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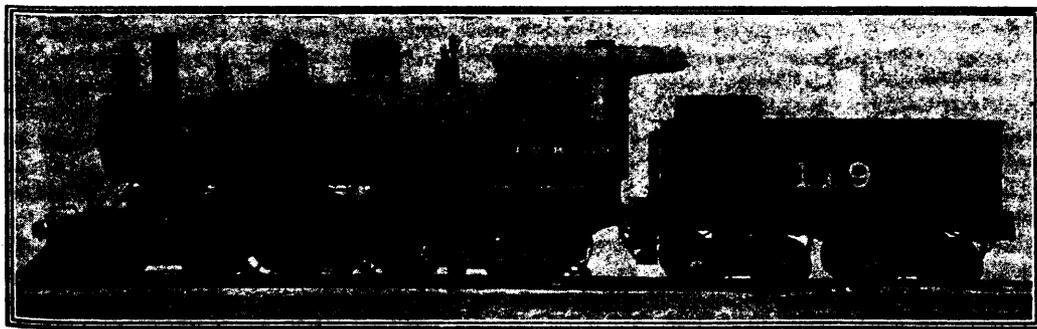
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TORONTO, CANADA, AUGUST, 1904.

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RAILWAY FINANCE, MEETINGS, ETC.

Alberta Ry. and Irrigation Co.—The act incorporating a company with this title to take over the Alberta Ry. and Coal Co., the St. Mary's River Ry., the Canadian Northwest Irrigation Co., and the Alberta Ry. and Irrigation Co. has been passed at the current session of the Dominion Parliament. Meetings of the shareholders and bondholders of the several companies were called to be held in London, Eng., July 19, for the purpose of ratifying and confirming a mutual agreement for the purpose of amalgamating the companies named in the act into one company with the title of the Alberta Ry. and Irrigation Co.

Bale des Chaleurs Ry.—At a meeting of directors held July 12 a resolution was passed making a third call of 10% upon the share capital of the company, payable Aug 17.

Bay of Quinte Ry.—Gross earnings for 1903, \$240,525; net earnings, \$108,851, against \$216,200 gross and \$92,807 net for 1902. The fixed charges were \$36,000, leaving a surplus of \$72,851 in 1903, against a surplus of \$60,807 in 1902. The company has issued \$650,000 of common stock, \$325,000 of 6% preference stock and \$930,000 of 5% 1st mortgage bonds due Jan., 1927.

The British Columbia Electric Ry. Co.'s capital has been recently increased to £850,000 by the creation of 80,000 new shares of £10 each which will be issued as required to pay for the Vancouver Gas Co.'s plant, etc.; the completion of the Vancouver Power Co.'s plant, and to meet expenditures required owing to demands for the extension of the company's lines, etc.

Railway earnings for May: Vancouver, \$17,884; Victoria, \$11,150; New Westminster, \$11,418; total, \$40,452, against \$34,883 for May, 1903. Gross earnings: railways and lighting, \$64,170, against \$55,665 for May, 1903. Working expenses, \$37,390; renewal funds, \$5,988; net income, \$20,792, against \$23,023, \$4,222 and \$18,801 respectively for May, 1903. Aggregate net earnings for 11 months ended May 31, \$263,553, against \$203,054 for same period, 1902-03.

The Brookville, Westport and Northwest Ry. Co. has issued \$450,000 of common stock, \$450,000 of 6% preference stock, and \$450,000 of 4% 1st mortgage bonds due 1923.

Bruce Mines and Algoma Ry.—A call of \$10 a share was recently made. The annual meeting was held at Sault Ste. Marie, Ont., July 19.

Canada Atlantic Ry.—J. R. Booth denies that a contract has been signed for the sale of the C.A. Ry. to Mackenzie, Mann & Co. in

the interests of the Canadian Northern Ry. The price, which press reports stated had been offered, was \$13,000,000. It is also denied that the Delaware and Hudson Rd. is negotiating for the purchase of the line, and on July 6 the Minister of Railways stated that the Government was not negotiating with the company with a view of buying the line. The object of the purchase was stated in press reports as either to use the C.A.Ry. as an extension of the Intercolonial Ry. to Georgian Bay, or to lease it to Mackenzie, Mann & Co. as part of the Canadian Northern Ry.



W. R. MacINNES.

Freight Traffic Manager, Canadian Pacific Railway.

There has been deposited with the Secretary of State a mortgage of the line, etc., as security for an issue of \$14,000,000 of 4% 1st mortgage bonds.

Canada Eastern Ry.—The Dominion Government has decided, after extended negotiations, to purchase this line from the Gibson estate. The railway extends from Chatham to Fredericton, N.B., with extensions from Chatham to Loggieville, and from Chatham Jct. to Indiantown, a total distance of 136 miles, and has 6½ miles of sidings. The track is laid with 56 and 60 lbs. steel rails, 2,640 ties a mile, fastened with fish and angle

plates; the radius of the sharpest curve is 955 ft.; and the steepest gradient is 80 ft. to the mile. Its rolling stock on June 30, 1903, consisted of 11 locomotives, 5 first-class cars, 2 second-class cars, 2 mail, baggage and express cars, 12 cattle and box cars, 88 platform cars, 2 conductors' vans, 4 snow ploughs and 1 flanger. The capital is \$1,000,000, and there is a bonded debt of \$1,854,174.60. The Dominion Government aided in the construction of the line to the extent of \$374,839.84, including \$24,439.84 of used iron rails granted to the Chatham branch; New Brunswick voted \$400,000; \$20,000 municipal aid was voted, and \$331,571.69 of capital was obtained from other sources. The total cost of the line was \$2,098,411.53. There is no outstanding debt. Gross receipts for the year ended June 30, 1903, were \$116,536.43; net earnings, \$2,674.66. The price reported to have been agreed upon is \$800,000. A resolution to give effect to the bargain was given notice of by the Minister of Railways, July 19.

Canada Southern Ry.—An act has been passed at the current session of the Dominion Parliament confirming an agreement whereby the Leamington and St. Clair Ry. and the Chatham and Erie Ry. become merged in the C. S. Ry., and a further agreement giving trackage rights to the Pere Marquette Rd. over the C. S. Ry. between St. Thomas and the Niagara River, Ont.; and also an agreement for the leasing of the whole of its lines to the Michigan Central Rd. for a term of years.

Canadian Northern Ry.—Gross earnings for June \$297,600, against \$264,300 for June, 1903, making for 12 months ended June 30, \$3,124,800, against \$2,304,450 for same period, 1902-03. Net earnings for May, \$74,200, against \$72,500 for May, 1903, making for 11 months to May 31, \$917,500, against \$681,710 for same period, 1902-03.

The Dominion Parliament at its current session passed an act giving authority for the consolidation of the whole or portion of the bond issues made by the C.N.R. Co. or its predecessors, and it may issue such consolidated bonds for the purpose of retiring the outstanding bonds, but such outstanding bonds shall be deposited with trustees until the whole have been retired, when each separate issue shall be cancelled. The total amount of consolidated bonds to be issued shall not exceed the total of the several separate issues authorized. The company was also authorized to guarantee, with the approval of its shareholders and of the Governor-in-Council, the bonds of any other incorporated company.

(Continued on page 265.)

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Meetings at Windsor Hotel, Montreal, 1st Tuesday
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TARY, W. Chapman.
MEETINGS, 46 King St. West, Toronto.

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PRESIDENT, A. A. Schantz, Detroit, Mich.; VICE-
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M. R. Nelson, Buffalo, N.Y.
NEXT MEETING, Buffalo, N.Y., Feb. 8th, 1905.

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toria, B. C., P. Gordon; Vancouver, B. C., T. M.
Heard; Lewis, Que., E. Belanger; Sorel, Que., A. L. de
Martigny; Owen Sound, J. M. Wilson; Windsor, Ont.,
N. Matland.
NEXT ANNUAL MEETING of the Grand Council, in
Collingwood, Ont., fourth Tuesday in Jan., 1905.

Niagara Frontier Summer Rate Committee.

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contains in addition to the usual map of the
G.T.R. and its connections, an outline map
showing the routes over which the company
is issuing tickets to and from St. Louis, a map
of the city of St. Louis showing steam and
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and a plan of the Fair grounds. The illustra-
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press give practically all the information a
visitor requires.

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The Minister of Railways has a bill before
the Dominion Parliament at the current ses-
sion for the purpose of amending the law re-
lating to the payment of subsidies to rail-
ways. The bill provides for the fixing, upon
the report of the Chief Engineer of the
Department, of an amount per mile at the
time of the entering into the contract. Of
the amount so fixed upon \$3,200 a mile will
be paid on progress estimates as at present,
then 70% of the excess, the remaining 30%
being held until the completion of the line.
The total amount of the subsidy will not ex-
ceed in any case \$6,400 a mile, and the extra
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RAILWAY FINANCE MEETINGS, ETC.

(Continued from page 261.)

Canadian Pacific Ry.—Announcement was recently made that in respect of the \$7,000,000 notes due to the Province of Quebec by the C.P.R. on account of advances for branch line construction the time of payment of \$3,500,000 had been extended from Mar. 1, 1904, to Mar. 1, 1906, when the whole amount will fall due.

The Dominion Government has brought an action against the trustees of the Canada Northwest Land Co. and the C.P.R. for an account of the sale of town-sites in which the Crown and the C.P.R. had a joint interest. The Government alleges that the expenses of management and commission allowed by the trustee were too liberal, and an agreement was entered into to wind up the trust. This present action is for an accounting preparatory to this being done.

Central Ontario Ry. The officers and directors for the current year are: President, S. J. Ritchie, Akron, Ohio; Vice-President, C. E. Ritchie, Akron, Ohio; General Superintendent and Secretary, Geo. Collins, Trenton, Ont.; other directors: T. M. Kirkwood, Treasurer, J. S. Stewart, W. S. Jacques; J. D. Rowe. A decision has been given in the Ontario courts holding that the sale of certain bonds of the company to T. G. Blackstock, Toronto; and R. Weddell, Trenton, Ont., was valid; and that the courts had power to order the sale of the line. The Toronto General Trusts Corporation has applied to be relieved of its duties as trustee for the bondholders and for the appointment of a new trustee.

Dominion Atlantic Ry.—Gross earnings for May, \$70,200, against \$69,105 for May, 1903; making for five months, ended May 30, \$313,500, against \$282,830 for same period 1903. There has been issued \$1,119,333 of common stock, \$1,314,000 of 5% preferred stock, and \$4,136,666 of 4% debenture bonds, due 1944, on which \$3,849,533 has been paid up.

Fredericton and St. Mary's Bridge Co.—The Minister of Railways gave notice in the House of Commons July 19 that he would move a resolution declaring that default having been made in the interest on the bonds of the company, the bridge be confiscated to the crown in accordance with the terms of the mortgage. The F. and St. M. Bridge Co. owns the bridge and railway over the St. John river, N. B., over which the Canada Eastern Ry. and the C. P. R. obtain an entrance into Fredericton.

Grand Trunk Ry.—The Simcoe county council has sold its stock in the Northern and North-Western Ry. (now G.T.R.) at 1 1/2 c. on the dollar. The county held stock of the face value of about \$350,000.

Great Northern Ry. of Canada.—The Quebec Legislature at its last session voted \$6,000 for debentures subscribed by the municipality of Ste. Sophie and the village of New Glasgow, Que., to aid the construction of the G.N. Ry. between St. Jerome and New Glasgow.

The Central Trust Co., New York, announced July 1 that it had not received any funds for the payment of the July coupons on the 3% 1st mortgage bonds. Under the terms of the mortgage the company has six months in which to make good the default before proceedings for foreclosure can be taken. There has been issued \$3,000,000 of common stock, and there is authority to issue \$450,000 of preference stock and \$3,000,000 of debenture bonds. The funded indebtedness of the company consists of \$4,002,000 of 5% 1st mortgage bonds due Jan., 1950; \$274,000 of 6% Car Trust bonds due 1902-05, and \$118,000 of 5% Quebec Terminal mortgage bonds. Negotiations are in progress for the amalga-

mation of the G.N. Ry., and the Chateauguay and Northern Ry., recently completed between Montreal and Joliette, Que., which is operated under lease by the G.N. Ry. The plan of the amalgamation provides for paying off the floating indebtedness of the G.N. Ry., the construction of a direct entrance of the G.N. Ry. into Quebec, and the construction of a 10-mile section connecting the main line from Hawkesbury, Ont., with the Montford and Gatineau Colonization Ry.; provides for the paying off of all outstanding equipment bonds; all liens on terminals, and leaves about \$600,000 in the treasury. The security will be an absolute first mortgage of the railway, equipment and franchises without any prior liens.

Halifax and Yarmouth Ry. Co.—Following are the officers for the current year: President, G. M. Brill, Philadelphia, Pa.; Treasurer, G. W. B. Fletcher, Philadelphia, Pa.; Secretary, C. Cooper, Yarmouth, N.S. The company does not publish an annual report.

Halifax Electric Tramway.—Railway receipts for June, \$14,050.58, against \$11,843.82 for June, 1903; making for six months ended June 30, \$68,993.11, against \$63,728.68 for same period 1903.

Hamilton Cataract Power, Light and Traction Co.—The funded debt of this company is \$1,850,000, of which \$1,250,000 consists of 5% 1st mortgage bonds due 1929; \$500,000 of 4 1/2% 1st mortgage bonds due 1928, on the lines of the Hamilton Street Ry.; and \$100,000 of 5% 1st mortgage bonds due 1917 on the Hamilton and Dundas Street Ry. In connection with the Hamilton Street Ry. bonds a sinking fund of 4% is to be provided every year after 1913 to redeem and reduce the bond issue to 40% at maturity. The late E. Martin, K.C., was one of the trustees, Hon. G. A. Cox being the other, for the bondholders of the Hamilton Street Ry., and the courts have been asked to name a new trustee. In the action recently taken by the city of Hamilton against the H.S. Ry. to recover \$3,300 and interest on a percentage of fares collected from passengers on the Jockey Club section of the line which is outside the city boundary, a verdict was given in favor of the city.

Hamilton, Grimsby and Beamsville Ry. (Electric).—Rumors were in circulation recently to the effect that the majority shares in this company had not been purchased for the G. T. R. at all, but that the Niagara Power Co. was the concern for which the local firm of solicitors who made the purchase was acting. This report is authoritatively denied. The G. T. R. is preparing plans for improving the line and adding additional equipment.

Hull Electric Co.—The officers and directors for the current year are: President, A. R. Creelman, K.C.; Vice-President and General Manager, C. W. Spencer; other directors: W. R. Baker, D. McNicoll, I. G. Ogden, J. Osborne, E. Hanson.

Intercolonial Ry.—The Minister of Railways and Canals laid a report as to the operation of the Intercolonial Ry. for the year ended June 30, 1903; before the House of Commons recently, and also statements respecting the business for the first ten months of 1903-04. The gross income for the year ended June 30, 1903, was \$6,324,323.72, and the working expenses were \$6,196,653.19, leaving a surplus of \$127,670.53; against receipts of \$5,671,385, and working expenses of \$5,574,563 for same period 1901-02. The income included \$1,927,916 from passengers, \$4,128,255 from freight, and \$268,151 from mails and express. The expenditures included the following:—Locomotive Department, \$2,176,160, against \$2,030,928 in 1901-02; car expenses, \$1,338,857, against \$1,119,461; maintenance of way, \$1,386,350, against \$1,155,891; station expenses, \$789,346, against

\$699,797; general office expenses at Moncton, \$477,373, against \$445,227. The receipts for the ten months ended April 30, were \$5,287,521.14, against \$5,292,639.69 in the same period 1902-03, while the expenses were \$5,835,294.07, against \$5,288,763.56. The expenditure included: Locomotive power, \$2,116,745.24; car expenses, \$1,243,621.12; maintenance of way and works, \$1,310,204.99; station expenses, \$730,680.04; general charges, \$412,325.24; total \$5,813,576.63. Deduct car mileage, \$94,949.24, and add rental of leased lines \$116,666.68, which leaves total receipts of \$5,835,249.07 against \$5,288,763.56 for the corresponding ten months ended April 30, 1903. The increase in the expenses of the ten months \$613,981 included: wages, \$344,394; fuel, \$128,937; repairs to engines, \$26,427; repairs to postal, express and baggage cars, \$13,025; repairs to bridges, \$22,000; repairs to wharves, \$13,054; head office, \$17,440; district agencies, \$8,620; snow cleaning, \$40,083. During the same period there was expended on betterments \$2,227,298.03, including the following: repairs to engines, \$403,023.85; water, \$42,729.33; repairs to passenger cars \$125,866.38; repairs to postal, express and baggage cars, \$41,721.32; repairs to snow ploughs, \$6,591.36; miscellaneous \$1,310,204.99. The receipts for 11 months to May 30 were \$5,796,494.09, against \$5,798,876.93 for same period 1902-03, while the expenditure was \$6,381,876.48 against \$5,720,550.30; showing a loss of \$585,382.39 against a profit of \$70,317.63 for the 11 months ended May 30, 1903. The expenditure on capital account for the year ended June 30, 1903, was \$2,216,744.88, against \$4,670,590.80 for same period 1902; but no information was given as to the probable amount of capital expenditure for 1903-04.

International Traction Co.—The funded debt of the Niagara Falls Park and River Ry., controlled by the I. T. Co., amounts to \$600,000 of 5% 1st mortgage bonds due Jan., 1914.

Inverness Ry. and Coal Co.—Press reports that H. M. Whitney, of Boston, Mass., and B. F. Pearson, of Halifax, N.S., have secured control of the I.R. and C. Co. from Mackenzie, Mann & Co., are positively denied.

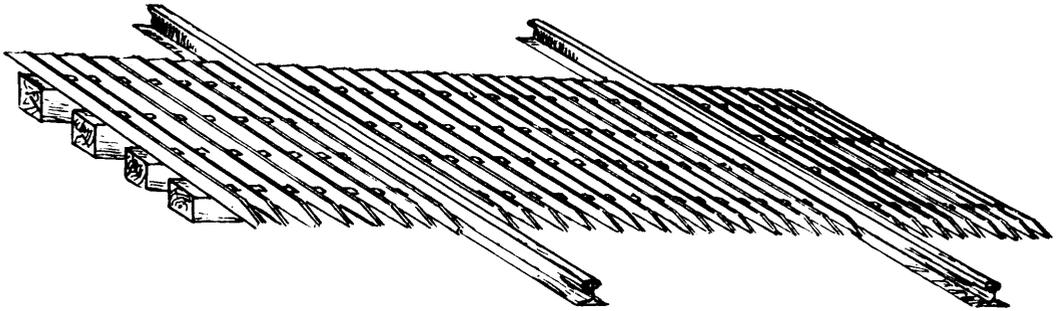
Kingston and Pembroke Ry.—The gross earnings for the year ended Dec. 31, 1903, were \$181,000; net earnings, \$40,031, against \$171,795 gross and \$19,595 net for same period, 1902. The fixed charges for the year were \$17,160, leaving a surplus of \$22,871. The company has issued \$1,759,100 of common stock, \$998,400 of 5% non-cumulative 1st preference stock, and \$145,150 of 3% non-cumulative 2nd preference stock, and has a funded debt of \$572,000 3% mortgage bonds due Jan., 1912.

Levis County Ry. (Electric).—The balance sheet for the year ended Dec. 30, 1903, shows liabilities of \$311,881.75 and assets, made up as follows: cost of road, \$181,230.37; cost of rolling stock, \$90,053.49; other permanent investments, \$6,953.75; cash, \$632.21; bills and accounts receivable, \$1,100.00; materials and supplies, \$1,416.08; elevator, \$30,494.85; total, \$311,881.75. The company has issued \$250,000 of 30 year 5% 1st mortgage bonds, and a small amount of 6% preferred cumulative preference stock. The receipts for the first half of the year 1903-1904 were \$12,555.01, against \$7,334.37 for the corresponding period, 1902-03. The line was closed down for some days in July owing to the Canadian Electric Light and Power Co. cutting off the power on account of the non-payment of a note for \$2,930. On July 7 the company offered to pay \$2,000 cash for power up to July 1, and to pay \$154 a week in advance for further power.

London and Southeastern Ry.—At the annual meeting held June 28 it was stated that the receipts were \$3,000 rental and \$20.93 in-

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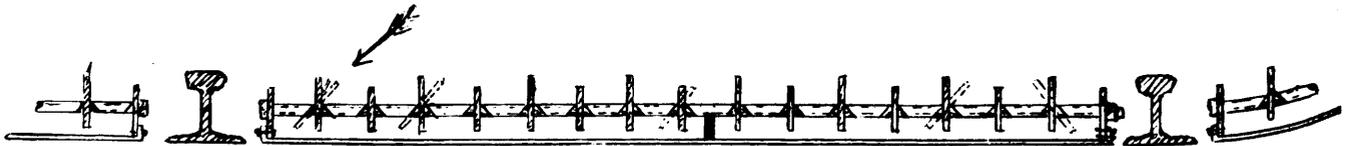
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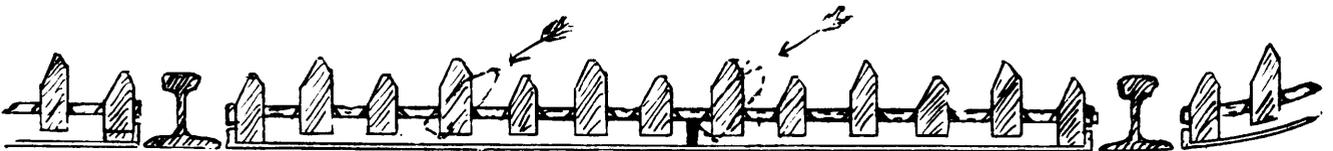
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No Excavating



CROSS SECTION

"NOGO" No. 1, STEEL SLATS



CROSS SECTION

"NOGO" No. 2, WOOD SLATS

This is a strictly Surface Guard, the chief feature of which is the Oscillating Movement of the slat stepped upon, spreading the hoof and affording an unsteady footing for the animal. Made with iron frame, with either $\frac{3}{16}$ in. steel or $1\frac{3}{4}$ in. wood slat.

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terest, and that expenditure was \$5.62 for official advertising, etc. The officers and directors for the current year are: President, W. J. Reid; Vice-President, T. H. Smallman; Secretary, Lieut.-Col. J. W. Little; other directors, J. A. Campbell, J. Labatt and M. Masuret. The L. and S. Ry. Co. was incorporated by the Ontario Legislature in 1886 to construct a line from London to Springfield on the Canada Southern Ry., or from London to Kingsmill on the Canada Southern Ry., thence to Aylmer on the Southern Division of the G.T.R. The company acquired land for terminal facilities and for right of way therefrom to Burwell St. in the city, and a line was constructed thereon to a junction with the London and Port Stanley Ry., which was then operated by the Canada Southern Ry. under lease. This property was leased Mar. 26, 1887, to the Canada Southern Ry. for the balance of its lease of the L. and P.S. Ry., and afterwards so long as the C.S. Ry. shall have running powers over the L. and P.S. Ry., not exceeding in the whole 21 years from 1887, for \$3,000 a year. The C.S. Ry. had the right to purchase the property within six years from 1887 for \$75,000. The lease was confirmed by an act passed by the Dominion Parliament in 1888.

London St. Ry.—Gross earnings for June, \$19,234.68, against \$16,223.80 for May, 1903, making for seven months to June 30, \$92,632.76, against \$90,599.39 for same period, 1902-03.

At a recent meeting of shareholders it was decided to increase the capital stock from \$450,000 to \$500,000 and the bond issue from \$450,000 to \$500,000.

Michigan Central Rd.—The 35th annual report shows total earnings for all departments for the year ended Dec. 31, 1903, of \$22,552,201.30, an increase over the previous year of \$3,507,000. The gross operating expenses were \$18,862,320.33, an increase of \$3,394,800. There was a net revenue from traffic, after deducting the operating expenses and taxes, interest and rentals, and paying the Canadian Southern Ry. its proportion of the net income, of \$1,189,840.78. Outside investments add \$54,932.04 to this amount. The capital stock remains at \$18,788,000, and of the bonded indebtedness \$2,000,000 was paid off during the year. Four new directors, W. H. Newman, W. Rockefeller, J. Stillman, of New York, and F. S. Winston, of Chicago, Ill., were elected, the old directors re-elected being: W. K. and F. W. Vanderbilt, C. M. Depew, H. B. Ledyard, E. D. Worcester, S. F. Barger, H. McK. Twombly, J. P. Morgan and A. Pond.

Montreal Street Ry.—Gross earnings for June, \$232,610.40, against \$209,337.36 for June, 1903; operating expenses \$131,588.68, against \$121,580.12; fixed charges, \$26,295.00, against \$24,197.58; leaving a surplus of \$74,796.63, against \$63,599.66 for June, 1903. Gross earnings for nine months to June 30, \$1,761,916.98; operating expenses, \$1,149,936.39; fixed charges, \$175,371.01; surplus, \$436,609.58, against a surplus of \$413,622.01 for same period 1902-03.

New Brunswick Coal and Ry. Co.—Traffic was suspended for some time during June on account of lack of funds, and E. G. Evans, Superintendent, resigned. A temporary arrangement was made by which sufficient traffic was to be supplied by certain mine owners to pay operating expenses to June 30, and it is now reported that arrangements have been made for meeting all the financial obligations of the line. The N.B. Coal and Ry. Co. constructed the line from Chipman to the Newcastle coal fields, about 15 miles, and took over the old Central Ry. of New Brunswick from Norton, on the I.C.R., to Chipman, 45 miles.

Phillipsburg Ry. and Quarry Co.—The following have been elected officers and

directors for the current year: President, J. T. Shearer; Vice-President and General Manager, F. B. Wells; Secretary-Treasurer, H. Timmis; other directors, M. Hutchison, S. H. Ewing, S. Carsley, W. Mann. It has been decided to develop the quarry property on a more extensive scale during the current year than heretofore.

Qu'Appelle, Long Lake and Saskatchewan Ry.—Net loss for May \$5,793.66, against net earnings of \$4,418.13 for May, 1903; showing for six months ended May 30, a net loss of \$43,061.57 against net earnings of \$26,298.07 for same period 1902-03.

Quebec and Lake St. John Ry.—The report for the year ended Dec. 31, 1903, presented at the recent annual meeting showed that 247,905 passengers, and 318,730 tons of freight had been carried. The proceeds of the £200,000 of prior lien bonds authorized for the improvement of the company's property had been expended for the purposes specified in the statute, and it had been found necessary to supplement this out of the unexpended profits prior to the reorganization. The total expenditure to Dec. 31 had been \$991,538.42. The operating accounts profit and loss statements show that the interest on the new first mortgage and prior lien bonds had been paid, the net earnings for the year having been more than sufficient for that purpose. Following are the officers and directors for the current year: President, G. Le Moine, Quebec; 1st Vice-President, W. Hanson, Montreal; 2nd Vice-President, J. T. Ross, Quebec; other directors: T. A. Piddington, E. Beaudet, Hon. P. Garneau, Hon. J. Tessier, H. J. Beemer, C. A. Hanson, E. Hanson, F. W. Ross. The ex-officio members of the Board are: Hon. S. N. Parent, Quebec; Hon. J. A. Gagne, Chicoutimi; and G. Tanguay, M. L. A.

The holders of the prior lien bonds, of the first mortgage bonds and of the income bonds of the company met in London, Eng., June 27, for the purpose of considering the acts passed by the Quebec Legislature at its last session amending the company's charter so as to permit of a further issue of prior lien 4% bonds to an amount not exceeding £300,000, to be used, when required, for capital purposes only. J. G. Scott, General Manager, explained that the present bonded debt of the company was £200,000 of 4% prior lien bonds, £442,400 of 4% to 5% mortgage bonds, and £640,400 of 6% income bonds, secured by mortgage upon 240 miles of railway, on the valuable terminal property and docks at Quebec, and on the rolling stock. The interest on the prior lien and mortgage bonds had been regularly paid, and the directors hoped that before long they might be able to pay something on the income bonds. The receipts of the road were growing steadily, and the net earnings last year showed an increase of about £6,000, notwithstanding some unusual expenses in operating. The road had been worked with great economy, its operating expenses per train mile for the year ended June 30, 1903, being 90c., against \$1.17 the average for the whole of Canada. Although the authority for issuing £300,000 of additional prior lien bonds had been obtained, so far as the Legislature was concerned, it had been decided by the board that the issue should at present be limited to £150,000, and that no further issue should be made until the bondholders had been again consulted. The new works contemplated included the construction of a mile of line from Roberval station to the wharf on Lake St. John, estimated to cost \$14,600; and the construction of a branch of 38 miles to La Tuque, at the head of navigation of the St. Maurice River, estimated to cost \$638,944. Assuming the value of the land grant from Quebec at \$1 an acre, the total cost of these works to the company would be £75,000. He thought that the improvements

contemplated would not only be adding value to the property bonded, but the additional traffic which they would bring to the main line must improve the position of all the securities, and especially of the income bonds. The prior lien and income bondholders passed resolutions approving of the new issue, and the meeting of first mortgage bondholders was adjourned, the requisite number not being present. The meeting was, however, held July 5, when resolutions of approval were passed.

Quebec Southern Ry.—When the question of the sale of the lines forming the Q. S. Ry. came before the Exchequer Court at Montreal recently, the Registrar reported that claims aggregating over \$1,000,000 had been filed, the principal creditors being the Standard Trust Co., \$821,000; Hochelaga Bank, \$61,000; Rutland Ry. Co., New York, \$60,000; Hanson Bros., Montreal, \$16,500. The creditors present could not agree as to how the sale of the lines should be conducted, consequently the court ordered the sale of the lines and their rolling stock, etc., by tender, offers to be made by Aug. 3. The forms of tender provide for offers for the lines as a whole or separately.

St. Thomas Ry.—Gross receipts for June \$1,462.91, against \$1,561.15 for corresponding period, 1903.

Sandwich, Windsor and Amherstburg Ry.—The dispute between the company and the Amherstburg town council respecting the bonus, has been settled by the council agreeing to pay \$6,000 on certain conditions.

The Sault Ste. Marie Bridge Co. owns the railway bridge connecting Sault Ste. Marie, Ont., with Sault Ste. Marie, Mich., which is leased to the C.P.R., and its subsidiary companies, the Minneapolis, St. Paul and Sault Ste. Marie Ry., and the Duluth, South Shore and Atlantic Ry. The lessees pay a rental equal to the interest charges on \$900,000 of 5% 1st mortgage bonds, and provide a sinking fund of \$5,500 a year for the redemption of the bonds in 1937. Sir T. G. Shaughnessy, Montreal, is President.

Southwestern Traction Co.—At the annual meeting in London, Ont., recently, the following were elected directors for the current year: F. G. Rumball, A. E. Welch, T. H. Luscombe, A. McKay, T. E. Robson, Col. McEwen, H. M. Rumball, Jos. Howlett and W. Dafoe. The latter two are new directors, the others with G. C. Elliott, who was not re-elected, forming the old board.

Temiscouata Ry.—Net earnings for April, \$4,264, making for four months ended April 30, \$6,400.

A meeting of the bondholders was held in London, Eng., recently, when resolutions were passed authorizing the Bondholder's Committee to assent to an act passed at the current session of the Dominion Parliament, providing for the issue of £50,000 of prior lien bonds to rank before bonds already issued, and an issue of second mortgage income bonds to take the place of the original bonds. The money is to be used to put the line in good order and to add to the equipment; the expenditure will be spread over three years.

Tillsonburg, Lake Erie and Pacific Ry.—It is reported that negotiations are in progress for the sale of this line to the C.P.R. It extends from Port Burwell, on Lake Erie, to Ingersoll, Ont., and has power under its charter to extend to Collingwood, via Stratford or Berlin. J. Charlton, M.P., is President.

Toronto, Hamilton and Buffalo Ry.—Gross receipts for May, \$60,362.93, against \$46,637 for May, 1903; making for 12 months ended May 31, \$612,176.59, against \$498,002.20 for same period 1902-03.

At the recent annual meeting in Toronto it was decided to authorize the issue of \$1,000,-

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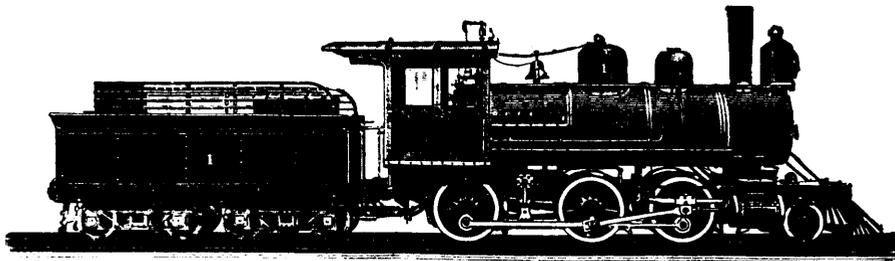


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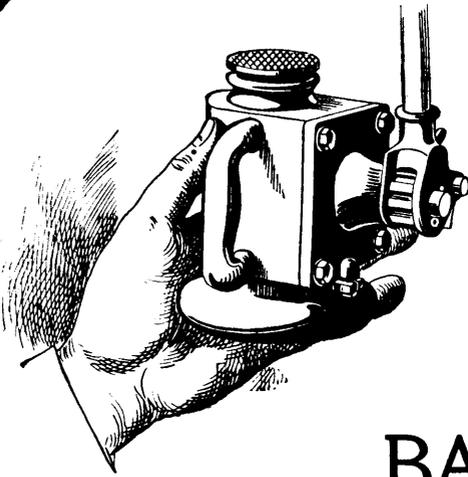
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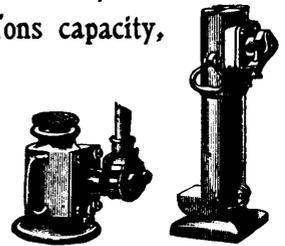
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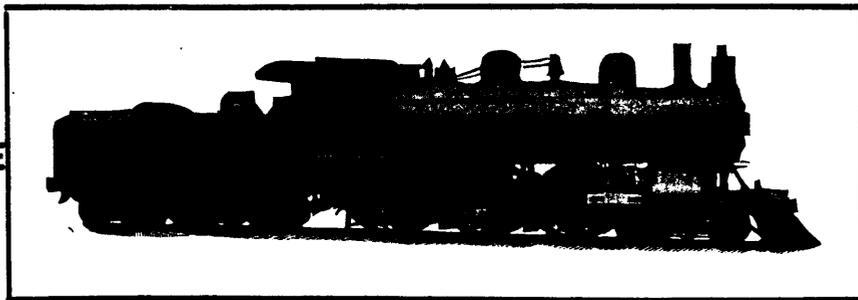
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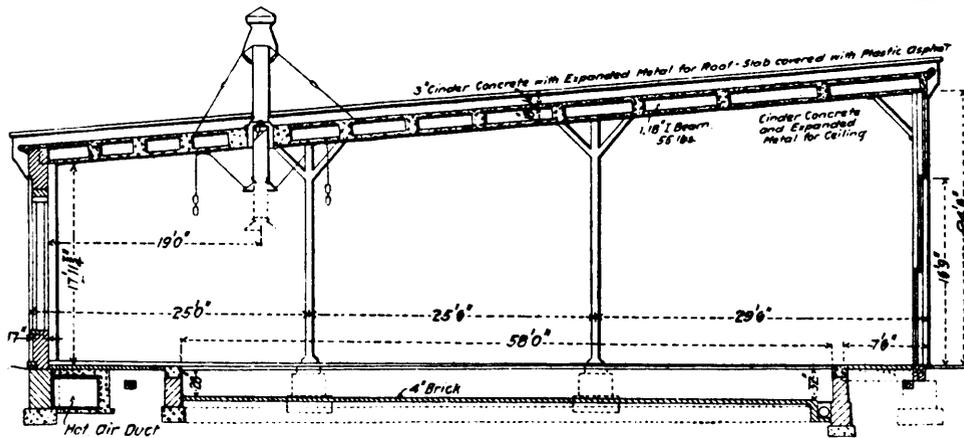
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C.P.R. Locomotive Houses.

The new locomotive houses now being built by the C.P.R. are of fireproof construction throughout. The main walls are built of masonry and brick, or concrete, and the roofs of concrete and steel, supported on steel posts encased in concrete. A complete locomotive house, such as is being built at Winnipeg, plans of front elevation, and of section of which on centre line of engine pit, are given, consist of 42 stalls divided into four sections by brick firewalls. The turntable pit is 71 ft. 6 in. in diameter, and the inner wall is 95 ft. 2 1/2 in. from the centre of pit, and the depth of the roundhouse is 80 ft. The outer door and roof supports are made of steel, and are 13 ft. 7 in. centres at the front circle, diverging to 25 ft. at the outside walls. The pits are 58 ft. in length and 4 ft. wide. The walls and footings are of concrete, and the floor paved with hard burnt brick on an arched bed of well puddled sand. They are from 2 ft. 4 in. to 2 ft. 8 in. deep, and a catch-water basin is built at the end of each pit. These catch basins are connected with 10 in. drain pipes graded to run to the main outlet. An easy inspection is obtained by this method, and any blocking of drains can be remedied without digging or taking up pipes. The track rails are bolted to the pit walls by wrought iron, angle-shaped plate anchors placed into the concrete when the wall is built. The drop pit is built between and connects two pits, and is 7 ft. wide. At the locomotive pits the opening is spanned by steel eye beams so arranged that they can be removed to facilitate the handling of driving wheels. The pit is 5 ft. 2 in. deep to the first floor level, and has a car track 2 ft. gauge. Under the track is an opening 1 ft. 5 in. wide and 5 ft. deep, for the pneumatic duct. The roof is of concrete and steel construction. The main beams over the posts are of steel. The cross beams are built of steel rods and concrete. The posts are steel eye beams encased in concrete, with a metal mesh close to the outer faces. Between the cross beams a 3 in. slab of reinforced concrete carries the roof, and a 2 in. slab forms the ceiling, the air space between serving to prevent condensation. The longest spans for the reinforced concrete beams are 24 ft. An extension is built at the rear of the house for the engine and boiler rooms independent of



C. P. R. LOCOMOTIVE HOUSE—SECTION THROUGH PIT.

the roundhouse. The engine room contains the fan engine and blower for heating purposes. The houses are heated by hot air, the air being conducted through concrete and tile pipe ducts to the pits. The floor of the engine house is composed of brick with sand grout resting on a bed of well puddled sand. The pipes from the boiler house consist of a 3 in. exhaust steam pipe with attachments to connect with the steam domes of locomotives. Exhaust steam is used for heating purposes, a 4 in. wrought iron pipe serves for hot and cold water and a 1 1/4 in. pipe is used for compressed air. Attachments and valves are provided between each pair of pits. The houses are wired for electric light; three 16 candle power drop lights are hung over the main beams between pits and sockets for connecting hand lights are provided in a convenient position on each post.

The houses completed, now under construction and nearing completion, built after this design, are as follows:—North Bay, Ont., 18 stalls; Ignace, Ont., 12 stalls; Winnipeg, Man., 42 stalls; Brandon, Man., 18 stalls; Medicine Hat, Assa., 18 stalls; Swift Current, Assa., 10 stalls; Moose Jaw, Alta., 10 stalls; North Bend, B.C., 6 stalls.

The Board of Railway Commissioners moved into its new offices in the Woods Building, Queen St., Ottawa, July 11.

August Birthdays.

Many happy returns of the day to—

H. H. Adams, Superintendent Canadian Division, Michigan Central Rd., at St. Thomas, Ont., born at Detroit, Mich., Aug. 13, 1876.

H. W. D. Armstrong, C.E., Lindsay, Ont., born at Ottawa Aug. 1, 1852.

R. Atkinson, ex-Superintendent of Rolling Stock, C.P.R., now Division Master Mechanic Philadelphia and Reading Rd., at Reading, Pa., born at Crewe, Eng., Aug., 1851.

G. J. Chadd, Purchasing Agent Central Ontario Ry., at Trenton, Ont., born in London, Eng., Aug. 21, 1837.

J. F. Chapman, General Freight and Passenger Agent Bay of Quinte Ry., born at Frankford, Ont., Aug. 25, 1863.

H. G. Elliott, Assistant General Passenger and Ticket Agent, G.T.R., at Montreal, born at Chambly, Que., Aug. 22, 1860.

Hon. W. Gibson, railway contractor, Beamsville, Ont., born at Peterhead, Scotland, Aug. 7, 1849.

G. H. Ham, Literary Department C.P.R., at Montreal, born at Trenton, Ont., Aug. 23, 1847.

W. P. Hinton, General Freight and Passenger Agent, Canada Atlantic Ry. and Canada Atlantic Transit Co., at Ottawa, Ont., born at Hintonburg, Ont., Aug. 30, 1871.

R. Kerr, Passenger Traffic Manager, C.P.R., at Montreal, born at Toronto, Aug., 1845.

G. M. Lang, Resident Engineer, C.P.R., at Winnipeg, born at Ottawa, Ont., Aug. 16, 1859.

J. D. McDonald, District Passenger Agent, G.T.R., at Toronto, born there Aug. 27, 1855.

T. McHattie, Master Mechanic, G.T.R., at Montreal, born at Dufftown, Banffshire, Scotland, Aug. 8, 1854.

J. E. Matthews, C.P.R. soliciting passenger agent, at Charlottetown, P.E.I., born at Albany, P.E.I., Aug. 17, 1869.

W. E. Mullens, Superintendent of Transportation Central Vermont Ry., at St. Albans, Vt., born at Stratford, Ont., Aug. 13, 1870.

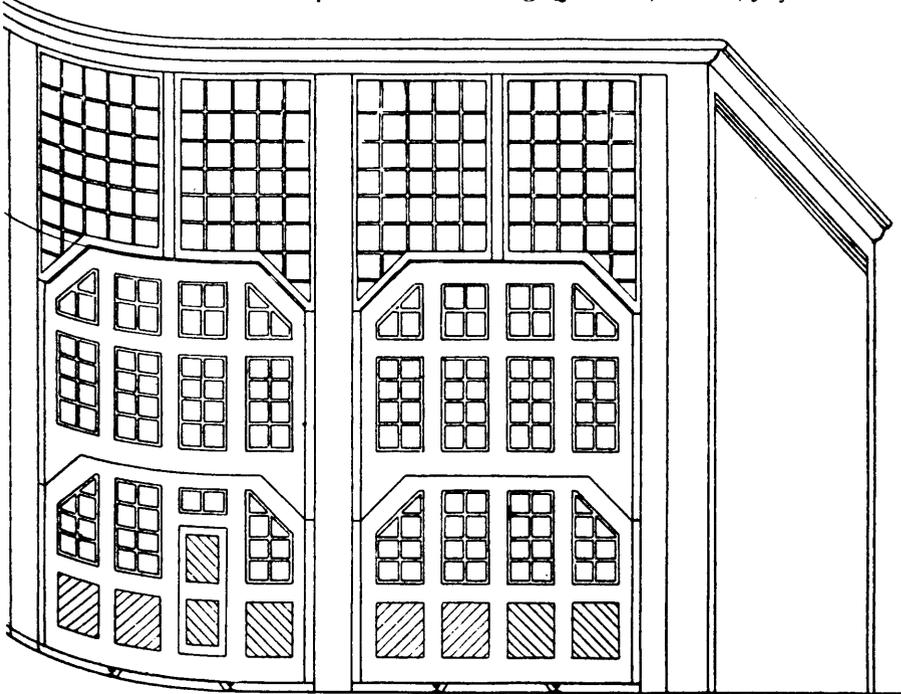
W. S. Nevins, Travelling Freight Agent, C.P.R. and Minneapolis, St. Paul & Sault Ste. Marie Ry., at Buffalo, N.Y., born at Towanda, Pa., Aug. 13, 1850.

J. F. Richardson, Superintendent Eastern Division C.P.R. Telegraphs, Montreal, born at Granby, Que., Aug. 23, 1861.

C. R. Scoles, General Manager, Atlantic and Lake Superior Ry., at New Carlisle, Que., born at Grantham, Lincoln, Eng., Aug. 27, 1856.

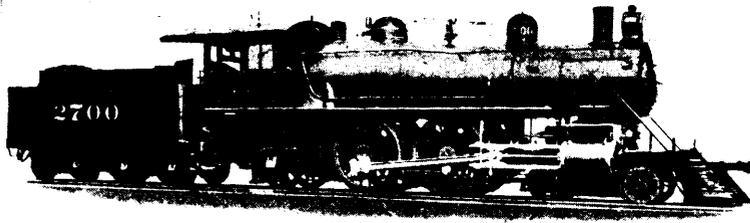
M. C. Sturtevant, Car Service Agent, G.T.R., at Montreal, born at St. Albans, Vt., Aug. 28, 1866.

W. N. Warburton, General Freight Agent, Niagara, St. Catharines and Toronto Ry., at St. Catharines, Ont., born at St. Thomas, Ont., Aug. 24, 1851.



C. P. R. LOCOMOTIVE HOUSE—FRONT ELEVATION.

Baldwin Locomotive Works



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Mine, Furnace and Industrial Locomotives. Electric Locomotives with Westinghouse Motors and Electric Trucks.

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AZORES - GIBRALTAR - NAPLES - GENOA.

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tickets secured.

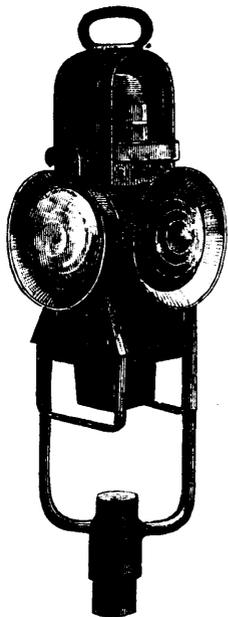
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this line, Chicago to as far South as
DuQuoin and all other points south of Du-
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Send your friends where a diversified route and
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Through Tourist Sleeper to California.

"See page 21 June 12 Folder."
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G. B. WYLLIE,

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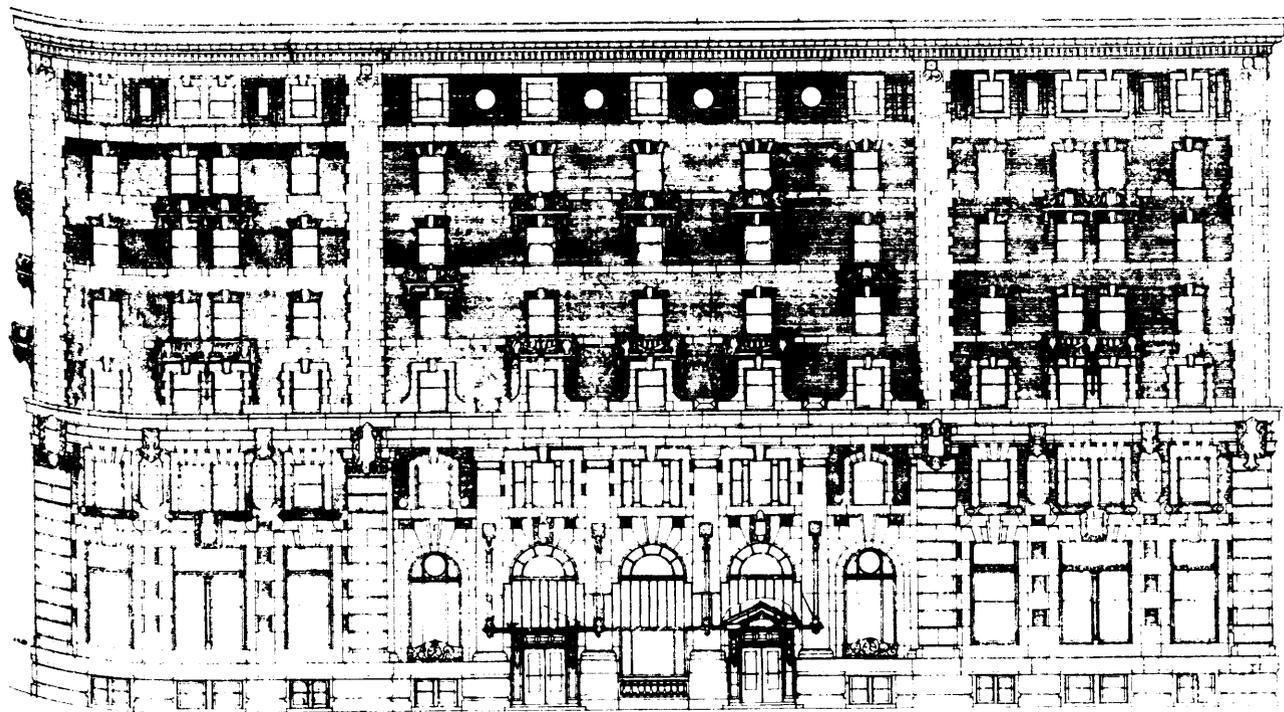
C.P.R. Betterments, Construction, Etc.

General.—We are officially advised of the following betterments for the current year:— A large number of wooden bridges on the system will be renewed in masonry and steel, and heavier spans will be installed where they are required. Several hundred miles of 80 lb. steel will be laid, replacing lighter rails, which will be used for construction purposes. A large portion of this 80 lb. steel is to be used in Maine between Mattawamkeag and Vanceboro. Acetylene gas plants have been installed at Windsor St., Montreal; Toronto, Winnipeg and Vancouver, and a plant is in course of construction at Place Viger Station, Montreal. The work of equipping the passenger coaches with acetylene gas lighting is being rapidly proceeded with. It is expected that the new Angus shops, at Montreal, will be in complete operation before the end of the year as the work on them is being vigorously prosecuted. Over 300 miles of track on the Central Division is being ballasted, the embankments widened and a large number of ties renewed. The work of grade reduction

of the public. On this and page 275 are given illustrations of the Fonseca Ave. elevation of the hotel, and of the station. The connecting building, about 300 ft. long and three stories high, but only 50 ft. deep from the front to the tracks on Point Douglas Ave., is a plain one conforming generally in design to the others. Reference was made in our last issue to the layout out of the station accommodation so far as it affects the travelling public, and we now give the proposed layout of the offices—general for the lines west of Port Arthur, and local for Central Division, and for no. 2 district. These will be found on the first and second floors of the station building and of the building connecting it with the hotel. The approach to these offices is by a stairway, and elevator from the vestibule, leading to a large hall and gallery overlooking the general waiting room. To the right, and occupying the whole of the Maple St. frontage the Land Department will be located, and on the opposite side of the building will be the office of the 2nd Vice-President and his staff; on this side also is the passage leading from the vestibule

the courtyard and Fonseca Ave., while those in the rear overlook the tracks. In order from the station building to the hotel, the offices on the first floor are: front—General Superintendent's staff, General Superintendent; Roadmaster, Trainmaster, Mailroom, Baggage Agent and staff; Claims Agent and staff; rear—Dispatchers, Superintendent, Superintendent's staff; Accountant and staff; lavatories and stairway; and on the second floor: front—Freight Department, Solicitor, Sleeping Car Department, Fuel Agent, Right of Way Agent; rear—Bridge and Building Master; Paymaster, three vaults, one for the Paymaster, one for the Cashier, and one general; Cashier, spare room, Purchasing Agent, lavatories and stairway.

The first floor of the hotel building will have fronting on Fonseca Ave., drawing room and breakfast room with pantry in the rear, each 80 by 50 ft.; and in the centre, over the main entrance a Vice-Regal suite. These rooms open off the main hall, and in the rear, and lighted from the well in the centre of the block, is the palm or tea room, 80 by 45 ft. On each side are arranged bedrooms,



FONSECA AVENUE ELEVATION, C. P. R. HOTEL, WINNIPEG.

will be carried on at a number of points. Much work will be done at Winnipeg in the improvement of terminal facilities. Extensive shops for repair work are being constructed at this point, and were described in our July issue. A number of water purifying plants are being installed on the Western division, and the water service generally will be improved.

Westmount Yard.—A property has been acquired in Westmount, Que., for additional yard and roundhouse accommodation.

Parkdale-Toronto Junction Second Track.—The second track, from North Parkdale to Toronto Jct., has been completed. We are advised that it is not likely there will be any further second tracking done, either towards Weston or towards Streetsville, this year.

Winnipeg Station and Hotel.—The station, office building and hotel under construction at Winnipeg for the C.P.R., of which a general description was given in our July issue, will when completed give the company ample and well-arranged accommodation for its own purposes as well as for the convenience

to the offices in the connecting building, and a section of the dispatching office. On the 2nd floor to the right the passenger department is located with windows fronting on Maple St., while the Dominion Express Co., and the Travelling Auditor have rooms overlooking the glass roof over the general waiting room. The inside rooms on the opposite side of the building are allotted to the Freight Traffic Manager and his staff, while the local freight agent and his staff have the outside ones, the Tie Inspector being in the rear. Ample lavatory accommodation is provided on each floor, adjoining the stairway and elevator, for employees. The adjoining building is three stories high, with a basement, of which the two upper stories are laid out for office purposes. The offices on the first floor can be approached either from the station building or from an entrance from the courtyard, whilst those on the third floor can only be reached from the general stairway. There is a passage, 9 ft. wide, running the whole length of the building, and the offices, 19 ft. from front to rear, are on either side. The offices in front have windows overlooking

which overlook either the station yard, the well or Main St., and in the rear are 21 bedrooms for servants, with a large recreation room and lavatory and bathroom accommodation, together with a separate stairway. On the second floor there are 51 bedrooms, while on the upper floors there are larger numbers. An unusually large number of the bedrooms are provided with bathrooms, others have lavatories in addition, while others have lavatories only, and the rooms are arranged singly, or so that they can be converted into suites of two, three or four rooms to suit the convenience of parties. On each floor there is also provided general bathroom and lavatory accommodation, with linen closets, etc. Fire escapes are also provided.

We are advised that nothing has been decided in regard to the construction of a train shed. Plans, however, have been prepared and are under the consideration of the management.

Branch from Weyburn to Stoughton.—While the construction of a branch from Weyburn to Stoughton, Man., has been in

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This Company controls in the United States and Canada the celebrated Pintsch System of Car and Buoy Lighting which is universally used. It is economical, safe, efficient, and approved by the railway managers and the Lighthouse Board of the United States, and has received the highest awards for excellence at the World's Expositions at Moscow, Vienna, St. Petersburg, London, Berlin, Paris, Chicago, Atlanta and Buffalo. 130,000 cars, 6,000 Locomotives and 1,700 Buoys are equipped with this light. 170 Railroads in the United States, Canada and Mexico have adopted this system of lighting, applied on over 23,000 cars.

Car Heating

By Steam Jacket System of Hot Water Circulation, Direct Steam and Regulating Direct Steam Systems. 130 Railroads in the United States are using these systems of Heating—applied on over 14,500 cars.

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TRAINS

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MONTREAL, QUEBEC, ST. JOHN,
HALIFAX and the SYDNEYS

Give every satisfaction to shippers

contemplation, we are advised that it has been decided not to build it for some time at least.

Brandon Freight Sheds.—A contract for the erection of new freight sheds at Brandon, Man., has been let to J. & J. McDiarmid, Winnipeg. (July, pg. 245.)

Qu'Appelle, Long Lake and Saskatchewan Ry.—In connection with the recent trip over that line of A. M. Nanton, representing the shareholders, and G. J. Bury, General Superintendent, representing the C.P.R., which operates the line from Regina, Assa., to Prince Albert, Sask., under lease, we were advised, July 15, that the line is being put in thorough repair and that the following new buildings and other betterments are to be gone on with immediately:—new third-class stations at Davidson, Hanley, and Hague; addition to freight sheds at Lumsden, and an extension of the eastern track; extension of sidings and track scales at Saskatoon; additional crossing sidings and new Y at Disley; new Y at Rosthern; considerable ballasting between Bladworth and Hanley, and improving and lifting the track in the Lumsden valley; and 17,000 feet of portable snow fences. The estimated cost of these improvements is about \$41,000. These works are in addition to the ordinary maintenance and

New Westminster Lines.—The branch lines, for which plans were recently deposited with the Registrar of Deeds, New Westminster, B.C., are business sidings, and some of them have already been constructed. (July, pg. 245.)

Victoria Hotel.—By an arrangement recently completed between the C.P.R. and the Victoria, B.C., city council, the company has decided to spend \$100,000 in improving the property surrounding the hotel site. The city cedes to the company certain lands, and the C.P.R. purchases additional properties and will give \$20,000 towards the cost of the expropriation of the remainder of the land required. (April, pg. 114.)

Minneapolis, St. Paul and Sault Ste. Marie.—We were advised, July 13, that grading had been completed and track laid to 10 miles north of Detroit, Minn., and it was expected that the line will reach Emerson, Man., at the International boundary by Nov. 1.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Berlin, Waterloo, Wellesley and Lake Huron Ry. (Electric).—The Dominion Parlia-

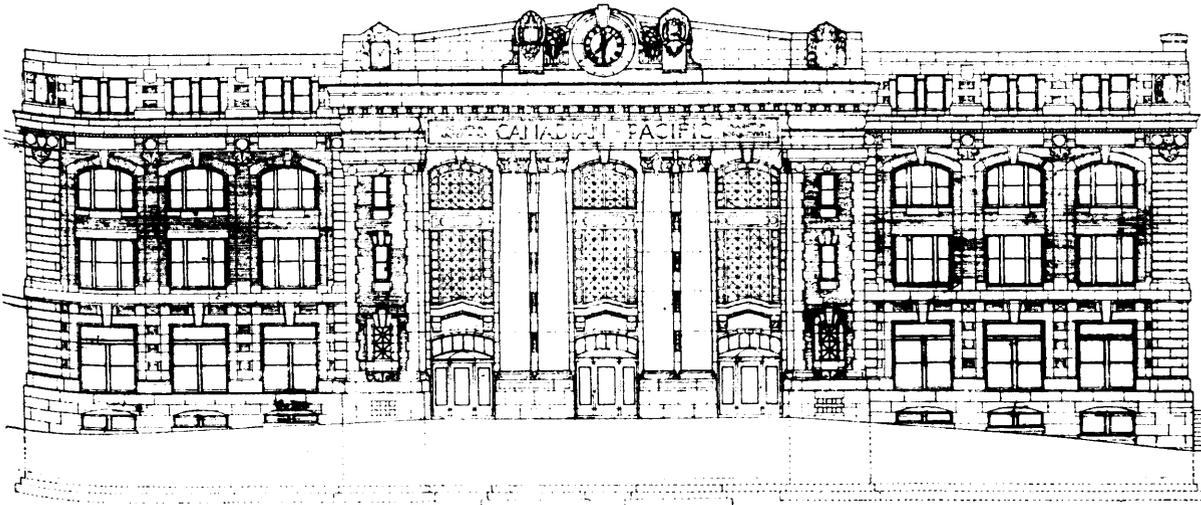
Brantford and Lake Erie Ry. (Electric).—We were advised July 12 that matters were not in a sufficiently advanced state to give any definite information as to the prospects of construction, etc. (July, pg. 231.)

British Columbia Electric Ry.—The new power sub-station at New Westminster, is progressing towards completion. The building is 33 by 60 ft. and is 30 ft. in height above the sidewalk. The building rests on a pile and cement foundation, and the roof is of asbestos supported on six truss beams resting on brick piers. Bases have been sunk in the floor for eight transformers, and provision has been made for the installation of a converter at a future date. (July, pg. 231.)

Bruce Mines and Algoma Ry.—Plans have been filed with the Commissioner of Public Works for Ontario, of an extension of this line from the village of Bruce Mines, Ont., to Jack's Island, on the shore of Lake Huron, where it is proposed to construct wharves and docks for shipping purposes. The line, which is 5,000 ft. in length, has already been constructed.

Buetouche and Moncton Ry.—The bridge at Cocagne, N. B., 200 ft. in length is being rebuilt. E. Briggs, Moncton, N.B., is the contractor.

Canadian Traction and Power Co.—The



FONSECA AVENUE ELEVATION, C. P. R. STATION, WINNIPEG.

repairs. The company also has under consideration a proposal to erect a new permanent bridge over the Saskatchewan River at Saskatoon, at an estimated cost of \$250,000. (July, pg. 245.)

Calgary and Edmonton Ry.—With reference to the press reports respecting the proposed extension of the C. and E. Ry., from Strathcona into Edmonton, Alta., and the construction of a high level bridge across the Saskatchewan river in connection therewith, we are advised that no definite conclusion has been reached.

Imperial Coal Co.—We were advised July 13 that nothing is known by C.P.R. officers of any proposal that it would construct a line 28 miles in length from Michel, B.C., to the Imperial Coal and Coke Co.'s mines, as recently stated in press reports. (July, pg. 245.)

Phoenix Spurs.—We are advised that the recent visit of H. J. Cambie, C.E., to Phoenix and district, was for the purpose of getting data by which plans could be prepared for deposit with the Dominion department of Railways, and for the purpose of determining exactly what land the company is occupying for right of way, etc. Some extensions are going to be made to spur tracks already constructed and to reduce gradients. (July, pg. 245.)

ment at its current session passed an act authorizing the construction of this projected line, from Wellesley to Stratford, St. Mary's, Clinton to Bayfield, Ont., and giving power to enter into agreements for the operation of the same with the Galt, Preston and Hespeler Ry., and the Preston and Berlin Ry. It is said the C. P. R. Co. is negotiating for the charter of the B. W. W. & L. H. R. Co.

Bessemer and Barry's Bay Ry.—The application of W. J. Sargent and others of Bancroft, Ont., and Detroit, Mich., at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from L'Amable station on the Central Ontario Ry. northerly, has been passed. The northerly terminus of the line will be at Barry's Bay on the Canada Atlantic Ry., and not at Mattawa, as originally intended. (July, pg. 230.)

Brantford and Hamilton Ry. (Electric).—An act incorporating a company with this title has been passed at the current session of the Dominion Parliament. The provisional directors are connected with the Von Echa Co., which controls the Brantford St. Ry., the Woodstock, Thames Valley and Ingersoll Ry., and the Grand Valley Ry. The act gives power to construct a line of railway from Brantford to Hamilton, Ont. (June, pg. 183.)

application at the current session of the Dominion Parliament for an act with this title authorizing the construction of a number of electric railways in the suburbs of Montreal, has been withdrawn. The applicants for the charter included Hon. R. Dandurand, Hon. W. A. Weir, Hon. T. Berthiaume, A. Brunet, G. Langlois, J. M. Wilson, J. P. Mullarkey, C. H. Catelli, L. A. Lapointe, J. S. Buchan of Montreal, and H. Champagne of St. Eustache, Que. (June, pg. 183.)

Crawford Bay and St. Mary Ry.—The Dominion Parliament at its current session passed an act incorporating a company with this title to construct a railway to be operated by steam or electric power from Crawford Bay, Kootenay Lake to Fort Steele, B.C. (June, pg. 183.)

Crows' Nest Southern Ry.—Work has been started on an extension of the line from Morrissey to Fernie, B.C., about ten miles. J. W. Stewart has the contract. (Nov., 1902, pg. 381.)

Essex Terminal Ry.—The Dominion Parliament at its current session passed an act extending for two years the time for the commencement, and for five years the time for the completion of this projected railway. The names of G. P. Porter and W. Pope were placed on the list of provisional directors, and

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N. CURRY, President. N. A. RHODES, Vice-President. J. M. CURRY, Sec.-Treas.

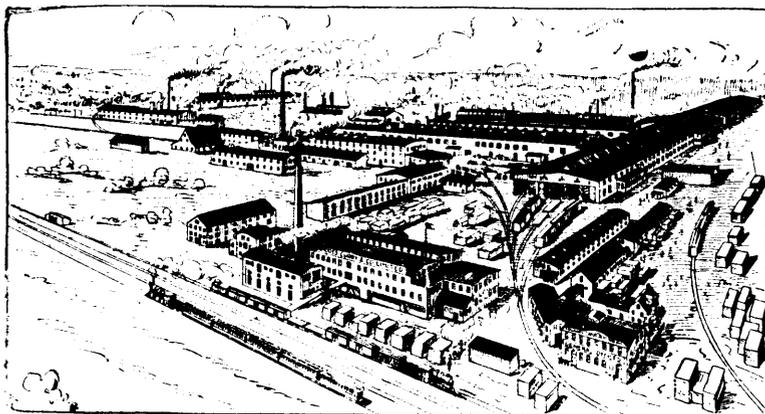
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THE CANADIAN PACIFIC RAILWAY COMPANY have 12,000,000 acres of choice farming lands for sale in Manitoba, Assiniboia, Saskatchewan and Alberta. Manitoba lands and Assiniboia lands east of third meridian, \$4.00 to \$10.00 per acre according to quality and location. Lands in South-Western Assiniboia and Southern Alberta, \$3.50 to \$8.00 per acre. Ranchings lands generally \$3.50 to \$4.00 per acre. Northern Alberta and Saskatchewan lands generally \$6.00 to \$8.00 per acre. Maps showing the lands in detail will be sent free on application.

TERMS OF PAYMENT.

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

- 160 acres at \$4.00 per acre, 1st instalment \$95.85, and 9 equal instalments of \$80.
- 160 acres at \$4.50 per acre, 1st instalment \$107.85, and 9 equal instalments of \$90.
- 160 acres at \$5.00 per acre, 1st instalment \$119.85, and 9 equal instalments of \$100.
- 160 acres at \$5.50 per acre, 1st instalment \$131.80, and 9 equal instalments of \$110.
- 160 acres at \$6.00 per acre, 1st instalment \$143.80, and 9 equal instalments of \$120.00.
- 160 acres at \$6.50 per acre, 1st instalment \$155.80, and 9 equal instalments of \$130.00.
- 160 acres at \$7.00 per acre, 1st instalment \$167.80, and 9 equal instalments of \$140.00.

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

DISCOUNT FOR CASH.

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

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

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TORONTO ENGRAVING CO.
DESIGNERS, ENGRAVERS,
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92 BAY ST.

those of E. Guardot, R. Loveland and J. G. Watson struck out. (June, pg. 185.)

Fraser River Bridge.—The public opening of the bridge over the Fraser River at New Westminster, B.C., took place July 23, the ceremony being performed by the Lieut.-Governor. (July, pg. 231.)

Guelph and Goderich Ry.—Tenders were received up to July 25 for the grading, etc., of 80 miles of line in 10 mile sections, between Guelph and Goderich Ont.

A copy of the agreement between the G. and G. Ry. Co. and the Guelph Junction Ry., dated Mar. 4, 1904, by which the G. and G. Ry. Co. obtains control of the franchises, etc., of the G. J. Ry., has been deposited with the Secretary of State, Ottawa. (July, pg. 231.)

Hamilton, Grimsby and Beamsville Ry. (Electric).—A resolution has been passed by the Lincoln, Ont., county council calling for a settlement of all indebtedness on account of the company not having fulfilled its agreement respecting the extension from Beamsville to Vineland, Ont., and towards St. Catharines. G. A. Waller, manager, interviewed the council in reference to the matter July 7, and assured the members that the company was anxious to proceed with the work, and to secure a connection with St. Catharines. (July, pg. 233.)

Hamilton Radial Ry.—Tenders for the construction of the extension from the present terminal at Burlington, to Oakville, about 10½ miles, are under consideration. The work to be done includes clearing, grading, fencing, excavation, embankments, bridge piers and abutments in concrete, and all necessary completion of roadbed ready to receive ties and rails. It is expected to have the work done by Oct. 1, and the rails laid within about a month thereafter. (July, pg. 233.)

Hudson's Bay and North-West Ry.—The Dominion Parliament at its current session passed an act authorizing the company to construct an additional line from a point on Great Slave River to some other point on the same river, and to improve the waterway of that river and Peace River, or any branches thereof, so as to afford a continuous system of transportation. An extension of time for three years for the commencement and of seven years for the completion of the works is also given, and the company is also authorized to enter into agreements with the Trans-Canada Ry., the Quebec and Lake St. John Ry., and the Manitoba and Keewatin Ry. (Mar., pg. 77.)

Huron and Ontario Ry. (Electric).—The act authorizing an extension of time for the construction of this projected railway to serve towns in Huron, Bruce and Grey counties, Ont., and amending its bonding powers, has been passed at the current session of the Dominion Parliament. (June, pg. 186.)

Intercolonial Ry.—Tenders are under consideration for the construction of a brick station and wood baggage room at Stellarton, N.S.; engine house and office at Pirate Harbor, N.S.; a cribwork protection pier at Point Tupper, N.S., and for providing pipes, etc., for the fitting of the engine houses at St. John, N.B.; Chaudiere Jct., St. Flavie and Riviere du Loup, Que.

At the current session of the Dominion Parliament the following amounts were voted for betterments, etc., chargeable to capital:

Increasing accommodation at Sydney	\$ 86,000
Original construction	2,000
Strengthening bridges	385,000
Increasing accommodation at Lewis	17,000
Additional sidings	118,000
Increasing facilities	65,000
New superstructure Restigouche bridge	46,000
Work at deep water terminus, Halifax	30,000
Improvements at Little Metis station, etc.	4,000
New station at Windsor, etc.	10,000
Increasing accommodation, Amherst	15,000
To increase water supply	12,500
Increasing accommodation, Amqui	7,000
Increasing accommodation, Stellarton	41,000

Engine house, machine shop, etc. Riviere du Loup	88,000
Engine house, etc. Chaudiere Junction	45,500
Increased accommodation, St. John	75,000
Increased accommodation, Halifax	135,000
Increased accommodation, Pictou	97,500
Improvements, North Sydney	25,000
Increased accommodation, Moncton	40,000
Increased accommodation, Ste. Flavie	83,000
Towards improving ferry service, Strait of Canso	45,000
Protection to Grand Narrows bridge	70,000
Semaphores at stations	2,500

Interprovincial Ry. Bridge Co. of New Brunswick.—T. Malcolm, Campbellton, N.B.; T. J. Cochran, J. M. Stevens, Edmundston, N.B.; C. Riordan, St. Catharines, Ont., have been incorporated by an act passed at the current session of the Dominion Parliament with this title for the purpose of constructing a bridge over the Restigouche River from near Campbellton, N.B., to Mission Point, Que., for railway, vehicle and passenger traffic, and to charge tolls for the use of the same. The site and plans are to be subject to the approval of the Government, and the bridge to be commenced within three, and completed within six years. The company may issue bonds, stock or other securities to the amount of \$500,000. (June, pg. 187.)

James Bay Ry.—At the current session of the Dominion Parliament an act was passed extending the time for the completion of the company's projected railway, and authorizing the making of agreements for purchase or lease or amalgamation, with the Great Northern Ry. of Canada, the Chateaugay and Northern Ry., and the Irondale, Bancroft and Ottawa Ry.

An extension of the line from the station to the water front at Parry Sound, about a mile in length, is about completed. The work includes one extensive rock cut. The contractors are Johnson and Beveridge.

In connection with the construction of the line into Toronto, the company has filed plans showing the entry into the city and asked for the expropriation of the land necessary for terminals. The land asked for included the burned out district south of Front St. This matter was taken up at Ottawa July 22, before the Railway Commission, and an understanding was arrived at with the C.P.R., the G.T.R., and the city council representatives that the J. B. Ry. interests would be properly safeguarded in connection with the erection of a new Union station. Contracts have been arranged for the construction of the line from Toronto to Parry Sound, Ont., but the details, etc., are not all arranged. It is understood, however, that the portion of the line between Toronto and Washago, near Orillia, will be constructed by A. R. Mann and Archibald Mackenzie, and that the portion from Washago to Parry Sound will be constructed by Angus Sinclair, C.E. (July, pg. 233.)

Lindsay, Bobcaygeon and Pontypool Ry.—The line from Burketon to Bobcaygeon, Ont., has been completed. It was inspected by the Dominion Government engineers, and C.P.R. officials, July 26, and on July 28 a number of invited guests went over it by special train. The line will be operated by the C.P.R., under lease, and a circular was issued July 28 to the effect that it would be opened for traffic Aug. 1. (July, pg. 233.)

Kettle River Valley Ry.—The Dominion Parliament at its current session passed an act authorizing the company to increase its capital stock from \$1,500,000 to \$4,000,000; giving power to construct a line from 50 miles up the north fork of the Kettle River to Fire Valley, thence to Vernon, and on to Nicola and Spences Bridge, B.C.; also from the junction of the east and west fork of the north fork of the Kettle River to Killarney, via Franklin camp; and granting an extension of five years for the completion of the company's authorized lines. (June, pg. 187.)

Kingston and Dominion Central Ry.—The

act incorporating a company with this title for the purpose of constructing a railway from Kingston via Newboro and Westport, to Georgian Bay between Parry Sound and Midland, Ont., has been passed at the current session of the Dominion Parliament. (June, pg. 187.)

Lake Erie and Detroit River Ry.—The Dominion Parliament at its current session passed an act authorizing the construction of a branch line from near Walkerville, to the navigable waters of the Detroit River near Sandwich, Ont. Power is also given to construct wharves and docks on the river. Works is in progress on the car shops for the Canadian lines of the P.M. Rd. (L.E. and D.R. Ry.) at St. Thomas, Ont. The main building is 222 by 122 ft., and will contain erecting shop, machine shop, boiler shop and smithy. The foundations are of cement, the superstructure of steel and brick, with felt and gravel roof. The building is expected to be ready for the roof Sept 1. (June, pg. 187.)

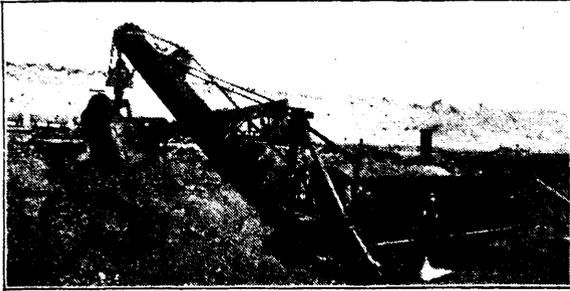
London Street Ry.—The differences between the London city council and L.S.Ry., have been settled and a by-law has been passed providing for the construction of a number of small extensions during the current year, subject to the necessary rails being obtainable. (June, pg. 187.)

Midway and Vernon Ry.—A British Columbia press report states that construction will be commenced on this line during the summer. (July, pg. 233.)

Montreal, Nipissing and Georgian Bay Ry.—The Dominion Parliament at its current session passed an act incorporating a company with this title to construct a railway from Montreal to Georgian Bay, at the mouth of French River. (June, pg. 187.)

National Transcontinental Ry.—The Dominion Parliament has voted \$100,000 for surveys and other expenses in connection with the National Transcontinental Ry.

Niagara, Queenston and St. Catharines Ry. (Electric).—J. N. McKendry, F. Denton, H. L. Dunn, A. D. Crooks, Toronto; E. J. McIntyre, Niagara, Ont.; R. G. Code, E. F. Burritt, Ottawa, are the provisional directors of this company, which was incorporated by the Dominion Parliament in 1903, for the purpose of constructing a belt line electric railway from St. Catharines, Ont., through Niagara-on-the-Lake and Queenston, back to St. Catharines. The company has not yet been formally organized, the provisional directors at present carrying on all negotiations. The route as projected is from a suitable point in St. Catharines through the fruit belt of the township of Grantham to Niagara-on-the-Lake, 12 miles; thence along the Niagara River to Queenston, 7 miles, and thence to St. Catharines, where a junction will be made with a stub line, for the right to operate over which the act gives authority to enter into an agreement. The company does not propose to construct the whole of the line at present, but only the 19 miles from St. Catharines to Queenston. The total length of the line is really 21 miles, but this includes the portions in the city of St. Catharines and the town of Niagara-on-the-Lake, the 19 miles being the distance in the townships. Although the company has the right to lay its tracks on the public highways, with the sanction of the township councils, it is acquiring a private right of way from St. Catharines to Niagara-on-the-Lake. It is hoped to be able to start work this year. Negotiations are in progress with the Government in regard to the construction of a bridge over the Welland Canal at Niagara St., St. Catharines. An engineer from the Department of Railways and Canals visited St. Catharines recently and met representatives of the company to discuss the matter, and it is understood that a satisfactory arrangement will be concluded. The town of



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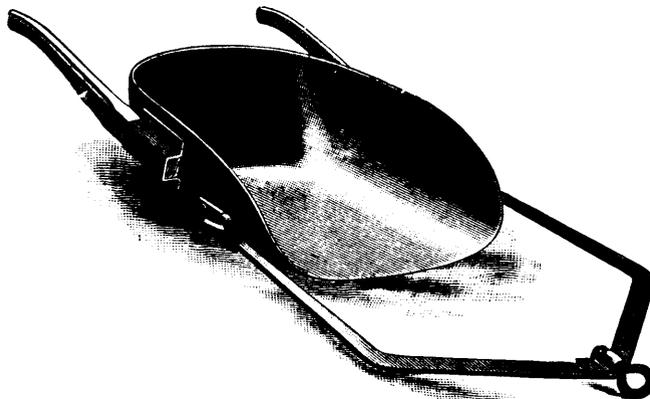
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Niagara-on-the-Lake has voted a bonus of \$75,000, and a by-law is ready for submission to the taxpayers of Grantham township voting a bonus of \$10,000, whilst St. Catharines has decided to take \$20,000 in stock. The company proposes to obtain its power from one of the power companies in the vicinity, but no contract has been made in respect of it at present. The estimated cost of the first section of the line and its equipment is \$350,000. The capital of the company is \$250,000, and it has power to issue bonds to the extent of \$30,000 a mile. The prospectus states that it is estimated that the gross earnings from this section would be \$108,000, and after paying 55% for operating expenses and \$23,750 interest at 5% on \$25,000 of bonds a mile, there would be \$24,850 left to pay dividends. H. W. Middlemist, A.M.I.C.E., a British engineer, who for some years has been engaged in electric railway construction in the United States, is Chief Engineer. It is understood that Pittsburg, Pa., people are at the back of the enterprise. (July, pg. 233.)

New Brunswick Coal and Ry. Co.—W. C. Hunter, the new Manager, says that it is the intention of the company to make necessary improvements on the line, including additional ballasting and the building of new bridges. (Jan., pg. 5.)

New Brunswick Southern Ry.—The House of Commons has passed an act declaring the N.B.S. Ry. (the old Shore Line Ry.) from St. John to St. Stephen, N.B., to be a work for the general advantage of Canada. The section of the bill authorizing the construction of an international bridge over the St. Croix River at St. Stephen, was struck out. (July, pg. 233.)

Nirola, Kamloops and Similkameen Coal and Ry. Co.—At the current session of the Dominion Parliament an act was passed recognizing the act of incorporation passed by the B.C. Legislature in 1901, and the amending act of 1903, and authorizing the issue of bonds to the extent of \$35,000 a mile of the line, giving power to enter into an agreement with the C.P.R. or any other railway company authorized to construct lines in B.C., and extending the time for the commencement of the line for two years, and for five years for its completion. (June, pg. 188.)

Okotoks and High River Lumbering and Development Co.—J. B. Powell, Calgary, Alta.; W. Fisher, Okotoks, Alta.; E. J. Powell, London, Ont.; W. J. Parkhill, Midland, Ont., and Ellen Powell, Toronto, have been incorporated by an act passed at the current session of the Dominion Parliament with this title, with power, among other things, to construct tramways, to be worked by electric or other power, and to carry on a general navigation business in the Okotoks and High River valleys. (June, pg. 188.)

Ottawa Electric Ry.—The taxpayers of the township of Clarke, Durham county, have decided by a by-law proposing to give a bonus of \$20,000 towards the construction of this projected electric railway from Toronto to Ottawa. (June, pg. 189.)

Ottawa River Ry.—The act authorizing an extension of this projected railway from Grenville, Que., to Ottawa, and thence to Georgian Bay, between Midland and Parry Sound, has been passed at the current session of the Dominion Parliament. The act gives power to construct branch lines to Terrebonne and Rawdon, to Ste. Anne de Bellevue, to Ste. Rose and St. Vincent de Paul, to Ste. Therese and Terrebonne, to Ste. Scholastique, Oka and St. Placide, and to the St. Lawrence River, near Maisonneuve, Que. Power is also given to amalgamate with the Montreal and Northern Ry.; the Central Trunk Ry., the Ottawa Valley Ry., the Irondale, Bancroft and Ottawa Ry., the Central Ontario Ry., and the G.T. Pacific Ry., or any of them. The

line is to be completed within three years from June 1, 1904. (June, pg. 189.)

Prince Edward Island Ry.—The following amounts for betterments, etc., have been voted at the current session of the Dominion Parliament:

Increased accommodation at Kensington	\$ 4,000
Straightening line at Curtis Creek	21,500
Increasing accommodation at Charlottetown	85,000
Enlarging freight shed at Bradsbane	500
Murray Harbor branch and Hillsboro' bridge	650,000
New station at Alverton	2,000
Survey to Montague bridge	500

(June, pg. 189.)

Reld Newfoundland Co.—Sidings are being constructed at a number of points along the line, including Burnt Bay (2), Notre Dame Jct., Grand Lake, Badger Brook, Indian Arm Pond. A new trestle is under construction near Duff's station, and a new steel bridge on granite abutments is to be erected this season at Flat Bay.

St. Catharines, Pelham and Welland Electric Ry.—Negotiations are in progress for securing the right of way for this projected electric railway from St. Catharines to Welland, Ont., and the promoters state that the arrangements will be so far completed as to permit of construction being started in the fall. J. H. Armstrong, St. Catharines, Ont., is Chief Engineer.

Notice is given that application will be made next session of the Ontario Legislature for an act authorizing an extension of the line from the present proposed terminus at Welland to Dunnville, Ont. (July, pg. 235.)

St. Mary's River Ry.—The extension of the St. M. R. Ry. from Spring Coulee to Cardston, Alta., has been completed, and a regular train service will be placed in operation at an early date. (Mar., pg. 81.)

Southwestern Traction Co. (Electric).—Tracklaying is reported to be going on from Lambeth, Ont., and the grading is said to be practically completed to St. Thomas, Ont. A franchise has been granted by the Yarmouth township council permitting the company to carry its lines along the highways at the boundary of St. Thomas, but this line will be constructed only in the event of the negotiations with the St. Thomas city council failing. (July, pg. 235.)

Thorold and Lake Erie Ry.—J. W. Norcross, J. McCullough, Port Colborne, Ont.; J. E. Taschereau, G. T. Smith, Quebec; W. J. Bicknell, Ste. Anne des Montes, Que., have been incorporated at the current session of the Dominion Parliament with this title to construct a railway from Thorold to Port Colborne, thence easterly to Fort Erie, and westerly from Port Colborne to Brantford, Ont., via Dunnville and Cayuga. The company may develop electricity to operate its railway and for other purposes, operate steam and other vessels, telegraphs and telephones in connection with its line. It may enter into an agreement with the Niagara, St. Catharines and Toronto Ry., or any other railway or steamship company. The capital is fixed at \$500,000, and bonds to the extent of \$35,000 a mile may be issued. The head offices are to be at Port Colborne, Ont. The promoters of the company are interested in the Great Lakes and St. Lawrence Transportation Co., which is engaged in carrying grain from points on the Upper Lakes to Montreal and Quebec. It is stated that it is proposed to add a passenger business, and that the railway is to be constructed for the purpose, among other things, of giving the passengers an opportunity of seeing the country, and getting to Port Colborne, or to Thorold, by the time the steamers get through the Welland canal.

Tillsonburg, Lake Erie and Pacific Ry.—At act has been passed at the current session of the Dominion Parliament granting an extension of time within which the projected continuation of the line from its present ter-

minus at Ingersoll to Collingwood, Ont., via Stratford or Berlin, may be commenced for two years, and for five years its completion. (June, pg. 191.)

Toronto and Hamilton Ry. (Electric).—An act has been passed at the current session of the Dominion Parliament authorizing the construction of a line from Hamilton, at the terminus of the previously authorized line from Toronto, to the International boundary near Niagara Falls, and a branch line to St. Catharines, Ont. A meeting of shareholders for the purpose of formally organizing the company has been called for Aug. 2.

Plans showing generally a route from Toronto to Niagara, Ont., prepared by W. T. Jennings, who is acting as Chief Engineer, have been filed with the Department of Railways at Ottawa, but we have been informed that no definite arrangements have been made as to the exact route to be followed. The line will, however, follow generally the right of way acquired by the Electrical Development Co. for its power line. (June, pg. 191.)

Toronto and Mimico Ry.—The Railway Committee of the Ontario Government had before it the application of the T. and M. Ry. for the approval of the plans for the extension of its line from Long Branch to Oakville, Ont. The route proposed by the company would carry it along the lake shore at Lorne Park, while the Etobicoke township council and some private owners asked that the plans be altered so that the line should be constructed north of the highway. The plans were approved of, subject to a further consideration being given to some of the objections of the private owners. Preparations are being made for the early starting of construction on the extension. (July, pg. 235.)

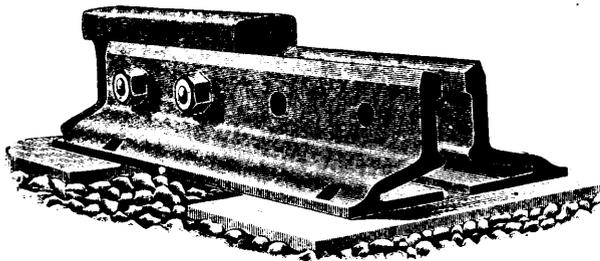
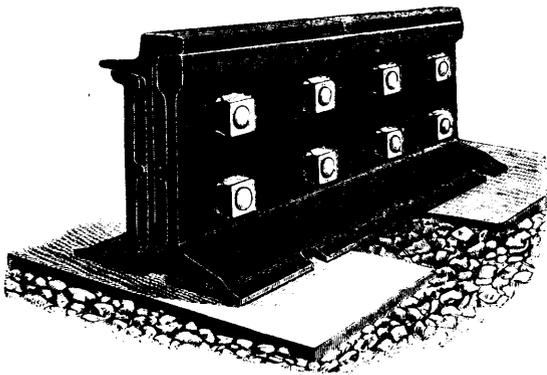
Toronto, Hamilton and Buffalo Ry.—We are advised that the principal betterments contemplated are enlargement of terminals, particularly at Hamilton and Welland; the construction of additional passing sidings, and the improvement of bridges, etc. Nothing definite has been decided in regard to the enlargement of the terminals at Hamilton and Welland, and in regard to the bridges we are informed that the work will consist largely of putting in concrete culverts and filling up trestles west of Hamilton. (July, pg. 235.)

Toronto Union Station.—The question of the expropriation of the land south of Front Street, Toronto, for the purpose of the construction of a new Union station came before the Railway Commission at Ottawa, July 22, when the C.P.R., the G.T.R., the James Bay Ry., and the city council were represented. As a result of the conference a settlement was arrived at by which a new Union station will be erected on Front St., between Bay and York Streets, to be used on equal terms by the three railway companies, and an order expropriating the land will be issued to the G.T.R., the other expropriation applications being withdrawn. (July, pg. 237.)

Trans-Canada Ry.—The act authorizing the organization of the company so soon as \$1,000,000 of its capital has been subscribed and \$100,000 paid up, has been passed at the current session of the Dominion Parliament. The act also provides for the expenditure of \$1,000,000 on the projected lines within four years. (June, pg. 192.)

Vancouver, Victoria and Eastern Ry. and Navigation Co.—Over 1,000 men were reported to be at work on the construction of the line between Grand Forks and Phenix, B.C., including a two-mile spur to the Granby mines, early in July, and P. Welch stated that the number would be doubled by the end of the month. Engineers are out in the vicinity of Similkameen in connection with the extension of the line westerly from Grand Forks. (July, pg. 237.)

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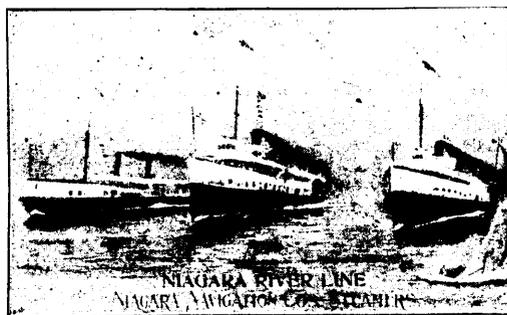
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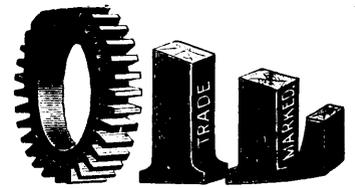


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TRANSPORTATION APPOINTMENTS.

Algoma Central and Hudson Bay Ry.—C. Shields has been appointed General Manager of the Lake Superior Corporation, of which the A. C. and H. B. Ry. is a subsidiary. Office, Sault Ste. Marie, Ont.

C. E. Slayton has been appointed Master Mechanic of the A. C. and H. B. Ry. and of the Algoma Iron Works. Office, Sault Ste. Marie, Ont.

Brockville, Westport and Northwestern Ry.—W. J. Curle, heretofore C.P.R. freight agent at Brockville, Ont., has been appointed Superintendent B. W. and N. W. Ry., succeeding E. A. Geiger, resigned.

Canada Atlantic Ry.—We were informed, July 5, that the position of Chief Engineer, vacant by the resignation of G. A. Mountain, would not be filled for the present.

The Canadian Northern Ry. prior to July 1 was operated in two districts, the first extending from Port Arthur, Ont., to Winnipeg and including the Duluth extension, and the second including the Winnipeg terminals and all lines west. This second district has been divided into two, and numbered two and three respectively. The new district two includes the following: Winnipeg terminals, Carman, Emerson, Brandon, Hartney, Ridgeway and Oak Point sections, and district three includes Dauphin, Kamsack, Swan River, Winnipegosis, Erwood and Neepawa sections, and the Delta and Clanwilliam branches. A. Wilcox, heretofore Chief Dispatcher district one at Port Arthur, has been appointed Superintendent district two; office, Winnipeg; and J. W. Dawsey, heretofore Superintendent old district two, has been appointed Superintendent district three; office, Dauphin, Man.

A press report recently stated that J. McGillivray, chief clerk of the Manager, had been appointed Assistant Superintendent, with office at Kamsack, Assa. We were recently advised that Mr. McGillivray had not received such an appointment, but had been sent to look after some special work for the Manager.

Canadian Pacific Ry.—N. S. Dunlop has been appointed Claims Adjuster of the Atlantic, Eastern and Lake Superior Divisions, succeeding J. W. Wetmore, resigned. Mr. Dunlop retains his position as Tax and Insurance Commissioner, and will continue to look after the interests of the floral department.

We are advised that J. W. Leonard, formerly Assistant Manager of C.P.R. Western Lines, is acting temporarily for the company in connection with certain matters in Ontario.

W. Brock has been appointed Trainmaster district 2, Central Division, succeeding J. McLellan, appointed freight agent at Winnipeg. Office, Winnipeg.

J. McLellan, heretofore Trainmaster district 2, Central Division, has been appointed freight agent at Winnipeg, succeeding H. J. Sullivan, assigned to other duties.

E. L. Chudleigh, heretofore night Chief Train Dispatcher, district 2, Winnipeg, has been appointed Chief Train Dispatcher at Cranbrook, B.C., succeeding J. H. Scott, resigned.

Grand Trunk Ry.—The following Agents have been installed in Ontario: Breslau, H. V. Taylor; Lynden, J. B. Hodgins; Kerwood, J. Morrison; Hickson, T. Huskin; Alma, R. R. Pelton; Moorefield, W. Godfrey; Brussels, W. Henry; Bluevale, F. Goodier.

Intercolonial Ry.—S. A. Macquisten, heretofore city canvassing agent at Montreal, has been appointed Travelling Freight Agent, succeeding W. H. Olive, promoted.

F. Chabot has been appointed city canvassing agent at Montreal, succeeding S. A. Macquisten, promoted.

Michigan Central Rd.—E. V. W. Ros-

siter has been elected Vice-President, and D. W. Pardee, Secretary, succeeding the late E. D. Worcester, who held the dual offices.

Montreal Street Ry.—Nelson Graburn has been appointed Master Mechanic and D. E. Blair Superintendent of Rolling Stock.

Quebec Central Ry.—Frank Grundy, General Manager, has been also appointed Vice-President.

New Brunswick Coal and Ry. Co.—The title of W. C. Hunter, who was reported to have been appointed Superintendent, is Manager. A circular to this effect was issued June 30 by G. McAvity, President.

Rock Island-Frisco System.—The headquarters of A. C. Turpin, General Manager of the R.I.F. System, have been moved from Toronto to 297 Main St., Buffalo, N.Y. He will continue to have charge of the Canadian territory.

MAINLY ABOUT PEOPLE.

Sir Wm. Van Horne has been elected a director of the International Banking Corporation.

F. S. Spence has been appointed a harbor commissioner for Toronto, in succession to the late A. B. Lee.

E. V. Skinner, Assistant Traffic Manager C.P.R., has returned to New York, from a trip to Europe.

A. E. Van Dyke, C.P.R. yardmaster at Toronto, had his foot badly crushed by a street car on Front St., Toronto, July 11.

F. Geddes, for many years G.T.R. station agent at Stuart St., Hamilton, Ont., died at Niagara-on-the-Lake, Ont., recently.

D. B. Hanna, Third Vice-President Canadian Northern Ry., has bought Lady Howland's house, 125 Bedford Road, Toronto.

D. Hughes, for many years agent G.T.R., and local manager G.N.W. Telegraph Co., at Port Colborne, Ont., died there July 12.

Capt. G. Vanwart, for over 30 years engaged in the freight and passenger trade on the St. John River, died at St. John, N.B., July 15.

J. S. Macdonald, Superintendent of Government telegraphs, Qu'Appelle, Assa., was married in Toronto June 25, to Miss L. Sturrock.

D. McNicoll, Vice-President and General Manager C.P.R., is spending some time in Great Britain, accompanied by Mrs. McNicoll.

Mrs. T. Nosse, wife of the Japanese Consul General at Ottawa, died at St. Andrew's N.B., July 25, while on a visit to Lady Van Horne.

Lewis Lukes, of Mackenzie, Mann & Co., and Mrs. Lukes, who are visiting England, are expected to return to Toronto early in August.

Lieut. G. T. Jennings, son of W. T. Jennings, M.I.C.E., Toronto, and a recent B. Sc. of McGill University, has joined his father in practice.

Hon. J. R. Stratton has been appointed a member of the Ontario Railway Committee, to act during the absence of Hon. J. Dryden in England.

A. T. Weldon, chief clerk in the Halifax freight office of the Intercolonial Ry., has been appointed Secretary of the Halifax, N.S., Board of Trade.

The engagement is announced of Miss J. Gibson, daughter of Senator W. Gibson, railway contractor, Beamsville, Ont., to Jas. Moodie, of Hamilton, Ont.

E. A. Geiger, who recently resigned his position as Superintendent Brockville, Westport and Sault Ste. Marie Ry., is spending a holiday at Wolfe Island, Ont.

Jno. Charlton, M.P., President Tillsenburg,

Lake Erie and Pacific Ry., has sufficiently recovered from his recent illness to resume his seat in the House of Commons.

A. E. Munson, who died at Cobourg, Ont., July 10, aged 81, was father of J. H. D. Munson, K.C., of Winnipeg, Man., solicitor for the Canadian Northern Ry. there.

M. P. Davis, contractor for the Quebec bridge and railways connected therewith, was nearly suffocated through an escape of gas at his summer residence, Etchemin, Que., July 1.

J. R. Turnbull, who was killed in his saw mill at Brandon, Man., early in July, was engaged at Cranbrook, B.C., and other points on the construction of the C.P.R. transcontinental line.

W. Coyne, formerly Assistant to the President Consolidated Lake Superior Co. at Sault Ste. Marie, Ont., is now General Traffic Manager of the E. I. du Pont Co., Wilmington, Del.

W. Jones was presented with a gold-headed walking stick by the passenger and other officials of the I.C.R., at Halifax, N.S., recently, on the completion of 50 years of service with the line.

Jas. Webster, recently appointed General Freight Agent, New York, Chicago and St. Louis Rd., Cleveland, Ohio, is a native of Owen Sound, Ont., and has been with the company about 20 years.

E. S. Piper, of the N. L. Piper Railway Supply Co., Toronto, and Mrs. Piper, are spending the summer in England, Mr. Piper being a member of the Canadian bowlers' team at present on tour there.

C. E. Slayton, who has been appointed Master Mechanic of the Algoma Central and Hudson Bay Ry. at Sault Ste. Marie, Ont., was formerly Superintendent of Machinery of the Sydney and Louisburg Ry.

D. W. Campbell, heretofore Assistant Superintendent, Oregon Rd. and Navigation Co. (Union Pacific Rd.) at Tekoa, Wash., has had his title changed to that of Superintendent. He is a native of Ontario.

Miss R. Petrie, daughter of H. W. Petrie, machinery dealer, Toronto, was instrumental recently in saving the lives of three persons in Toronto Bay, who had been thrown into the water by the upsetting of a canoe.

The Hamilton, Ont., board of works has decided to name one of the new streets in the annexed section of the city, Myler St., as a compliment to P. J. Myler, General Manager of the Canadian Westinghouse Co.

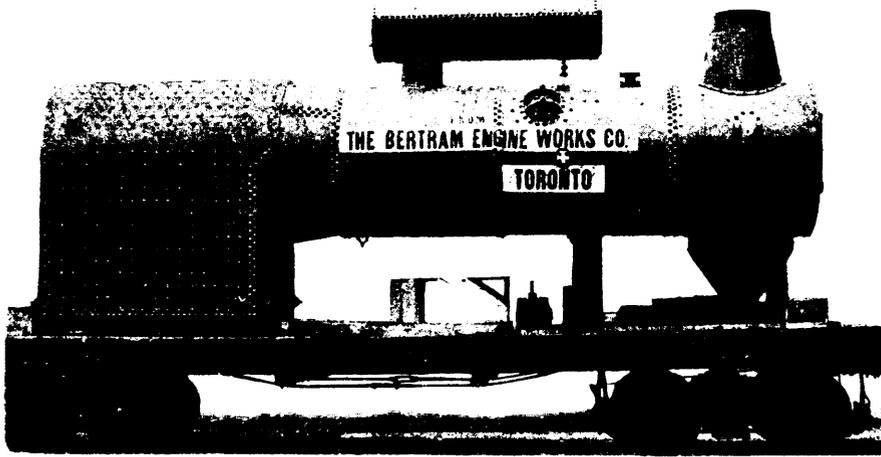
Hon. C. Fitzpatrick, Dominion Minister of Justice, denied in the House of Commons, July 22, press reports that he had been offered, and intended to accept, the position of solicitor to the G.T. Pacific Ry.

Miss L. M. Dunsmuir, fourth daughter of Jas. Dunsmuir, President Esquimalt and Nanaimo Ry., was married in Victoria, B.C., recently, to Lieut. A. Bromley, R.N., son of Sir Henry Bromley, Stoke Hall, Newark, Eng.

Sir Wm. Van Horne, Chairman of the Board, C.P.R., and W. Mackenzie, President Canadian Northern Ry., were present at the opening of the Winnipeg Exhibition, July 25, and replied to the toast of the railway interests of the Dominion.

C. G. Polleys, President of the Imperial Coal Co., operating the Beersville Ry. in New Brunswick, was recently arrested at Moncton, N.B., on a charge of fraudulent representation in connection with the company's affairs. He has been released on bail.

Jno. Bertram, Chairman of the Transportation Commission, becoming indisposed recently, the work of the Commission was brought to a temporary stop, and the contemplated trip to Port Arthur, Fort William and Winnipeg has been postponed.



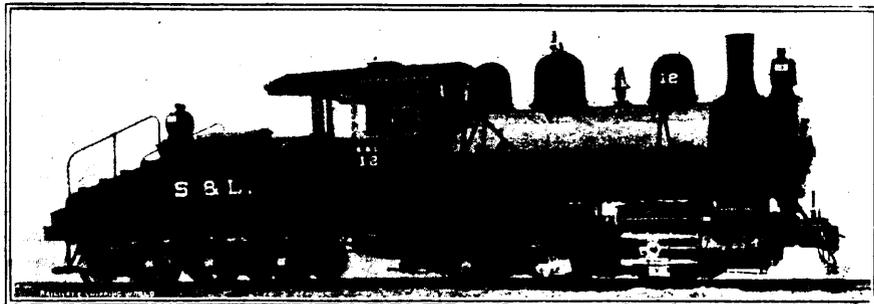
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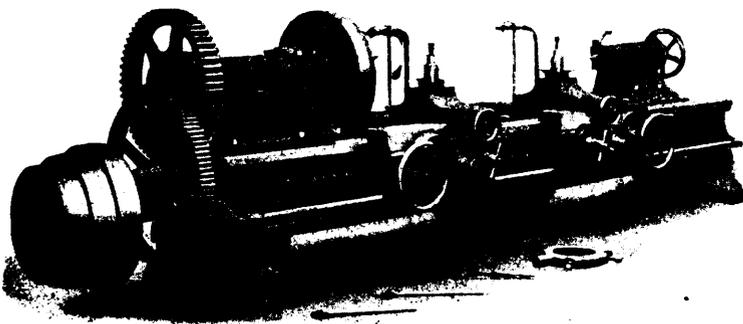
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DUNDAS - - - ONTARIO

Hon. S. N. Parent, Premier of Quebec, is reported to have stated that he refused the offer of an appointment on the Commission for the building of the National Transcontinental Ry., and that he had no intention of retiring from Provincial politics.

J. W. Smith, Canada Atlantic Ry.; F. A. Gascogne, C.P.R.; W. H. Rosevear, G.T.R., and J. Campbell, I.C.R., were the Canadian officials present at the annual meeting of the Eastern Association of Car Service Officers recently held in Washington, D.C.

W. Pay, who constructed some sections of the Welland canal, and from 1870 to 1883 was Superintendent of the old Welland Ry., died at St. Catharines, Ont., July 19, aged 86. He was born at Felpham, adjoining Bognor, Sussex, Eng., and came to Canada when a boy.

Lord Strathcona has purchased Deben Hall, near Saffron Walden, Essex, Eng. It is one of the historic houses of England and is a beautiful old place, within easy reach of London. Lord Strathcona at present leases Knobeworth, Bucks., the seat of Earl Lytton.

Mrs. Scott Griffin, wife of the Superintendent Canadian Northern Ex. Co., and Canadian Northern Telegraph Co., Winnipeg, is spending the summer with her parents, W. Mackenzie, President Canadian Northern Ry., and Mrs. Mackenzie, at Kirkfield, Ont.

Nelson Graburn, who has been appointed Superintendent of the Electrical and Mechanical Department of the Montreal Street Ry., was formerly Assistant Superintendent of that line, and subsequently was General Manager of the street railway system of Alexandria, Egypt.

Alex. Gartshore, President of the Gartshore-Thompson Pipe and Foundry Co., Hamilton, Ont., who died there July 13, was at one time engaged largely in the manufacture of railway castings and marine engines. He was a brother of J. J. Gartshore, dealer in railway supplies, Toronto.

Capt. J. T. Wood, a nephew of Jefferson Davis, President of the Confederate States, and an officer in both the Confederate army and navy during the war, and who went to Halifax, N.S., in 1865, where he engaged in the shipping and marine insurance business, died there July 19.

Jas. Mills, Railway Commissioner, was recently presented with a portrait of himself and a grandfather's clock, by citizens of Guelph, Ont., in connection with his appointment and his consequent removal from Guelph, where for many years he was President of the Ontario School of Agriculture.

Hon. A. G. Blair, Chief Railway Commissioner, and Jas. Mills, Commissioner, will be the two members of the Board who will travel to British Columbia to hear and dispose of cases affecting the west. Hon. M. E. Bernier will remain in Ottawa to attend to any business that may require attention there.

G. B. McLellan, who has been appointed Freight and Passenger Agent of the company which recently took over the National, International and Intercoastal Rys. of Mexico, is a native of London, Ont. Prior to his present appointment he was Travelling Passenger Agent of the Rock Island-Frisco System in Mexico city.

Senator W. Gibson, railway contractor, Beamsville, Ont., has been elected Supreme Grand Master of the Sovereign Grand Priory L. B. Archibald, Superintendent Sleeping, Dining and Parlor Cars, I.C.R., Truro, N.S., was appointed a member of the Grand Council at the annual meeting at Brockville, Ont.

Capt. McNaughton, who died recently in Brockville, Ont., aged 72, was for many years connected with the towing and forwarding business on the St. Lawrence and Ottawa Rivers. He was at one time President of the

Sincennes-McNaughton Line, was associated with the Ottawa Forwarding Co., and for some years was Managing Director of the Ottawa Street Ry.

A. C. Laing, heretofore chief clerk to H. Parry, General Passenger Agent New York Central Rd. at Buffalo, N.Y., has been appointed District Passenger Agent West Shore Rd., at Buffalo, succeeding F. J. Moore, who has been appointed General Baggage Agent and Superintendent Dining Car Service of the New York, Chicago and St. Louis Rd. He entered railway service at Hamilton, Ont., as a messenger in the engineering office of the G.T.R.

The body of J. J. Long, of Collingwood, President Collingwood Shipbuilding Co., a director and ex-president Northern Navigation Co., and a director of a number of other companies, was found in the Don River, Toronto, July 6. He had been stopping with his brother, T. Long, in Toronto for a few days, and was missed from his room on the morning of July 4. It is believed that he committed suicide. He returned in June from a European trip.

E. G. Trump, who was recently appointed Night Chief Dispatcher, C.P.R. at Winnipeg, was born at Montreal, July 24, 1878, and entered railway service with the C.P.R. at Winnipeg in 1893, his record being: Sept., 1893, to June, 1897, call boy; June, 1897, to Aug., 1901, operator and relieving agent at various points along the line between Rat Portage, Ont., and Brandon, Man.; Aug., 1901, to June, 1904, train dispatcher, Winnipeg; entire service with C.P.R.

W. C. Hunter, who has been appointed Superintendent New Brunswick Coal and Ry. Co., was born at St. John, N.B., Jan. 4, 1865, and entered railway service 1882, his record being: June, 1882, to Nov., 1884, car oiler, etc.; Nov., 1884, to Feb., 1888, locomotive fireman; Feb., 1888, to Nov., 1901, locomotive engineer; Nov., 1901, to Nov., 1902, general air brake inspector; Nov., 1902, to April, 1903, acting mechanical foreman; April, 1903, to June, 1904, general air brake inspector; entire service with the Intercolonial Ry.

A. Wilcox, who has been appointed Superintendent Canadian Northern Ry. at Winnipeg, was born at Kincardine, Ont., Jan. 2, 1865, and entered railway service in 1881, his record being: 1881 to 1883, successively operator, ticket and freight clerk, Toronto, Grey and Bruce Ry., at Owen Sound, Ont.; 1883 to 1887, operator and agent at various points and relieving dispatcher C.P.R. at Winnipeg; 1887 to 1890, train dispatcher, same road, Moose Jaw, Alta.; 1890 to 1903, Chief Train Dispatcher, same road, at Moose Jaw; 1903, Chief Train Dispatcher, same road, at Cranbrook, B.C.; July, 1903, to July, 1904, Chief Train Dispatcher Canadian Northern Ry., Port Arthur, Ont.

F. Grundy, who has been appointed Vice-President of the Quebec Central Ry., is also General Manager, which position he still retains. He was born at Bury, Lancashire, Eng., and entered railway service in 1850 as a clerk with the Manchester, Sheffield and Lincoln Ry. (now Grand Central Ry.), since which his record has been: 1851 to 1854, in various capacities with the East Lancashire Ry., since amalgamated with another company; 1854 to 1863, in various positions with the Oxford, Worcester and Wolverhampton Ry., afterwards known as the West Midland Ry., and now a part of the Great Western Ry.; 1863 to 1888, Manager of the Mid Wales Ry. at Brecon, which line has just been amalgamated with the Cambrian Ry.; 1889 to date, General Manager Quebec Central Ry., at Sherbrooke, Que. He is also President of the Temiscouata Ry., and a director of the Eastern Townships Bank.

W. R. MacInnes, whose portrait appears on the first page of this issue, was born June 7, 1867, at Hamilton, Ont., and was educated in England. He entered railway service July, 1884, as a clerk in the purchasing department of the C.P.R., remaining there until Nov., 1885, since which his record has been: Nov., 1885, to Sept., 1886, clerk, solicitor's office; Sept., 1886, to May, 1887, clerk, General Traffic Manager's office; May, 1887, to Mar., 1896, chief clerk same office; Mar., 1896, to June, 1899, general agent, freight department C.P.R., and agent Canadian Pacific Despatch at Chicago, also during same period representative Minneapolis, Sault Ste. Marie Ry., and Duluth, South Shore and Atlantic Ry.; July, 1899, to June, 1901, General Freight Agent, C.P.R. lines west of Lake Superior; June, 1901, to Jan., 1903, Assistant Freight Traffic Manager in charge of C.P.R. Western Lines; Jan., 1903, to date, Freight Traffic Manager, same road, Montreal.

R. McColl, who has been appointed Provincial Engineer of Nova Scotia, in succession to M. Murphy, D. Sc., was born at New Glasgow, N.S., Oct. 4, 1865, and completed his education at the Royal Military College, Kingston, Ont., from which he graduated in June, 1886. During the rest of the year he was employed by the N.S. Government on railway surveys, etc., his record since being: April, 1887, to Jan., 1889, assistant to resident engineer C.P.R., Atlantic Division, and in charge of section near Moosehead Lake, Me.; Jan., 1889, to May, 1889, leveller and transitman railway surveys in Nova Scotia; May, 1889, to Nov., 1889, in charge of construction on a 20 mile section of the Nova Scotia Central Ry.; Nov., 1889, to June, 1891, engineer in charge of location and construction of 13 miles of line for the New Glasgow Iron, Coal and Ry. Co. (now Nova Scotia Steel Co.) and other work; June, 1891, to April, 1902, assistant to M. Murphy, at Halifax; April, 1902, to June, 1904, Assistant Provincial Engineer. The duties of the office include, in addition to the building and repairing of highway bridges, the good roads department, and the approval of all plans for water supply, etc., of all towns in the Province, the inspection and supervision of all subsidized railways.

Canadian Northern Ry. Construction.

Oak Point Branch.—Track has been laid to mileage 54, on what was known as the old Winnipeg and Hudson's Bay line which extended to St. Laurent, Man. The line has been practically reconstructed and relocated for some distance and a new terminus near Oak Point has been secured. The branch has now been completed.

Ballast Pit at Springfield.—A ballast pit has been opened at Springfield, Man., and about eight miles of track has been laid to it.

Grand View to Edmonton.—We are advised that grading is in progress at various points to Battleford, Sask., mileage 572, and that this season 10.5 miles of track, and 1.13 miles of sidings have been laid. A letter from W. Mackenzie, President C. N. Ry., was recently published in which he said track would be laid to the first crossing of the Saskatchewan River this season. (July, pg. 245.)

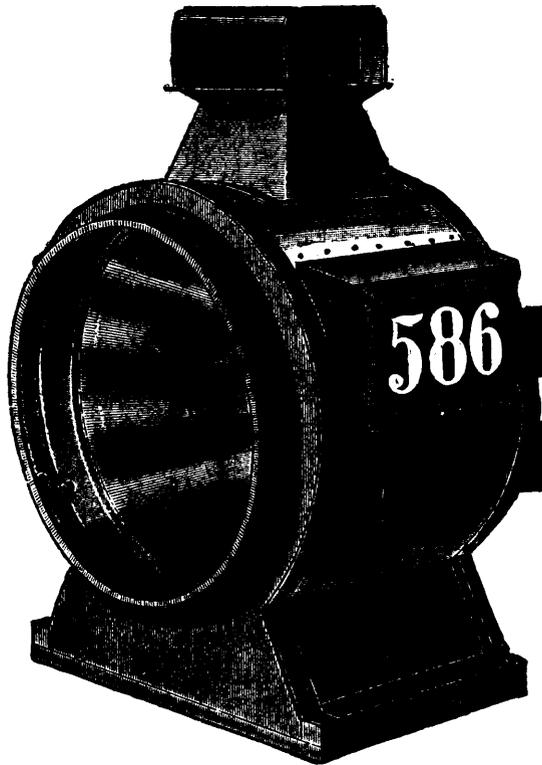
Prince Albert Extension.—Ten miles of grading west of Melfort, Sask., have been completed this season, but no track had been laid up to early in July. The principal work being done is east of Melfort, completing the line from Erwood, on which track was laid last season. (July, pg. 247.)

The following was omitted from the August birthday list on page 271. W. J. Grant, Commercial Agent C.P.R. at Hamilton, Ont., born at Wotten-under-Edge, Gloucestershire, Eng., August 20, 1853.

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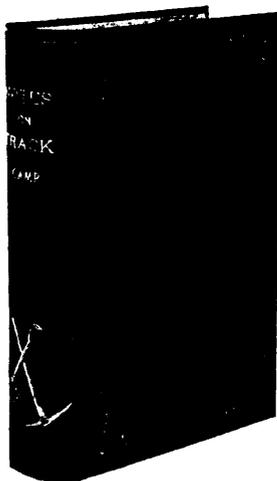
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Portland Station.—The G.T.R. new station building at Portland, Me., of which an illustration appears on this page, extends along India Street 140 ft., and on Fore Street 140 ft. The principal front is 90 ft. in length, and runs at an angle of 45° from India to Fore Street. It is built in the Romanesque style, of granite and pressed brick, and the roof is covered with standard tile. The main waiting-room is 32 by 72 ft. and 30 ft. high to the point where the groined arches intersect upon the ceiling. The ticket office is located directly opposite the main entrance, and ladies' room, smoking room and other conveniences are provided. The dining room is 32 by 33 ft., is south of the waiting room, and the baggage, express, telegraph and customs' rooms are on the Fore Street side. An elevation and ground-floor plan appeared on pg. 403 of our Dec. issue, 1902. (Mar., 1903, pg. 89.)

boro' Heights.—We are advised that there is no foundation for any reports that the company will build a cut off on the Northern Division to connect the Midland and Penetanguishene branches, in the vicinity of Elmvale, Ont. An officer of the company has since stated that the matter has been talked about in various quarters for years, and that it was as near accomplishment at present as it was about 18 years ago when first discussed. As to the other matters the same officer said they were in the air but that was all at the present time. (July, pg. 247.)

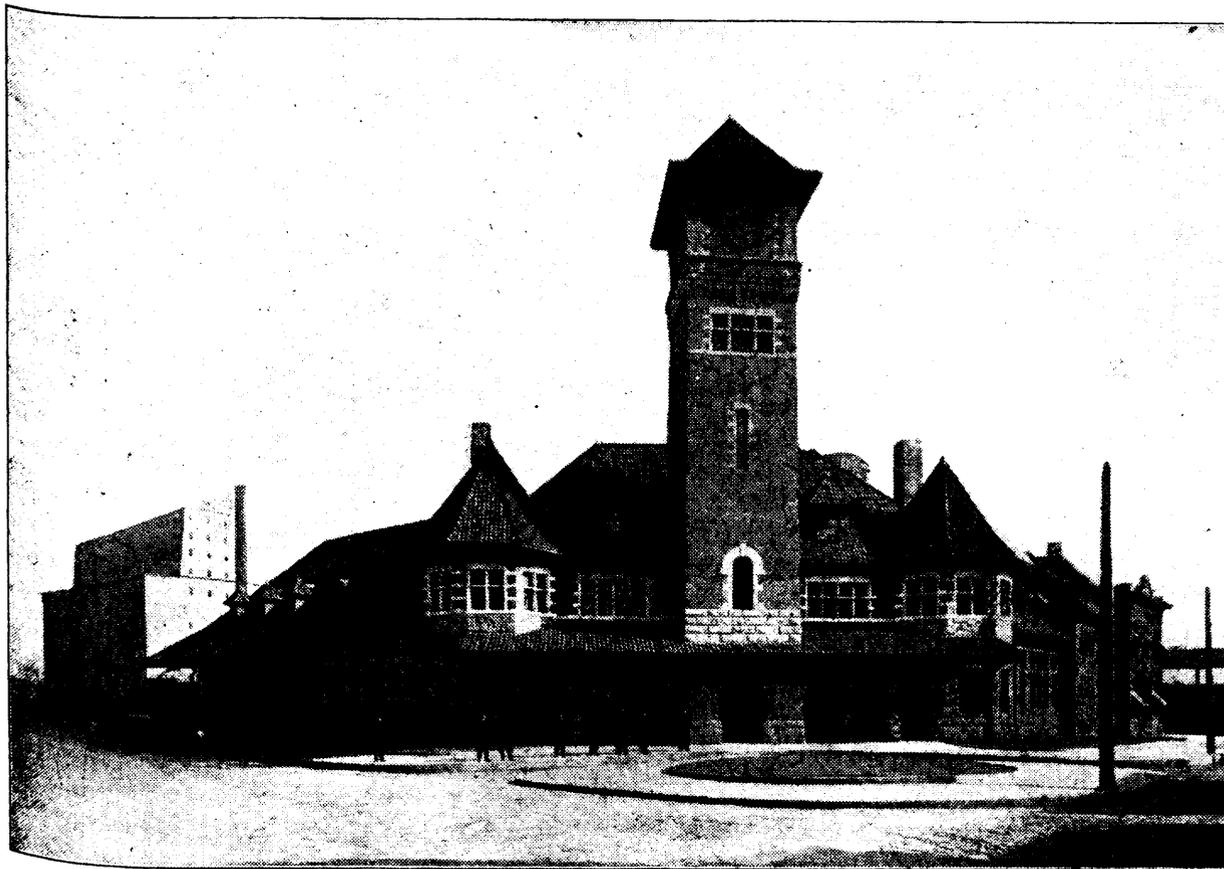
Parliament Buildings Yard, Toronto.—The new outwards freight shed has been completed, and on July 25, tracklaying had so far progressed that only one additional track was required to complete the layout. (July, pg. 247.)

Yards at Mimico.—An area of land, over 200 acres in extent, has been acquired at

an early date. On the section between Paris and London, the work is being done from the London end, grading for the second track has been completed into Woodstock, and the steel has been delivered. The stone work for the enlargement of the bridge over the Thames just west of London has been delivered. (July, pg. 247.)

Brantford-Paris Improvements.—The improvements on the line between Brantford and Paris, Ont., are being pushed forward, and will be completed by the fall. The work includes the reduction of gradients and laying a second track. The new gradient will be $\frac{1}{4}$ of 1%. There are some small changes being made in the alignment but they are not very material. (Feb., pg. 59.)

Guelph Station.—The Guelph, Ont., city council has passed a by-law, agreeing to sell the public park to the G.T.R. for \$5,000 on condition that a station with satisfactory



NEW G. T. R. STATION AT PORTLAND, ME.

Allandale Station, Yards, etc.—The new roundhouse at Allandale, Ont., is practically completed, and a new station and refreshment rooms are under construction. The station building is 72 ft. 4 in. by 28 ft., with a large bay window at the south end. This bay window, 18½ ft. by 10½ ft. deep, is the main feature of the general waiting room. Adjoining this is a women's waiting room, toilet room, baggage and express room, and ticket office. A covered platform 60 ft. in length connects the station with the restaurant building which is 49 by 84 ft., and faces the main line. The dining room is 60 by 37 ft. and adjoining is bar, kitchen and other necessary rooms. The foundations of the buildings are concrete, and the superstructure is fancy brick, grading being done in the yard preparatory to its being remodelled, plans for which work are in preparation.

Mimico, Ont., adjacent to the G.T.R. station, on which it is proposed to lay out a large freight yard where freight trains will be broken up, the cars sorted, and remade up into trains. This will do away with a large amount of work now done in the Toronto yards, which takes up a great deal of space and causes a lot of inconvenience in the handling of cars. The business to be done in the Toronto yards, when this project is carried through, will consist entirely of handling freight in and out of the city, the other work being done outside. The plans for this yard are not prepared; some sketches have been made with the object of deciding how best to lay out the area, but nothing definite has been adopted. The work is in charge of the Division Engineer at Toronto, F. L. Somerville.

Hamilton - Sarnia Second Track.—The grading for the second track work between Hamilton and Lynden, Ont., is in a forward state and tracklaying will be commenced at

subways, crossings, etc., be erected, the station building to cost not less than \$35,000. The by-law has to be submitted to the taxpayers for approval.

London Roundhouse.—A new roundhouse is to be built at East London, Ont. The house will accommodate 48 locomotives, and will cost about \$75,000. The old roundhouse on Waterloo St. is to be torn down and the site will be added to the switching accommodation in the yard.

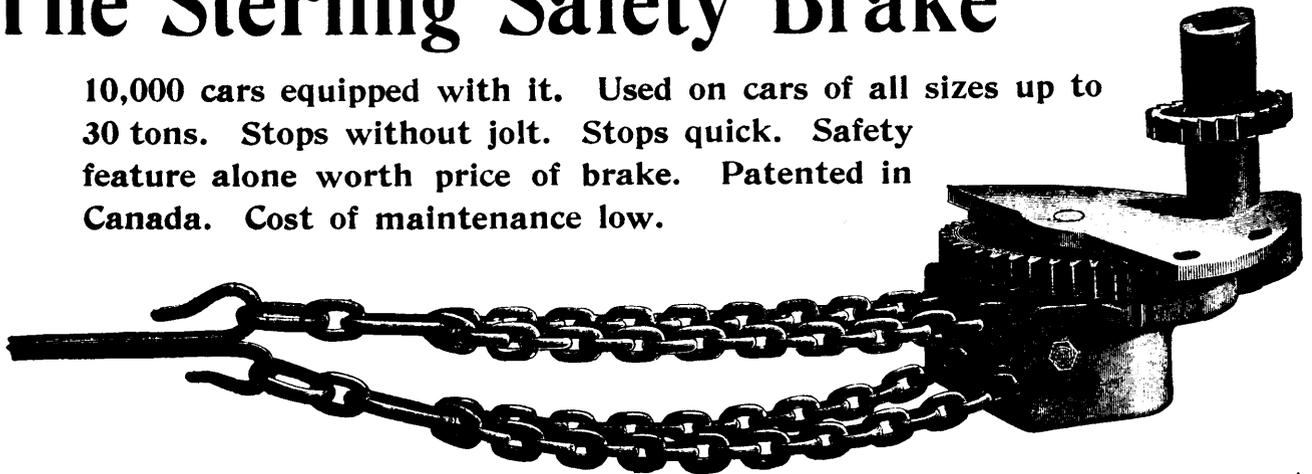
Interswitching Line at London.—The necessary right of way for the construction of a line to connect the G.T.R. and C.P.R. lines in London, Ont., has been secured by the G.T.R. The proposed line will leave the St. Mary's branch at Egerton St., where the company has purchased eight acres of land for switching purposes. From this yard, which extends as far as Francis St., the line will parallel Patrick St., until Dundas St. is reached, where the line will gradually curve

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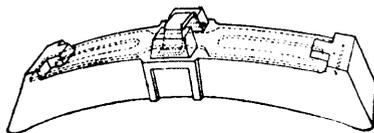
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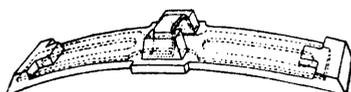
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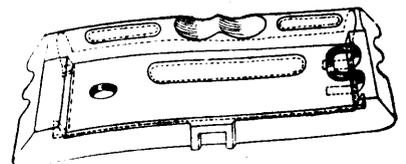
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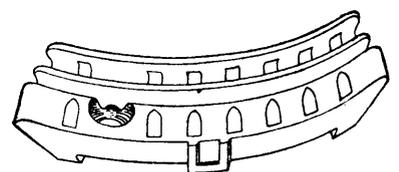
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round until it affects a junction with the C.P.R. near Egerton St. The work will be gone on with at an early date; the necessary permission for level crossings and connection having been given by the Railway Commission.

Stratford Shops.—Application has been made to the Stratford, Ont., city council by the G.T.R., to have the company's taxation in the city fixed at \$8,000 a year for 25 years. This is the present amount and the by-law fixing it has seven years yet to run, but as the company contemplates spending \$120,000 in adding to its shops it wants to have the present assessment continued. The matter is under consideration. We are advised that the enlargement of the shops will be dependent upon the action taken by the city authorities in regard to the a plication for fixing the taxation on a reasonable basis for a period of years. The new buildings will include a boiler shop, 169 by 120 ft.; tender shop, 326 by 120 ft.; brass foundry, 75 by 40 ft.; and an extension of 50 ft. to the present blacksmith shop.

Canadian Freight Association.

The annual summer meeting was held at the Royal Muskoka Hotel, Lake Rosseau, Ont., on July 6, 25 members, several honorary members, some invited guests and a number of ladies going on the trip. The party was conveyed from Toronto in a special G.T.R. train, on July 5, to Muskoka Wharf, and thence by one of the Muskoka Lakes Navigation and Hotel Co.'s steamers to the hotel. On the morning of July 6 several of the committees met, in the afternoon the party was taken on a steamer trip to Lake Joseph, and in the evening the general meeting was held, Carl Howe, President, occupying the chair. R. W. Long, D.F.A., G.T.R., Stratford, Ont., was elected an active member; J. P. Gay, manager M. & M., and G.T.R. Fast Freight Line, Detroit, Mich., and C. J. Smith, General Manager R. & O. N. Co., Montreal, were transferred from the list of active members to that of honorary members. The following were elected honorary members:—S. J. Sharp, General Agent C.P.R. Atlantic Steamships, Toronto; D. O. Wood, General Agent, Reford Lines, Toronto; G. W. Torrance and E. F. Boland, General Agents Dominion S.S. Line, Toronto. L. Macdonald was elected a member of the Freight Inspection Committee, vice J. P. Gay, removed to Detroit.

The following case was reported for the information of the members:—On Feb. 26, 1904, W. S. Taylor & Co. shipped a car of domestic lump coal from Junction Yard to themselves at London, and on the day of shipment wrote the M.C.R. agent at London, requesting him to notify Green & Co. on the arrival of the car, and to turn the same over to them promptly on receipt of their letter. This letter was sent to Green & Co. for delivery, but not handed to the company's agent until after the demurrage charges had accrued. The car in question did not arrive in London until Mar. 26, 1904, and immediately on arrival at the company, knowing that Green & Co. had received all Taylor's cars, telephoned that the car had arrived. Green & Co. refused the charges, and subsequently, after demurrage charges amounting to \$6 had accrued, they decided to take the car. The company would not, however, hand over the car until the charges were paid. Green & Co. claimed that they had not been given notice of the arrival of the car, and paid the demurrage charges under protest, and subsequently sued in the Division Court at London for \$6. Judge Elliott heard the case and decided that the consignees had been given notice by telephone which was all that was necessary, and his judgment was in favor of the company, recommending that if the plaintiffs wished to

recover the amount of the claim they should take the matter up with the manager of the Car Service Association.

The Association decided that cars for unloading or loading on electric lines or street railway lines acting as switching lines only be charged \$1 per car per day for all cars not returned to the connecting railway at the junction or point where said cars were delivered to the electric or street car lines within three days; and if said electric or street railway refused to pay for the delay to cars after three days, they be notified that no more cars would be delivered them for switching, and that consignees concerned would be required to take delivery from the steam railway company's public team tracks.

On the morning of July 7 further committee meetings were held; in the afternoon there was a steamer trip to Rosseau, and on returning to the Royal Muskoka a baseball match was played under the respective captaincies of Carl Howe and E. F. Seixas, Jno. Earls umpiring. Out of respect to the feelings of the badly defeated team we do not publish the score. A 100-yards' dash by two of the veterans, one lean and the other portly, resulting in a victory for the latter, followed the ball game. In the evening there was a euchre party and a dance at the hotel. On July 8 the party left the hotel early in the morning, proceeded to Muskoka Wharf by boat and thence to Toronto by special train, where they dispersed after a most enjoyable outing, delighted with the beauties of Muskoka.

The members of the party presented very handsome travelling bags to H. R. Charlton, Advertising Agent, and J. D. McDonald, District Passenger Agent of the G.T.R., who carried out the arrangements for their transportation, etc.

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

Gross earnings, working expenses, net profits, increases or decreases over 1902-03, from July 1, 1903:—

	Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July	\$3,997,343.75	\$2,678,816.63	\$1,318,527.12	\$143,815.86+
Aug.	4,076,153.74	2,642,051.24	1,434,102.50	71,204.05+
Sept.	3,937,001.72	2,734,735.91	1,202,265.81	208,488.69+
Oct.	4,488,883.88	2,834,236.87	1,654,647.01	37,892.38+
Nov.	4,142,909.47	2,664,928.39	1,477,981.08	80,250.06
Dec.	4,264,815.39	2,683,670.13	1,581,145.26	91,296.58+
Jan.	2,896,599.34	2,538,047.31	357,652.03	559,118.74-
Feb.	2,541,862.15	2,459,321.34	82,540.81	660,109.88-
Mar.	3,512,186.81	2,681,332.53	850,854.28	407,710.18-
Apr.	4,061,504.78	2,648,972.18	1,412,532.60	80,640.71-
May	4,113,626.41	2,722,061.43	1,391,564.98	8,207.71+
June	4,416,864.80	2,966,953.35	1,449,911.45	203,850.09+

\$46,469,132.24 \$32,256,027.21 \$14,213,105.03 \$1,623,740.75+
+Increase. - Decrease.

DULUTH, SOUTH SHORE AND ATLANTIC RY.—Gross earnings for May, \$18,925.45; net earnings, \$52,118.89, against \$44,305.46 gross and \$85,835.97 for May, 1903. Net earnings for eleven months ended May 30, \$700,450.78 against \$901,035.85 for the same period 1902-03. Approximate earnings for June, \$212,745, against \$268,913 for June, 1903.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for May, \$489,228.88; net earnings \$172,442.48, against \$579,544.81 gross and \$243,847.91 for May, 1903. Net earnings for eleven months ended May 30, \$2,929,410.12 against \$3,230,724.15 for the same period 1902-03. Approximate earnings for June, \$562,401 against \$618,646 for June, 1903.

MINERAL RANGE RY.—Approximate earnings for June, \$55,321, against \$50,027 for June, 1903.

Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1903-04	1902-03	1903-04	1902-03
July	267,647.32	155,344.93	\$1,020,404.70	\$562,876.50
Aug.	263,339.45	130,723.83	1,271,529.81	473,064.85
Sept.	60,441.12	145,535.83	268,757.99	542,811.11
Oct.	15,950.07	270,616.23	236,611.59	952,645.35
Nov.	22,563.95	146,687.83	107,365.21	598,788.99
Dec.	30,146.00	577,382.61	125,676.00	1,683,289.45
Jan.	116,840.78	102,581.29	386,649.88	428,611.21
Feb.	14,279.69	183,554.82	73,428.94	749,235.13
Mar.	12,992.06	184,139.22	59,660.03	782,968.76
April	24,064.42	207,344.12	116,349.19	884,432.24
May	51,477.16	187,416.19	203,768.02	618,357.87
June	155,973.24	349,524.43	712,812.21	1,421,451.13
	1,036,165.28	2,550,851.33	\$4,583,013.57	\$9,658,680.59

Grand Trunk Ry. Earnings, Expenses, &c.

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

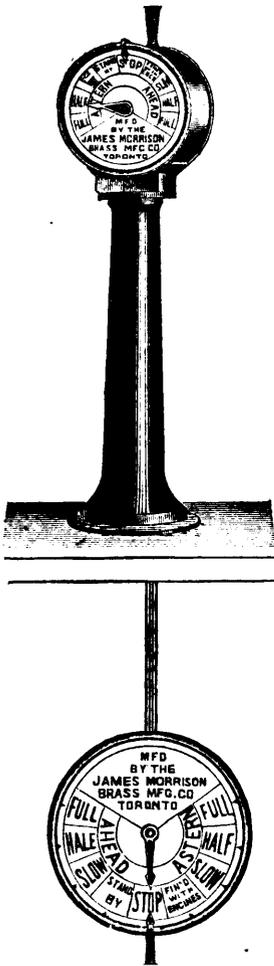
	1904.	1903.	Increase.	Decrease.
Jan.	\$2,253,578	\$2,634,090	\$380,822
Feb.	1,649,525	2,432,661	783,136
Mar.	2,649,779	2,967,408	317,629
April	2,838,946	2,787,054	51,892
May	2,979,555	2,913,553	63,002
June	3,141,906	3,017,626	124,280
	\$15,510,089	\$16,752,502		\$1,242,413

Engineers' Club of Toronto.—About 25 members, with several guests, visited the Hamilton Cataract Power, Light and Traction Co.'s plant at De Cew, Ont., on July 22, going from Toronto to Port Dalhousie and return by the steamer Garden City and from Port Dalhousie to St. Catharines and return by the Niagara, St. Catharines and Toronto Electric Ry. From St. Catharines a pleasant drive of about four miles took the party to De Cew where the Hamilton company has for some time past been producing about 8,000 horse-power. The extensive works now in progress will raise this to 45,000 horse-power. Considerable time was spent on the works, the party being shown round by R. W. Leonard, engineer in charge, and his assistants. Capt. Killaly Gamble, the President of the Club, was sufficiently recovered from his recent illness to be present, but could not take a very active part in the arrangements which were most effectively carried out by R. F. Tate, C.E., 1st Vice-President.

Carquet and Gulf Shore Railway.

Peter Ryan, City Registrar of Toronto, and associates, have acquired from the bondholders the Carquet Ry., which extends from Gloucester Jct., on the Intercolonial Ry., to Shippigan Harbor, N.B., and have an option on the Gulf Shore Ry., which extends from Pokemouch siding, on the Carquet Ry., to Tracadie Mill. The total length of the two lines is 84.78 miles and the Gulf Shore Ry. has a subsidy from the Dominion Government for about 5½ miles of additional line. The Carquet Ry. has been in the hands of the English bondholders since 1890. The board of the Carquet Ry. has been changed by the election of P. Ryan, T. P. Coffee, and James Webster, of Toronto, in place of three of the former directors. Mr. Webster, who was formerly Superintendent G.T.R. at Allandale, Ont., has been appointed Managing Director and is now in charge of both lines at Bathurst, N.B., which are to be operated under his management. It is intended to improve the track, strengthen bridges, and add to the equipment.

The Carquet Ry. extends from Gloucester Jct. on the Intercolonial Ry., to Shippigan Harbor, N.B., 68 miles. A company was incorporated to construct the line in 1882, and it was opened for traffic Dec., 1887, but was operated by the contractors until Jan. 1, 1889, when it was taken over by the company. The line is standard gauge, has 3.25 miles of sidings, etc., the whole 71.25 miles being laid with 50 lb. steel rails. Its rolling stock consisted June 30, 1903, of two locomotives, one of which was hired, one first-class car, two cattle and box freight cars, nine platform cars, and one snow plough. For the year ended June 30, 1903, its operations gave the following results:—total train mileage, 62,340 miles; passengers carried, 6,370; freight carried, 26,364 tons; passenger earnings, \$6,050.47; freight earnings, \$22,533.37; miscellaneous, \$6,773.23; gross earnings, \$31,206.84; working expenses, \$32,456.73; loss on year, \$1,249.89. There was a floating indebtedness of \$29,834.27. The cost of the line was \$1,013,500; and there had been issued \$950,000 of common stock,



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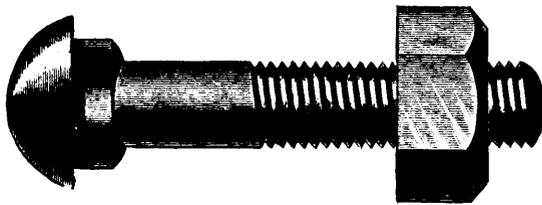
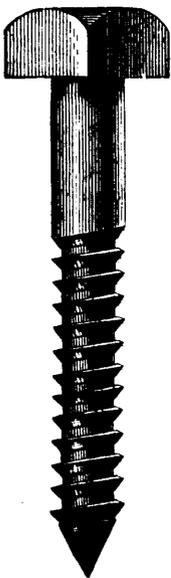
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Recent Dominion Legislation.

The following acts relating to transportation interests have been passed at the current session of the Dominion Parliament in addition to those mentioned in our last issue:

Respecting the Berlin, Waterloo, Wellesley and Lake Huron Ry.

Incorporating the Bessemer and Barry's Bay Ry. Co.

Incorporating the Branford and Hamilton Ry. Co.

Respecting the Canada Southern Ry. Co.

Incorporating the Chicoutimi and North-eastern Ry. Co.

Incorporating the Crawford Bay and St. Mary's Ry. Co.

Respecting the Essex Terminal Ry. Co.

Respecting the Grand Trunk Pacific Ry.

Respecting the Hudson's Bay and North-west Ry. Co.

Respecting the Huron and Ontario Ry. Co.

Incorporating the Interprovincial Ry. Bridge Co. of New Brunswick.

Respecting the James Bay Ry. Co.

Respecting the Kettle River Valley Ry. Co.

Incorporating the Kingston and Dominion Central Ry. Co.

Respecting the Lake Erie and Detroit River Ry. Co.

Incorporating the Montreal, Nipissing and Georgian Bay Ry. Co.

Amending the act respecting the National Transcontinental Ry.

Amending the act respecting the navigation of Canadian waters.

Respecting the Nicola, Kamloops and Similkameen Ry. Co.

Incorporating the Okotoks and High River Lumbering and Development Co.

Respecting the Ottawa River Ry. Co.

Amending the Pilotage Act.

Respecting the Rio de Janeiro Light and Power Co. (Ltd.) and changing its name to the Rio de Janeiro Tramway, Light and Power Co. (Ltd.)

Amending the Shipping Casualties Act.

Respecting the Similkameen and Keremeos Ry. Co.

Amending the Steamboat Inspection Act, 1808.

Incorporating the Thorold and Lake Erie Ry. Co.

Respecting the Temiscouata Ry. Co.

Respecting the Tillsonburg, Lake Erie and Pacific Ry. Co.

Respecting the Toronto and Hamilton Ry. Co.

Respecting the Trans-Canada Ry. Co.

Master Car Builders' Association.

The 38th Annual Convention of the Master Car Builders' Association was held at Saratoga, N.Y., June 22 to 24. After an address by the President, F. W. Brazier, and the consideration of routine business, reports of committees were taken up and considered as follows:—

Revision of Standards and Recommended Practice, W. P. Appleyard, chairman. Some discussion was caused on the brake-beam question as to the location of fulcrum holes. On automatic couplers, and limit gauges of couplers, yoke and draw-bar straps, no action was taken. When buffer blocks were reached there was a great difference of opinion about the abandonment of same, which was due, it transpired, to a misunderstanding of the terms. The discontinuance of buffer blocks was meant to refer to the man-killers still in use on some cars, and not to the block which receives the impact of the horn on a coupler. On vote, the buffer block is to remain. The wheel defect gauge was left as it stood. The recommendation to change journal box bolts from $1\frac{1}{8}$ to $1\frac{1}{4}$ inches was lost, on vote. Action on journal bearing wedge, arch bars, siding, floors, hand-holds, centre-plates, etc., was left as reported.

Tests of M. C. B. Couplers, read by W. P. Appleyard, which embraced in its findings, consideration of the new contour lines adopted Jan., 1904; also worn coupler limit gauge, drop test machine, separate knuckle test, physical tests, inspection, etc. The report was voted to be referred to letter ballot, with an amendment covering the construction of a sentence that required improvement. Standard Location of Third Rail for Electric Operation, J. W. Taylor. The report was accepted and the committee discharged. The committee on Stenciling Cars was continued another year. Coupling Chains, R. P. C. Sanderson, chairman. A minority report was read, and the committee was continued.

The air-brake hose specifications committee reported and was continued another year. The committee on draft gear reported and the report was referred to the committee on standards. The report of a committee on what is the best preventive of rust on steel cars was next taken up but the discussion brought out no new developments. The report was accepted. The report of the arbitration committee was read, and the findings of the report were adopted as they stood with the exception of some minor points which were to be referred to the association. In the report on prices for repairs to steel cars, the report was accepted except that part referring to prices, which item was referred back for a joint report with other committees interested. The report of the committee on rules of the arbitration committee, so far as passenger equipment was concerned, was referred back for a final report next year. The question of the outside dimensions of box cars was taken up and after a lengthened discussion was referred to letter ballot as recommended practice. The use of steel in passenger car construction was considered on a paper read by R. A. Forsyth, and the suggestions were accepted and placed on record as recommended practice. Other matters considered were: cast-iron wheels, revision of rules for loading long materials, steam and air line connections, tanks, and a number of topical subjects. The officers for 1904-5 were installed as follows: President, W. P. Appleyard; 1st Vice-President, J. Baker; 2nd Vice-President, W. E. Fowler, C.P.R., Montreal.

The Canadian Northern Transfer Co. has been licensed to do business in Ontario under the provisions of the act relating to Extra-Provincial Companies, R. P. Ormsby, of Toronto, being appointed its attorney.

A Car Arbitration Case.

At the recent annual meeting of the Eastern Association of Car Service Officers the committee on arbitration reported among other cases the following, the C.P.R. against the G.T.R., and the G.T.R. against the C.P.R.:

"Illinois Central car 32438 was transferred from the G.T.R. to the C.P.R. by ferry boat June 29 loaded. Was made empty July 4 and as the C.P.R. could not get the G.T.R. to send its car ferry to take it home, arrangements were made to return it via Wabash tracks at Detroit on instructions from G.T.R. This was done and the car was delivered to the Wabash at Detroit empty July 11 and switched to the G.T.R. July 17. Two days later, July 19, the car was delivered by the G.T.R. to the Wabash by which it was switched back to C.P.R., and it was held until Aug. 9 when it was again returned to the G.T.R. for home through same channel. The point at issue is: who is responsible for the time between July 19 when it was switched back to C.P.R. through error of the G.T.R. until Aug. 9 when it was returned home. The C.P.R. made reclaim on the G.T.R. for this per diem, basing it on the fact that the car was returned through error on the part of its staff at Detroit and on account of its being fully covered by the decision of the arbitration committee in case 4, which puts no limit to the time in which a car delivered in error must be returned. The G.T.R., although admitting that its company was in error in handing the car back to the Wabash July 19 to be switched to the C.P.R. line, declined to entertain the application for refund of the per diem, claiming that the C.P.R. staff at Windsor had no right to take the car back, and having done so, they should have returned it earlier.

"In this case the committee did not find sufficient evidence that the C.P.R. made any effort after July 19 to notify the G.T.R. of the fact that the car had been delivered to it in error. The committee, therefore, decided that both roads were equally responsible for the per diem on this car from July 19 to Aug. 9." The report was adopted.

The Manual of Statistics for 1904, published by the Manual of Statistics Co., 24 West Broadway, New York, gives in its 1,040 pages information relating to railway and industrial companies in Canada and the U.S. Of the 800 pages devoted to this section of the work 331 are given to railways and 469 to industrial concerns, many of which are closely allied to the railway interests. In the railway pages will be found information and statistics relating to 18 Canadian railways, and to 10 lines in the U.S. in which Canadian lines have a controlling interest, or which have Canadian connections. Among the industrial concerns are included electric railways, coal mining companies (a number of which own railways), telegraph and telephone companies, navigation companies, and a large number of manufacturing concerns. The information is given in a very concise manner, and so far as the Canadian companies are concerned is generally accurate, although in some instances it could be brought a little more up-to-date. The other 200 pages are devoted to records of prices of stocks, etc., and other information of a general kind about which investors want to know.



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Master Mechanics' Association.

The 37th annual convention of the Railway Master Mechanics' Association was held at Saratoga, N.Y., June 27 and 28. The President, W. H. Lewis, in his address made a comparison between the old 16 by 24 locomotives of the past with those in service at the present time, referring more particularly to the Mallet articulated compound of which the general dimensions and an illustration were given in our July issue. The Secretary's report showed a total membership of 791. The report on ton-mile statistics, after discussion, was referred to the American Railway Association for adoption. Grates for bituminous coal was the title of a paper read by J. Carney, which was followed by a report on coal consumption of locomotives, which elicited a warm discussion. On the second day a topical discussion on leaky flues in wide fire-boxes was carried on; followed by a paper on the limit of width of soft coal burning fire-boxes with reference to high evaporative efficiency. This paper was prepared by D. M. Vauclair, of the Baldwin Locomotive Works, and read by L. H. Fry, who represented Mr. Vauclair at the convention. It showed that when combustion was reduced to 75 lbs. per square foot of grate per hour, the evaporation was reduced to six pounds of water per pound of coal. The shape of water leg exerted an influence in steaming, and best circulation was obtained when inside of box was vertical, which enabled the ascending column of water free to rise. Locomotive driving and truck axles was the next subject taken up, and after discussion adopted. The subject of boiler design was discussed on a lengthened report, and the executive committee was authorized to raise \$5,000 to be expended by a special committee for conducting a careful series of experiments and tests concerning the values of varying proportions and dimension of heating surfaces, grate surface and such other important features of boiler as may be found desirable. The next question was that of the revision of the standards, several matters arising out of which were held over for letter ballot, as also were matters arising out of report of air brake and signal instructions. An individual report will be presented on piston valves next year. The position of the technical school graduate in the mechanical field was discussed, and a talk on terminals for locomotives closed the second day's session. On the closing day the questions discussed were: Tool steel, variable speed motors, automatic stokers, locomotive frames, cost of locomotive repair shops, safety appliances on front ends of locomotives. The following officers were elected for the ensuing year: President, P. H. Peck; First Vice-President, H. F. Ball; Second Vice-President, J. P. Deems; Third Vice-President, Wm. McIntosh; Treasurer, A. Sinclair.

In its twenty-year-old items, a Winnipeg paper recently quoted a statement that "the C.P.R. have decided to run daily trains on the western division as far as Brandon only. West of Brandon trains will be run twice a week only." Two decades have made a vast difference in railroading out west. Instead of only one train daily to Brandon from Winnipeg, there are now two daily transcontinental trains, and daily locals to Moose Jaw and on the several branch lines—the Souris, Arcola, Lariviere, Napinka, Estevan, Northwestern, Winnipeg Beach, Teulon, Brookdale, Miniota, Emerson, Pembina and other sections, and less frequent service on a number of other branches. The man who travelled on the C.P.R. in the early days will readily acknowledge that that company has more than kept pace with the wonderful development of the country during the past 20 years.—Montreal Gazette.

Board of Railway Commissioners.

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

Authorizing the G.T.R. to construct a spur line in Hamilton to connect with a number of factories in the vicinity of Bay, York, Caroline and Canon Streets. (May 9.)

Authorizing the G.T.R. to construct an undercrossing of the lake shore road in the township of Hope, in lieu of the present diagonal grade crossing near Port Hope, Ont. (May 11.)

Confirming order of Feb. 10 as to location of crossing of C.P.R. in New Westminster, B.C., by Vancouver, Westminster and Yukon Ry., and extending the time fixed for the use of the crossing to July 15. (May 13.)

Dismissing the application of the municipality of St. Cunegonde, Que., for an order establishing a grade crossing of the G.T.R. tracks at Dominion St. (May 17.)

Directing the junction of the Schomberg and Aurora Ry. with the G.T.R. in King tp., the frogs, etc., to be provided by the S. and A. Ry. Co., and fixed by the G.T.R. at the cost of the S. and A. Ry., a deposit of \$200 having been made to cover same; also order for the operation of the same, reserving for further consideration question of station, station maintenance, etc. (May 20.)

Approving of location, etc., of the Ottawa River Ry. from Notre Dame St., Montreal, to a junction with the Great Northern Ry. in the township of Grenville, Que., 56 miles. (May 25.)

Authorizing the crossing of the Pembina branch of the C.P.R. near Holmfild, Man., by the Canadian Northern Ry.'s Wakopa branch, the latter to provide a diamond crossing, etc., but reserving for further consideration the question of the provision by the C.N. Ry. of a permanent interlocking, derauling and signalling system. (June 1.)

Authorizing the substitution of the rules of the operating department of the New York Central and Hudson River Rd. upon the St. Lawrence and Adirondack Ry. for those now in force. (June 1.)

Approving of the plan for the location and layout of proposed yards for the Pere Marquette Rd. at Niagara Falls, Ont. (June 3.)

Approving of the plans of crossing of the Quebec Bridge and Ry. Co.'s lines of a number of roads, and of a bridge at St. Nicholas station. (June 6.)

Approving of the plans of a bridge across the Thames at Thamesville, Ont., for the G.T.R. (June 9.)

Authorizing the construction of sidings across Water and Charles Streets, Berlin, Ont., by the G.T.R. (June 10.)

Authorizing the withdrawal of the order of June 2, forbidding the Shore Line Ry. (New Brunswick Southern Ry.) from using the bridges at Lepreaux and Little New River, N.B., on account of their dangerous condition. (June 16, pg. 211.)

Approving of the location of the Canadian Northern Ry. from Hartney, Man., to Regina, Assa., 198.6 miles. (June 17.)

Approving of the location of a line from Point Pizeau to Quebec, 3.54 miles, for the Quebec Bridge and Ry. Co. (July 2.)

Approving of the location of the projected line from Guelph to Goderich, Ont., 80.146 miles, for the Guelph and Goderich Ry. (July 2.)

Grain Elevator Notes.

The Canadian Elevator Co. has been granted a supplementary charter under the Dominion Companies' Act, authorizing it to aid by loan or otherwise, companies having common objects and with which it has business relations.

The Dominion Elevator Co. has been granted a supplementary charter under the Dominion Companies' Act, authorizing it to aid

financially other similar companies, or hold stock in companies with which it has business relations.

The engine at the C.P.R. elevator B, recently burned at Fort William, Ont., was found to have sustained but comparatively little damage, and it is being installed at elevator D, so as to increase the handling capacity of that house.

The Winnipeg Elevator Co. (Ltd.) has been granted a supplemental charter under the Dominion Companies' Act authorizing it to aid other companies having similar objects by means of loans, guarantees of bonds, by the purchase of shares or otherwise.

The Frontenac Cereal Co., which has elevator accommodation at Kingston, Ont., passed a by-law creating \$250,000 of preference stock, Oct. 21, 1903, which by-law has been recently approved in a supplementary charter granted under the Ontario Companies' Act.

J. A. Jamieson, of Montreal, has been instructed by the Department of Railways and Canals to prepare plans for the erection of a 2,000,000 bush. steel elevator at Port Colborne, Ont. It is understood that it is intended to have the building completed for handling the harvest of 1905.

The Roland, Man., Farmers' Elevator Co. accounts for 1903, presented at the annual meeting held July 8, showed profits sufficient to pay a dividend of 30%, against 30% for 1902, and 40% for 1901. G. P. Loree, J. Phillips, W. Reekie, J. Sayer and G. Parkinson were elected directors for the current year.

The action of E. A. Wallberg to recover \$20,000 as commission and interest from the builders of the harbor commission's elevator at Montreal for the placing of the order, was tried at Hamilton, Ont., recently, and was dismissed, the judge finding that under the agreement the plaintiff should have added the amount of the commission for obtaining the contract to the price tendered.

The elevator just completed at Montreal for the harbor commission is reported to be in need of strengthening, and A. St. Laurent, the engineer of the Department of Public Works, who had to do with the erection of the structure, has made suggestions as to how this should be done. The matter was discussed, June 30, by the commissioners, the builders and the engineers, but no decision was reached. It is feared that the bins will spread, as has been the case recently with elevators somewhat similarly constructed.

A Fort William, Ont., despatch recently stated that the C.P.R. was preparing to erect "the largest and most complete elevator in the world." We are advised that this is not altogether in accordance with the facts. The only elevator which the company has under construction or in contemplation at Fort William was described in our July issue. The following additional information as to this structure, which is a new handling house next to elevator E, has been supplied: This handling house will store 500,000 bush., will have a capacity of unloading 32,000 bush. an hour, and, together with elevator E, will be able to load at the rate of 80,000 bush. an hour when not receiving grain, and 60,000 bush. when receiving grain. These buildings will be run by electric motors of the induction type, and will be fitted up in the most improved style with weigh scales, and grain cleaning machinery with a capacity of cleaning 8,000 bush. per hour. The cost of the new structure will be \$350,000.

The Montreal Warehousing Co.'s new fire-proof elevator on Windmill Point, Montreal, will be a steel structure with a capacity of 1,000,000 bush. The building will be 238 by 84 ft. It will be built entirely of non-combustible material, the structure, bins, bin bottoms, etc., being of steel; roofs of tile, and floors of concrete. The windows will have

metal frames and be glazed with wire glass, the brick wall will surround the working story of the elevator, and the cupola will be covered with galvanized corrugated steel. The equipment will include 10 elevator legs, using 20 x 7 x 7 in. cups. Five of these legs will be used for receiving grain, and all of them may be used for shipping. This gives a total elevating capacity of 100,000 bush. an hour. There will be five pair of power shovels for unloading the cars, a car puller with four drums to pull cars in either direction on either of two tracks, and two steel cleaning machines each with a capacity of 4,000 bush. an hour. The house will also be equipped with a passenger elevator and a sweeper system. Grain will be weighed in 10 hopper scales, each holding 2,000 bush. Two 36 in. belt conveyers in the cupola will distribute grain longitudinally of the house through the trolley spouts on the distributing floor. On the side of the elevator next to the Lachine canal, a

non-combustible marine tower will be built which will contain a marine leg capable of elevating 15,000 bush. of grain an hour. An extensive belt conveyer system will also be erected to deliver grain from the elevator to the vessels lying in the Windmill Point basin, through a total of 19 marine loading spouts. These belt conveyers will all be 36 in. concentrated belts, having a shipping capacity of 15,000 bush. an hour each; that is, the elevator can deliver to ships through its conveyers, 30,000 bush. an hour. Two loading spouts will also be provided to load barges in Lachine canal basin no. 1. All machinery will be driven by electric motors. The foundations, which are now in place, are of concrete, resting upon piles. With this new elevator at the Montreal terminus the company will be in a position to handle much more expeditiously and advantageously the export grain from the Canadian Northwest than has been practicable in the past.

SHIPPING MATTERS.

Marine and Navigation Votes.

The following amounts have been voted at the current session of the Dominion Parliament in connection with the marine interests of the Dominion:

Cornwall canal, enlargement	\$ 5,300
Gallops Rapids, completion of channel	8,000
North channel, forming channel, etc.	150,000
Sault Ste. Marie canal, construction	34,000
St. Lawrence river and canals	25,500
Trent canal, survey, etc.	2,640
Welland canal, improvements and provision of electric light plant, etc.	145,000
Lachine canal, improvements, etc.	7,300
Lake St. Louis, survey, etc.	4,100
Harbors and rivers -	
Quebec harbor, improvements	2,000
St. Lawrence ship channel	117,000
Montreal harbor, improvements	15,000
Port Colborne, Ont., harbor improvements ..	17,000
Port Arthur and Fort William, Ont., harbor improvements	32,000
St. Andrew's Rapids, Red River, Winnipeg ..	16,000

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R. M. Keeler has been appointed measuring surveyor for shipping at Prescott, Ont., and G. E. Smith has been appointed to a similar position at Southampton, Ont.

A deputation of mining men and others recently waited on the Minister of Railways and Canals to urge the extension of the Rideau Canal from near Bedford to Long Lake, Ont.

The engines of the str. Alexandria, owned by the Picton Navigation Co., broke down on a trip between Rochester, N.Y., and Quebec, July 6, and she towed into Sorel for repairs.

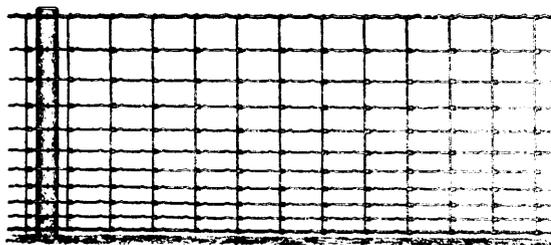
The Dominion Parliament has voted \$65,000 to make good the damage done to the dredge J. Israel Tarte, caused by a boiler explosion. Four new boilers are being built in Toronto.

The Elgin L. Lewis is the name of the new steamer placed on Lake Simcoe this season. She was built at Orillia, and has accommodation for 125 passengers. Capt. A. Macdonald is master, and E. Rutherford, engineer.

The six freight steamers and the three passenger steamers belonging to the Algoma Central Steamship Co., the steamship branch of the old Consolidated Lake Superior Companies at Sault Ste. Marie, Ont., have been again placed in service.

There was launched from the yard of the Bertram Engine Works Co., Toronto, on July 23, the hull of a freight and package steamer, which was named the Haddington, by Mrs. Bertram. The general dimensions of

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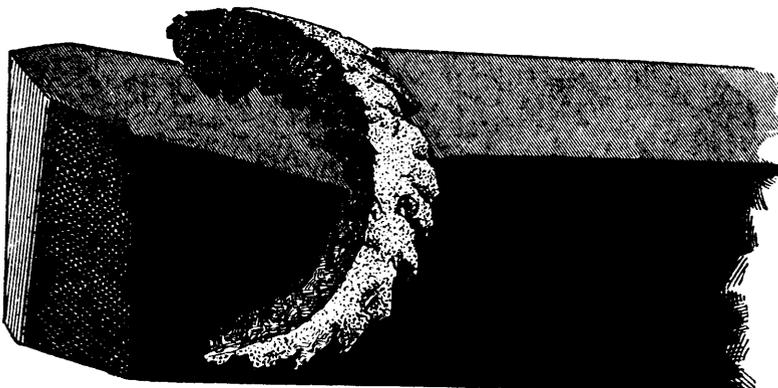


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the steamer were published on pg. 141 of our April issue.

F. B. Polson, who recently returned to Toronto, after being absent in England for some weeks, brought with him the motor boat Scolopendia, a 30-ft. launch, fitted with 50 h.p. engines and capable of making 20 miles an hour. It is proposed to build similar launches at the Polson Iron Works, the engines being imported from England.

The freight passing through the Sault Ste. Marie canals for June was 3,139,236 tons, a decrease of 1,965,842 tons in June, 1903. The decrease in freight passing through the U.S. canal was 1,488,525 tons, and through the Canadian canal 477,317 tons. To June 30, 3,549,156 tons of freight passed through the canals against 11,944,934 to same date, 1903.

The Collector of Customs at Kingston for some time refused to permit the str. America to land at Kingston, Ont., July 3. The steamer had taken the 14th Regiment to Cape Vincent, N.Y., to take part in a demonstration on the following day, and was returning to Kingston, having on board a number of citizens who had accompanied the regiment across.

The str. Turbinia was placed on her route between Toronto and Hamilton, July 30, having made her first invitation trip on the previous day. The steamer makes the trip in 30 or 40 minutes less than the previous record. There has not been any cutting of rates, except in the way of special afternoon trips and privileges, as yet on the route owing to the competition.

The lightship Anticosti, built by the Polson Iron Works, Toronto, for the Dominion Government, was given a trial trip July 13, and left for Quebec the same night. On reaching Quebec her permanent crew were taken on board, the supplying of the vessel was completed, and the Anticosti has now been placed in position off the island of that name in the Gulf of St. Lawrence.

A second steamer has been placed on Lake Temagami, by D. O'Connor, in order to meet the increasing demands of settlers and tourist travel. The first steamer was taken in for the opening of the season of 1903, and since then the Temiskaming and Northern Ontario Ry. has been completed to the lake, bringing with it a large increase of trade. The second steamer is 85 ft. long, and was placed on the lake early in July.

The U.S. Government has let a contract for the widening and deepening of the channel through Amherstburg reach and into Lake Erie as far as Bar point. Dunbar and Sullivan, who are now deepening the channel at Lime Kiln Crossing, at a cost of \$600,000, have the contract, which involves an additional \$400,000. The two jobs will take three years to complete. The Amherstburg reach work is to provide a clear channel depth of 21 ft. for a minimum width of 300 ft. and for a possible maximum width of 800 ft. from the south end of the Lime Kiln crossing to deep water in Lake Erie. The length of the channel covered by this work is about nine miles.

Several changes in the staff of the Collingwood Shipbuilding Co. are reported, including the resignation of J. Smith, mechanical superintendent, and F. Johnston, who had charge of the accounts, finances, etc. Press reports state that H. Calderwood, the manager, is about to resign. A vacancy in the directorate has been occasioned by the death of the President, J. J. Long. It is said that W. R. Johnston, wholesale dry goods merchant, Toronto, bought some \$40,000 of stock in the company a year or two ago for his son Frank, believing it to be treasury stock, but subsequently discovering that the stock was owned by the late J. J. Long and had practically been unloaded on him, immediately on Mr. Long's return from Europe early in June he

demanded a return of the money and secured it shortly before Mr. Long's death.

The hydraulic lift lock at Peterboro', on the Trent Valley canal waterway, was opened for traffic July 9. The Minister of Railways and Canals and a large number of senators and members of Parliament were present. The new lock completes a chain of navigation of 160 miles from Heeley's Falls, on the Trent, to within a few miles of Lake Simcoe, leaving 43 miles of the Trent Valley system still to be established, of which 17 miles of river will have to be canalized. The lock cost \$500,000 and aims at one lift to overcome by one locking a difference in levels of 65 ft. After the party had descended the lock in two steamers, the time occupied being about five minutes in each case, the Minister of Railways and Canals declared the lock open, and in his and the other speeches delivered, special reference was made to the manner in which the progress of the work had been aided by Hon. A. G. Blair, formerly Minister of Railways and Canals; C. Schrieber, Chief Engineer of the Department; R. B. Rogers, Superintendent of the canal, and W. J. Francis, engineer in charge of construction since 1900.

Manitoba and Northwest Territories.

A steamboat is being built at Winnipeg, to replace the sternwheel str. Gertie H., but will not be completed in time to run this season.

G. Knight has secured a site on the Red River at Winnipeg, for a yard for the construction of motor launches. Two launches have already been built for Winnipeg owners.

The Hudson's Bay Co's str. Lily after a recent trip to Edmonton, Alta., ascended the Battle River for some miles. The last steamer making the trip on the Battle River was the Northcote in 1901.

A. R. Dufresne, engineer in charge of construction of the work at St. Andrew's rapids on the Red River between Winnipeg and Selkirk was in Ottawa recently, to see the Minister of Public Works, respecting the work to be done during the current year.

The Lake Manitoba Quarry and Transportation Co., of Carberry, Man., in connection with the development of its quarry and other interests at the Narrows of Lake Manitoba, has placed a steam tug and two large barges on the lake. G. B. Murphy is President of the company.

The Athabaska Fish Co. (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$100,000 to own steam and other vessels, and to carry on a general navigation business in connection with a number of other business undertakings. The provisional directors are: J. K. McKenzie, R. Smith, H. C. Ray, J. A. Macdougall, W. J. Cline, all of Selkirk, Man., where the head offices of the company are to be situated.

The bill to incorporate the Great Lakes and Northwest Transportation Co., with a capital of \$10,000,000, with power to construct and operate a navigable waterway, from Lake Superior at or near the mouth of the Kaministiquia or Pigeon Rivers, westerly to Rainy Lake, thence by Rainy Lake, Rainy River, Lake of the Woods and Winnipeg River to Lake Winnipeg, thence by Lake Winnipeg, Cross Lake and Cedar Lake to the Saskatchewan River; or from Lake Winnipeg by the way of Red River, Assiniboia River, Lake Winnipegosis, Lake Manitoba, and Cedar Lake to the Saskatchewan River; and to improve the navigation of the Saskatchewan River and its tributaries, has been before the Railway Committee of the House of Commons, and has been held for consideration by the Minister of Railways and Canals. The passing of the bill was opposed by the Winnipeg and Edmonton, Alta., boards of trade.

B.C. and Pacific Coast Shipping.

The C.P.R. has placed the str. York in service on Okanagan Lake, B.C., in addition to the Aberdeen, to meet the demands of the summer trade.

New York and Boston, Mass., capitalists are reported to be looking for a site at Victoria, B.C., with a view of establishing a ship-building yard.

The Dominion Government is considering tenders for the construction of a new tow and snag boat for the Fraser River, delivery to be made at New Westminster, B.C.

The new ferry steamer for the North Vancouver Ferry Co. was expected to be completed and placed in service July 20. The frames for the hull, and engines were constructed at the Polson Iron Works, Toronto, and sent out to Vancouver, where the vessel was put together.

The wreck of the C.P.R. str. Islander, sunk in 1902, with considerable loss of life, has been located between Douglas Island and the Alaskan mainland, and the Neptune Salvage Co., Tacoma, Wash., has begun the work of getting out the cargo, etc., preparatory to an attempt to raise her.

The U.S. Customs authorities have given instructions to their representatives on the Pacific coast, and in Alaska, to give all necessary aid to the C.P.R. in the action it proposes to bring to have the fine of \$2,500 inflicted on the Princess May by the collector at Ketchikan, Alaska, declared illegal, and to have an authoritative interpretation of the coasting laws.

The British steamer J. W. Tyrrell was chartered to carry an excursion up the Yukon river from Dawson city, Yukon, on July 4. The party was composed of U.S. citizens and children, and the captain of the steamer was forced to raise the U.S. flag over the steamer. On its return to Dawson the Collector of Customs called for an explanation, and the facts have been reported to Ottawa.

The C.P.R. str. Princess Victoria has been placed on a run serving Victoria, Vancouver and Seattle. The time-table being: Leave Victoria, 7.30 a.m.; arrive Vancouver, 11.30 a.m.; leave Vancouver, 1.00 p.m.; arrive Victoria, 5.00 p.m.; leave Victoria, 7.00 p.m.; arrive Seattle, 11.00 p.m.; leave Seattle, 12.00 midnight; arrive Victoria, 4.00 a.m. This schedule is for a service of seven days a week.

The Lake Simcoe has been chartered by the Canadian Lines (Ltd.), and it is understood that the Lake Erie will also be chartered and that both will run between Havre and Rotterdam, and Quebec and Montreal. The two steamers are owned by the Elder-Dempster Co., but did not pass over to the C.P.R. when that company bought out the Elder-Dempster Co.'s Canadian business.

The 1904 edition of the Little Red Book has been issued by the Penton Publishing Co., (the Marine Review) Cleveland, Ohio. The book is specially made to carry in the vest pocket, so as to be always at hand, and gives in very handy form a list of the vessels, with owners and chief officers for the season. The issue is a little later than usual, the recent strike having delayed the appointment of officers. The book contains information of about 2,000 vessels, of which 121 are Canadian, and represent 24 owners and lines. A table in the book this year shows the capacity in iron ore of every vessel that is suited to this special trade.

The 18th annual issue of Beeson's Marine Directory of the Great Lakes, just issued by H. C. Beeson, Chicago, Ill., has been in-

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J. R. Booth Elevator, Depot Harbor, Ontario.....	"	1,000,000 "
Southern Pacific Terminal Co.'s Elevator, Galveston, Texas.....	"	1,000,000 "
Erie R. R. Transfer & Clipping House, Chicago, Ill.....	"	100 cars in 10 hrs.
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.....	"	1,500,000 "
Burlington Elevator Co., Peoria, Ill.....	"	500,000 "
Canada Atlantic Railway Elevator, Coteau Landing, Que.....	"	500,000 "
Northern Grain Co., Manitowoc, Wis.....	"	1,350,000 "
Union Elevator, East St. Louis, Ill.....	"	1,100,000 "
Montreal Warehousing Co.'s Belt Conveyor System.....	"	"

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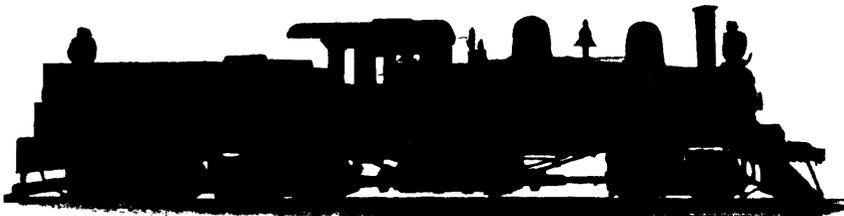
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creased to 272 pages, 16 pages larger than in 1903. The directory not only contains a list of the U.S. and Canadian vessels trading on the Great Lakes, with details of engines, etc., but contains illustrated articles showing new vessels, launches, wrecking experiences, etc.; lists of Admiralty decisions affecting shipping on the lakes, list of associations looking after marine and mariners' interests, and a mass of information useful to ship-owners, ship-masters, insurance brokers, and, in fact, to everyone engaged in any way in connection with the inland marine.

In connection with the vote for \$260,000 for ocean and mail services, the Minister of Commerce stated in the House of Commons July 7, that with the new turbine steamers which the Allan Line would have in service shortly a speed of 17 knots an hour would be made, which would make the time between Rimouski, Que., and Moville, Ireland, practically equal to that made by the fast lines from New York. A doubt was expressed as to whether Canada would be willing to pay nearly double the cost of the service arranged for, in order to save 15 hours on the trip, which could be done by 20-knot steamers. While the statement of the Minister that the time occupied by 17-knot steamers in steaming between Rimouski and Moville would approximate that occupied by the fast steamers going from New York, presumably to Queenstown, may be taken as correct, the question of the time occupied in transferring passengers and mails from the steamer to the railway station must not be overlooked. At Queenstown the facilities are far and away ahead of those at Londonderry, which is about 20 miles up the river from Moville, and the tender accommodation is none of the best.

The cruiser Canada, recently launched at Barrow-in-Furness, Eng., for the Dominion Government, is nearing completion, and Capt. Knowlton with Chief Officer Milne and a partial crew, are in England to bring her out. The Canada is intended for the fishery protection service on the Atlantic coast, and is built to class A100 A1 at Lloyds, of mild steel, with a ram stem. Her principal dimensions are: length, 200 ft.; breadth, moulded, 25 ft.; depth, 14 ft. She is fitted with two decks, on the lower of which accommodation is provided, aft of machinery spaces, for the officers, engineers, doctor, dining saloon, with rooms for the warrant and petty officers. On the upper deck aft, accommodation is provided in a large steel deck-house for the captain, including dining cabin, sleeping cabin, bath, etc. Forward of the machinery spaces on the lower deck the crew have their messing and sleeping quarters, the total complement, including officers and men, being about 60. The steamer is rigged as a fore and aft schooner, having two pole masts, is heated by steam and is provided with ample ventilation. The armament consists of four pom-pom guns placed on the upper deck, two forward and two aft. The holds of the vessel are fitted out for carrying ammunition for the guns, bread and provision rooms, store rooms, fresh water, etc. Two sets of electric engines and dynamos are fitted and the vessel is fitted up throughout with electric light, including a searchlight projector of great power. The steamer is propelled by twin screws, driven by two sets of inverted vertical triple expansion engines, each set having three cylinders working on separate cranks, together capable of developing 1,600 indicated horsepower when running at full speed. Steam is supplied at a working pressure of 180 lbs. a square inch by two single-ended boilers, 12 ft. 9 in. in diameter, by 10 ft. 9 in. long, working under forced draft. The auxiliaries in the engine room consist of one duplex pump for feeding boilers; one large duplex pump for fire, bilge and wash deck services and for supplying ash ejectors, etc.

Among the Express Companies.

The Canadian Ex. Co. has placed an additional express car on the midnight train from Toronto to North Bay, Ont.

The Western Ex. Co. has opened its summer route on the steamers running between St. Ignace and Mackinac Island, Mich.

The Canadian Northern Ex. Co. has been granted a license, as an extra-provincial company, to carry on business in Ontario. R. P. Ormsby, Toronto, has been appointed attorney for the company.

The Newfoundland Ex. Co., which is a branch of the Reid Newfoundland Co., has established a news stand and parcel-checking department at the St. John's city station, in connection with its express business.

The amendment to the Dominion Railway Act, proposed by W. F. Maclean, M.P., with the object of bringing the express companies within the scope of the provisions of the Act, was defeated in the House of Commons recently.

The Dominion Ex. Co. has opened routes between Toronto and St. Catharines, Ont., on the steamers of the Niagara, St. Catharines and Toronto Navigation Co., and on the Lake Erie and Detroit River Ry. (the Buffalo Division of the Pere Marquette Rd.).

The Canadian Northern Ex. Co. opened a route on the steamers of the Northern Navigation Co. on Lake Superior, in connection with the Canadian Ex. Co., June 27, and is in a position to accept business to and from eastern points and points in Manitoba. The connecting point with the Canadian Ex. Co.'s rail service is at Sarnia, and with the Canadian Northern Ex. Co.'s rail service is at Port Arthur.

The Dominion Ex. Co. announces the following changes in the names of its offices: Manitoba—Cross Lake is now Cross; Ontario—Eagle River is now Eagle, English River is now English, Stanley is now Espanola, Hawk Lake is now Hawk, Kaministiquia is now Kam, Linkoping is now Linko, Oskondiga is now Osko, Ostersond is now Oster, Parrywood is now Parry, Shebandowan is now Sheba, Vermillion Bay is now Vermillion, West Fort William is now Westfort; Quebec—Coulouge is now Fort Coulouge, North Nation Mills is now Plaisance, St. Bazile de Portneuf is now St. Basil, St. Philippe West (Argenteuil County) is now Staynerville.

The biennial convention of the Expressmen's Mutual Benefit Association was held at Toronto, July 15 and 16, when representatives from different branches of the Association met for the purpose of discussing business matters. Satisfactory reports were presented as to membership and finances. The convention did not make any changes of consequence except to increase the amount of insurance, which may be taken by one member, to \$5,000, and to increase the limit of age for new members from 50 to 60 years. It was also decided to make arrangements whereby members may pay contributions yearly, or semi-yearly if they prefer instead of monthly. The election of officers resulted as follows:—President, E. A. Stedman, Manager Wells Fargo Ex. Co., New York; Vice-President, R. H. W. Dwight, Superintendent National Ex. Co., Boston, Mass.; Treasurer, American Ex. Co., New York; Grand Secretary, C. M. Nixon, American Ex. Co., New York. The retiring executive committee was re-elected with but few changes and two vacancies in that body were filled. Among the new members are:—W. S. Stout, President & General Manager Dominion Ex. Co., Toronto; G. F. Johnson, Superintendent Pacific Ex. Co., Little Rock, Ark.; T. T. Gould, General Agent U.S. Ex. Co., Buffalo, N.Y.; Geo. C. Taylor, General Agent American Ex. Co., Chicago, Ill. The representatives

of the Canadian & Dominion Ex. Companies in Toronto did what they could to make the visit of their brethren a pleasant one. A tally-ho drive around the city was participated in on the afternoon of the 15th, and in the evening the delegates were entertained at dinner, whilst on the 16th, the party was taken for an excursion on the bay on the str. Turbinia.

Telegraph and Cable Matters.

The G.N.W. Telegraph Co. has closed its offices at Varna and Waverly, Ont., opened a new office at Agnes, Que., and renamed its office at Kiskisink, Que., Turner's Siding.

J. Tait, heretofore local manager C.P.R. Telegraphs at Winnipeg, has been appointed Assistant Superintendent, Central and Western Divisions. Office, Winnipeg. J. W. Baker has been appointed to succeed Mr. Tait as manager of the local office.

The Canadian Northern Telegraph Co., carrying on business west of Port Arthur, Ont., under a Dominion act of incorporation has been registered in Ontario, under the provisions relating to extra-provincial companies. Its attorney is R. P. Ormsby, Toronto.

The first of the wireless telegraph stations in the Gulf of St. Lawrence for the Dominion Government is at Fame Point, and has been completed by the Marconi Wireless Telegraph Co. The Allan line str. Parisian, from Montreal for Liverpool, Eng., was the first vessel to be in communication, and messages were transmitted until the steamer was 120 miles away. The mast is 200 ft. high, and adjoining it is a dwelling for the operator, and an engine house. The plant consists of an engine and dynamo, which charges the storage battery from which the instruments are worked.

Jas. Kent, Manager C.P.R. telegraphs, in an interview at Winnipeg recently, stated that the company had now working four duplex circuits between Montreal and Winnipeg, the last one being completed in June. This last line was constructed in 1903 between North Bay and Fort William, Ont., and the current season has been extended from North Bay to Montreal and from the lake port to Winnipeg. This year the Winnipeg Board of Trade was connected directly with the Montreal Board of Trade by a through wire. A through wire was also being strung to Regina, Assa. All these are copper wires.

Jas. Kent, Manager C.P.R. Telegraphs, who has recently returned to Montreal from a visit of inspection of the line west, stated that the business on the all-British Trans-Pacific cable from Vancouver Island to Australia was showing a satisfactory increase, and that the operators were now able to get a speed of 100 letters a minute, this being 20 letters a minute more than the makers guaranteed to be made. The cable line connecting the cable station at Bamfield Creek with Alberni, along the canal, had been completed, and the land line, which was being constantly interrupted by falling trees, etc., has been abandoned.

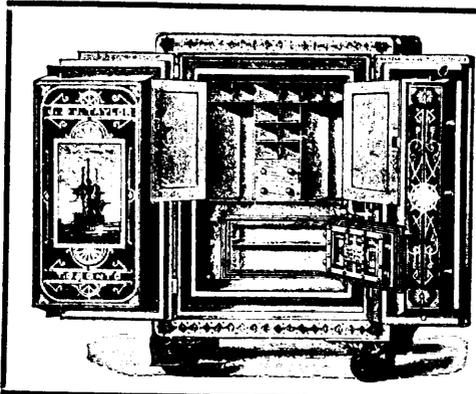
The Dominion Parliament at its current session voted the following sums, chargeable to income account of the Public Works Department, on account of new telegraph construction. The new lines and renewals provided for are:

Deer Island, N.B., to Eastport, Me.	\$ 700
St. Peter's to Canso, N.S., and cable between Port Mulgrave and Port Hawkesbury	2,000
Bersemis to Godbout, Quebec	1,200
Repairs and increasing operating facilities on line to Godbout	200
St. Anne to Descente des Femmes, Que.	380
Murray Bay to St. Catharines Bay, Que., second wire	328
Belle Isle	1,000
Magdalene Island	600
Fox Bay and Bessie River, Anticosti	600
Pelee Island cable	1,200
Edmonton to Athabasca Landing, Alta.	1,000
Wood Mountain to Willow Bunch, Alta.	600

On account of collection of revenue \$400 was

voted for the Prince Edward Island cable; \$16,000 for the land and cable lines on the Lower St. Lawrence, including the maintenance of the Marconi wireless station at Belle

Isle; \$4,000 for lines in the Northwest Territories; \$3,500 for B.C. lines; \$36,600 for the Ashcroft-Dawson lines and branches, and \$700 for the telegraph lines generally.



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30 Dump Cars, narrow gauge, 2½ yards.
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Subscribed - - - 250,000.
Personal Accident, Sickness, Fraternal and Working Men's Benefit Insurance.

Dominion Telegraph Company.

The financial statement presented at the 35th annual meeting in Toronto, June 13, was as follows:

ASSETS.	
Capital expenditure.....	\$1,281,819 47
Toronto, Grey & Bruce Ry. 1983 bonds and interest thereon.....	1,596 24
Cash in bank and on hand.....	28,991 63
	<hr/>
	\$1,312,407 34
LIABILITIES.	
Capital stock paid up.....	\$1,000,000 00
Dividends unclaimed.....	1,119 75
Dividend payable July 15, 1904.....	14,000 00
Expense.....	472 13
	<hr/>
	\$1,015,591 88
Balance at credit of profit and loss.....	296,815 46
	<hr/>
	\$1,312,407 34

The directors reported the regular payment, quarterly in advance, for the past 25 years, of the guaranteed interest at the rate of 6% per year on the capital stock of the company, by the lessees, the Western Union Telegraph Co., up to and including June 30, 1904, which interest has been duly distributed quarterly to the shareholders of the Dominion Co., the lease being for 99 years, from July 1, 1879, to June 30, 1978, inclusive.

The report was adopted. The following are the directors and officers for the current year: President, T. Swinyard; Vice-President, T. R. Wood; other directors, B. Brooks, T. F. Clark, R. C. Clowry, E. Jarvis, C. O'Reilly, M.D.; H. Pellatt, A. G. Ramsay; Secretary and Treasurer, F. Roper.

General Telephone Matters.

Telephone lines are being strung in Ladysmith, B.C.

The Prince Edward Island Telephone Co. has opened an office at Tracadie Cross.

The Union Telephone Co. has extended its line to Marsten's Mill, about 11 miles below Woodstock, N.B.

The by-law granting a five years' exclusive franchise to the Bell Telephone Co. in Ottawa has been passed by the city council.

The Bell Telephone Co. offers to pay the London, Ont., city council \$2,500 a year in cash or telephone service for an exclusive franchise in the city.

The Canadian Machine Telephone Co., of Toronto, has made application for a franchise in Winnipeg, and the city council has referred the matter to a committee.

The C.P.R. has installed a telegraphone wire into Ottawa, by which, for dispatching purposes, telephone and telegraph messages can be sent along the same wire.

A telephone line between Nakusp and Arrowhead, B.C., has been completed, and for a distance of 18 miles is under construction.

The Bell Telephone Co.'s new rates for telephone service have come in force in Ottawa. The rate for instruments in private houses is now \$25, a reduction of \$5 a year.

The town property committee of the Lindsay, Ont., town council has voted down a proposition to grant the Canadian Machine Telephone Co. an exclusive franchise to install a competitive system there.

The Kingston, Ont., city council failed to take any action on the question of the Bell Telephone Co.'s franchise at its meeting July 4, and the whole matter goes back to the finance committee for consideration.

The Waterloo, Ont., county council has passed a resolution favoring the establishment of a telephone service throughout the Dominion under direct Government control. A similar resolution will be considered by Toronto city council.

The New Brunswick Telephone Co. recently opened offices at Benton and Canterbury. It is stringing a new line from Grand Falls to Edmundston, and has started putting up cross arms for the stringing of a second copper wire from St. John to Fredericton.

The New Brunswick Telephone Co. re-elected the following officers at its recent annual meeting: President, Hon. A. G. Blair; Vice-President, J. L. Black, Sackville; Managing Director, Senator Thompson; Secretary and Treasurer, W. E. Smith.

The Bell Telephone Co. is proposing to install a new central energy switchboard for 10,000 subscribers at its Winnipeg exchange. The present central energy switchboard has a capacity of 3,800 subscribers, it was put in three years ago, and is now being worked almost to its full capacity.

The Toronto city council, in passing the draft agreement drawn up by the board of control upon which offers for a competitive telephone system are to be invited, reduced the deposit required from \$100,000 to \$50,000, of which \$25,000 would be returned when \$1,000,000 had been expended upon the installation of the system.

Fruit farmers in the Oakville, Ont., district are desirous of having a local telephone connection established, so that all farms would be in communication. The Bell Telephone Co. offered to give a service at \$20 an instrument, but this is looked upon as being too high, and the farmers are considering the cost of an independent system.

Judgment was given July 12, at Toronto, in the action brought by the Bell Telephone Co. to enjoin the Owen Sound, Ont., town council from interfering with the laying of underground conduits for telephone wires on a street in the town, and recently tried at Hamilton. It was held that the act did not give the corporation a right to refuse to permit conduits to be laid. Judgment was therefore entered for the company.

The Cranbrook Electric Light Co. has at present in operation a central telephone exchange in Cranbrook, B.C., for a local line; and a line from Cranbrook and Kimberley, giving connection with the North Star and Sullivan mines; Marys' Vill Smelter, the North Star Lumber Co., and Marys' Vill; and a line to Fort Steel, touching the Roman Catholic Indian Mission. The company is building a line from Cranbrook to Moyie, touching Watsburg, Swansea, and Moyie Lumber Co.'s mill; and a line from Cranbrook to Wardner, touching Fort Steel Jet., Mayo-oke, Crows' Nest Lumber Co.'s mill and Wardner. The company is composed of local men, J. H. King being President, and Wm. Stocks, Manager.

PURCHASING AGENTS' GUIDE.

(Continued from third page of Cover.)

Nuts, Square and Hexagon	Canada Foundry Co..... Toronto.
	Toronto Bolt and Forging Co..... Toronto.
Oakum	Rice Lewis & Son..... Toronto.
	The Hudson's Bay Company..... Toronto.
Oils	Galena-Signal Oil Co.... Franklin, Pa., & Toronto.
	The Queen City Oil Company..... Toronto.
Office Signs	Acton Burrows Co..... Toronto.
Packing	The N. L. Piper Railway Supply Co..... Toronto.
Packing, High Pressure Sheet	The Gutta Percha & Rubber Mfg. Co. of Toronto.....

Packing, Piston	The Gutta Percha & Rubber Mfg. Co. of Toronto.
Pinch Bars	The Hiram L. Piper Co..... Montreal.
	The N. L. Piper Railway Supply Co..... Toronto.
Pipe Covering	The James Morrison Brass Mfg. Co..... Toronto.
	Mica Boiler Covering Co..... Montreal.
Planers	The John Bertram Sons Co..... Dundas, Ont.
Plushes	The Hudson's Bay Company.....
Porter	E. L. Drewry..... Winnipeg.
Portable Boilers	Babcock & Wilcox (Ltd.)..... Montreal.
	Canada Foundry Co..... Toronto.
Printing	The Hunter, Rose Co..... Toronto.
	The Mail Job Printing Company..... Toronto.
Pumps	Canada Foundry Co..... Toronto.
	Rice Lewis & Son..... Toronto.
Punching and Shearing Machines	The John Bertram Sons Co..... Dundas, Ont.
Rail Benders, Roller	Montreal Steel Works..... Montreal.
Railway Supplies	The Hiram L. Piper Co..... Montreal.
	The N. L. Piper Railway Supply Co..... Toronto.
Rails (New)	Drummond, McCall & Co..... Montreal.
	F. H. Hopkins & Co..... Montreal.
	J. J. Gartshore..... Toronto.
	J. J. Gartshore..... Montreal.
	W. H. C. Mussen & Co..... Toronto.
	W. H. C. Mussen & Co..... Montreal.
Rails (for relaying)	F. H. Hopkins & Co..... Montreal.
	J. J. Gartshore..... Toronto.
	T. A. Morrison & Co..... Montreal.
	W. H. C. Mussen & Co..... Montreal.
	Rice Lewis & Son..... Toronto.
	Jas. W. Pyke & Co..... Montreal.
Reamers	W. Abbott..... Montreal.
Rivets, Boiler and Bridge	Canada Foundry Co..... Toronto.
	Toronto Bolt and Forging Co..... Toronto.
Rolls, Plate Bending	The John Bertram Sons Co..... Dundas, Ont.
Roof Trusses	Canada Foundry Co..... Toronto.
	Dominion Bridge Co..... Montreal.
Rope	Rice Lewis & Son..... Toronto.
	The Hudson's Bay Company.....
Rubber Tiling, Interlocking	The Gutta Percha & Rubber Mfg. Co. of Toronto.
Safes	J. & J. Taylor..... Toronto.
Safety Valves	The James Morrison Brass Mfg. Co..... Toronto.
Screws, Coach and Log	Toronto Bolt and Forging Co..... Toronto.
Semaphore Arms	Acton Burrows Co..... Toronto.
Semaphores	The Hiram L. Piper Co..... Montreal.
	The N. L. Piper Railway Supply Co..... Toronto.
Shaking Grates	Babcock & Wilcox (Ltd.)..... Montreal.
Shaping Machines	The John Bertram Sons Co..... Dundas, Ont.
Shipbuilders' Tools and Supplies	Rice Lewis & Son..... Toronto.
Ship Lamps	The Hiram L. Piper Co..... Montreal.
	The Holland Portable Light Works..... Montreal.
	The N. L. Piper Railway Supply Co..... Toronto.
Ships	Canadian Shipbuilding Co..... Toronto.
	Polson Iron Works..... Toronto.
Shipbuilders and Engineers	Canadian Shipbuilding Co..... Toronto.
Shovels	F. H. Hopkins & Co..... Montreal.
	The Hudson's Bay Company..... Toronto.
	Rice Lewis & Son..... Toronto.
Side Bearings	Simplex Railway Appliance Co..... Montreal.
Signal House Numbers	Acton Burrows Co..... Toronto.
Signals	The Hiram L. Piper Co..... Montreal.
	N. L. Piper Railway Supply Co..... Toronto.
Signs	Acton Burrows Co..... Toronto.
Slotting Machines	The John Bertram Sons Co..... Dundas, Ont.
Snow Ploughs	Rhodes, Curry & Co..... Amherst, N.S.

- Spikes, Railway and Ship**
Toronto Bolt and Forging Co. Toronto.
- Springs**
Montreal Steel Works Montreal.
- Station Name Signs**
Acton Burrows Co Toronto.
- Steamboats**
Canadian Shipbuilding Co. Toronto.
Polson Iron Works Toronto.
- Steamboat Signs**
Acton Burrows Co Toronto.
- Steam Couplers**
Safetv Car Heating and Lighting Co. New York.
- Steam Hammers**
The John Bertram Sons Co. Dundas, Ont.
- Steam Shovels**
F. H. Hopkins & Co. Montreal.
W. H. C. Mussen & Co. Montreal.
- Steam Traps**
The James Morrison Brass Mfg. Co. Toronto.
- Steel**
W. Abbott Montreal.
F. H. Hopkins & Co. Montreal.
Wm. Jessop & Sons Sheffield, Eng.
Rice Lewis & Son Toronto.
- Steel Buildings**
Canada Foundry Co. Toronto.
Dominion Bridge Co. Montreal.
- Steel for Springs**
James Hutton & Co. Montreal.
- Steel Plate**
Jas. W. Pyke & Co. Montreal.
- Steel Tyres**
James Hutton & Co. Montreal.
Jas. W. Pyke & Co. Montreal.
- Stop Cocks, Iron and Brass**
The James Morrison Brass Mfg. Co. Toronto.
- Structural Metal Work**
Canada Foundry Co. Toronto.
Dominion Bridge Co. Montreal.
Locomotive and Machine Co. of Montreal
Jas. W. Pyke & Co. Montreal.
- Superheaters**
Babcock & Wilcox (Ltd.) Montreal.
- Switches**
Montreal Steel Works Montreal.
- Switch Lamps**
The Hiram L. Piper Co. Montreal.
The N. L. Piper Railway Supply Co. Toronto.
- Switch Locks**
The Hiram L. Piper Co. Montreal.
- Switch Ropes**
The B. Greening Co. Hamilton, Ont.
- Switch Targets**
Acton Burrows Co Toronto.
- Tanks and Tank Fixtures**
Canada Foundry Co. Toronto.
Ontario Wind Engine and Pump Co. Toronto.
- Tarpaulins and Waterproof Covers**
Sonne Awning, Tent and Tarpaulin Co. Montreal.
- Telegraph and Telephone Office Signs**
Acton Burrows Co Toronto.
- Tents**
Sonne Awning, Tent & Tarpaulin Co. Montreal.
- Tobacco and Cigars**
The Hudson's Bay Company.....

- Toilet Paper**
The Hudson's Bay Company.....
- Track Jacks**
F. H. Hopkins & Co. Montreal.
Montreal Steel Works Montreal.
W. H. C. Mussen & Co. Montreal.
A. O. Norton Coaticook, Que.
- Track Tools**
Canada Switch and Spring Co. Montreal.
F. H. Hopkins & Co. Montreal.
Rice Lewis & Son Toronto.
Montreal Steel Works Montreal.
W. H. C. Mussen & Co. Montreal.
The Hiram L. Piper Co. Montreal.
- Tramway Equipment**
F. H. Hopkins & Co. Montreal.
W. H. C. Mussen & Co. Montreal.
J. J. Gartshore Toronto.
- Trucks (Electric Car)**
Baldwin Locomotive Works Philadelphia, Pa.
Canada Foundry Co. Toronto.
Montreal Steel Works Montreal.
- Turnbuckles**
Montreal Steel Works Montreal.
- Turntables**
Canada Foundry Co. Toronto.
Dominion Bridge Co. Montreal.
- Valves, Iron and Brass**
Canada Foundry Co. Toronto.
The James Morrison Brass Mfg. Co. Toronto.
- Valves, Rubber**
The Gutta Percha & Rubber Mfg. Co. of Toronto.
- Varnishes**
McCaskill, Dougall & Co Montreal.
- Vessels**
Polson Iron Works Toronto.
- Waste**
Rice Lewis & Son Toronto.
N. L. Piper Ry. Supply Co. Toronto.
The Queen City Oil Co Toronto.
- Water Softeners**
Babcock & Wilcox (Ltd.) Montreal.
- Wheelbarrows**
F. H. Hopkins & Co. Montreal.
Rice Lewis & Son Toronto.
- Windmills**
Ontario Wind Engine and Pump Co. Toronto.
- Window Blinds**
The Hudson's Bay Company.....
- Wines and Liquors**
The Hudson's Bay Company.....
- Wire and Wire Rope**
The B. Greening Co. Hamilton, Ont.
Rice Lewis & Son Toronto.
W. H. C. Mussen & Co. Montreal.
The Wire and Cable Co Montreal.
- Wire Cloth**
The B. Greening Co. Hamilton, Ont.
- Wire, Copper**
E. F. Phillips Electrical Works, Ltd. Montreal.
The Wire and Cable Co Montreal.
- Wire, Electric**
Canadian General Electric Co. Toronto.
E. F. Phillips Electrical Works, Ltd. Montreal.
The Wire and Cable Co Montreal.
- Wire, Insulated Copper**
Canadian General Electric Co. Toronto.
E. F. Phillips Electrical Works, Ltd. Montreal.
The Wire and Cable Co Montreal.

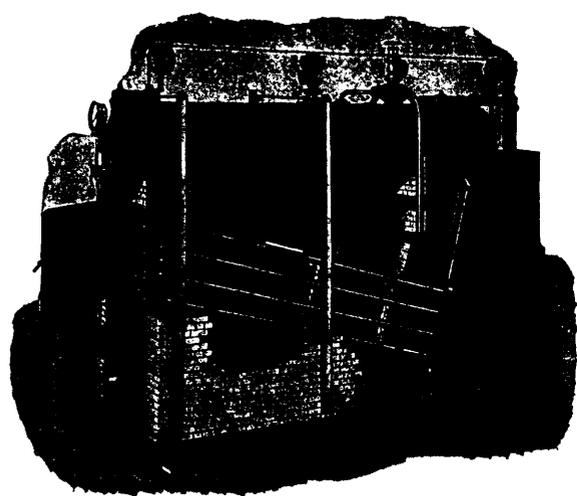
- Wire, Telegraph and Telephone**
E. F. Phillips Electrical Works, Ltd. Montreal.
The Wire and Cable Co Montreal.
- Wire, Transmission and Trolley**
The Wire and Cable Co Montreal.
- Wrought Steel Piping**
Babcock & Wilcox (Ltd.) Montreal.
Canada Foundry Co. Toronto.
- Yachts**
Polson Iron Works Toronto.

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