similar stock balance value and disbursing monthly say 28%, all conditions being equal."

Now it follows if it be practicable in the true sense it should be largely economical; but, you say, is it practicable? I say yes, under certain conditions; on the other hand, under less favorable environment, partially



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so; while certain features which present themselves from time to time in the handling of railway supplies make its practicability barely possible; but, under all conditions, it is practicable to get nearer to this desired state than exists in a general way to-day on most of the large railway systems. The conditions which make its practicability at all possible, as outlined in the following three illustrations, are somewhat along these lines:

1st. On the first day of a given month you have on hand material of all kinds sufficient to meet requirements for 30 days; on the same date, or as soon as possible thereafter, you have requisition placed with the general purchasing agent for another 30 days' requirements, all of which you must have delivered to you not later than the first day of the month following; in short, you have a 30 days' stock on hand and a 30 days' stock on order the first day of each month. The railway which is to be favored with this aimed-at system of material stock carried would not necessarily require to be a small one, as the same favorable results might safely apply to both small and great systems alike, providing, "they purchase all their material finished ready for issuance," "manufacture nothing," "make repairs only," "are largely normal in their business," and "are favored with best market conditions."

2nd. Where you are manufacturing—say, as in the case of operating one, two or three foundries—there are a number of obstacles which stand in the way of your carrying stock only sufficient to take care of 30 days' requirements. Materials carried for the successful operating of foundries are usually based on three months' limit, and in many cases where water or all-rail freight rates affect the cost of foundry raws, it is economical practice to carry items of stock in excess of the three months' needs. This same condition would apply where switch material is manufactured, or for the matter of that, any large items of manufactured material, so that while all of the other favorable conditions which go to make the theoretical side of the subject appear practicable as outlined in my first illustration, these latter features governing as they do not only railways where manufacturing is gone into; but, manufacturing industries generally would not permit of its adoption in full; hence, this second clause of my argument is made to show wherein the benefit of the 30 days' stock can only be arrived at in part.

3rd. The conditions under which the 30 days' stock would be altogether impracticable is where not only repairs are taken care of, as referred to in the earlier part of the paper, or manufactured material forms a large item of shop output; but, where construction of locomotives, sleeper, parlor, dining, box and flat cars is gone into on a large scale, this latter situation makes the 30-day stock of material not only impracticable, but impossible.

During the past nine months there has been a very healthy movement made in the direction of reducing stocks of material carried by the various railways represented here, and I am sure if you officers, who are mainly responsible for this effort which has and is continuing to be made, will enter into free and untrammelled discussion of this subject, citing where possible particular cases of reduction and the consequent economy accruing to the respective railways which you are representing, much good will result not only to the individual member but to the association as a whole. The managements, yes and the directors of many of the large railways of this country, are watching this economic feature closely, and it is the storekeeper who can best supply the material needs of his company at the minimum cost who will win.

J. H. Callaghan, General Storekeeper C.P.R., was elected President.

ELECTRIC RAILWAYS.

Canadian Street Ry. Association.

The annual meeting was held at Niagara Falls, Ont., May 29 and 30. In the unavoidable absence of the President, E. A. Evans, General Manager of the Quebec Ry., Light and Power Co., the Vice-President, J. E. Hutcheson, Superintendent Ottawa Electric Ry., occupied the chair.

The Secretary-Treasurer, Acton Burrows, presented a report reviewing the Association's work during the year, and showing what had been accomplished in regard to legislation, the relations of companies with the Ontario Ry. and Municipal Board, the transportation of letter carriers, taxation of electric railways, zone system of fares for interurban lines, etc.

It was decided to appoint a committee on legislation, with representatives from each province, to watch legislation affecting the interests of electric lines.

The principal portion of the three sessions which were held during the meeting were devoted to a series of important and interesting topical discussions covering a wide range of subjects relating to construction, maintenance and operation of electric railways.

The following were elected officers, etc., for the current year: President, J. E. Hutcheson, Superintendent Ottawa Electric Ry.; Vice-President, D. McDonald, Manager Montreal St. Ry.; Secretary-Treasurer, Acton Burrows, Managing Director, RAILWAY AND MARINE WORLD; Executive Committee, J. Anderson, Manager Sandwich, Windsor and Amherstburg Ry.; N. P. Baker, Division Superintendent International Ry.; P. Dubee, Secretary Montreal St. Ry.; H. M. Hopper, Secretary St. John, N.B., Ry.; W. R. McRae, Master Mechanic Toronto Ry.

The representatives attending the meeting went from Niagara Falls to Olcott Beach, N.Y., on the evening of May 29, in the private car Ondiara, as the guests of the International Ry. Co., and were entertained at dinner at the Olcott Inn, N. P. Baker presiding.

Passengers on Front Seats of Open Cars.

The accident which occurred on the Ottawa Electric Ry. on May 24, was enquired into on behalf of the Ontario Railway and Municipal Board by J. F. H. Wyse, C.E., of Toronto, who in the course of his report said:

"From the statements I took and enquiries I made, I conclude that J. T. Carrol, the motorman, is a steady, sober, industrious, capable and experienced employe. The front of the car where the motorman stood was occupied by passengers sitting on the front seat. In the face of imminent danger the passengers on the front seat hampered and disconcerted the motorman; he failed to keep his presence of mind and lost control of his car. This I find to be the cause of the accident. In this connection I deem it my duty to state that it is as important to have the motorman free from embarrassment and distraction while attending to his duties on an open car of this type as on closed cars, where he is within a vestibule and where passengers are not allowed to ride. I would therefore recommend that the front seat on open cars be abolished, so that a motorman in the discharge of his duties shall not be liable to have his mind distracted or his movements hampered by passengers, either sitting down or standing up. A reasonable space should be allotted to the motorman for the discharge of his duty."

On May 28, the Ontario Railway and Municipal Board sent a circular to the electric railway companies under its jurisdiction, calling their attention to Mr. Wyse's recommendations as above quoted, and stating

that the Board would sit in Toronto on June 5, and that unless good cause be shown to the contrary, it would proceed to pass a regulation prohibiting electric railway companies from allowing passengers to occupy the front seat or any portion of the space on the front of open motor cars. The matter was fully discussed at a meeting of the Canadian Street Ry. Association at Niagara Falls, Ont., on May 29 and 30, when it was unanimously decided that the proposal to pass such an order be opposed.

At the sitting on June 5, the Board was addressed by the following representatives of Ontario companies which are members of the Canadian Street Ry. Association: J. E. Hutcheson, Ottawa Electric Ry.; C. C. Royce, Toronto Suburban Ry.; J. Anderson, Sandwich, Windsor and Amherstburg Ry.; C. L. Wilson, Toronto and York Radial Ry.; E. F. Seixas, Niagara, St. Catharines and Toronto Ry.; R. J. Fleming, Toronto Ry.; G. E. Waller, Dominion Power and Transmission Co.; and Acton Burrows, Secretary of the Association, who also read a letter from the Manager of the London St. Ry. W. Hodge, Cornwall Railway, Light and Power Co.; M. N. Todd, Galt, Preston and Hespeler Electric Ry., and J. H. Larmonth, Peterborough Radial Ry., also spoke, as well as J. Gibbons, Business Agent of the Toronto Ry. employes, and the Assistant City Solicitor of Toronto. The Chairman of the Board read a letter from the Mayor of Ottawa, stating that the Board of Control of that city was unanimously opposed to the passing of an order as suggested by the Board's Engineer. The Board, which gave a most courteous hearing, reserved its decision.

Projects, Construction and Betterments.

Berlin, Waterloo, Wellesley and Lake Huron Ry.—The Board of Railway Commissioners is being asked to approve of an agreement for the purchase of the lines of the Galt, Preston and Hespeler St. Ry., nine miles, and its leased line, the Preston and Berlin Electric Ry., 10.75 miles, and also to sanction an agreement for the lease of the B., W., W. and L.H. Ry. to the C.P.R., for 99 years from Jan. 1, 1908.

The company is empowered under a Dominion charter to construct an electric railway from Berlin to Wellesley, Stratford, St. Mary's, Clinton and Bayfield on Lake Huron, and in 1904 was given power to enter into agreements with the Galt, Preston and Hespeler Ry., and the Preston and Berlin Ry. By-laws of the town of Berlin, voting \$10,000, and of the town of Waterloo, voting \$4,000, towards the construction of the line from Berlin to Wellesley, were validated by the Ontario Legislature in 1904. See C.P.R. Betterments, Construction, etc., May, pg. 307. See also Galt, Preston and Hespeler St. Ry., under Electric Railway Finance, etc., on pg. 509.

British Columbia Electric Ry.—A contract has been let to Boyd and Craig, Vancouver, B.C., for the construction of the first section of the company's projected line from New Westminster to Chilliwack. The section proposed to be constructed is from New Westminster to Cloverdale, 12 miles, and the contract covers all work necessary to make the right-of-way ready for tracklaying. The work is to be completed during the current year, and it is expected to have the track laid and the overhead work completed by the end of Feb., 1909. Cloverdale is a station on the New Westminster Southern Ry., owned by the Great Northern Ry., which it is reported is to be abandoned on the completion of a new line, now under construction. It was reported that the B.C. Electric Ry. was negotiating for the purchase of this N.W.S. Ry., with the intention of making

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it an electric line, but we are officially advised that the company has not leased nor purchased the line in question, and has no intention of doing so.

Agreements have been signed between the company and the Vancouver City Council with reference to the construction of new bridges by the city at Westminster Ave. and Granville St. The company is to move its tracks, to keep the lines in repair, to be responsible for any depreciation in all cases except faulty construction by the city, to pay \$2,000 a year for running rights over the Westminster Ave. bridge, and \$4,000 a year for rights over the Granville St. bridges; no freight cars are to be run over either bridge, but repair cars may be run. (June, pg. 431.)

Cape Breton Electric Co.—The Sydney, N.S., City Council has approved of the construction of a number of extension lines in the city. It is expected that construction upon these extensions will be undertaken at once. (July, 1907, pg. 505.)

Dunnville, Wellandport and Beamsville Electric Ry.—The taxpayers of Dunnville, Ont., have passed a by-law authorizing the subscription for \$30,000 of bonds of the company, to assist in its construction. (May, pg. 353.)

Fort Erie Ferry Ry.—The work of construction upon the company's projected railway along the Niagara River from Chipewawa to Port Colborne, Ont., according to a recent statement of F. J. Weber, the President, will be commenced during the present year. At the recent session of the Ontario Legislature an act was passed extending the time within which the railway may be constructed.

Galt, Preston and Hespeler Street Ry.—See Berlin, Waterloo, Welland and Lake Huron Ry.

Halifax Electric Tramway Co.—A double-track line is being laid on Pleasant St., Halifax, N.S., and some other improvements upon the company's lines are in progress.

Hamilton Radial Electric Ry.—Col. J. M. Gibson, President of the Dominion Power and Transmission Co., Hamilton, which controls this line, said at the opening of the Brantford and Hamilton Ry., that the extension of the company's line from Oakville to Toronto would be the next work to be taken in hand. It was not anticipated that there would be any difficulty in getting to Toronto, but the obtaining of a terminal and approaches there was expected to be a matter of some trouble. The line would have to be taken into the city underground, which would be an expensive and tedious proposition. A central terminal was absolutely necessary, and unless this could be obtained the extension would not be constructed at all. The report that the company was in negotiation for the purchase of a terminal site on Temperance St., Toronto, was without foundation.

The bill authorizing the extension to Toronto has been passed at the current session of the Dominion Parliament, an understanding having been reached upon the question of municipal control. (Jan., pg. 47.)

Hamilton Street Ry.—Conferences have been resumed between the Hamilton, Ont., City Council and the officials of the Street Ry., with respect to the reconstruction of the line. A rough draft of the proposed extensions and improvements was considered June 12, and some exceptions were taken by the company, particularly with reference to the proposal that the company shall pay the entire cost of widening certain streets where the devil strip may be widened. They agreed to nearly all the extensions except the proposal to run a line on Queen St. With reference to widening the streets, it is thought a compromise may be made, by which the city and the com-

pany shall each pay half. (Oct., 1907, pg. 759.)

Hamilton, Waterloo and Guelph Ry.—Application is being made at the current session of the Dominion Parliament for an act increasing the company's power to issue bonds to an amount not exceeding \$37,500 per mile of line constructed. (Mar., pg. 203.)

Hull Electric Co.—An agreement has been reached with the city council with respect to the double-tracking of the lines in, and the construction of a belt line round, the city. Work has been started on the laying of the second track, and it is expected to have it completed early in July. (June, pg. 431.)

London St. Ry.—Work is being gone on with upon the relaying of the lines in Dundas St., and it is expected that it will be completed early in July. (May, pg. 353.)

Montreal and Southern Counties Ry.—The agreement giving the company an entrance into the city of Montreal was under discussion at a meeting of the city council June 3, and a number of the clauses were approved. (June, pg. 431.)

Montreal Park and Island Ry.—An action in the Montreal courts to secure an injunction to prevent the company constructing a branch line off Sherbrooke St. to Notre Dame de Grace has been dismissed, the court holding that whatever rights the parties taking the action had could have been protected by other means. The franchise had been given by the council, sanctioned by the electors, and approved by the Legislature, while the plans for the line had been approved by the Board of Railway Commissioners. (Mar., pg. 203.)

Niagara, St. Catharines and Toronto Ry.—The Railway Committee of the Senate has inserted certain amendments in the bill of the company further securing the rights of municipalities. (June, pg. 431.)

North Midland Ry.—The route of this projected railway has been surveyed from London, via St. Mary's, to Stratford, Ont., a distance of 35 miles, and a contract for the construction is reported to be let to A. E. Welch, London, Ont. Only two bridges will have to be built on the line. It has not yet been definitely decided when construction will be started, as the details of the financing have not been fully completed. (June, pg. 431.)

Ontario Distributing Co.—Application is being made to the city council of St. Catharines, Ont., by a company with this title for a franchise for an electric line from St. Davids along the Queenston and Grimsby stone road to the point where the Michigan Central Rd. crosses.

Ontario West Shore Electric Ry.—A deed of mortgage dated May 1, given to the Toronto General Trusts Corporation, to secure an issue of bonds amounting to \$15,000 per mile of the projected line, has been filed with the Ontario Railway and Municipal Board. At a recent meeting of the Goderich, Ont., Town Council, when the guarantee bonds of the company were signed, plans and profiles of the route between Goderich and Kincardine were produced. J. W. Moyes, C.E., Toronto, stated that it was proposed to begin work from the Goderich and Kincardine ends, and to work north and south from Port Albert. It is claimed that the route will be an easy one, and permit of the hauling of the heaviest trains. At Prince Albert it is proposed to construct a trestle up the river at the steep hill, and to run a short spur into the village. (June, pg. 431.)

Ottawa, Brockville and St. Lawrence Ry.—C. B. Fox, connected with the London, Eng., engineering firm of Sir Douglas Fox and Partners, has returned to England after

having inspected the route of this projected railway. The waterpowers along the route were also inspected. These include a 40 ft. fall at Hog's Back, a 30 ft. fall at Manotick, dams of 6, 8 and 12 ft. respectively above Burritt's Rapids, and the rapids at Merrickville. A report will be made of the inspection, and upon this a decision will be reached as to construction. (May, pg. 353.)

Port Arthur Street Ry.—The double-tracking of the line between Current River park and the northern boundary of the city has been authorized by the city council. (Feb., 1907, pg. 113.)

Preston and Berlin Electric Ry.—See Berlin, Waterloo, Wellesley and Lake Huron Ry.

Stratford and St. Joseph Radial Ry.—A meeting of the provisional directors of the company was held at Stratford, Ont., May 26, those present being J. M. Lavoie, J. W. Vincent, and J. P. Prudhomme, of Ottawa; W. Proudfoot, K.C., Goderich, and G. G. McPherson, K.C., Stratford. It is understood that N. M. Cantin, one of the original promoters, is not now interested in the project. It is reported that the three Ottawa directors undertook to personally subscribe \$125,000, one-quarter of the authorized capital, and that the remaining three-quarters is being subscribed by New York capitalists. No bonus will be asked from the municipalities along the route of the railway, between Stratford and Lake Huron, but they will be asked to guarantee about one-half of the bond issue, being secured by a mortgage on the line. The only franchise the company proposes to ask from Stratford is an entrance to the city by Erie St. to the Market Square, and along Downie St. to the station. A frequent service between the city hall and the station will be given, and the company will ask to have the privilege of a first offer of a franchise covering the whole city when the time for the provision of such a service arises. (Dec., 1907, pg. 929.)

Toronto Ry.—The work of laying new tracks in different parts of the city is progressing, starting at Bathurst St.; new steel is being laid on Queen St. as far as Dundas St., the south track being laid first, the traffic being carried on along the north track. Certain questions affecting the construction of additional lines were arranged to be argued before the Ontario Railway and Municipal Board June 22. (June, pg. 431.)

Electric Ry. Finance, Meetings, Etc.

Berlin, Waterloo, Wellesley and Lake Huron Ry.—See Galt, Preston and Hespeler Street Ry., and Preston and Berlin Street Ry.

British Columbia Electric Ry.—Gross earnings for April, \$153,725; expenses, \$95,352; net earnings, \$58,373; other income, \$11,036; renewal funds, \$10,750; against \$117,402 gross earnings; \$64,827 expenses; \$52,575 net earnings; \$9,536 other income; \$9,325 renewal funds, for April, 1907. Total earnings for 10 months ended April 30, \$1,643,985; total net income, \$785,789, against \$1,190,315 total earnings; \$583,227 total net income for same period 1906-07. A half-yearly dividend on the stock of this company at the rate of 6% has been declared.

Galt, Preston and Hespeler St. Ry.—Application is being made to the Board of Railway Commissioners for a recommendation to the Governor-in-Council, to sanction a conveyance of the railways and appurtenances of the company to the Berlin, Waterloo, Wellesley and Lake Huron Ry., upon terms and conditions mentioned in an agreement dated Jan. 1, 1908.

The G.P. and H.S. Ry. has a length of nine miles, and operates under lease the Preston and Berlin Electric Ry., 10.75 miles. At

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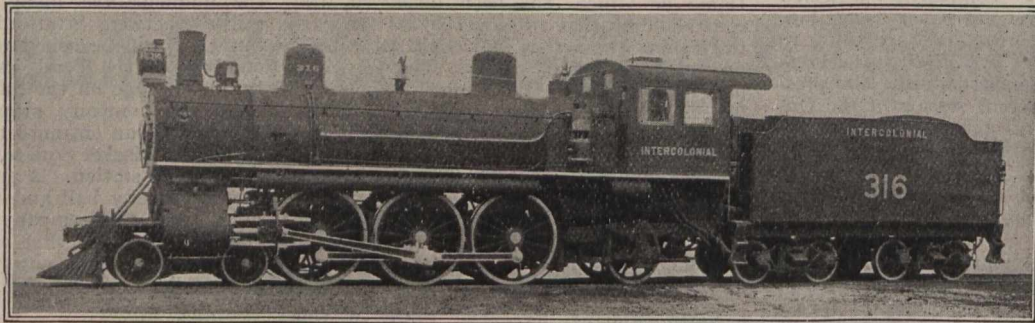
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For information about the Canadian Northern Ontario Railway and the country of the Muskokas, Georgian Bay, the French and the Maganetawan rivers and on to the Moose Mountain country, write to C. Price Green, G.P.A., Canadian Northern Building, Toronto.

For the Superior Divide, the magnificent fishing, canoeing and hunting country between Thunder Bay and the Lake of the Woods; and for facts about travel from Winnipeg further west through Manitoba, Saskatchewan and Alberta to Edmonton, write to C. W. Cooper, A.G.P.A., Canadian Northern Railway, Winnipeg.

Then there are the Halifax and South Western and the Inverness Railways opening up breezy Ocean Shore to summerers and travellers. For information about Nova Scotia and Cape Breton, write to P. Mooney, G.P.A., Halifax and South Western Railway, Halifax

June 30, 1907, it was reported to have a total paid-up capital of \$31,310, entirely of common stock, and a floating debt of \$100,000 bearing interest at 5%. The cost of the line and rolling stock was reported to have been \$114,169.14. The leased line was reported to have a paid-up capital of \$1,000 and to have cost \$423,814.11. No separate reports are given as to the earnings, etc., of the two companies, the figures for the year ended June 30, 1907, as reported to the Dominion Government for the G.P. and H.S. Ry., including those of the P. and B.E. Ry. These showed gross earnings, \$107,093.36; expenses, \$64,639.97; net earnings, \$42,453.39; proportion of earnings to working expenses, 51%; earnings per train mile, 49 cents; operating per train mile, 25.1 cents; freight car mileage, 17,452; passenger car mileage, 199,470; total car mileage, 216,922. Passengers carried, 594,815; freight carried, 84,871 tons. The G.P. and H.S. Ry. is owned by the C.P.R. Co. See also Preston and Berlin Electric Ry.

Halifax Electric Tramway Co.—Receipts for May, \$13,147.30 against \$13,039.47 for May, 1907. Receipts for 5 months ended May 31, \$64,361.15, against \$61,765.27 for same period 1907.

London St. Ry.—Gross earnings for April, \$17,178.54; operating expenses and taxes, \$13,811.58; net earnings, \$3,366.96; interest, \$2,362.33; surplus, \$1,004.63; against, \$16,644.81 gross earnings; \$13,159.44 operating expenses and taxes; \$3,485.37 net earnings; \$2,282.96 interest; \$1,202.41 surplus, for April, 1907. Gross earnings for May, \$18,891.22; operating expenses and taxes, \$14,385.32; net earnings, \$4,505.90; fixed charges, \$2,351.05; surplus, \$2,154.85; against \$18,570.44 gross earnings; \$14,474.35 operating expenses and taxes; \$4,096.09 net earnings; \$2,312.44 fixed charges; \$1,783.65 surplus, for May, 1907. Aggregate gross earnings for 5 months ended May 31, \$86,356.90; operating expenses and taxes, \$66,928.59; net earnings, \$19,428.31; fixed charges, \$11,594.82; surplus, \$7,833.49; against \$85,129.54 aggregate gross earnings; \$66,380.39 operating expenses and taxes; \$18,749.15 net earnings; \$11,146.57 fixed charges; \$7,602.58 surplus, for same period 1907.

Montreal St. Ry.—Gross earnings for May, \$313,678.91; operating expenses, \$169,723.59; net earnings, \$143,955.32; city percentage on earnings, \$26,595.72; interest on bonds and loans, \$19,422.34; contingent for renewals, \$15,338.43; rent leased lines, \$444.43; surplus, \$82,154.40; against \$295,951.89 gross earnings; \$170,495.51 operating expenses; \$125,456.38 net earnings; \$22,614.22 city percentage on earnings; \$12,371.56 interest on bonds and loans; \$14,306.94 contingent for renewals; \$339.96 rent leased lines, for May, 1907. Total earnings for 8 months ended May 31, \$2,341,351.62; operating expenses, \$1,485,623.53; net earnings, \$855,928.09; standing charges, \$385,788.23; surplus, \$470,139.86; against \$2,169,635.64 total earnings; \$1,410,567.55 operating expenses; \$759,068.09 net earnings; \$333,828.66 standing charges; and \$425,239.43 surplus, for same period 1906-07.

An additional issue of \$1,000,000 of common stock is being offered to shareholders of record June 30, at \$125, and in the proportion of one share of new stock to every nine of old held.

Port Arthur Street Ry.—The question of the value of the portion of the Port Arthur Street Ry. in the city of Fort William, came before the Ontario Railway and Municipal Board, at a sitting at Port Arthur, June 12. The Chairman stated that Fort William was practically expropriating the line and Port Arthur would have to prove to the Commission its worth. On the following day it was agreed that Fort William was to pay for the present value of the line only and not for any estimated profits; the profits for the next

five years are to go to Port Arthur after the running expenses and maintenance charges are deducted and 5% paid for the investment Fort William has made in the railway. After hearing all the evidence the Board reserved decision.

Preston and Berlin Electric Ry.—Application is being made to the Board of Railway Commissioners for a recommendation to the Governor-in-Council to sanction a conveyance of the railways and appurtenances of the company to the Berlin, Waterloo, Wellesley and Lake Huron Ry., upon terms and conditions mentioned in an agreement dated Jan. 1, 1908. See also Galt, Preston and Hespeler St. Ry.

St. Thomas Street Ry.—The Manager of the St. Thomas Street Ry. reported the first advance in receipts of the year for the month of May. The cash fares realized \$671.88, and the ticket sales \$937.75; total, \$1,609.73, an increase of \$150.98 over May, 1907. The passengers carried numbered 41,449, against 41,081 in May, 1907.

Sydney and Glace Bay Ry.—The press reports that negotiations had been in progress and were practically completed for the sale of the half-interest which the Dominion Coal Co. has in this line, to the Cape Breton Electric Co., owning the other half-interest, are denied.

Toronto Ry.—Car earnings for May, \$295,809.06; against \$276,070.67 for May, 1907. Total earnings for 5 months ended May 31, \$1,371,305.67, against \$1,290,656.81 for same period 1907.

Winnipeg Electric Street Ry.—A regular quarterly dividend of 2½%, payable July 2, to shareholders of record June 30, has been declared.

Electric Railway Notes.

The reported resignation of A. N. McLennan, General Manager of the Sydney and Glace Bay Ry., Sydney, N.S., was denied by him June 11.

W. H. Marsh, who died of hydrophobia at Brooklyn, N.Y., recently, was a native of Consecan, Ont., and constructed and for some years operated the street railway at Belleville, Ont.

The Preston Car and Coach Co., Preston, Ont., has recently built four 50 ft. cars for the Southwestern Traction Co., one 40 ft. double truck car for the Berlin and Waterloo St. Ry., and rebuilt one car for the Galt, Preston and Hespeler Electric Ry.

The Vancouver Japanese Amusement Gardens, Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$30,000, to carry on amusement and tea gardens, and acquire a lease of certain property to which the B.C.E. Ry. Co is a party.

An order passed by the Board of Railway Commissioners respecting the Montreal Terminal Ry. Freight and Passenger Tariffs, and the dismissal of a complaint respecting the Montreal Park and Island Ry. fares will be found on pg. 475 under the head of Railway Commissioner's Traffic Orders.

The Bella Coola Telephone, Light and Power Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$25,000, with power, among other things, to construct, equip and operate electric, cable or other tramways or street railways for the conveyance of freight and passengers.

The Montreal St. Ry. has placed in operation on its suburban lines two new pay-as-you-enter cars, and will add 10 more as rapidly as possible. The feature of the new cars is that the entrance is in the middle of the car, where there is a wide platform, allowing the passengers to enter either the smoking or non-smoking compartments.

An action has been entered on behalf of

the city of Montreal against the Montreal Terminal Ry. for alleged violation of by-law 274, which obliges the company to run its cars from Marie Anne St., to its terminus at Maisonneuve. Since the line was taken over by the Montreal St. Ry. the cars which start at the drill hall are only run as far as the east end of Marie Anne St.

The Standard Construction Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$40,000, and office at Chatham, Ont., to build and equip for any person or company, the whole or any portion of any electric or other railway or tramway. The provisional directors are: W. C. Crawford, Tilbury; J. and W. T. Pigott, W. R. Phillimore, Chatham; J. W. McColl, Toronto.

Bermuda Companies, Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$100,000 and office at Montreal, to develop or assist in developing the resources of the colony of Bermuda, and in connection therewith to construct, equip and operate tramways and other facilities for developing and fostering tourist traffic. The provisional directors are: A. A. Allan, C. Morgan, C. G. Heward, E. G. T. Penny, Montreal; G. M. Allen, New York.

The Montreal City Council has not finally approved of the proposal to allow the Street Railway Co. to carry freight over its lines. The company will not pay anything extra for the privilege, but there are conditions by which the number of freight cars are limited between certain hours, and restricted at others. In the hours during which freight cars may be run at the discretion of the company, it is provided that the operation of the passenger traffic is in no way to be interfered with. The main difficulty in the way of arriving at a decision is that the city desires that the company shall remove at its own cost the snow from the streets in winter and sprinkle the streets in summer. The company ask that the city pay one-half the cost of the removal of the snow.

The Montreal Gazette of June 19 says: "Suit has been commenced in the Essex county court at Windsor, Ont., by A. J. Nelles, to set aside the election of J. and W. T. Pigott, W. C. McKeough and W. R. Phillimore, as directors of the Windsor, Essex and Lake Shore Electric Ry. Orders are also asked to compel the defendants to pay into the company's treasury certain sums claimed by the plaintiffs to be due the company on a contract and to restrain A. F. Pigott from paying out any more money to defendants. Pigott is also named as one of the defendants. The trouble is over a contract which the defendants are alleged to have made with the Keystone Construction Co. for the building of the road, and that was later taken over by the interests of the road, not for the best." The name of W. C. McKeough does not appear in the list of directors of the Windsor, Essex and Lake Shore Rapid Ry., elected at a special meeting of shareholders, Mar. 4.

St. John, N.B., Ry. Report.

Following are extracts from the report for the year ended April 30, presented at the annual meeting June 10. The year's business showed a net profit, after providing for the interest on bonds and all other charges, of \$51,879.58, from which two half-yearly dividends of 3%, amounting to \$48,000, were paid, leaving \$3,879.58, which has been transferred to profit and loss account. The gross earnings show a satisfactory increase, and the net earnings remain about the same as in 1906-07. Additional expense has been incurred in operating the St. John West service, which is not a remunerative one,

but it is anticipated that with the construction of the new bridge over the Falls, it may be made a paying one. The road-bed, rolling stock, power station, and equipment have all been maintained and kept up to a high standard of efficiency. During the year all the street railway lines in St. John West have been completed, including the building of a trestle down Rodney wharf to the ferry, a trestle on Union St., and the filling in of the embankment near the Pond. Additional power feeders from the power house to Union St. have been constructed, the Union St. car barn has been completed, and the outside wires, poles, etc., in St. John West have all been renewed. Six open and four closed cars with all equipment have been added to rolling stock. The lines in Paradise Row, Haymarket Square, and Union St., have been double-tracked, and a single track round King Square, connecting with King St., has been constructed. Other improvements in connection with the company's gas and electric lighting and power plants have been made.

Bonds to the amount of \$300,000 in denominations of \$100, \$500 and \$1,000, payable in 20 years from May 1, had been authorized to become a charge on the real and personal property, after the bonds now outstanding.

ASSETS.	
Cost of property.....	\$1,866,891.45
Accounts receivable.....	33,007.00
Stores.....	29,529.78
Cash on hand.....	1,000.00
Cash in bank.....	14,196.03
	\$1,944,624.26

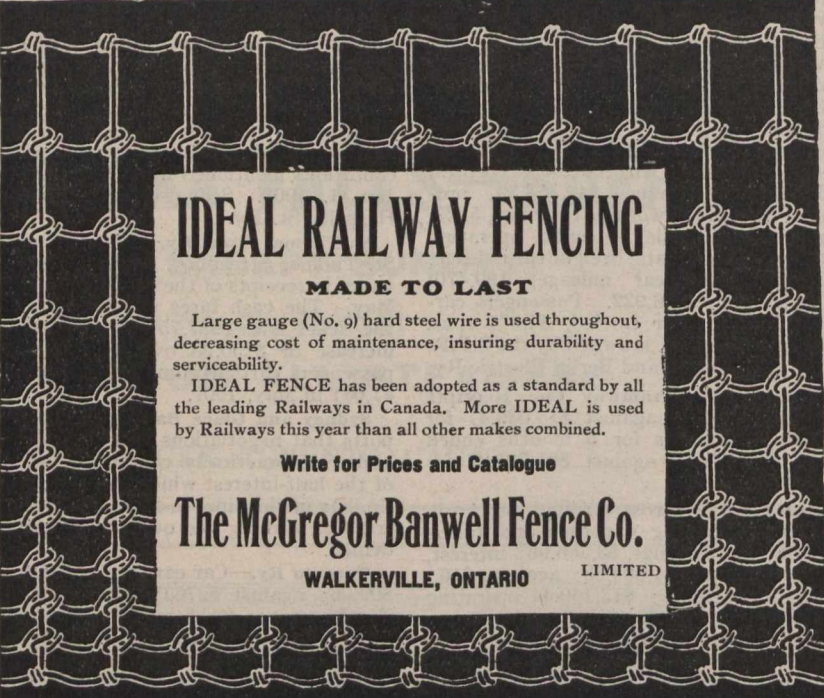
LIABILITIES.	
Capital stock.....	\$800,000.00
Bonds.....	750,600.00
Accounts payable.....	34,858.16
Notes payable.....	180,000.00
Dividends payable June 10.....	24,000.00
Outstanding tickets.....	1,544.54
Contingent and depreciation.....	52,221.67
Profit and loss.....	101,399.89
	\$1,944,624.26

INCOME ACCOUNT.	
Profits for the year after providing for interest on bonds and all other charges.....	\$51,879.58
Dividends paid.....	\$48,000.00
Transferred to profit and loss.....	3,879.58
	\$51,879.58

The officers and directors for the current year are: President, Jas. Ross, Vice-President, H. H. McLean; other directors, R. B. Emerson, J. Manchester, J. J. Tucker, W. Downie, H. B. Robinson, and F. E. Sayre; Secretary-Treasurer, H. M. Hopper.

Break in the Cornwall Canal.

The Ottawa and New York Railway swing bridge across the Cornwall canal, near lock 18, collapsed June 23. The accident was caused by the undermining of the centre pier of the bridge, by the rush of water and masonry from a large break in the canal bank. This bridge, with the accompanying one over the St. Lawrence, was opened for traffic in 1900, and was about 286 ft. long. The pier on which the bridge swung was situated against the south bank of the canal and rose about 30 ft. above the canal level. The O. and N.Y. Ry. officials had nothing to say regarding the wreck, beyond the fact that the bridge would be rebuilt as speedily as possible. The break in the canal bank is causing considerable inconvenience to the shipping trade, but a press report recently stated that a special rate is being granted by the railway companies for grain at that time at Kingston, while arrangements would be made for dealing with grain in transit, which had not arrived at Kingston, by transportation by the lake and rail route via Georgian Bay ports. The work of repairing the canal bank is well in hand, in charge of J. L. Weller, Superintendent of the Welland Canal, and it is understood that a temporary cut is being made on the north side, to allow of the passage of vessels, which will probably be finished about the middle of July.



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Montreal St. Ry. Mutual Benefit Assoc'n.

The fifth annual report records the relief work done for the year ended April 30 as compared with the previous year, as follows:

	1907-1908	1906-1907
Members disabled through sickness or injury	546	728
Amounts paid for same	\$7,321.30	\$9,737.00
" " " " " " " " " "	1,707.78	1,804.73
" " " " " " " " " "	161.00	30.50
" " " " " " " " " "	4,791.68	6,016.69

Less sickness was reported during the year than in 1906-07, and the death of 12 members occurred. The amount invested in securities, held by the Royal Trust Co., is \$37,122.50; for which interest of \$1,967.50 has been received. An amendment to the association's charter has been made, allowing the Montreal Terminal Ry.'s permanent employes to become eligible for membership. The Montreal St. Ry. Co. made a special Christmas donation to the funds of \$3,000, bringing up the company's total contributions for the year to \$14,463.90. Added to this, the dues received from members, \$11,502.50; proceeds of picnic, interest on investments and bank deposits, \$11,369.23, the total revenue for the year was \$37,335.63; expenditure, \$21,767.91; leaving a surplus of \$15,567.72. The M.S.R. Co. pays one-half of the fees and one-third of the dues payable by members, and the whole expenses of management, amounts representing which are included in the amount mentioned as the company's contribution, and which are entirely separate from the amounts quoted as subscribed by members.

At the annual meeting June 18, the following were elected as the committee of management for the current year: President, W. G. Ross; D. McDonald, A. Gaboury, A. S. Byrd, R. M. Hannaford, D. E. Blair, H. G. Taylor, J. Rafferty, A. Leger, E. Doherty, F. Lamoureux, J. W. Butler, E. Ennis and J. Hughes; Secretary-Treasurer, P. Dubee.

Niagara, St. Catharines and Toronto Ry.

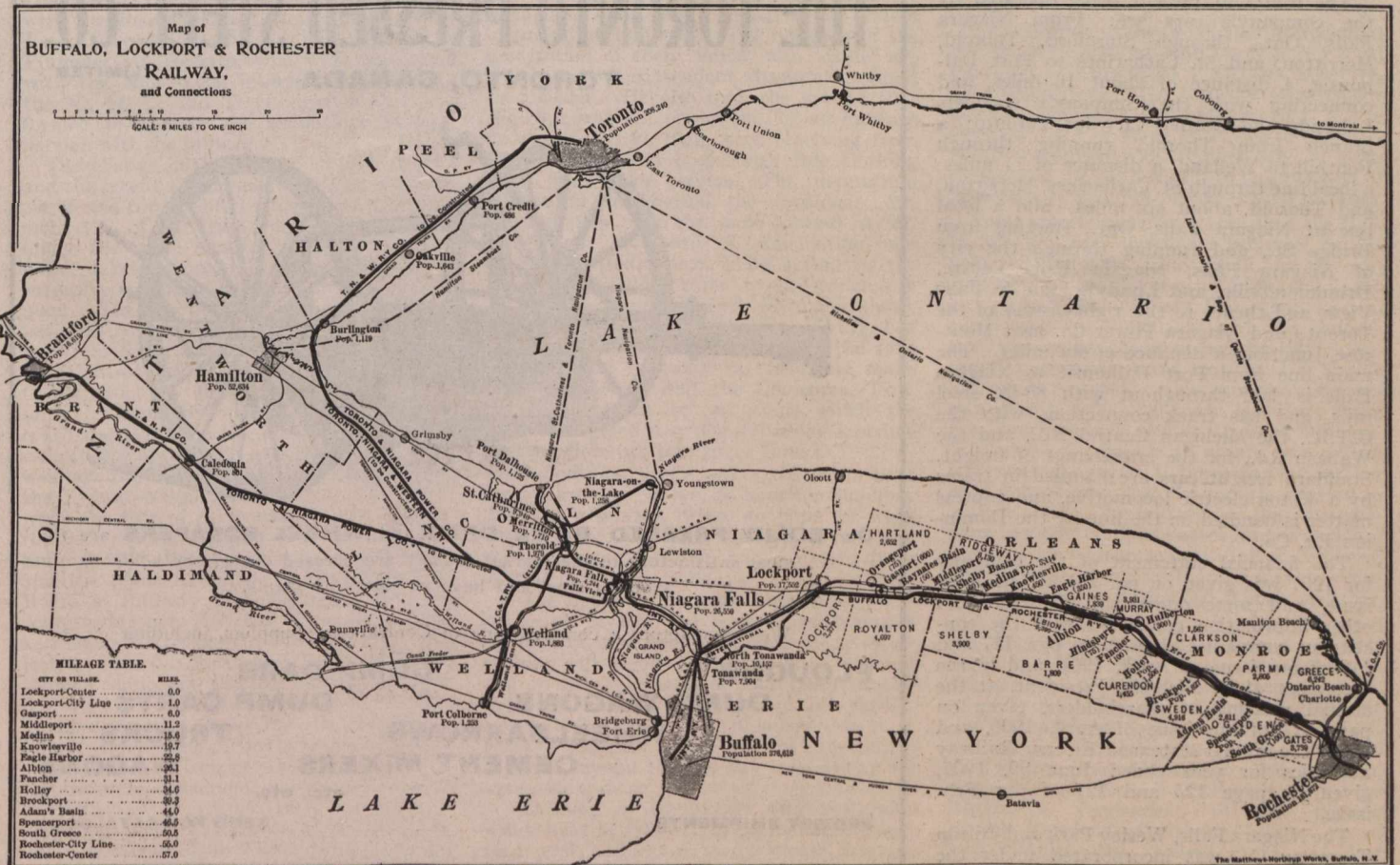
The N., St. C. and T. Ry. has taken a place among the various Canadian Northern Ry. interests, or at least recent changes in the directorate indicate that in future it will be closely allied to the various enterprises which are controlled and administered from 1 Toronto St., Toronto. After the last annual meeting, as reported in our April issue, the board was constituted as follows: President, F. Nicholls; Vice-President, E. R. Wood; Secretary, Æ. Jarvis; Assistant Secretary, C. E. A. Goldman; other directors: D. D. Mann, Z. A. Lash, H. G. Nicholls.

As announced in our last issue D. D. Mann retired from the board in May and was succeeded by D. B. Hanna, Third Vice-President of the Canadian Northern Ry., who was also elected Vice-President of the N., St. C. and T.R. Co. Early in June Mr. Hanna was elected President, succeeding F. Nicholls, who resigned. J. D. Morton, Chief Accountant of the Canadian Northern Ry., succeeded C. E. A. Goldman as a director, and was elected Vice-President, succeeding E. R. Wood, resigned, and A. J. Mitchell, Comptroller of Mackenzie, Mann & Co., Ltd., was appointed Secretary, Æ. Jarvis resigning that position and C. E. A. Goldman resigning the Assistant Secretaryship.

The St. Catharines and Niagara Central Ry. was originally incorporated by the Ontario Legislature in 1881, and by chap. 60 of the Dominion acts of 1887 was declared to be for the general advantage of Canada. A subsidy of \$3,200 a mile for 12 miles of line was voted by the Dominion Parliament in 1887, from St. Catharines to the bridge over Niagara River; in 1889 a subsidy of a similar amount per mile was voted in respect of the projected construction of 20 miles of line from St. Catharines towards Hamilton, and in 1890 a subsidy for a further distance of 14 miles, completing the distance to Hamilton, was voted, the two latter being

revoted in 1894. The first subsidy was earned and paid, but no further payments on subsidy account have been paid. A loan of \$40,000 was made to the company by the Ontario Legislature, and the municipalities through which the line passes subscribed \$100,000 to shares and bonds. The line was constructed from St. Catharines to Niagara Falls, 12.3 miles, and was opened for traffic Dec. 20, 1888. It was operated with varying success, and in 1895 its name was changed by Dominion statute to the Niagara, Hamilton and Pacific Ry.; various other acts having been passed by the Dominion Parliament and the Ontario Legislature, extending the time for the completion of the projected lines, and otherwise amending its powers. The company ultimately passed into the hands of a receiver, and was sold for \$100,000 to the Niagara, St. Catharines and Toronto Ry. Co., which took possession April 15, 1899.

The N., St. C. and T. Ry. Co., was incorporated under an act passed by the Dominion Parliament in 1899, section 8 of which provided for the acquisition of the St. Catharines and Niagara Central Ry. The organization of the company was completed under this charter Sept. 1, 1899, and the acquired line was extended at the Niagara Falls end from the Michigan Central Rd. junction to the foot of Bridge St., one mile, and at the St. Catharines end to Port Dalhousie, 4.8 miles, making the total length of the line 18.1 miles. The entire roadbed was rebuilt, and the overhead equipment for the operation of the line by electricity installed, an arrangement for power being made with the Canadian-Niagara Power Co. The company use steam for the operation of a freight service, and has an electric locomotive for shunting purposes, the passenger service being operated entirely by electricity. The officers of the company as then constituted were: President, J. A. Powers, Lansingburg, N. Y.; Vice-President, J. W. Herbert,



New York City; Secretary-Treasurer, A. B. Colvin, Glen's Falls, N.Y.; General Manager, E. F. Seixas, St. Catharines, Ont.; General Passenger Agent, G. M. Neelon, St. Catharines, Ont.; General Freight Agent, W. N. Warburton, St. Catharines.

In 1901 the Dominion Parliament passed an act authorizing the company to acquire by agreement of lease or purchase, the Niagara Falls, Wesley Park and Clifton Tramway Co.; the Port Dalhousie, St. Catharines and Thorold Electric Ry., and the Hamilton, Grimsby and Beamsville Electric Ry.; in 1905 the Dominion Parliament passed an act having reference to a right-of-way over Burlington Beach; and in 1906 and at the current session of the Dominion Parliament the company's powers in regard to construction were amended, and an extension of time given for the construction of the lines authorized. Under the act of 1901 the company acquired the Niagara Falls, Wesley Park and Clifton Tramway for \$100,000, and the Port Dalhousie, St. Catharines and Thorold Electric Ry. for \$90,000.

Under one of its other amending acts the company constructed a line from Thorold to Fonthill, 7.00 miles, in 1907, and on May 4 of the current year opened an extension of this line to Welland, a further distance of 4.00 miles. The company is empowered under its various acts to construct the following additional lines: St. Catharines to Toronto, via Burlington Beach or Hamilton; from St. Catharines to Niagara-on-the-Lake; from Niagara Falls to Fort Erie; from Fort Erie to Port Colborne; from Welland to Port Colborne, and from Welland to Brantford. Plans have been filed and approved for all of these lines except those from St. Catharines to Toronto, and from Fort Erie to Port Colborne. In Jan., 1905, the control of the company passed into the hands of a Toronto syndicate, in which it is said Mackenzie, Mann & Co. held a two-fifths interest, E. R. Wood one-fifth, and F. Nicholls and associates two-fifths.

The routes at present being operated by the company's cars are: From Niagara Falls, Ont., through Stamford, Thorold, Merritton, and St. Catharines to Port Dalhousie, a distance of about 16 miles, and connecting with the company's steamers Lakeside and Garden City for Toronto; a branch from Thorold running through Fonthill to Welland, a distance of 11 miles; a local line through St. Catharines, Merritton, and Thorold, about six miles; and a local line at Niagara Falls, Ont., starting from Bridge St., and running through the city of Niagara Falls, Niagara Falls Centre, Drummondville, and Lundy's Lane to Falls View, and thence to the right-of-way of the Toronto and Niagara Power Co. near Montrose Junction, a distance of six miles. The main line from Port Dalhousie to Niagara Falls is laid throughout with 80-lb. steel rails, and has track connections with the G.T.R., the Michigan Central Rd., and the Wabash Rd., for the interchange of freight. Standard freight cars are handled in trains by a 40-ton electric locomotive, and express matter is handled on the line by the Dominion Ex. Co.

The financial statement of the company for 1907 was given on pg. 281 of our April issue, and some additional historical and other information connected with the constituent companies appears on pgs. 117 and 119 of our issue of April, 1901, and in the statement of F. Nicholls, President, at the annual meeting of shareholders, given on page 213 of our issue of April, 1906, and under the tabular statement Electric Railway Statistics for year ended June 30, 1907, given on page 125 and 127 of our Feb. issue.

The Niagara Falls, Wesley Park and Clifton Tramway Co. was incorporated under the

THE N. L. PIPER RAILWAY SUPPLY CO.

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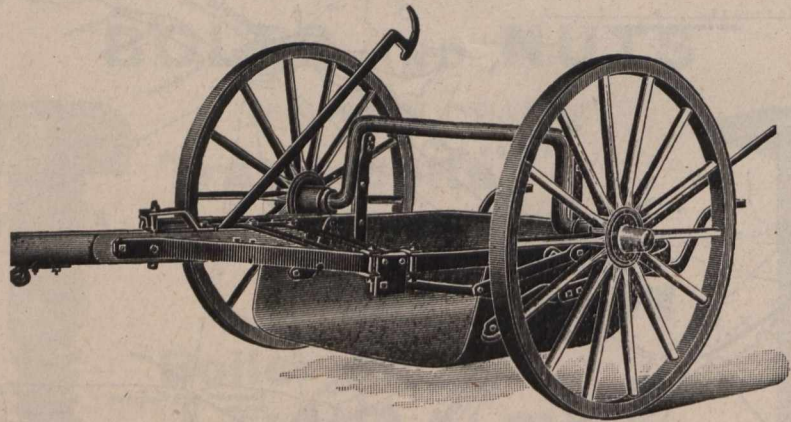
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PROMPT SHIPMENTS

SEND FOR CATALOGUE

Ontario Statutes, and in 1901 the Ontario Legislature passed an act authorizing the sale of the line to the N., St. C. and T. Ry. Co.

The Port Dalhousie, St. Catharines and Thorold Electric Street Ry. Co. was incorporated under the Ontario Statutes by letters patent June 28, 1893, and by chap. 93 of the Ontario Statutes of 1902, it was empowered to lease or sell its undertaking to the N., St. C. and T. Ry. It is provided by the act that the sale or lease of the line is "subject to the rights, position or power of any municipal corporation under any statute, by-law, agreement or otherwise, and the same may be enforced against the N., St. C. and T. Ry. in the same manner, and to the same extent, and as fully as the same could be enforced against the P.D., St. C. and T. Ry. Co." The railway is under the jurisdiction of the Ontario Railway and Municipal Board: The line was purchased by the N., St. C. and T. Ry. Co. in 1901, from Dawson and Symonds, for \$90,000.

The N., St. C. and T. Ry. also controls the Niagara, St. Catharines and Toronto Navigation Co., which operates the Lakeside and the Garden City between Port Dalhousie and Toronto. A company with the title of the Niagara and St. Catharines Rd. and Steamboat Co. was incorporated by chap. 73 of the Ontario Statutes of 1877, and there was an amending act, chap. 88, passed in the same year. The index to railway legislation issued by the Ontario Railway and Municipal Board adds to these dates the note, "May be controlled by the N., St. C. and T. Ry. Co." Prior to the season of navigation of 1901 the steamship traffic between Toronto and Port Dalhousie was carried on by the Garden City, owned by T. Nihan, St. Catharines; the Lakeside, owned by the Lakeside Navigation Co., and the Lincoln, owned by W. G. Thurston, and — Hamlin, who were largely interested in the Lakeside Navigation Co. The Garden City was purchased from Mr. Nihan, and the Lakeside Navigation Co.'s franchise, together with the steamer owned, were purchased by J. W. Flavelle, Z. A. Lash, K.C., and J. H. Plummer, of Toronto, who were associated with the New York interests then owning the N., St. C. and T. Navigation Co., was formed to operate the steamships in connection with the railway.

The change in the N., St. C. and T. Ry., and the recent acquirement by Wm. Mackenzie of the control of the Electrical Development Co. of Ontario, will doubtless bring under the same control, not only a large power development at Niagara Falls, but an extensive system of electric railway development. The Toronto and Niagara Power Co. has already constructed a power distribution line from Niagara Falls to Toronto, along its own right-of-way, 80 ft. wide, and has power to construct an electric railway along the same. A company, with the title of the Toronto and Hamilton Ry., was formed to construct the railway, and at a later date power was taken to construct a line from a point on the Toronto-Niagara Falls line to Brantford, when the title of the company was changed to the Toronto, Niagara and Western Ry. Surveys for both these lines have been made, and the plans have been approved by the Board of Railway Commissioners. The accompanying map not only shows these lines, and some of the lines constructed and projected of the N., St. C. and T. Ry., but also shows a connection through the International Ry. with a United States line—the Buffalo, Lockport and Rochester Ry.—in the promotion of which some of the interests originally controlling the Electrical Development Co. of Ontario were concerned. It is said that 18 thirtieths of the stock, etc., are held by Canadians, and 12 thirtieths in the U.S. The line is constructed on a private right-of-way near to or adjoining the Rochester-Niagara

Falls division of the New York Central Rd. and includes 54 miles of single track, with 4.4 miles of side track. The roadbed and bridges have been constructed so as to permit of the laying of a second track. For the operation of the line an agreement has been made with the International Ry., for full transfer rights at Lockport, N.Y., for Buffalo, Tonawanda, North Tonawanda and Niagara Falls. The original promoters of this railway also secured charter rights in Canada and New York for the construction of a bridge across the Niagara River below the falls, with power to operate an electric railway thereon and to connect with existing lines or lines to be constructed on either side of the river. D. B. Hanna, President N., St. C. and T. Ry., recently went over the line of the Buffalo, Lockport and Rochester Ry., and some negotiations are said to have been taking place recently between H. J. Pierce, President of the International Ry., and F. Nicholls, Toronto, who was one of the incorporators of the Bridge Company, in connection, it is said, with proposals for the construction of the bridge. The construction work on the B.L. and R. Ry. was carried out by the J. G. White Co., Ltd., J. D. Evans being local construction Superintendent; E. Wragge, C.E., Toronto, representing the financing company. J. M. Campbell, Kingston, Ont., has been elected President of the company, succeeding C. B. Hill, Buffalo, N.Y., and it is said he will also have charge of the operation of the line.

The present officials of the N., St. C. & T. Ry. are: General Manager and Purchasing Agent, E. F. Seixas; Freight and Passenger Agent, J. Paul; Superintendent, W. Robertson; Auditor, D. J. McIntosh; Master Mechanic, W. Pay; Roadmaster, J. Carey.

Ottawa Electric Railway Wages, etc.

Some little time ago a deputation from the Ottawa Electric Ry.'s motormen and conductors waited on Superintendent Hutcheson and asked for an increase of wages, a change in the hours, and also a change in the system of providing uniforms. The question of the recognition of their union also came up, which the Superintendent absolutely refused to consider. He also took the ground that the time was not opportune for an increase in wages, as the men were receiving from 17½ to 21½c. an hour, with free clothing after five years' service. The deputation afterwards interviewed the President, Mr. Ahearn, who took the same ground as Mr. Hutcheson. A board of conciliation was then appointed, which while acting in the capacity of judges came to the conclusion that the men were not entitled to any higher rate of wages than they were receiving, but as conciliators they asked that for the sake of peace and harmony the company make some concession, and the Chairman, Prof. Shortt, suggested 1c. an hour, which the company agreed to. The following schedule was therefore put into effect June 1:

"Wages—1st year's service, 18½c. an hour for week days; 20½c. an hour for Sundays. 2nd year's service, 19½c. an hour for week days; 21½c. an hour for Sundays. 3rd year's service, 20½c. an hour for week days; 22½c. an hour for Sundays.

"The hours of labor for regular men will be as at present, 10 hours constituting a day's work, or as near 10 hours as the schedule of runs will permit. The company will not call on any conductor or motorman to perform extra work in excess of his regular schedule day's work of 10 hours except in cases of necessity. Men will not be expected to work beyond the full day unless they are agreeable to do so.

"Clothing of conductors and motormen will consist as follows: For summer, full suit, coat, vest, and trousers; for winter, trousers every year, overcoat every second year. All

conductors and motormen must be so provided. The company will pay full cost of such clothing for all men in the service over one year; and half the cost of those in their first year. Uniform caps and badges will be supplied by the company without charge.

"As heretofore, the company will, except in cases of personal dishonesty, meet and treat with individual employes or a committee of the employes on grievances or disputes which may arise from time to time between the company and its employes."

Grain Elevator Notes.

The Hitchcock Farmers' Elevator, Trading and Supply Co., Ltd., Regina, Sask., has been dissolved.

The Royal Elevator Co., Ltd., has been registered in Saskatchewan under the Northwest Territories Ordinance respecting foreign corporations.

Press reports state that the C.P.R. is considering the advisability of erecting elevators at various points on the Pacific coast, but has not yet decided to take any action this year.

The men working on the erection of the Grand Trunk Ry. elevator at Midland, Ont., which is being built by the John S. Metcalf Co., Chicago, struck work June 17 for an increase of wages.

Regarding the reports to the effect that the C.P.R. has decided to erect elevators along the Pacific coast, we are officially advised that no decision has been made in the matter, and it is not considered likely that such a project will be taken up for some time.

The Dominion Government elevator at Port Colborne, Ont., it is announced, will be completed during July. Steps are being taken to urge on the Minister of Railways the necessity of a railway connection, so that the elevator may be accessible at other times than during the navigation season.

The question of the use of the Intercolonial Ry. grain elevator at Halifax, N.S., for local purposes, was discussed at Ottawa, recently, by a deputation. The Railway Department officials expressed the opinion that if the elevator could be made of service to the mercantile community of Halifax, and if sufficient could be got out of it to pay the cost of operation, it would be placed at their disposal.

Press reports recently stated that the G.T. Pacific Ry. had awarded a contract to the John S. Metcalf Co., Chicago, Ill., for the construction of an elevator of 2,000,000 bush. capacity, at Fort William, Ont.; that the contract price was \$3,000,000, and that completion was to be accomplished in 1909. Another press report stated that the G.T. Pacific Ry. would commence, this year, the construction of six 10,000,000 bush. elevators along the Kaministikwia River at Fort William. We have been unable to obtain any official information in regard to these matters, further than a statement that the reports referred to are incorrect. We understand that the company has very complete plans for the development of its lake terminals at Fort William, and that one of the units in its elevator construction calls for a 10,000,000 bush. elevator.

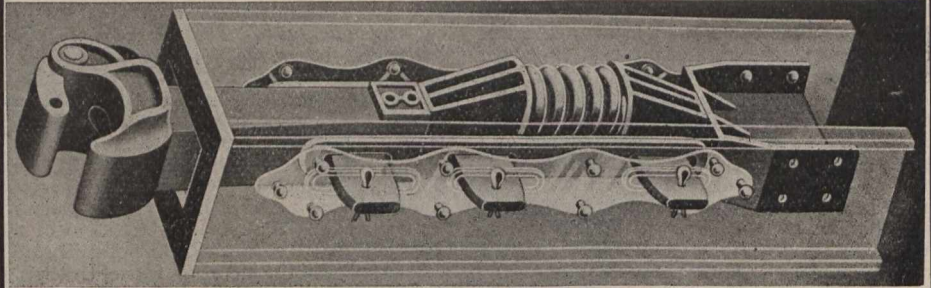
A Dominion Government bill to amend the Inspection and Sale Act, as regards grain, has been given a second reading in the Senate. It is proposed to repeal par. 6, sec. 52, chap. 85, of the Revised Statutes, and to substitute the following: "The Manitoba Inspection Division, which consists of (1) the provinces of Manitoba, Saskatchewan, Alberta and British Columbia; (2) the Northwest Territories; (3) that portion of the Province of Ontario lying west of and including the existing district of Port Arthur." A new section is substituted

for 123, providing for the inspection of all grain produced west of Winnipeg, and passing through that city to eastern points at Winnipeg, or a point within the district, such inspection to be final as between the western farmer or dealer and the Winnipeg dealer; any grain inspected at Winnipeg may be re-inspected at Fort William or other terminal elevator; if any car on its arrival at a terminal elevator is found by the inspector to be plugged or wrongfully loaded, the grain in such car shall be re-inspected, and if the first inspection is altered the original certificate shall be recalled, and a new one issued; railway companies and other transportation companies shall notify the inspection department of the arrival of cars of grain at points where inspection is authorized, and of the position of such cars in the railway yard, and shall not move the same until the sampling has been completed. A new section, 126a, is proposed to be added, providing that all grain stored according to the preceding sections shall be binned under the direction, supervision and control of the inspection officials, who shall have "full control of all grain in terminal elevators, and no grain shall be shipped out of, transferred or removed, from any terminal elevator without his supervision"; the inspection officials shall keep records of grain received or shipped from terminal elevators; no grain shall be transferred from one bin to another at a terminal elevator without the supervision of the proper inspecting officer, who is to make a record of the transfer; no grain shall be specially binned for any person, firm or corporation in any terminal elevator, except where it is found to be out of condition upon arrival, or as provided in sections 34 to 38 of the Manitoba Grain Act; all grain marked for cleaning shall be cleaned under the supervision of the inspection officials, who shall have power to condemn any machine not doing satisfactory work, or to order the installation of additional machinery if the facilities provided are insufficient. Another new section, 126b, provides for the making by the Chief Inspector, subject to the approval of the Minister of Commerce, of such rules and regulations as are necessary for the control of the binning and cleaning of all grain stored in terminal elevators, including the transferring of grain from one bin to another and the delivery of grain from the bins into cars, vessels or other receptacles. A new sub-section is added to sec. 128, providing that the Chief Inspector shall issue such rules and regulations governing the inspection and outward shipments of grain from Fort William as will satisfactorily identify the inspection certificates with the lake bill or the railway shipping bill, and the lot or parcel of grain covered by such certificate. These various amendments were suggested for adoption by the Royal Commission on the Grain Trade, appointed in 1906, which reported to Parliament under date Oct. 11, 1907.

Seven charges of selling liquor to Italian laborers on the Transcontinental Railway construction were preferred at Perth, N.B., against B. Theriault, and the Police Commissioner inflicted a fine of \$50, or three months' imprisonment, in each case.

An Ottawa press despatch of June 21 states that the C.P.R. mail subsidy contract for the service between Liverpool, Eng., and Hong Kong, via Canada, which has been arranged on a new basis, will be signed shortly. The amount paid under the expired contract is given as £70,000 a year, of which Great Britain paid £60,000 and Canada £10,000. Under the new contract the total amount is reduced to £45,000 annually, of which Great Britain will pay £20,000 and Canada £25,000.

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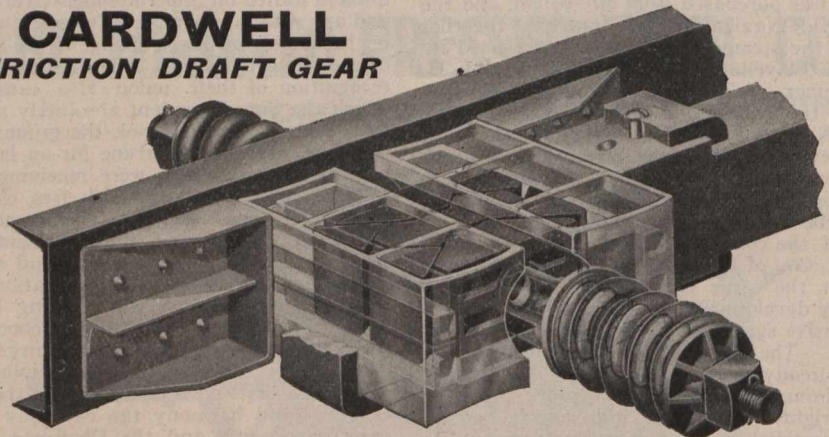
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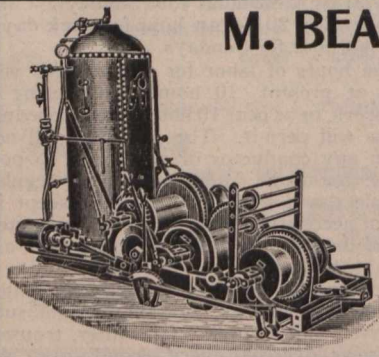
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MARINE DEPARTMENT.

Duty on Vessel Repairs, etc.

The Minister of Customs has given notice in the House of Commons of the following amendment to the Customs Act: "The equipments, or any part thereof, including boats, purchased or supplied in a foreign country for, or the expenses of repairs made in a foreign country upon, a vessel intended to be employed or which is thereafter employed in the coasting trade of Canada, shall, on the arrival of such vessel in any port of Canada, if arriving within one year after such repairs have been made, or equipment purchased, be liable to payment of duty on the cost thereof at the rate of 25 per cent. ad valorem on the expense of the repairs and on the equipment at the same rate of duty, as if the articles were imported into Canada in the ordinary course."

Pacific Coasting Law.

An Ottawa dispatch to the Toronto Globe says: "United States vessels will hereafter be excluded from the coasting trade of Canada on the Pacific. For some years the coasting laws of Canada have been suspended, as far as the Pacific coast is concerned, owing to the fact that there was not enough Canadian and British tonnage to fill the trade requirements. Hereafter United States boats will be able to touch at only one Canadian port on a voyage, and clearing from one Canadian port to another will not be allowed. A change is being made in the customs regulations which will curtail a privilege the U.S. transportation companies have enjoyed on the Pacific. After Aug. 1 Canadian goods cannot be carried in bond from a United States port on the Pacific to a Canadian port unless the water carriage is by a Canadian or British registered vessel. This is the same regulation which is in force on the Atlantic coast."

Atlantic and Pacific Ocean Marine.

The depth of water in Montreal harbor at June 1 was recorded as 36 ft. 7 ins. in the 27½ ft. channel, and 39 ft. 9 ins. in the 30 ft. channel.

Mrs. R. A. Alley, who assumed control of the Alley Steamship Line on her husband's death, was in Ottawa recently en route for Great Britain.

Allan Cameron, General Traffic Agent, C.P.R., for Europe, gave evidence before the Royal Commission on Shipping Rings, at London, Eng., recently.

A fire occurred on the C.P.R. s.s. Montrose, while a cargo of sulphur was being unloaded at Quebec recently, but it was extinguished with comparatively little damage having been done.

The Cunard Steamship Co. recently placed on the market £800,000 of 4½% mortgage debenture stock, redeemable between 1911 and 1920 at 102. The stock was issued at 97 and was fully subscribed.

The Furness-Withy Co.'s s.s. Evangeline, en route from Halifax, N.S., to Liverpool, Eng., collided with an iceberg, the damage sustained necessitating her withdrawal from service until repairs can be accomplished.

The Governor-General, accompanied by the Commissioners, Chief Engineer, and Secretary, made an informal inspection of Montreal harbor recently, particular attention being paid to the recent improvements there.

The Dominion Line s.s. Ottawa, which was recently damaged in collision with the Black Diamond s.s. Troid, had her repairs completed and left the Levis dry dock, June 11, for Montreal, to resume her place on the Atlantic route.

The C.P.R. has, it is reported, decided to establish a boarding-house at its trans-Atlantic terminus at Liverpool, Eng., in order to take care of the Scandinavian emigrants, who frequently have to wait there for a day or two for the sailing of the steamships.

J. F. Welch, second officer of the s.s. Bermudian, has been presented with a silver medal, and five of the crew with bronze medals, by Lloyds Committee, for bravery in assisting in the rescue of the crew of the schooner Mary L. Newhall in February.

W. Bartling, a superintendent of the Norddeutscher-Lloyd Steamship Co., visited Halifax recently, to investigate the facilities there for the handling of passengers and cargo. It is anticipated that, in the near future, the company will put on a service with Canada.

The British Board of Trade, on behalf of the Canadian Government, has presented a silver cup to J. O. Band, captain; a gold medal to J. Smith, chief officer; and £2 each to four seamen, of the British s.s. Cairnsla, in recognition of the rescue of the crew of the St. John, N.B., barque Mary A. Troop, abandoned in the North Atlantic, Feb. 27, 1904.

A press report states that an additional steamship line is to be established between B.C. ports and the Mexican coast, next spring. Capt. Jebesen, of Jebesen and Ostrander, Hamburg, visited Victoria and other ports recently, and is stated to have secured two vessels in preparation for the inauguration of the service. He will leave shortly for a visit to Mexican ports, in the same connection.

During May, 127 ocean-going vessels, having a tonnage of 336,057, entered the port of Montreal, against 107 vessels, having a tonnage of 283,362, in May, 1907. The port revenues for the period from the opening of navigation to May 30, in each year, were:

	1907	1908
Imports.....	\$26,500.00	\$26,000.00
Exports.....	500.00	6,000.00
Local traffic.....	6,246.59	3,219.51
	\$33,246.59	\$35,219.51

The C.P.R. s.s. Mount Temple, which was wrecked on Ironbound Island, and subsequently floated, was taken to Newport, News, U.S., in charge of the tug Covington, recently. It is understood that the Halifax Salvage Co. was to receive \$12,500 in the event of the salvage operations being unsuccessful, and 40% of the appraised value if the vessel was successfully floated. The value of the vessel was settled at £50,000, so that the Salvage Co. is entitled to £20,000 for its work.

The Premier, in reply to a question in the House of Commons, June 10, regarding the "all-red" route, said it was not the intention of the Government either to oppose or suggest any port in connection with the proposed line. That was a question which should be decided for purely business reasons, and which should be left altogether to the company which might undertake the service. The only condition to be considered by the Government was that the service must be between the United Kingdom and Canada.

The s.s. Cairnona, which replaces the wrecked s.s. Kildona, is the latest addition to the Thomson Steamship Line's fleet, running between Canada and Great Britain. She was built at Wallsend-on-Tyne, Eng., her dimensions being: Length, 460 ft.; breadth, 52 ft.; depth of hold, 34 ft. She is fully equipped with the most improved machinery for the expeditious handling of cargo, there being 26 derricks and 11 winches, so arranged that loading or discharging may be undertaken from both sides at the same time. She has a deadweight capacity of 9,000 tons, and has a complete cold storage installation. There is also a limited accommodation for first-class passengers. The Cairnona arrived at Montreal, June 7, on her maiden trip.

Maritime Provinces and Newfoundland.

D. McDonald, a well-known maritime captain, died at Halifax, N.S., June 1, aged 55 years.

The Steamship Senlac Co., Ltd., has been granted supplementary letters patent, reducing its capital stock from \$80,000 to \$58,100.

The Newfoundland s.s. Stella Maris, having been overhauled during the winter, was placed on the route between Wesleyville and Fogo in June.

The Newfoundland schooner Julia Forsey, from Sydney, N.S., bound for Fortune Bay with coal, ran ashore at Cranberry Head, June 1, and became a total loss.

The Black Diamond Line s.s. Troid, which was recently in collision with the Dominion Line s.s. Ottawa, has been taken to New York, where repairs will be undertaken.

The Public Works Department has arranged for dredging the entrance to Maquapit Lake for 2 miles, and work has been commenced with the dredge Saugus.

The Department of Marine is considering tenders for supplying machinery required for fog alarm purposes, during a period of one or three years, at the option of the Department.

The name of the steamboat Mascott, official number 92,415, registered at Chatham, N.B., has been changed to Emperor by an order of the Governor-General-in-Council.

The Hampstead Steamship Co.'s s.s. Hampstead, which recently ran ashore and sank near Gagetown, and was subsequently raised, was taken to St. John, N.B., June 3, where she was repaired.

The Dominion Atlantic Ry. Co.'s s.s. Boston collided with the Boston schooner Fame recently, in the Bay of Fundy, during foggy weather. The Fame immediately sank, and only two of a crew of 20 were saved.

The Louisburg, N.S., steamboat Sea Bird broke down early in June, and has been towed into port for repairs. The owners receive a Government subsidy for the provision of a passenger and freight service between Louisburg and Gabarus.

The steam tug G. D. Hunter collided with a scow at Indiantown, N.B., June 17, tearing a large hole in her side, causing her to sink immediately. The tug was owned by Ruddock Bros., St. John, and the loss is estimated at \$8,000, covered by insurance.

The Lunenburg, N.S., schooner Crofton McLeod ran ashore on the west side of Net Ledge, in Lunenburg harbor recently, and became a total loss. She was built at Mahone Bay, N.S., in 1901, her dimensions being: Length, 83 ft.; breadth, 24.1 ft.; depth, 9.5 ft.; 85 tons register.

The Plant Line s.s. A. W. Perry, which recently ran ashore in the Strait of Canso, and was subsequently floated, was taken to Port Hastings, N.S., where temporary repairs were undertaken, after which she was towed to Halifax, where she was docked and a thorough overhauling accomplished.

The Newfoundland s.s. Virginia Lake has had eight first-class berths and 42 steerage berths, and 12 hospital berths and other accommodations added during a recent overhauling, prior to being placed on the Labrador route in June. Capt. Parsons is in command, with D. Howe as chief engineer.

The salvage operations on the wrecked s.s. Tolesby, off the Newfoundland coast, have been completed. Of the total cargo of 11,000 bales of cotton, 3,150 bales have been salvaged, valued at about \$100,000, and sent to England. The greater portions of both vessel and cargo broke away and sank in deep water after the wreck.

Hon. E. R. Bowring, St. John's, Nfld., on his recent return from Great Britain, announced that at the annual meeting of Bow-

ring & Co., held at Liverpool, it was decided to build a 13-knot vessel to take the place of the wrecked s.s. Silvia on the New York, Halifax and St. John's route, and that the order had been placed in Glasgow, Scotland.

The crew of the wrecked Lunenburg, N.S., schooner Edith R. Balcom have been landed at Boston, Mass., by the Buenos Ayres s.s. Hyades. When the crew rowed ashore after the sinking of the vessel, they were arrested by officials of the Argentine Republic and kept under arrest on a charge of poaching, until the intervention of the British Consul.

The paddle-wheel steamer Aberdeen was destroyed by fire at Cole's Island in the St. John River June 17. She was built at St. John, N.B., in 1894, her dimensions being: Length, 140.2 ft.; breadth, 22 ft.; depth, 4 ft.; tonnage, 244 gross, 137 register, with engine of 17 n.h.p. The vessel was owned in St. John, and was valued at \$10,000, and insured for \$3,000.

The Dominion Government survey steamboat Gulnare will operate, during the summer, in the Gulf of St. Lawrence, with Dr. W. Bell Dawson in charge of the survey staff. The vessel has been equipped with an automatic steam winch, having a cable 500 fathoms long. This winch automatically slackens and tightens the cable as the currents change, when the vessel is anchored in deep water.

The Interprovincial Navigation Co.'s s.s. Lady Eileen, plying between Campbellton, N.B., and Gaspé ports, ran on the rocks at Newport Island, Baie des Chaleurs, and sank, June 7, all the passengers and crew being saved. She was built at Glasgow, Scotland, 1905, her dimensions being: Length, 168.2 ft.; breadth, 31 ft.; depth, 19.6 ft.; tonnage, 921 gross, 526 net, with engine of 104 n.h.p., driving a screw. It is stated that the company intends placing a larger and faster boat on the same route. The company receives an annual subsidy of \$12,500 from the Dominion Government for the service.

In the House of Commons recently, a question affecting the interests of the sailing vessel owners of the Maritime Provinces as against the owners of steamships engaged in the coal-carrying trade was discussed. It appears that preference in loading is given to steamships by colliery managers, with the result that sailing vessels are being driven from the trade. This affects Prince Edward Island particularly, as almost the entire coal-carrying trade of the Province is done by shallow-draught sailing vessels. At the recent session of the P.E.I. Legislature a resolution was carried asking the Dominion Parliament to pass such legislation as would give sailing vessels equal right with steamships. The Minister of Marine pointed out that the matter was under the consideration of the Nova Scotia Government, and doubtless some arrangement would be made with the owners of these private wharves which would result in removing the reported grievance.

Province of Quebec Marine.

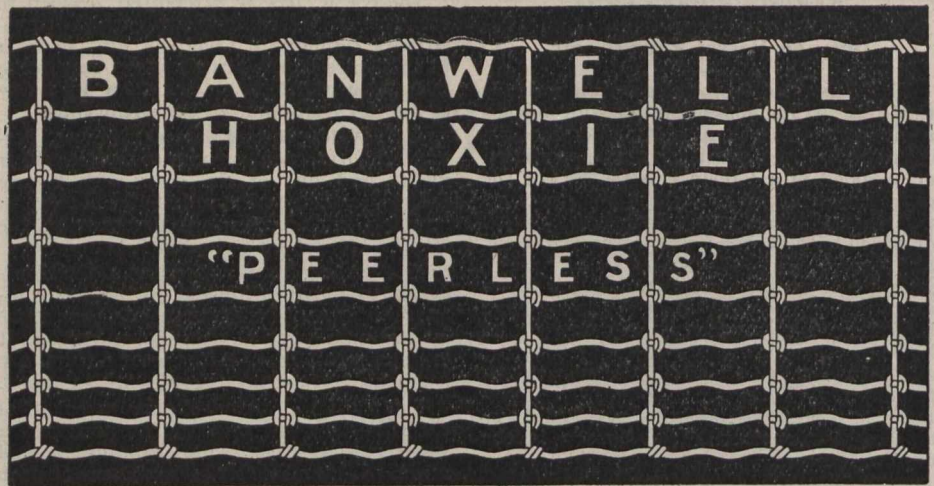
M. Kenny, President of the Quebec Ship Laborers' Benevolent Society since 1903, has resigned.

M. C. Bezner and J. A. Demers have been appointed Government wharfingers for Ste. Anne de Bellevue and Coteau Landing, Que., respectively.

The Richelieu and Ontario Navigation Co.'s s.s. Quebec has resumed her running between Quebec and Montreal, after having undergone extensive alterations.

The St. Lawrence Canadian Navigation Co., Montreal, has changed its headquarters to Quebec, and increased the number of directors from seven to nine.

The International Pulpwood Co., of Quebec, has purchased the U.S. tug Peter Smith,



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Made in large rolls ready to stretch up.
Requires but few posts; costs very little to erect.
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HAMILTON, ONT.**

and has had some repairs carried out at Polson's Iron Works, Toronto.

The work of removing the Crane Island flats has been completed, after the dredges have been occupied on it for two years. There now is a clear 30-ft. channel over the spot.

The Dominion Government tug Hercules, built by the Polson Iron Works, Toronto, for use on public works at Quebec, arrived at that port June 4. The officers in charge are: Captain, A. Lessare; chief engineer, F. Belanger.

Doutre and Laviguer, Ltd., has been incorporated under the Quebec Companies Act, with a capital of \$49,000, and office at Belœil, Que., to carry on the business of lumbermen, etc., and in connection therewith, to purchase or otherwise acquire and operate steam and other vessels, wharves, etc.

Capt. Nebolsine, naval attaché of the Russian Embassy at Washington, D.C., as the guest of the Minister of Marine, took a trip up the St. Lawrence River June 14, thus closing a general inspecting tour of the Canadian and U.S. ports for the purpose of studying the development of navigation, prior to returning to Russia.

The Beauharnois Canal, which was superseded as a part of the St. Lawrence series of canals by the construction of the Soulanges Canal, has been leased by the Dominion Government to W. C. McIntyre and E. C. Robert. The lease was dated Dec. 10, 1907, according to the answer given to a question in the House of Commons by the Minister of Railways and Canals.

Bouchard Bros., of Quebec, have purchased the North American Steamship Co.'s steamship Restigouche, and, it is stated, will run her as a passenger boat between Montreal, Quebec, Paspébiac and Pictou. She was built at Glasgow, Scotland, in 1877, her dimensions being: Length, 229.7 ft.; breadth, 31 ft.; depth, 16.1 ft.; tonnage, 945 gross, 463 net; with engines of 180 n.h.p.

On the discussion recently of the bill for the encouragement of the construction of dry docks, the Government was urged to make an exception in the case of Montreal, and to build and control a dry dock there. Hon. W. S. Fielding, in reply, said that the bill represented the general policy of the Government in the matter, but if any exceptional cases arose, each would be dealt with on its merits.

The St. Lawrence and Atlantic Fish Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$600,000 and office in Montreal, to carry on the business of dealers in fish and products of the sea, and in connection therewith to own and operate vessels of all kinds, and act as carriers by land and water. The provisional directors are: B. Hubert, J. E. Lemire, J. A. L'Heureux, L. W. Scott, J. A. Kircaldie, Montreal.

At the annual meeting of the Ship Workmen's Mutual Benefit Association, of Montreal, June 8, the report showed that there was a membership of about 300, and a balance in hand of \$738. The expenditure was chiefly for medical attendance for members. In case of accident members are paid \$5 a week for 13 weeks; for sickness, \$3 a week for 13 weeks; and in case of death, \$100 is paid to the widow or next of kin. The Shipping Federation of Canada provides one-half of the Association's revenue.

A small, unnamed vessel, said to be the smallest to cross the Atlantic Ocean under her own steam, has recently arrived at Quebec, where she is to be operated by a lumber company for towing purposes. She was built at Kirkintilloch, Scotland, her dimensions being: Length, 69 ft.; breadth, 15 ft.; depth, 8.9 ft., with a draught of 7 ft.; tonnage, 49 gross. Her engine is of 28 n.h.p.,

requiring a consumption of 2½ tons of coal a day, for a speed of 9½ knots an hour. The total crew consisted of a captain and six men.

The Ha! Ha! Lumber Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$45,000, and office at St. Alexis, Que., to carry on a general lumber business, saw mills and other manufacturing for the finishing of wood products, and in connection therewith to own and operate steam and other vessels, and to do a general transportation business between points in Canada and the U.S. The provisional directors are: B. J. Kaine, Quebec; T. B. Pontbriand, Sorel, Que.; G. L. Wells, F. L. Wells, Fulton, N.Y.; M. H. DeWitt, Millinocket, Me.

The Quebec Transportation and Forwarding Co., of Quebec, which is composed of J. S. Thom, M. J. and W. J. Hackett, launched on the River St. Charles, June 16, a barge 150 ft. long, 30 ft. beam, and 12 ft. hold, specially adapted for carrying of pulpwood, lumber, coal, etc. The barge was christened Katie H. by Miss Katie Hackett, the little daughter of the Vice-President, M. J. Hackett. A launch is rarely witnessed in Quebec now, and this was the first side launch in that district. The Katie H. is strongly constructed of oak, with 10 massive steel beams, and was built from the plans and specifications of W. J. Hackett, Manager of the company, who personally supervised the construction. The barge is built on an entirely new design, and is so constructed as to endure the strain of its entire cargo aground.

The Don de Dieu, a facsimile of Champlain's ship, is rapidly nearing completion, and will be ready in good time to perform the part she is to take in the Quebec Tercentenary celebration. Her hull is substantially built, but her quaint appearance, with her lofty stern and forecabin, attracts a good deal of attention. The fitting of the sails has been entrusted to A. Petrie, Quebec. The vessel has three masts, the fore and main masts carrying two square sails each, while the mizzen mast is supplied with a lateen sail only. There are also a jib, and below the bowsprit a water sail, which is for use when the ship is running before the wind, making seven sails in all. Nautical men consider that the amount and shape of the canvas she carries would drive her at a good speed before the wind, but that in a beat to windward the vessel would make very poor headway. They think it was no easy matter to have navigated a ship with that rig across the Atlantic, especially if much head winds were encountered on the passage.

Ontario and the Great Lakes.

The Niagara Navigation Co. has declared an interim dividend of 4%, payable July 2, to shareholders of record June 15.

The Montreal Transportation Co.'s tug Bartlett has arrived at Kingston. The voyage from the Clyde occupied 14 days.

The Dominion Public Works Department has under consideration, tenders for the construction of two breakwaters at Cobourg.

The steamboat Arthur Carew, which was recently launched at Lindsay, will, when completed, run during the season on the Kawartha lakes.

During May, 2,514,575 bush. of grain were shipped through the St. Lawrence canals, this being an increase over the amount shipped in May, 1907.

The Montreal and Lake Erie Steamship Co.'s steamboat City of Montreal ran aground at Farran's Point, June 4, and was released by wreckers.

The s.s. Turbinia, running between Toronto and Hamilton, created a record re-

cently, making the trip from wharf to wharf in 1 hr. 59 mins.

The Reid Wrecking Co., of Sarnia, which was awarded the contract for raising the steamboat Houghton, recently sunk at Bar Point, has completed the work.

R. Weddel & Co., Trenton, contractors for the construction of the new western entrance to Toronto harbor, commenced operations there June 25.

Ontario No. 1, the car ferry steamboat plying between Cobourg and Charlotte, N.Y., was recently presented with burgees by the citizens of Cobourg.

The Niagara, St. Catharines and Toronto Navigation Co.'s steamboat Garden City was towed into Port Dalhousie, June 1, owing to her engine having broken down.

The Calvin Co.'s steamship D. D. Calvin, in passing through the Welland Canal recently carried away the gates of lock 18. Traffic was suspended until the repairs were completed.

The Kingston Shipping Co.'s steamship Prince Rupert arrived in Montreal recently from Glasgow, Scotland, and has been placed in service on the Montreal-Fort William route.

Captain W. A. McLeod, formerly in the Wolvin Co.'s service in the U.S., has sailed for England to bring out a new vessel now nearing completion at Newcastle-on-Tyne, for Canadian owners.

The Government dredge Sir Wilfrid Laurier, which sank some time ago, and was subsequently raised, was recently launched a second time at the Polson Iron Works, Toronto, where she is being re-constructed.

The Canadian North-West Steamship Co.'s steamboat Neebing was held up in the Welland Canal, June 1, on a summons for non-payment of wages. Order for payment was made and the vessel allowed to proceed.

The electrical equipment for the operating of the Welland Canal locks is now being installed. It is estimated that 3 hours will be saved on each passage by the improvement. The machinery was made by M. Beatty & Sons, Welland.

Press reports recently stated that the Northern Navigation Co.'s steamship now under construction was to be named Superior, but we are advised that no name has been settled on, the intention being to have a competition to decide.

The Collins Inlet Lumber Co. has purchased the schooner White Oak from D. W. Spence, Southampton. She was built at Oakville in 1867, her dimensions being: Length, 111 ft.; breadth, 24.8 ft.; depth, 9.5 ft.; 180 tons register.

Capt. Moller, compass adjuster for the Government, has been appointed Canadian inspector for the British Marine Underwriters' Association, and left Toronto recently for Georgian Bay ports on a tour of inspection of vessels plying on the upper lakes.

In presenting a number of additional plans and diagrams of the projected Georgian Bay ship canal to the House of Commons, the Minister of Public Works said he hoped very soon to have the remainder of the plans and the final report of the survey ready for presentation.

The Mutual Steamship Co.'s steamship Acadia has arrived from Glasgow, Scotland, and been placed in service. She is one of the largest vessels that have passed through the locks. Her dimensions are: Length, 257.6 ft.; breadth, 44 ft., draught, 20 ft., while the Welland canal locks are 260 ft. long by 45 ft. wide.

S. Buchanan, at one time through freight foreman when the C.P.R. steamboats were first placed on the lakes, and latterly Superintendent of Terminals and Ferries at Windsor, Ont., for the same company, has

C.P.R. LANDS

THE CANADIAN PACIFIC RAILWAY COMPANY have 9,000,000 acres of selected lands for sale in Manitoba, Saskatchewan and Alberta.

Maps, as enumerated below, showing these lands in detail, will be sent free on application.

Map No. 1—Winnipeg to Second Meridian.....	\$ 8.00 to \$15.00 per acre.
Map No. 2—South-Eastern Saskatchewan, 2nd to 3rd Meridians.....	10.00 to 25.00 per acre.
Map No. 3—Main Line, 3rd Meridian to Range 10 W., 4th Meridian(generally).....	8.00 " "
Map No. 5—South-Western Alberta.....	8.00 to 15.00 per acre.
Map No. 6—Part of Alberta—Edmonton, Battle and Saskatchewan Rivers Districts—4th Meridian to Range 7, West 5th Meridian.....	10.00 to 25.00 per acre.
Map No. 7—Part of Western Saskatchewan, 3rd to 4th Meridians....	10.00 to 25.00 per acre.

All prices are subject to change without notice.

TERMS OF PAYMENT

An actual settler may purchase not more than 640 acres on the ten instalment plan by paying a cash instalment at time of purchase, interest at six per cent, on the unpaid purchase money at the end of the first year, and the balance of the principal, with interest, in nine equal instalments annually thereafter, as shown in the following table:

160 Acres at \$ 8.00 per acre, cash payment \$191.70 first year's interest \$65.28 and nine instalments of \$160.00	
" " 9.00 " " 215.70 " " 73.46 " "	180.00
" " 10.00 " " 239.70 " " 81.62 " "	200.00
" " 11.00 " " 263.60 " " 89.78 " "	220.00
" " 12.00 " " 287.60 " " 97.96 " "	240.00
" " 13.00 " " 311.55 " " 106.10 " "	260.00
" " 14.00 " " 335.60 " " 114.32 " "	280.00
" " 15.00 " " 359.50 " " 122.44 " "	300.00

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

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

F. T. GRIFFIN, Land Commissioner, Winnipeg.

CANADA NORTH-WEST LAND CO.

This Company has 525,000 acres of selected lands in Manitoba and Saskatchewan which offer excellent opportunities to settlers and investors who desire to secure good lands in well-settled districts. These lands are on sale at the Company's Office at Winnipeg, and at the various land agencies of the Canadian Pacific Railway Company.

F. T. GRIFFIN, Land Commissioner, Winnipeg.

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HOW TO REACH THE CLIFTON HOTEL

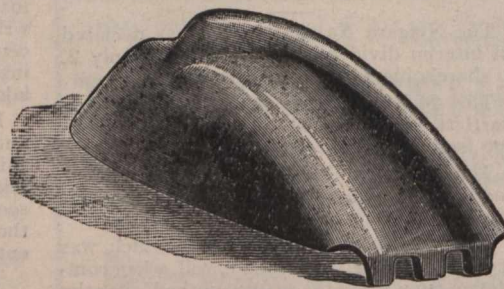
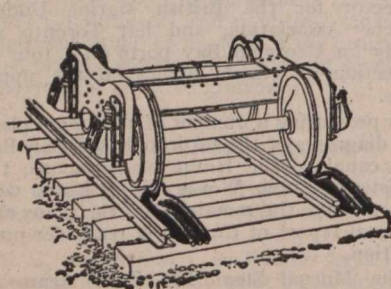
Arriving on Grand Trunk Railway or Wabash Rd., at Niagara Falls, Ont. Hotel bus meets all trains or take trolley to hotel—7 minutes.

Arriving on Michigan Central Rd., Canadian Pacific Railway, at Victoria Park station—Hotel bus meets all trains, only three minutes' walk from station to hotel.

International Railway (trolleys), connecting with Niagara Navigation Co. steamers at Queenston, to or from Toronto, pass the door.

IMPORTANT

Guests coming to the Hotel should see to it that they are taken to The Clifton Hotel, CANADIAN SIDE, and also that their mail is addressed "Care of The Clifton Hotel, Niagara Falls, CANADA." To insure prompt delivery, don't forget to make CANADA plain in the address.



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THE ALEXANDER CAR REPLACER

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THE BRADSTREET COMPANY gathers information that reflects the financial condition and the controlling circumstances of every seeker of mercantile credit. Its business may be defined as of the merchants, by the merchants, for the merchants. In procuring, verifying and promulgating information, no effort is spared, and no reasonable expense considered too great, that the results may justify its claim as an authority on all matters affecting commercial affairs and mercantile credit. Its offices and connections have been steadily extended, and it furnishes information concerning mercantile persons throughout the civilized world.

Subscriptions are based on the service furnished, and are available only by reputable wholesale, jobbing and manufacturing concerns, and by responsible and worthy financial, fiduciary and business corporations. Specific terms may be obtained by addressing the Company at any of its offices.

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- Halifax, N.S. Hamilton, Ont. London, Ont.
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SOLE AGENT IN CANADA FOR

**"NOVO" "INTRA"
CRUCIBLE
STEEL**

DRILLS, TOOLS, ETC.

DIVIDEND NOTICE.

NIAGARA NAVIGATION CO., LIMITED.

Notice is hereby given that an interim dividend of four per cent. (being at the rate of eight per cent. for the year), has been declared upon the capital stock of this Company, and the same will be payable on July 2nd, 1908. The transfer books will be closed from June 16th to June 30th, 1908, both days inclusive. By order of the board.

B. W. FOLGER, Manager.

Toronto, June 12th, 1908

Quebec's Greatest Year.

LAKE ST. JOSEPH HOTEL.

Before and after the Tercentenary, THE hotel is the LAKE ST. JOSEPH, in Laurentian Mountains; 100 rooms; 50 minutes from Quebec; station in grounds; special train service; boating, fishing, tennis, golf, croquet; all electric appliances; telegraph. Rates, \$2.50 up. Best New York management. Write for booklet. Manager, Lake St. Joseph Hotel, Quebec.

been appointed Superintendent of the C.P.R. Upper Lakes service, at Owen Sound, Ont., succeeding Lincoln Smith, transferred to Montreal.

The Brockville Navigation Co.'s steamboat Brockville has been sold to a Deseronto syndicate, and it is said she will be used on a service to Bay of Quinte ports. She was built at Toronto in 1898, her dimensions being: Length, 105 ft.; breadth, 21.5 ft.; depth, 5.7 ft.; tonnage, 191 gross, 88 register; and has engine of 14 n.h.p. driving a screw.

The steamboat Ella Ross, formerly owned by the Rathbun Co., Deseronto, has been sold to C. A. Phillips, Parry Sound, and will run this season between Midland, Parry Sound, and Point au Baril. She was built at Montreal in 1879, her dimensions being: Length, 99.2 ft.; breadth, 27.8 ft.; depth, 6.4 ft.; tonnage, 228 gross, 125 net, with engine of 85 n.h.p. driving paddle wheels.

The U.S. Lake Survey gives the levels of the lakes in feet above tide water for May as follows: Superior, 602.07; Michigan and Huron, 581.36; Erie, 573.51; Ontario, 248.46. Superior is $4\frac{3}{4}$ ins., Michigan and Huron $6\frac{1}{2}$ ins., Erie $3\frac{1}{2}$ ins., and Ontario $5\frac{1}{4}$ ins. higher than in April, and compared with the average for 10 years, Superior is $3\frac{1}{4}$ ins. lower, Michigan and Huron 8 ins. higher, Erie about 12 ins., and Ontario $25\frac{3}{4}$ ins. higher.

The Algoma Warehousing Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$40,000, and office at Sault Ste. Marie, to carry on the business of warehousemen and wharfingers, to purchase and control conveyances of all descriptions for the transportation of goods by land and water. The provisional directors are: C. W. Thompson, T. H. Hunter, J. I. Grover, E. P. Seon, E. W. Wright, Toronto.

The Western Shipping Co., Ltd., has been incorporated under the Dominion Companies Act, with a capital of \$5,000 and office at Toronto, to carry on a shipping business in all its branches, and in connection therewith, to carry on a freight and general agency business; to build, purchase and otherwise acquire and operate vessels of every description. The provisional directors are: J. W. Norcross, L. Kinnear, J. McCullough, S. R. Norcross, Port Colborne, Ont.; R. M. Wolvin, Duluth, Minn.

The Atlantic Fruit Co., Inc., with headquarters in Delaware, U.S., has been licensed under the act respecting extra-provincial corporations, to carry on its business in Ontario, utilizing capital to the extent of \$5,000, with J. H. Sheckles, Toronto, as its attorney. It is authorized to carry on a forwarding and warehousing business, and to build, purchase or otherwise acquire, and operate, steam and other vessels, wharves, docks, piers, floating dry docks, marine railways, etc.

The Ontario and Western Navigation Co., Ltd., has been incorporated under the Ontario Companies Act, with a capital of \$50,000, and office at Toronto, to build, purchase or otherwise acquire and operate steam and other vessels, to carry mails, to employ ships between ports, to purchase or lease docks and warehouses, and to carry on the business of merchants, carriers by land and water, shipowners, etc. The provisional directors are: F. W. Wheeler, R. McKay, A. Dods, G. Grant, A. L. Bitzer, Toronto.

Justice Teetzel made a final winding-up order at Toronto, June 18, in the matter of the Lake Ontario Navigation Co., and for offering for sale by public auction of the s.s. Argyle, formerly known as the Empress of India, at a reserve price of

\$11,000. The matter has been kept before the courts for a considerable period, and in the meantime the Argyle, practically the only asset of the company, has deteriorated rapidly. She was built at Picton, Ont., in 1899, her dimensions being: Length, 185.1 ft.; breadth, 26 ft.; depth, 9.7 ft.; tonnage, 700 gross, 374 net, with engines of 274 n.h.p., driving paddle wheels.

An order-in-council of June 5 making regulations regarding the ferry between Windsor, Ont., and Detroit, Mich., provides that the limits on the Canadian side shall cover the territory between the west side of Ferry St. and the east side of Ouellette St., and on the U.S. side, some point in Detroit to be fixed by the local authorities. The vessels used must be substantial, seaworthy steamers of not less than 90 ft. keel and 28 ft. beam, with engine of not less than 400 n.h.p. Provisions are also made for landing stage accommodation, fares to be charged, observation of customs regulations, etc. The license for the operation of the ferry will be granted for 10 years from Oct. 3, 1908.

F. T. Hodgson, Collingwood, in a letter to the Toronto Globe, June 20, commenting on the Minister of Railways' proposals in regard to the construction of a new Welland canal, questions the wisdom of carrying out such a project at the point named, on the ground that the existing canals there would be rendered useless. He contends that the present canal is of sufficient depth and width to serve the interests of the country adjacent to it, and advises rather that connection should be made between Georgian Bay and Lake Ontario, by way of Lake Simcoe. There is no doubt that such a proposal has its attractive points, and one would think that the people to take the initiative in bringing all the facts before the Minister of Railways are those of Collingwood, Barrie, and Toronto, who would reap immense advantages, should such a work be undertaken.

Manitoba, Saskatchewan, Alberta, Etc.

The Southern Alberta Navigation Co.'s steamboat City of Medicine Hat collided with one of the piers of the traffic bridge over the Saskatchewan River, at Saskatoon, Sask., June 14, and turned on her side and sank. On account of the high water, the re-floating of the vessel is considered difficult.

William Robinson Co., Ltd., has been incorporated under the Manitoba Companies Act, with a capital of \$300,000, and office in Winnipeg, to deal in ties, telegraph and telephone poles, etc., and to build, purchase or otherwise acquire steam and other vessels, and to carry on a general transportation business for passengers and freight. The provisional directors are: W. Robinson, K. A. Robinson, R. G. Affleck, Winnipeg; J. W. Jones, W. D. Jamieson, Selkirk, Man.

The steamboat Alberta, of Prince Albert, Sask., left there recently on a trip to Winnipeg, a distance of about 1,000 miles, through practically unknown waters. The most difficult part of the route is near the mouth of the Saskatchewan River, through the nine miles of rapids. There is a fall of about 100 ft., and it is stated that this is the first time an attempt to navigate it with a steamboat has been made. Capt. Bellefeuille is in charge and J. Neill is chief engineer. The Alberta is a paddle-wheel steamer, with engine of 15 n.h.p. She was built at Prince Albert in 1904, her dimensions being: Length, 130 ft.; breadth, 31 ft.; depth, 4 ft.; tonnage, 315 gross, 214 register. A message was received at Winnipeg, June 16, when the vessel was considerably overdue, that she had been injured in negotiating the rapids, and had been beached for repairs.

B.C. and Pacific Coast Marine.

The navigation of the Yukon opened early in June, the first steamboat being scheduled to leave Whitehorse June 4.

R. Cunningham and Sons' tug Chieftain has returned to Port Essington from Victoria, after having been overhauled and fitted with a new boiler, which was brought from Scotland for that purpose.

The North Vancouver City Council has sent a claim to the North Vancouver Ferry and Power Co. for \$2,000, for failure to make the number of trips between North Vancouver and Vancouver, as required by the agreement.

Abernethy and Lougheed, Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$50,000, to carry on the business of lumbermen, etc., and in connection therewith to own and operate steam and other vessels.

Press reports state that a company is being organized in North Vancouver, with a capital of \$10,000, to purchase or build two fast motor boats capable of carrying 50 passengers each, to run a ferry service between North Vancouver and Vancouver.

The Marion Tug Boat Co., Ltd., has been incorporated under the British Columbia Companies Act, with a capital of \$10,000, to purchase the steam tug Marion, and to carry on the business of wharfingers, warehousemen, shipping and general agents, etc.

The B.C. Government recently dealt with applications for a charter for a ferry to ply across the Columbia river at Spillimachene, the ferry limits to extend 2 miles below and above the town, boats to be operated between 7 a.m. and 7 p.m. daily excepting Sundays; the charter to expire June 30, 1910.

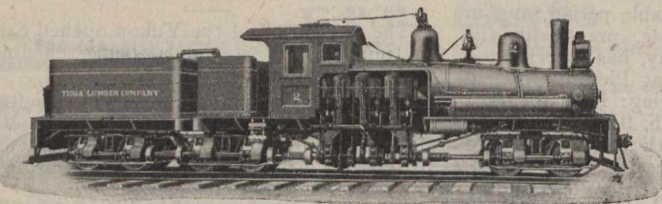
A report is current in Victoria that G. T. Symons and Co., who operate the Canadian Mexican Steamship Line, are about to inaugurate a coast service between Victoria, Vancouver and Prince Rupert, and it is stated that an arrangement may be made in this connection with the G.T. Pacific Ry. Co.

The C.P.R. steamboats Okanagan and Aberdeen, it was recently announced, have commenced service on the following routes: The Okanagan; Penticton to Okanagan Landing, daily except Sundays; and Aberdeen; from Okanagan Landing, south on three days, and north three days, time schedule being governed by the business offering.

The paddle-wheel steamer Strathcona, which has been lying up for several years at Vancouver, has recently been sold, and will be utilized in G.T. Pacific Ry. construction service on the Skeena River. She was built at Vancouver in 1898, her dimensions being: Length, 142.4 ft.; breadth, 30.4 ft.; depth, 4 ft.; tonnage, 596 gross, 376 register; with engine of 17 n.h.p.

The B.C. Government has had under consideration applications for a charter, to expire June 30, 1910, for a ferry to ply across the Skeena River at Copper City, situated at the end of the Kitamaat wagon road, near the mouth of the Copper River, the ferry limits to be 2 miles below and above the point named; the boats to be operated between 7 a.m. and 7 p.m. daily except Sundays.

The Denman Island Stone Co., Ltd., has been incorporated under the B.C. Companies Act, with a capital of \$50,000, to acquire certain stone and quarry lands on Denman and Nelson islands, B.C.; to carry on a general quarrying business, and in connection therewith to build, purchase or otherwise acquire and operate steam and other vessels, dry docks, marine railways, wharves, piers, etc.



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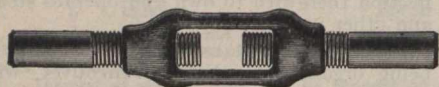
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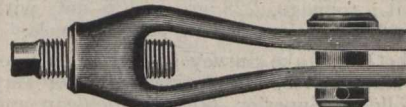
THE LIMA LOCOMOTIVE & MACHINE CO., 108 Third St., LIMA, OHIO, U.S.A.

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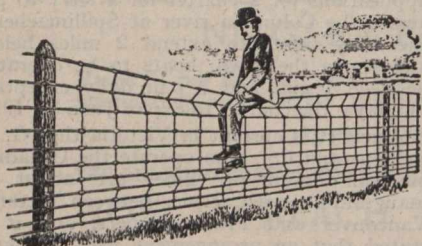
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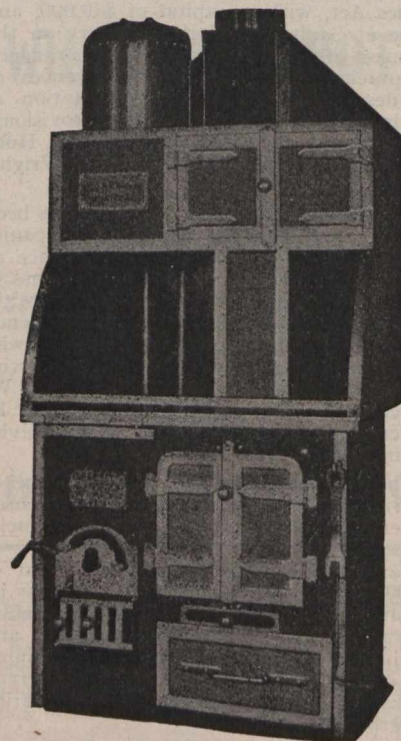


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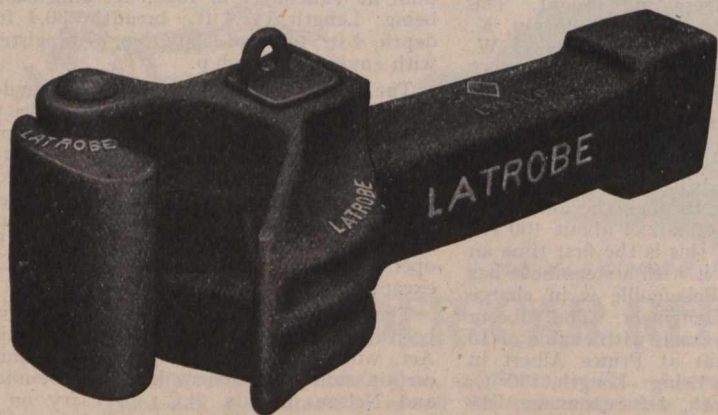
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Notices to Mariners.

The Dominion Department of Marine has issued the following notices:

No. 35. May 26.—92. Nova Scotia, west coast, Cape Fourchu, change in character of light. 93. North Atlantic Ocean, Northumberland Strait, survey steamer engaged in the investigation of currents, to be avoided. 94. Newfoundland, east coast, Conception Bay, Gastries point, lighthouse established.

No. 36. May 26.—95. Quebec, River St. Lawrence, above St. Thomas de Montmagny, gas buoys placed temporarily for dredging purposes. 96. Quebec, River St. Lawrence, ship channel between Quebec and Montreal, Cap Charles, change in position of front range lighthouse.

No. 37. May 27.—97. British Columbia, Vancouver Island, west coast, Cape Beale, fog alarm established.

No. 38. May 27.—98. Ontario, Lake Ontario, Simcoe Island, Nine Mile Point, character of light. 99. Ontario, Lake Ontario, entrance to Presqu'île Bay, Salt Point light discontinued. 100. Ontario, Niagara River mouth, Niagara-on-the-Lake, range lights improved. 101. Ontario, St. Clair River, Point Edward, gas buoy established. 102. United States, Lake Huron, Detroit passage, Point Detour, change in character of light.

No. 39. May 30.—103. Ontario, Lake Ontario, Presqu'île Point, light improved. 104. Ontario, Lake Ontario, Toronto harbor approaches, buoyage.

No. 40. June 1.—105. General: regulations for the protection of lightships, buoys, beacons and floating lights. 106. Ontario, Lake Erie, Port Stanley, extension of breakwater. 107. Ontario, Lake Huron, Goderich, beacon attached to back range light pole, permanent tower to be built.

No. 41. June 1.—108. Nova Scotia, Cape Breton Island, east coast, off Low Point, gas and whistling buoy established. 109. New Brunswick, east coast, Escuminac Point, change in fog alarm. 110. St. Pierre, Miquelon, Little Miquelon or Langlade Island, Plate Point fog alarm, correction.

No. 42. June 5.—111. Quebec, River St. Lawrence, ship channel between Quebec and Montreal, Batiscan traverse, alterations in buoyage. 112. Quebec, River St. Lawrence, ship channel between Quebec and Montreal, Three Rivers, range lights established.

No. 43. June 8.—113. Quebec, Gulf of St. Lawrence, Cape Magdalen, new lighthouse, change in character of light.

No. 44. June 9.—114. Newfoundland, north end, Cape Bauld, new tower, intended change in character of light. 115. Newfoundland, east coast, Bay Bulls, Bull Head, lighthouse established. 116. Newfoundland, east coast, Togo Island, Rags Island, light established. 117. Newfoundland, west coast, St. George Bay, St. George harbor, Sandy Point, Harbor Point, change in character of light.

No. 45. June 11.—118. British Columbia, Vancouver Island, west coast, Estevan Point, intended light and fog alarm. 119. British Columbia, north Skeena passage, Inverness, buoy established, beacon established.

No. 46. June 15.—120. Ontario, Georgian Bay, Meaford, harbor improvements, lighting arrangement.

No. 47. June 17.—121. British Columbia, Chatham Sound, gas-lighted beacon moved from Greentop Island to Holland Island. 122. United States of America, Washington, Puget Sound, Rich passage, Orchard rocks, beacon replaced by bell beacon. 123. Alaska, Wrangell Strait, Prolewy rock, light established.

No. 48. June 18.—124. Nova Scotia, south coast, approach to Port Felix, Flying Point

shoals, change in position of bell buoy. 125. Nova Scotia, Cape Breton Island, east coast, Main à Dieu bay, Mad Dick shoal, bell buoy established. 126. New Brunswick, east coast, Miramichi bay, Portage Island, change in character of light.

No. 49. June 19.—127. Nova Scotia, west coast, Pubnico harbor Beach point, change in character of light. 128. Nova Scotia, Cape Breton Island, east coast, Sydney harbor, Low point, change in character of light. 129. New Brunswick, north coast, Chaleur Bay, Heron Island, change in position of lighthouse, light improved.

No. 50. June 22.—130. Nova Scotia, Northumberland strait, Cape George, new lighthouse, change in character of light.

No. 51. June 24.—131. Ontario, Ottawa River, Lake Deschenes, Britannia, light discontinued. 132. Ontario, Detroit River, Limekiln crossing, north light vessel No. 65, color of lights changed. 133. United States of America, Detroit River, Grassy Island, south channel, rear range light, characteristic changed. 134. United States of America, Lake St. Clair, Ile aux Peches, range lights established, temporary lights withdrawn. 135. United States of America, Lake St. Clair, Anchor Bay approach, gas buoy established.

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

No. 20 May 16.—764. Detroit River, Grassy Island, south channel, rear light, characteristic changed.

No. 21. May 23.—805. Lake St. Clair, Anchor Bay approach, intended gas buoy.

Welland Canal Enlargement.

During the discussion of the estimates for canals in the House of Commons, June 11, the question of the deepening of the Welland Canal was raised. The Minister of Railways and Canals was asked if the Department had any estimate or investigation made as to the cost entailed in deepening the Welland Canal to 25 ft. draft, as had been advocated. The question of deepening the canal, said the Minister in reply, was a pretty large one, and was interlocked with the whole transportation problem. He was free to say that if Canada was to compete for Canadian traffic as well as some of the U.S. traffic, as it was his ambition Canada should do by the St. Lawrence route, the Welland Canal would have to be deepened to 25 ft. If the Welland

Canal is so deepened the traffic could be carried to the head of the St. Lawrence canals and there break bulk in elevators, and so compete with the U.S. route. There was an opinion shared by some very prominent engineers that it would be cheaper and better to build an entirely new Welland Canal than to deepen the existing canal. Some engineers said that the route could be shortened several miles by digging a new canal, and that the number of lock gates could be reduced by 75%. So far as he was concerned, any estimate of the cost would be only a guess, but he would not care to undertake it with less than from \$25,000,000 to \$30,000,000. He was getting some data together, and he hoped to give the House an idea, at an early date, as to the cost of a new canal and the deepening and improving of the existing canal. The benefit of a new canal would be to shorten the distance considerably, and decrease very materially the number of locks. Each lock would be larger, the lifts greater, and the reaches longer.

Vessels Removed from the Register.—The following vessels have been removed from the register, for the reasons assigned: Steam.—Steel Head, Vancouver, B.C., 14 tons, burnt; Welcome, Kenora, Ont., 25 tons, broken up; Wilfred L. Snow, Digby, N.S., 36 tons, converted into a sailing vessel. Sailing.—Annie Laurie, Digby, N.S., 10 tons, broken up; Armenia, Ottawa, 142 tons, broken up; Beatrice, Victoria, B.C., 55 tons, converted into a steamer; Brant, Windsor, Ont., 12 tons, lost; H. T. Walcot, Ottawa, 163 tons, broken up; Helen E. Kenney, St. John, N.B., 294 tons, wrecked; James Gordon, Ottawa, 147 tons, broken up; John Wilson, Ottawa, 158 tons, broken up; Lynx, Chatham, N.B., 11 tons, broken up; Ned, Ottawa, 152 tons, broken up; Ocean Bride, Halifax, N.S., 23 tons, broken up; Ranger, Chatham, N.B., 10 tons, broken up.

Rear-Admiral Kingsmill, who has been appointed to command the Canadian Marine Service, arrived at Montreal, from England, June 8, by the Allan Line S.S. Tunisian.

The House of Commons, at its current session, in addition to the sums already voted on account of the marine interests of the Dominion, and various sums on account of collection of revenue and administration, has voted the following sums for canals: Miscellaneous works not provided for, \$4,375; arbitrations and awards, \$3,500; surveys and inspections, \$2,625.

SAULT STE. MARIE CANALS TRAFFIC.

The following commerce passed through the Sault Ste. Marie Canals in May:

ARTICLES.	CANADIAN CANAL	U.S. CANAL	TOTAL
Copper..... Eastbound..... Net tons		13,155	13,155
Grain..... "..... Bushels	2,548,973	2,817,561	5,366,534
Building stone..... "..... Net tons		624,077	624,077
Flour..... "..... Barrels	90,500	533,577	624,077
Iron ore..... "..... Net tons	39,289	224,593	263,882
Pig iron..... "..... ".....		2,964	2,964
Lumber..... "..... M. ft. B.M.	2,811	36,143	38,954
Wheat..... "..... Bushels	8,417,447	6,388,093	14,805,540
General merchandise..... "..... Net tons	2,354	7,581	9,935
Passengers..... "..... Number	458	581	1,039
Coal, hard..... Westbound..... Net tons	42,006	101,023	143,029
Coal, soft..... "..... ".....	78,544	216,896	295,440
Flour..... "..... Barrels		700	700
Grain..... "..... Bushels		33,078	42,632
Manufactured iron..... "..... Net tons	9,554		
Iron ore..... "..... ".....			
Salt..... "..... Barrels	23,005	126,284	149,289
General merchandise..... "..... Net tons	37,196	37,518	74,714
Passengers..... "..... Number	889	328	1,217
Vessel passages..... Number	507	702	1,209
Registered tonnage..... Net	421,284	820,072	1,241,356
Freight—Eastbound..... Net tons	357,381	625,647	983,028
Westbound..... ".....	170,587	407,469	578,056
Total freight..... ".....	527,968	1,033,116	1,561,084

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Sailing from Philadelphia Saturdays.

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Sailing from New York Saturdays.

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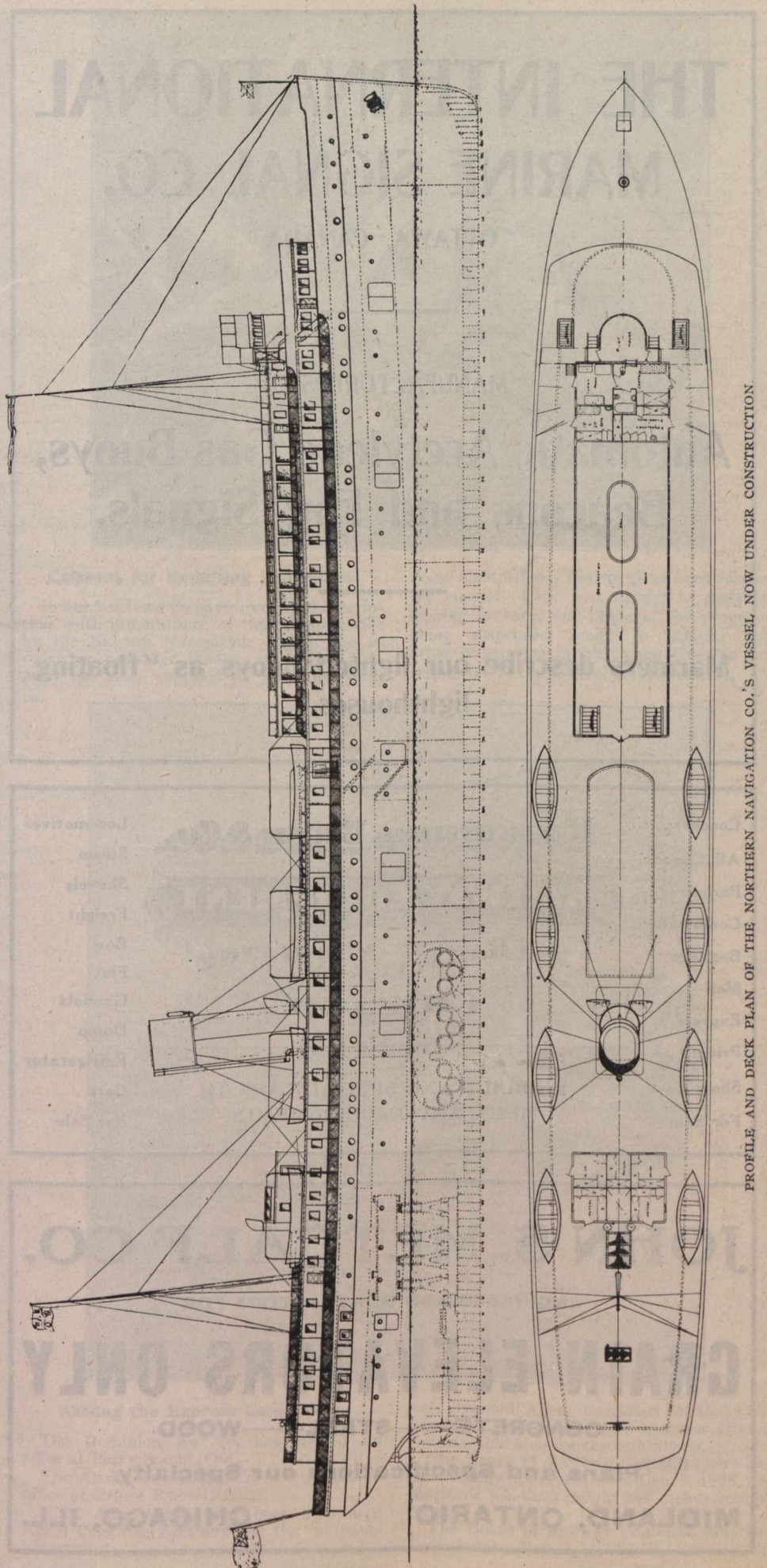
H. G. THORLEY,
PASSENGER AGENT FOR ONTARIO,
41 KING ST. EAST, TORONTO.

International Waterways Commission.

The report of the Canadian members of the commission for the year ended Dec. 31, 1907, which has been recently issued, states that during the year a joint report was agreed upon with regard to the diversion of water from Lake Michigan by the Chicago drainage canal, and a recommendation made to the U.S. Government to prohibit the diversion of more than 10,000 cubic feet per second for this purpose. It was also recommended that the International boundary through Lake Erie be correctly ascertained and marked by buoys, but no authority has been issued to empower the commission to proceed further. The construction of works to prevent damage to lands by the overflow of the Richelieu River, which was referred to the commission, and in aid of which the Dominion Government had voted \$10,000, was dealt with, and considered desirable, provided a movable dam be constructed at St. John's, Que., and so operated that the flood waters of Lake Champlain be allowed to rise to a monthly mean level of 97, and the level be maintained at 95. The application of S. L. Dawley for a permit to construct works in the St. Lawrence near Long Sault Island was refused, and an application by the Grand Falls Power Co., Ltd., to construct hydraulic works on the St. John River was held over. The proposal of the Long Sault Development Co., a U.S. corporation, for power to construct dams, reservoirs, etc., near the Long Sault and Barnhart islands, has been heard, together with protests from the Montreal Board of Trade, the Shipping Federation of Canada, the Dominion Marine Association, the Richelieu and Ontario Navigation Co., and the Calvin Co., Ltd. The works proposed by the company involve the construction of dams across the south channel, the main channel between Long Sault and Barnhart islands, and across the east end of the Little River between the north of Barnhart Island and the Cornwall canal. In addition, it is proposed to move lock 21 in the Cornwall canal, to deepen and improve Little River, and to construct a lock in the south channel. The St. Lawrence River at the point indicated is not navigable for vessels in general, but has been used by R. & O. N. Co.'s boats in passing down the river, by small pleasure boats, and for lumber rafts, etc., the passage up being by way of the Cornwall canal. It is conceded that the interests of navigation are paramount, and must not be affected injuriously, but it was considered that sufficient data had not been brought forward to enable the commission to form an opinion, and further steps are being taken to obtain independent expert advice on the matter. Improvement works on the Rainy River, comprising the erection of a dam and a lock 200 ft. by 50 ft. at the foot of the Long Sault rapids, to maintain navigation on the river during low water periods, were also discussed, and the carrying out of such works recommended. Dr. W. F. King, a member of the commission since its organization, resigned during the year, and W. J. Stewart, Dominion Hydrographer, was appointed in his place.

During April, 2 navigation employes were killed and 9 injured. One of the fatalities was due to drowning and the other to falling material. Six of the non-fatal accidents were due to falling materials, and 3 to falls.

W. J. Milne, heretofore chief officer of the Dominion cruiser Canada, who has been appointed to the command of the cruiser Curlew, was recently presented by the wardroom officers of the Canada with a toilet set, on his promotion.



PROFILE AND DECK PLAN OF THE NORTHERN NAVIGATION CO.'S VESSEL NOW UNDER CONSTRUCTION

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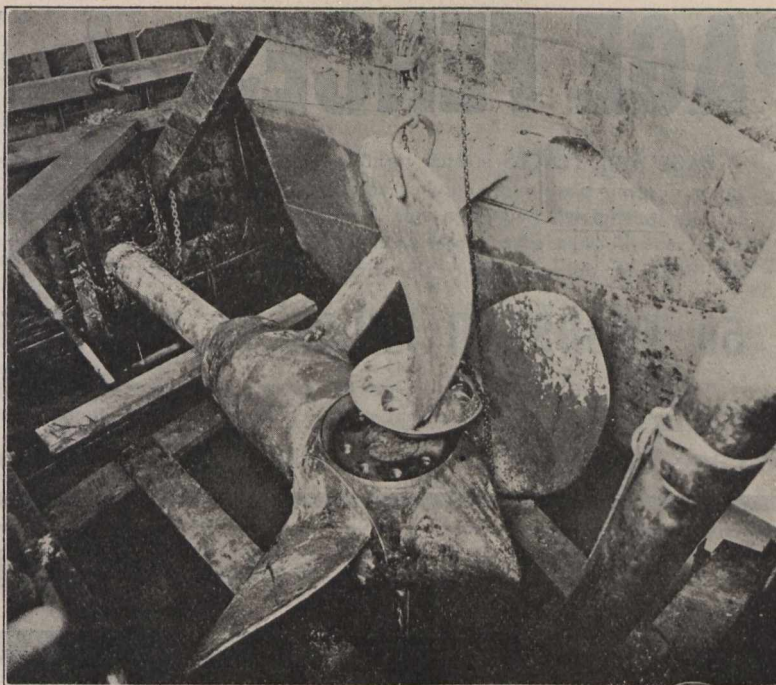
An act to amend the Canada Shipping Act, which has been introduced in the House of Commons by way of the Senate, contains many alterations no doubt desirable in the best interests of the service. Amongst the amended provisions, which more nearly affect navigation companies, are the additions given hereunder.

Sec. 75a to the following effect is added to the bill: "The Minister may refuse to admit to the examinations mentioned in the two preceding sections any person domiciled in Canada who is a subject or citizen of a country in which British subjects do not enjoy similar privileges in respect of such examinations." This section is considered to be generally agreeable, and is regarded as a moderate provision in substitution of the bill recently introduced by Mr. Lancaster on similar lines.

Sec. 384 of the Act is amended by reducing the Sick Mariners' Tax (Quebec) from 2c. to 1½c., tonnage duty, payable three times a year. Sub-par. v, par. c., sec. 477, relating to the exemption of vessels "having a draught when loaded not exceeding 16 ft., and employed exclusively in voyages between any port or ports on Lakes Ontario, Erie, Huron, Superior, Michigan, or on any of the waters connecting these lakes, and any port or ports on the River St. Lawrence, or between any ports on the River St. Lawrence," from the compulsory payment of pilotage dues, known as the Fitzpatrick amendment, has been struck out. There appears to be a considerable difference of opinion between the Shipping Federation of Canada and the Dominion Marine Association as to the removal of this paragraph from the bill. The clause was struck out on the representations of the Shipping Federation and the St. Lawrence pilots. The Dominion Marine Association contends that the exclusion of vessels having ports of origin on the lakes from the list of exemptions, is a discrimination against such vessels. It also states that the men already employed on the vessels who are skilled in the navigation of such vessels between Montreal and Lake Superior are quite competent to take their vessels down the lower St. Lawrence; but granting that pilots acquainted with the channels must be engaged between Montreal and Quebec, the Association urges that vessel owners should not be compelled to engage men from the limited and special class of "tour de role" pilots, but should be free to employ from the large number of apprentice pilots available, and that in moving vessels between docks in Montreal harbor no pilot should be required.

Sec. 566 is amended to provide, among other things, that an engineer holding a certificate of competency, shall be engaged on each steamboat having a single cylinder engine of 10 n.h.p. and over, or a double cylinder engine of 20 n.h.p. and over. This provision, though good in itself, would undoubtedly act harshly in many cases, such as in outlying minor waters, and in cases where men of ample knowledge and experience are at present employed, but who are unable to pass the necessary examinations. The Minister of Marine has given an assurance that in such cases permits will be granted, and it is probable that a further amendment may be made to cover this point. It has been requested that the bill be dealt with by committee before making further progress.

During 1907 there were 1,439 vessels, having a tonnage of 40,827, and valued at \$2,841,875, engaged in the Canadian fisheries trade.



Caissons for Repairing Propellers.

In our last issue we gave a very full description, with illustrations, of the caissons built by the Niagara Navigation Co. for use in repairing propeller blades, etc. The company has since supplied us with two addi-

tional illustrations. The one given above shows the interior of the port caisson in position, looking forward, one blade of the propeller being suspended ready to attach. The other illustration on this page gives an exterior view of the port caisson in position.



Among the Express Companies.

The Dominion Ex. Co. has opened an office at Parry Sound, Ont.

The Alaska Pacific Ex. Co. has opened an office at Prince Rupert, B.C.

E. S. Van Alstyne has been appointed Agent Canadian Northern Ex. Co. at Saskatoon, Sask.

J. Overend, Agent, Canadian Ex. Co., London, Ont., has returned to business after a considerable absence through illness.

The Board of Railway Commissioners has temporarily approved, until Dec. 1, 1908, the Maritime Ex. Co.'s freight and money receipt form.

The Board of Railway Commissioners has extended to Dec. 1, 1908, the time within

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which express companies shall file and receive approval of tariffs of tolls.

D. J. McKenzie, heretofore Agent, Dominion Ex. Co., Edmonton, Alta., has been appointed Agent, same company, Calgary, Alta., succeeding W. J. Kirby, resigned.

The Canadian Northern Ex. Co. has opened offices for the summer season at Bala, Beau-maris, Hamill's Point, Morinhus House, Port Carling, Port Cockburn, Port Sandfield, Ros-seau and Windermere, Ont.

The Board of Railway Commissioners has temporarily approved, until Dec. 1, 1908, the forms of contract of the Canadian, Dominion, United States, Great Northern, Pacific, National and American Ex. Cos.

The Toronto Board of Control informed a

deputation of Oakville fruit farmers, June 12, that they had no objection to the railway companies shunting express fruit from the station to the fruit market at Scott St., notwithstanding the order of the Railway Commissioners that cars must not be shunted across Yonge St. between 1 and 2 o'clock p.m.

W. J. Kirby, Agent, Dominion Ex. Co., Calgary, Alta., has resigned and will enter private business there. Mr. Kirby, who was recently appointed agent, same company, at Prince Rupert, B.C., has declined the appointment. He entered the company's service in 1888, and has served at Winnipeg, Vancouver and Calgary. He was recently presented by his fellow employes with a gold locket, suitably engraved.

The Dominion Ex. Co. recently appealed

against the decision of the Superior Court, in the case of Rutenberg and others vs. Dominion Ex. Co., when the plaintiffs were given a verdict with costs in their claim for \$920.75, for the loss of a trunk and contents while en route between Brantford, Ont., and Winnipeg, Man. After hearing arguments on both sides, judgment was reserved.

The Dominion Ex. Co. has been using the new series of special Pullman horse cars, recently completed at the C.P.R. Angus shops, Montreal, for the conveyance of race horses from the meeting at the Woodbine, Toronto, to that at Blue Bonnets, Montreal. V. G. R. Vickers, Superintendent Dominion Ex. Co., Montreal, said the owners of horses spoke in the highest terms of the new cars and of the service given by the company.

LIST OF STEAM VESSELS REGISTERED IN CANADA DURING MAY, 1908.

Name.	No.	Where and When Built.	Engines, etc.	Length	B'dth.	Depth.	Gross tons.	Reg. tons.	Port of Registry	Owners.
Achates.....	126,078	Vancouver, B.C., 1908.....	Screw 42 N.H.P.....	100.0	22.9	11.5	209	142	Vancouver, B.C.....	M. L. Evans, M.O., Vancouver, B.C.
Alma C.....	122,415	Midland, Ont., 1906.....	" 6 ".....	60.0	8.2	3.2	19	13	Midland, Ont.....	Turner Lumber Co., Toronto.
B. C. P.....	126,082	Vancouver, B.C., 1908.....	" 22 ".....	80.5	18.0	7.8	121	83	Vancouver, B.C.....	The Packers' Steamship Co., Vancouver
*Beatrice.....	100,194	" " 1891.....	" 22 ".....	64.5	19.6	8.0	77	37	Victoria, B.C.....	A. Berquist, Victoria, B.C.
Bedeque.....	126,035	Liverpool, N.S., 1905.....	" 13 ".....	62.6	14.9	7.4	50	34	Liverpool, N.S.....	H. A. Rhynard, Pictou, N.S.
Boaz.....	126,083	Vancouver, B.C., 1908.....	" 2 ".....	31.0	8.2	4.4	9	6	Vancouver, B.C.....	W. Mason, Nanaimo, B.C.
Carmel C.....	122,638	Alexandria Bay, U.S., 1900.....	" 2 ".....	36.8	7.1	3.4	9	6	Kingston, Ont.....	W. C. Cirtwill, Kingston, Ont.
Chignecto.....	125,963	Port Greville, N.S., 1908.....	" 16 ".....	78.6	17.8	7.2	86	36	Parrsboro, N.S.....	J. W. Pugsley, Parrsboro, N.S.
Distributor.....	122,393	Victoria, B.C., 1 08.....	Paddle 15 ".....	136.6	30.4	5.4	607	379	Victoria, B.C.....	G. T. Pacific Ry., Montreal.
E. B. Osler...*	125,977	Bridgeburg, Ont., 1908.....	Screw 203 ".....	491.3	56.0	26.5	6787	4361	Toronto.....	St. Lawrence and Chicago Steam Navigation Co., Toronto.
Elaolite.....	126,084	Vancouver, B.C., 1908.....	" 1 ".....	31.7	8.3	4.0	10	7	Vancouver, B.C.....	W. H. R. Collister, Vancouver, B.C.
Fan. L. Baker	126,092	Detroit, U.S.A., 1888.....	" 20 ".....	64.0	16.5	6.0	54	33	St. Catharines, Ont.....	J. Battle, Thorold Ont.
J. P. Douglass	126,079	Vancouver, B.C., 1908.....	Paddle 3 ".....	83.4	20.4	5.1	237	149	Vancouver, B.C.....	A. E. Yates, M.O., Vancouver, B.C.
Lychnis.....	126,085	" " 1908.....	Screw 2 ".....	32.0	8.0	3.5	8	6	" ".....	H. Hemming, Vancouver, B.C.
Noname.....	126,081	" " 1908.....	" 26 ".....	76.5	18.9	9.3	113	77	" ".....	B. C. Tie and Timber Co., Vancouver, B.C.
Scowlitz.....	126,080	Harrison River, B.C., 1908.....	Paddle 17 ".....	92.0	22.8	4.9	178	112	" ".....	Rat Portage Lumber Co., Winnipeg.
Steel Head...*	126,077	Vancouver, B.C., 1908.....	Screw 5 ".....	44.5	12.0	5.7	21	14	" ".....	The Packers' Steamship Co., Vancouver
Transcont'nt'l	126,142	Sorel, Que., 1905.....	" 1 ".....	46.0	8.3	2.8	9	6	Sorel, Que.....	R. Wilkie, Sorel, Que.
Whistle Wing.	126,074	Muskegon U.S.A., 1907.....	" 2 ".....	39.3	8.2	4.6	14	9	Vancouver, B.C.....	H. Cottingham, Vancouver, B.C.

*Formerly a sailing vessel.

LIST OF SAILING VESSELS AND BARGES REGISTERED IN CANADA DURING MAY, 1908.

Name.	No.	Where and When Built.	Rig	Length	B'dth.	Depth.	Gross Tons	Reg. tons.	Port of Registry.	Owners.
Buema.....	122,288	Lunenburg, N.S., 1908.....	Schr.	54.9	16.4	7.6	...	36	Shelburne, N.S.....	H. R. Swim, M.O., Lockeport, N.S.
C. J. Magill....	117,178	Cleveland, U.S.A., 1863.....	"	139.5	30.4	10.4	...	373	Windsor, Ont.....	A. McInnes, Windsor, Ont.
Conrad.....	125,964	Port Greville, N.S., 1908.....	"	137.3	32.1	11.2	...	299	Parrsboro, N.S.....	S. J. Soley, M.O., Fox River, N.S.
Dragon Rouge..	125,976	Toronto, 1908.....	Dred.	86.0	22.6	7.9	...	203	Toronto.....	F. Simpson, Toronto.
Eddie J.....	103,066	Pubnico, N.S., 1895.....	Schr.	49.8	17.0	6.5	...	23	Digby, N.S.....	W. Outhouse, Tiverton, N.S.
Fillera.....	122,621	Lemeque, N.B., 1908.....	"	37.3	12.8	6.3	...	18	Chatham, N.B.....	J. P. Chiasson, Lemeque, N.S.
G. C. Edwards..	122,644	Hull, Que., 1908.....	Barge	119.7	24.1	8.0	...	191	Ottawa.....	Ottawa Transportation Co., Ottawa.
Hayward.....		Loggieville, N.B., 1908.....	"	65.0	28.0	6.5	...	88	Chatham, N.B.....	R. Loggie, Loggieville, N.B.
Hazel L. Ritcey	126,102	Lunenburg, N.S., 1908.....	Schr.	95.3	26.0	10.5	...	92	Lunenburg, N.S.....	R. Ritcey, M.O., Riverport, N.S.
Helen and Hilda	122,289	Shelburne, N.S., 1908.....	Sloop	41.0	13.5	6.3	...	16	Shelburne, N.S.....	F. C. McLean, Port Saxon, N.S.
Herschel.....	117,179	Jerusalem, U.S.A., 1872.....	Schr.	121.8	27.2	9.4	...	237	Windsor, Ont.....	Peninsular Tug and Towing Co., Warton Ont.
J. Burstall....	122,645	Hull, Que., 1908.....	Barge	119.7	24.1	8.0	...	191	Ottawa.....	Ottawa Transportation Co., Ottawa.
Kernwood.....	122,290	Shelburne, N.S., 1908.....	Schr.	91.0	21.5	9.5	...	74	Shelburne, N.S.....	I. A. Lovitt, Yarmouth, N.S.
Lantana.....	126,101	Martin's Brook, N.S., 1908.....	"	46.5	15.5	6.7	...	17	Lunenburg, N.S.....	D. Langille, Martin's Brook, N.S.
M. Unity.....	126,104	Tancook, N.S., 1908.....	"	50.4	13.7	8.0	...	26	" ".....	O. Fleet, M.O., Blandford, N.S.
Peter England..	122,500	Chatham, N.B., 1902.....	Dred.	37.0	12.0	2.5	...	10	Chatham, N.B.....	P. England, Chatham, N.B.
*Wilfred L. Snow	121,812	Shelburne, N.S., 1905.....	Schr.	63.5	17.2	7.1	...	51	Digby, N.S.....	J. W. Snow, M.O., Granville, N.S.
Winnie Wing...*	126,121	Fort Howard, U.S.A., 1867.....	"	118.0	26.9	9.0	...	183	Kingston, Ont.....	R. B. Shipman, Napanee, Ont.

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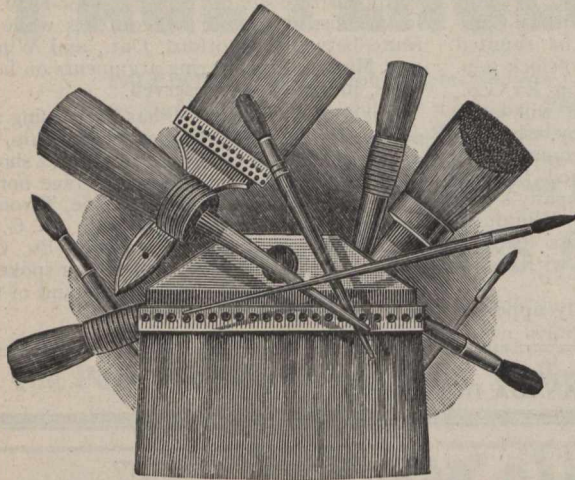
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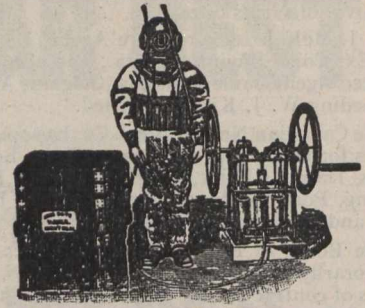
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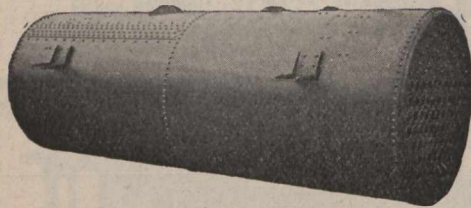


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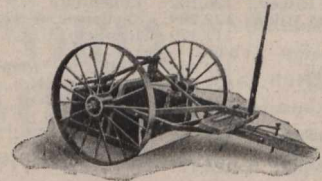
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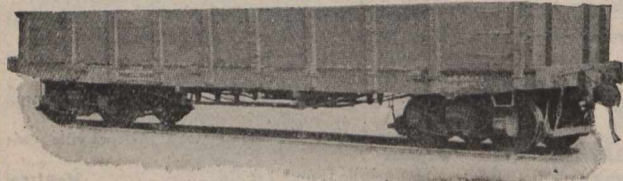
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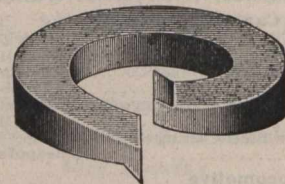
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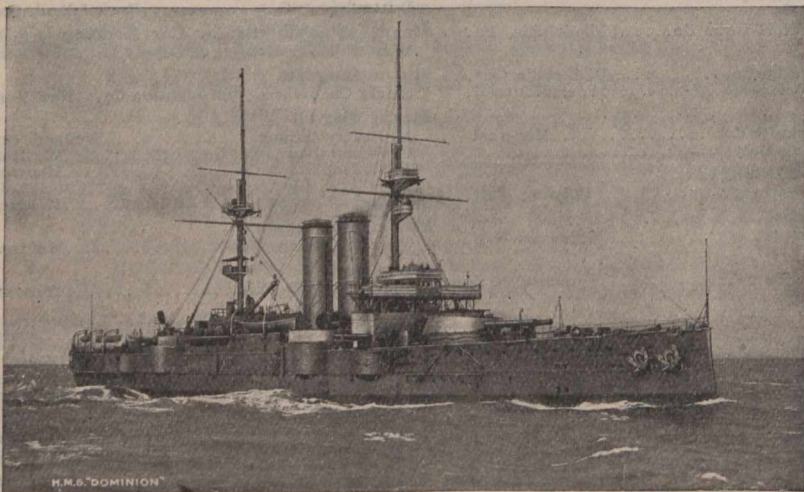
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