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## The I.C.R.'s General Superintendent.

James E. Price was born at Peticodiac, N.B., Oct. 18, 1854, & entered the railway service in July, 1867, working as a telegraph operator until 1873, from which date until 1876 he was train dispatcher at Moncton. In 1876 the late C. J. Brydges, then General Manager of the I.C.R., appointed him Assistant Superintendent from Moncton to Campbellton, 185 miles. At that time the line was under construction between Moncton & Ste. Flavie, under the supervision of Collingwood Schriber, the present Deputy-Minister of Railways & Canals, who highly complimented Mr. Price for his energetic & faithful services in connection with the completion of the work. On the change of Government in 1879 a reorganization of the railway staff took place, Mr. Price being reduced to the position of train dispatcher at Campbellton. In 1881 another change in the staff was made, & Mr. Price was restored to his former position with the line from Campbellton to Ste. Flavie (105 miles) added. Sir Charles Tupper, then Minister of Railways, in reply to an address presented to him at Campbellton, said: "In Mr. Price, the District Superintendent, I have found a gentleman who has heartily sustained me in carrying out the policy of economy, although it bore severely against himself. He was assigned to a lower station & a reduction in his salary of one-third & went to his new duties without a murmur. I have had great pleasure in restoring him his former salary & giving him a higher position, as he is one of the most deserving & able officers on the road."

In 1892, Mr. Price was transferred to the Halifax & St. John district, the most important district of the I.C.R., as District Superintendent, & in Oct. last he was promoted to the General Superintendency of the whole line.

## Service on a Railway Company.

In a recent suit, Beer vs. Guimond, C.P.R. Co. garnishee, a decision was given by Judge Forin, that service on the Co. at Nelson, B.C., is irregular. In a former case, Hewson vs. C.P.R. Co., judgment was rendered as follows: "That the plaintiffs were served on the Stationmaster at Donald, & by the judgment of the full Court the service was held bad."

The following is a copy of the Co's By-law, no. 70, covering such services: "By-law no. 51 shall not be in force on or after May 1, 1894, & is hereby repealed as to that date, on & after which day the head office of the Co., in Vancouver, B.C., is hereby appointed & fixed as the place where service of process may be made upon this Co. in respect to any cause of action arising within the said Province."

## FINANCE, MEETINGS, &C.

### White Pass & Yukon Railway.

The 1st ordinary general statutory meeting of this Co. was held in London, Eng., Dec. 5, Hon. S. Carr-Glyn, Chairman of the Co., presiding. After preliminary remarks by the Chairman, S. H. Graves, of Close Bros. & Co., London & Chicago, spoke at length. He said: "Having just arrived from the Pacific coast I am glad to comply with the suggestion that I should give you the latest news as to the prospects of our railway & of the Yukon country. It only takes a few words to tell you

money from us. I will not weary you with the details, but will simply say that all the laws of all the countries have been in every respect fully complied with, & that every attempt to stop or delay our work was successfully met & defeated, & that not one penny has been extorted from us on the other side of the Atlantic; nor has the work been delayed for one hour by all the numerous & ingenious schemes which were hatched to get money out of us, & which out west come under the generic title of "hold-up games." Thus our legal difficulties were in the end disposed of as satisfactorily in their way as the legislative ones.

Having secured the services of E. C. Hawkins, whom I had known for a number of years, & who was then chief engineer for a large enterprise in which my firm was associated with a number of leading men in New York, we reached Skagway on April 10 last. After a rapid preliminary reconnaissance, he reported that the line was entirely feasible, but that certain conditions were different from what he had been led to suppose in connection with the possession of the town site & of the wharf at Skagway, & that in consequence we should be obliged to materially modify our programme. The necessary arrangements have been made, Mr. Hawkins & his staff of engineers returned to Skagway about the middle of May, & proceeded to run alternative lines of survey in order to secure the best possible line to the summit of the pass. For this purpose no less than five different & complete lines to the summit were fully surveyed & worked out before the line was finally located. Of course, too much care cannot be taken in deciding exactly the best line before beginning to spend money on construction itself. All this unavoidably took up much valuable time, especially as the difficulties of surveying in that country are almost beyond description. The result was that it was well along in June before Mr. Hawkins & I were finally satisfied that we had exhausted all the possibilities, & had reached the best possible solution of all the problems involved in locating the line. Construction commenced in June, at first on a small scale, with only about 200 men, who were available at Skagway. These were supplemented as fast as possible by men obtained from the States & Canada, until in July we were working over 1,500 men, & had every prospect of increasing to 2,500 men as soon as the harvest on the Pacific coast was over. In August the news of the Atlin gold discoveries reached our camps, & a stampede ensued, which reduced our force in one day from about 1,700 to a little over 600. It remained at about the latter figure during Aug. & Sept., gradually increasing to about 1,000 in Oct., & in spite of all our efforts, since, we have been



JAMES E. PRICE.

about our legislative difficulties, now they have been disposed of; but if any of you have any knowledge of the difficulties of getting even a single bill through our British Parliament, you will appreciate that it is not an easy matter to attend to half-a-dozen bills in three different Legislatures, which are separated by distances greater than those that separate London, St. Petersburg, & Athens. The legal questions arising were of two kinds: Firstly, compliance with the various laws of the three different countries in which we were constructing our railway; & secondly, defence against organised attempts to prevent or delay our work, or to extort

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NEXT ANNUAL MEETING at Winnipeg, Oct. 13, 1899.

unable to increase it materially above the latter figure. The men who did remain were all green hands & unskilled, & quite unable to attempt the very difficult rock work then in progress. The result was that instead of reaching the summit of the Pass by the end of Sept., as we should easily have done had we been able to maintain the same rate of progress as in July, we are only now about reaching the summit, when we had hoped to have long since reached the lakes. However

disappointing this may be for the moment, it is a small price to pay for the discovery of the Atlin gold fields within a few miles of our line.

From salt water to the lakes the work done is substantially all rock work, & the line has had to be blasted out of the solid rock. The difficulty & cost varied according to the accessibility of the work, & the amount of rock to be blasted. Sometimes over 100,000 tons of solid granite rock were dislodged by a single battery blast, & this reached a maximum on Rocky Point & Tunnel Mountain. To reach the latter from the camp, some 1,500 ft. below, over 10 miles of trail had to be made, & 4d. a pound had to be paid to get our dynamite & powder carried up to the grade, from which one could almost have dropped a stone into the camp below. Of course, no horses could be used on this work, & everything had to be done by hand. The work on the U.S. side of the summit was all practically completed early in Nov., with the exception of the tunnel, some 300 ft. long, on Tunnel Mountain, & a bridge beyond over a deep ravine to which we could not convey the heavy bridge material till the tunnel was finished. The work on the tunnel, when I left, was being pushed from both ends, but was delayed by the necessity of removing all the debris by hand. It was expected that the tunnel would be finished by the end of Nov., & that within a week of its completion trains would cross the International boundary line at the summit. Meanwhile work has been pushed ahead as rapidly as our force of men would admit on the Canadian side, and as fast as work is finished up on the U.S. side the men & camps are being moved to the Canadian side. A letter received to-day advises that about 1,000 men are now at work beyond the summit. Several miles of comparatively easy work are now ready for the track-layers on the Canadian side; but there is some heavy rock work just beyond the summit that must be done before any track can actually be laid. We hope to be able to push work all through the winter; but in any case there should be no difficulty in reaching Lake Bennett long before navigation opens in the spring, & meantime it will be easy to forward goods & passengers by sleigh downhill over the snow from rail head to Lake Bennett. The line we have built has nearly a uniform gradient of under 4 ft. in 100 ft., & has no curve exceeding 16 deg. These figures excite universal surprise & admiration amongst men familiar with American mountain railway work. I will give you only one more illustration of what I mean by saying that we have preferred economy & safety of operation to economy of construction. The line from Skagway to the summit is an uphill pull of 20 miles long, with only a single track. If a train that had started to climb from the bottom had to be allowed to reach the top before another train could start down, it is obvious that the capacity of the line would be much reduced. This could be obviated on a level line by sidings; but sidings on an incline are a source of great danger. By considerably increasing the cost of construction, we have succeeded in making several large level sidings, & thus have in effect cut our hill up into a number of smaller hills, separated by level places where trains can pass. These are only instances of what is apparent from the whole line, viz., that it was located & constructed to make a profit for the company operating the line, instead of for the contractors.

It is now certain that the capacity of the line will be taxed to the utmost in order to keep pace with the development of the Yukon country, & that the rates of freight will be so remunerative that the cheapest line in the long run is the best possible line that money can build. Our traffic manager (Mr. Gray) at Seattle, in his report, states that he has seen & had communication with some of the largest shipping agents on the Pacific Coast, &

that he has already arranged rates for a very large amount of freight. He estimates that for Jan., Feb., Mar. & April the railway will have to carry over 12,000 tons at such rates that the revenue to the summit only will amount to over \$736,000, & the revenue will be doubled as soon as the railway is open to the lakes. I want also to explain that the Klondike district is only a small corner in the Yukon country, & Dawson city is only the metropolis of the Klondike. Nor is it upon the Klondike alone that the future of our railway depends. Already gold discoveries have been made in other parts of the country that promise to eclipse the Klondike fields. This is notably the case with the Atlin goldfields, which already have been proved more extensive & much more uniformly rich, though no claims have yet been found so wonderfully rich as the richest in the Klondike. The Atlin goldfields are also more accessible, & the gold is much more cheaply & easily produced. There is no royalty payable on the Atlin gold, & it is already apparent that this field is destined to support a larger mining population than the Klondike. It is also a good grass country, & will support during the summer months a large number of cattle, & the summer, not the winter, is the busy season at Atlin. It is entirely dependent on our railway for everything. Other districts in the Yukon have been prospected and proved this season, involving areas of thousands of miles in extent, & mention should be made of the wonderful bench claims at Manook, where placer gold has been found at heights up to 800 ft. above the level of the river, thus proving that the Yukon gold was deposited at a period of the world's history when conditions were very different from those at present, & that the placer gold-bearing area is not confined to narrow creek & river bottoms, but extends throughout much greater areas. But it is a mistake to suppose that the future of the Yukon depends upon gold alone, however widely scattered. It is now known to be relatively as rich in copper as in gold, & coal has been discovered at several places, & good indications of oil. It has become evident that it is a country of extraordinary mineral richness extending throughout an area nearly as large as Europe. It has also been proved that the climate is healthy & pleasant during the summer, & that with ordinary food & clothing the winters are no more to be feared than in Manitoba. Neither is the country a barren desert; on the contrary, it is in many places most fertile, and produces enormous crops of grass, & has been proved well adapted for all crops that can be grown anywhere in northern latitudes, especially oats & potatoes. The White Pass & Yukon Ry. is the key that is about to unlock the door to this rich country, & the key is now upon the point of being turned in the lock. To-day we have the difficult part of our work done, our railway organized for business, & the Governments of Canada, B.C. & the U.S. all most friendly. Having the trunk line between salt water & the river, we shall put in branch lines as feeders as fast as they are warranted by the condition of particular districts. Meanwhile the wonderful network of rivers & lakes take the place of branch lines, & all act as our natural feeders.

Vancouver's Phenomenal Growth is forcibly illustrated by a handsome panoramic view of the city, recently issued by the Vancouver World, whose enterprising proprietor, J. C. McLagan, is always to the fore in keeping the actualities and possibilities of the city in the public eye. The view, some 40 by 30 ins., conveys a much better idea of the city than can be gathered from any map. The station, workshops, etc., of the C.P.R. are shown in very correct detail, as well as the various wharves & other harbor accommodations.

**Temiscouata Railway Matters.**

Judge Curran, of the Quebec Court of Review, recently gave judgment in the case of A. R. Macdonald against E. D. Boswell, C. Riordan & J. J. Macdonald, reversing the judgment of the Superior Court unanimously. The case arose out of the construction of the Temiscouata Ry. The judgment of the Superior Court ordered defendants to hand over to plaintiff bonds, with interest coupons attached from April 8, 1890, & being a first lien on the railway for \$193,000, & in default to pay that sum to plaintiff, with interest & cost of suit. Plaintiff alleged in his declaration that he had entered into an agreement with defendants, for the building of 66 miles of railway from Fraserville to the boundary line of New Brunswick, with a capital stock of \$100,000, to be divided into 4 shares of 25% each,  $\frac{1}{4}$  of the whole to be held by plaintiff & the remainder by the 3 defendants. It was further agreed that plaintiff was not to be liable to calls, & that the capital should be supplied by defendants; the defendants were to build the road, & out of the bonds issued plaintiff's share should be as follows: 15% in addition to his interest in such bonds as one of the shareholders of the Co., the amounts of 15% were to be paid to plaintiff & in excess of the 25% as a shareholder in the said Co. Bonds were issued to the extent of \$1,600,000, & the road was built & finished in 1890. Plaintiff claimed he is entitled to receive \$240,000 of the Co.'s bonds, with a first charge for the payment of the same upon the railway. J. J. Macdonald died in March last, & appointed as his testamentary executors the three defendants, Dame Cecilia Macdonald, R. Ryan & G. P. Brophy, declaring that defendants had accepted to act as such, & that during the years that followed the formation of the Co. up to Jan. 1, 1890, defendants have paid to plaintiff on account of the \$240,000, & different accounts amounting together to \$400,000.

The chief plea of the defence was that plaintiff was the President & a director of the Temiscouata Ry. Co., & that these contracts were unlawful & corrupt agreements in violation of the Consolidated Railway Act, 1879, & of the laws in that behalf enacted; that the plaintiff, in consequence of his position, could not lawfully become a partner in the construction company for the building of the railway, nor could he validly stipulate for the payment & delivery to him of the bonds of the railway company. The Superior Court judgment was in favor of Mr. Macdonald, but the Judge of the Court of Review, in reversing this judgment, said the main question was whether agreements regarding the appropriation of part of the bond issue was legal or illegal. In the present instance, Parliament having declared the act done by the plaintiff to be a misdemeanor, it brought the act within the purview of the criminal law. That act is a criminal act in all the Provinces of the Dominion, & the pretensions of the plaintiff that it interferes with civil rights in the Province of Quebec cannot avail. It is impossible to say that the clauses referring to the 15% upon the bonds are independent of the rest of the contract. The payment of this 15% is an integral part of the document, a condition of the contract pure & simple, without which, presumably, plaintiff would not have contracted with defendants at all, but would have sought others willing to accede to his terms. No reason that he can give will make his action valid in having made such a stipulation, which is in direct contravention of the law. Finally, plaintiff put forward the following argument:—"Should the court be of opinion that plaintiff has a right to no more than \$60,000, being 15% upon the first issue of bonds, he has still a first claim of \$13,000, inasmuch as it has been proved that defendants paid to the promoters \$47,000, & no more." Here,

again, plaintiff met with the same fatal objection. Defendants contended that the 15% was to go to certain persons, who are described as promoters of the original charter of this company, & their assertions that the names of those persons were to be furnished, that they were furnished, & the amount of their claims (\$47,000) duly paid have been fully established.

On this point the Judge said:—"The balance is so much money that plaintiff, in contravention of the law, stipulated should be paid to himself. He has no right to this \$13,000 any more than to the full amount of the 15% on the entire emission of the bonds. We consider, therefore, that the judgment in favor of plaintiff should be reversed, & that is the unanimous judgment of this court."

THE PURSUED IN PURSUIT.

Shortly after the decision above mentioned had been given the Temiscouata Ry. Co. entered a suit against A. R. Macdonald, to compel him to render an account of the profits realized by him under contracts of May & Sept., 1886, for the construction of the railway, or, in default, to pay over to the Co. \$300,000. The action is for an accounting for all money, benefits & advantages derived by Mr. Macdonald under his agreement with the contractors. The Co. alleges that this agreement was illegal, corrupt & detrimental to the interests of the Co., & that, inasmuch as Macdonald received these benefits while acting in the fiduciary capacity of president & director of the railway Co., he is obliged to account for & deliver to the Co. any profits so derived by him. These profits & securities in cash, stock & bonds are estimated by plaintiffs of the value of \$300,000, & for this amount plaintiffs ask an alternative condemnation against defendant in case of his failure to account for & pay to the Co. the moneys, profits, benefits & advantages obtained by him under the agreements held to have been illegally entered into with the contractors for the building of the road.

CIRCULAR TO THE BONDHOLDERS.

Following is a copy of a circular recently issued to the bondholders: "The last interest coupon upon the main line bonds payable by the Quebec Government having now been cashed, & default on the bonds being therefore imminent, it will shortly be necessary for the committee to take steps to prepare to enforce the bondholders' security & rights. To this end it is essential that the main line bondholders should at once deposit their bonds with the committee, giving the latter full power to act in such a way as they may think fit, & to the same extent that each bondholder could himself. To facilitate the arrangements which the default on the main line bonds will necessitate, the committee has been advised that it is desirable to register itself as a limited company, under the name of the Temiscouata Railway Bondholders' Committee, Ltd. This has accordingly been done, & you are requested to send your bonds at once to the Trustees, Executors, & Securities Insurance Corporation, as agents for the committee, who will give a receipt for the bonds lodged, which will subsequently be exchangeable for the certificate of the Temiscouata Railway Bondholders' Committee, Ltd. In making this deposit you will incur no pecuniary liability, but without possession & control of the main line bonds it will be impossible for the committee to take action to safeguard the bondholders' interests in view of the default now imminent. In the case of bearer bonds that have been registered, it will be necessary to unregister the bonds before they are transferred to the committee or the latter issue their certificate. The committee will be prepared to effect this unregistration on behalf of any bondholder, merely charging him the nominal sum which has to be paid by the holder for this purpose. In due course after the deposit by any holder

of a registered bond, the document or documents required to unregister it will be sent to him for signature. As soon as sufficient bonds have been deposited, application will be made to the Stock Exchange for a quotation of the committee's certificates. The interest on the St. Francis Branch bonds, payable by the Quebec Government, having still some time to run, the committee do not yet require the deposit of those bonds."

**Grand Trunk Earnings, Expenses, &c.**

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

|             | 1898         | 1897         | Decrease  | Increase |
|-------------|--------------|--------------|-----------|----------|
| July.....   | \$1,860,884  | \$1,992,628  | \$131,744 | .....    |
| August..... | 1,992,802    | 2,091,235    | 98,433    | .....    |
| Sept.....   | 2,261,148    | 2,341,960    | 80,812    | .....    |
| Oct.....    | 2,260,573    | 2,348,463    | 87,890    | .....    |
| Nov.....    | 2,190,079    | 2,162,726    | .....     | \$27,353 |
| Dec.....    | 2,176,940    | 2,181,851    | 4,911     | .....    |
|             | \$12,742,426 | \$13,118,863 | \$376,437 | \$27,353 |

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

GRAND TRUNK RAILWAY.  
Revenue Statement for Nov., 1898:

|                     | 1898.    | 1897.    | Increase. | Decrease. |
|---------------------|----------|----------|-----------|-----------|
| Gross receipts..... | £373,363 | £376,574 | .....     | £3,211    |
| Working expenses..  | 241,773  | 243,858  | .....     | 2,085     |
| Net profit.....     | 131,590  | 132,716  | .....     | 1,126     |

Aggregate for 5 months to Nov. 30, 1898:

|                     | 1898.      | 1897.      | Increase. | Decrease. |
|---------------------|------------|------------|-----------|-----------|
| Gross receipts..... | £1,781,224 | £1,877,948 | .....     | £96,724   |
| Working expenses..  | 1,134,089  | 1,186,741  | .....     | 52,652    |
| Net profit.....     | 647,135    | 691,207    | .....     | 44,072    |

CHICAGO & GRAND TRUNK RAILWAY.  
Revenue Statement for Nov., 1898:

|                     | 1898.   | 1897.   | Increase. | Decrease. |
|---------------------|---------|---------|-----------|-----------|
| Gross receipts..... | £60,102 | £51,217 | £8,885    | .....     |
| Working expenses..  | 54,185  | 47,750  | 6,408     | .....     |
| Net profit.....     | 5,944   | 3,467   | 2,477     | .....     |

Aggregate for 5 months to Nov. 30, 1898:

|                     | 1898.    | 1897.    | Increase. | Decrease. |
|---------------------|----------|----------|-----------|-----------|
| Gross receipts..... | £298,979 | £277,948 | £21,031   | .....     |
| Working expenses..  | 250,811  | 245,859  | 4,952     | .....     |
| Net profit.....     | 48,168   | 32,089   | 16,079    | .....     |

DETROIT, GRAND HAVEN & MILWAUKEE.  
Revenue Statement for Nov., 1898:

|                     | 1898.   | 1897.   | Increase. | Decrease. |
|---------------------|---------|---------|-----------|-----------|
| Gross receipts..... | £16,549 | £18,255 | .....     | £1,706    |
| Working expenses..  | 13,407  | 13,536  | .....     | 129       |
| Net profit.....     | 3,142   | 4,719   | .....     | 1,577     |

Aggregate for 5 months to Nov. 30, 1898:

|                     | 1898.   | 1897.   | Increase. | Decrease. |
|---------------------|---------|---------|-----------|-----------|
| Gross receipts..... | £90,777 | £98,427 | .....     | £7,650    |
| Working expenses..  | 64,876  | 67,883  | .....     | 3,007     |
| Net profit.....     | 25,901  | 30,544  | .....     | 4,643     |

RECEIPTS OF THE SYSTEM.  
From July 1 to Dec. 31, the receipts were:

|                  | 1898.      | 1897.      | Increase. | Decrease. |
|------------------|------------|------------|-----------|-----------|
| Grand Trunk..... | £2,137,478 | £2,248,805 | .....     | £111,327  |
| Chicago & G.T.   | 273,990    | 337,972    | £65,718   | .....     |
| D., G. H. & M.   | 107,139    | 108,877    | .....     | 1,738     |
| Total.....       | £2,618,307 | £2,695,654 | .....     | £77,347   |

DETAILS OF GRAND TRUNK RECEIPTS.

|                             | 1898.      | 1897.      |
|-----------------------------|------------|------------|
| Passengers, number.....     | 3,273,380  | 3,041,540  |
| " amount.....               | £ 495,111  | £ 533,473  |
| Immigrants, number.....     | 6,315      | 6,799      |
| " amount.....               | £ 3,582    | £ 3,114    |
| Mails, express, &c.....     | 87,842     | 91,441     |
| Freight, tons.....          | 3,905,617  | 4,236,732  |
| " amount.....               | £1,141,784 | £1,225,676 |
| Miscellaneous receipts..... | £ 52,909   | £ 24,240   |
| Total receipts.....         | £1,781,228 | £1,877,950 |
| Decrease.....               | £ 96,722   | .....      |

**Velvet Lisango.**—In a recent case in England, in the Queen's Bench Division, Lister & Co., Ltd., of Manningham, manufacturers of the pure mohair velvet "Lisango," so largely used for upholstering railway cars & steamship saloons, &c., obtained judgment against Dix Bros. for an infringement of their patent of 1889 for the manufacture of Lisango velvet.

**C.P.R. Earnings & Expenses.**

The gross earnings, working expenses, net profits & increases or decreases over 1897 from Jan. 1, 1898, are as under :

| Earnings.           | Expenses.       | Net Profits.   | Increase or decrease. |
|---------------------|-----------------|----------------|-----------------------|
| Jan. \$1,672,372.04 | \$1,156,744.45  | \$515,627.59   | \$142,284.49 +        |
| Feb. 1,494,596.98   | 1,070,929.62    | 423,667.36     | 38,844.28 +           |
| Mar. 2,079,479.06   | 1,326,245.55    | 753,233.51     | 233,020.67 +          |
| April 1,958,461.88  | 1,241,371.19    | 717,090.69     | 89,973.35 +           |
| May 2,252,999.16    | 1,326,336.85    | 926,662.31     | 51,092.47 +           |
| June 2,138,110.04   | 1,320,714.67    | 817,395.37     | 68,731.93 -           |
| July 2,051,363.27   | 1,320,674.48    | 730,688.79     | 183,670.08 -          |
| Aug. 2,210,805.29   | 1,327,838.41    | 883,026.88     | 121,380.23 -          |
| Sep. 2,396,385.29   | 1,301,871.63    | 1,094,513.66   | 32,622.62 +           |
| Oct. 2,688,730.39   | 1,432,884.90    | 1,255,845.49   | 158,092.79 -          |
| Nov. 2,524,497.06   | 1,443,988.20    | 1,080,508.86   | 109,223.74 -          |
| \$23,467,860.46     | \$14,271,599.95 | \$9,196,260.51 | \$54,000.89 -         |

Approximate earnings for Dec., 1898, \$2,638,000, against \$2,320,000 in Dec., 1897, an increase of \$318,000.

**SUBSIDIARY LINES.**

**DULUTH, SOUTH SHORE & ATLANTIC.**—The approximate earnings for Dec. were \$158,745, as compared with \$128,408 for the corresponding period, an increase of \$30,337.

Net earnings for 10 months to the end of Oct., 1898, \$511,502 compared with \$471,292.

**MINERAL RANGE, HANCOCK & CALUMET.**—The approximate earnings for Dec. were \$31,034, as compared with \$30,045 for the corresponding period, an increase of \$989.

**MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.**—The approximate earnings for Dec. were \$333,023, as compared with \$323,141 for the corresponding period, an increase of \$9,882.

Net earnings for 4 months to the end of Oct., 1898, \$753,064, as against \$665,589.

**Canadian Pacific Railway Land Sales.**

|              | Acres.  |         | Amount.        |              |
|--------------|---------|---------|----------------|--------------|
|              | 1898    | 1897    | 1898           | 1897         |
| Jan. ....    | 22,044  | 9,443   | \$7,924.00     | \$33,872.00  |
| Feb. ....    | 20,650  | 8,163   | 66,399.00      | 27,573.00    |
| Mar. ....    | 33,421  | 8,727   | 109,010.00     | 29,080.00    |
| April. ....  | 43,145  | 10,785  | 140,275.00     | 37,145.00    |
| May. ....    | 43,148  | 15,802  | 137,835.00     | 51,508.00    |
| June. ....   | 49,203  | 18,964  | 160,199.00     | 63,160.00    |
| July. ....   | 39,512  | 17,083  | 123,011.00     | 55,949.00    |
| Aug. ....    | 19,449  | 9,460   | 63,911.00      | 30,209.00    |
| Sept. ....   | 18,007  | 16,066  | 59,936.00      | 54,314.00    |
| Oct. ....    | 17,026  | 25,273  | 55,570.00      | 85,932.00    |
| Nov. ....    | 25,979  | 38,772  | 24,918.00      | 129,559.00   |
| Dec. ....    | 17,939  | 20,938  | 54,793.00      | 67,433.00    |
| Totals. .... | 348,527 | 198,381 | \$1,123,696.00 | \$665,740.00 |

The agents of the Canada Eastern recently presented Supt. Hoben with an address & a gold headed cane.

**Canadian Government Railway System.**

Following is a comparative statement of revenue & working expenses for the years ended June 30, 1897 & 1898:

| INTERCOLONIAL RAILWAY.           |                |                |  |
|----------------------------------|----------------|----------------|--|
| REVENUE.                         |                |                |  |
|                                  | 1897.          | 1898.          |  |
| Passenger traffic .....          | \$ 979,005 57  | \$1,053,864 64 |  |
| Freight traffic .....            | 1,087,050 42   | 1,857,740 00   |  |
| Mails and sundries .....         | 199,972 03     | 206,065 15     |  |
|                                  | \$2,866,028 02 | \$3,117,669 85 |  |
| WORKING EXPENSES.                |                |                |  |
| Locomotive power .....           | \$ 995,247 29  | \$1,031,630 81 |  |
| Car expenses .....               | 708,513 01     | 733,366 18     |  |
| Maintenance of way & works ..... | 624,454 43     | 861,727 62     |  |
| Station expenses .....           | 384,082 77     | 400,164 67     |  |
| General expenses .....           | 207,107 39     | 209,547 59     |  |
| Car mileage .....                | 5,663 78       | 21,211 64      |  |
|                                  | \$2,925,968 67 | \$3,257,648 51 |  |
| Deficit .....                    | \$ 59,940 65   | \$ 139,978 66  |  |

**PRINCE EDWARD ISLAND RAILWAY.**

| REVENUE.                         |              |              |  |
|----------------------------------|--------------|--------------|--|
|                                  | 1897.        | 1898.        |  |
| Passenger traffic .....          | \$ 62,695 07 | \$ 63,734 61 |  |
| Freight traffic .....            | 69,872 66    | 75,845 60    |  |
| Mails and sundries .....         | 20,875 40    | 19,370 40    |  |
|                                  | \$153,443 13 | \$158,950 61 |  |
| WORKING EXPENSES.                |              |              |  |
| Locomotive power .....           | \$ 55,991 67 | \$ 56,520 66 |  |
| Car expenses .....               | 41,997 07    | 38,827 84    |  |
| Maintenance of way & works ..... | 84,965 58    | 79,273 33    |  |
| Station expenses .....           | 28,858 47    | 29,076 53    |  |
| General expenses .....           | 11,328 29    | 12,660 20    |  |
| Renewals of permanent way .....  | 17,378 89    | 15,060 18    |  |
|                                  | \$240,489 90 | \$231,418 74 |  |
| Deficit .....                    | \$ 87,046 77 | \$ 72,468 13 |  |

In the past 10 years the lowest deficit on the P.E.I.R. was \$63,732 in 1893, & the highest \$132,264 in 1892.

The total deficit in operating the Government System for the year ended June 30, 1898, was \$212,446.79.

**Financial Notes, Meetings, &c.**

**The Alberta Ry. & Coal Co.** has issued a writ in Toronto against Mackenzie & Mann for \$110,000 for alleged breach of contract. It is said this is in connection with the sale of narrow gauge rolling stock, rails, etc., for the Canadian Yukon Ry.

**Calgary & Edmonton.**—Net earnings for Nov., '98, were \$5,694.46, compared with \$15,517.13 for corresponding period. The Co. announces that the Dominion Government subsidy for the six months ended Dec. 31, 1898, together with the net earnings of the Co. to Oct. 31 last, permit of a distribu-

tion of 2% in respect of the interest due on Jan. 1 on the 1st mortgage bonds, & payment of such interest will be made on Jan. 2 by Morton, Chaplin & Co., London, Eng.

**Canada Eastern.**—At a meeting of shareholders at Fredericton, N.B., Jan. 7, it was unanimously resolved, under power conferred at last session of the Dominion Parliament, to sell the railway & branches, with all its property rights, &c., to the Alex. Gibson Ry. & Mfg. Co., which was incorporated by the N. B. Legislature last year.

**Canadian Pacific.**—Baring Brothers & Co., London, Eng., announce the payment on Jan. 2 of the coupons then due on the following issues:—Atlantic & Northwestern Ry. 5% sterling 1st mortgage bonds; C.P.R. 5% 1st mortgage bonds; Algoma branch 5% 1st mortgage bonds, & 3½% land grant bonds of 1888.

**Central Ontario.**—The Bank of Ottawa has issued a writ against this Co. claiming \$306,759. The plaintiff claims that this is the amount due from the defendant upon coupons to debenture bonds issued by the Co. When the Co. commenced business some years ago it issued debenture bonds which were purchased by the Bank of Ottawa. It is claimed the interest on the debentures has not been paid.

**Central Vermont.**—It is stated that the G.T.R. has accepted the terms of the Central Vermont Ry. bill as passed at the recent session of the Vermont Legislature. The new corporation, which has accepted this charter, is organized for the purpose of acquiring the title & to operate the property of the Central Vermont & its branch & leased lines, & the incorporators are to be:—E. C. Smith, D. D. Ranlett, C. M. Hays, C. Percy, J. G. McCullough, W. S. Webb, Ezra H. Baker, & S. E. Kilner, who organize as the Central Vermont Ry. Co. The charter provides that a majority of the directors of the reorganized road must be residents of Vermont, & the Clerk & Treasurer of the Co. must be residents of the U.S. The first meeting of the corporators will be held in St. Alban's after the roads & leases of the Central Vermont system have been sold under the decree of the Circuit Court of the U.S. for the District of Vermont, when the corporators will elect directors, a President, a Clerk & Treasurer, when the Co. will be fully organized.

**Columbia & Western.**—On returning to Rossland, B.C., lately from Montreal, D. J. Fitzgerald said he had gone east in the hope of securing payment from the C.P.R. for cer-

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tain fuel & stores, the property of the B.C. Smelting & Refining Co., which the C.P.R. specifically agreed to purchase separately, & which he alleged were not included in the transfer of the smelter & railway when F. A. Heinze sold out his B.C. interests to the C.P.R. last spring. He said the two companies had failed to adjust their differences, & that as the C.P.R. had refused to treat with him & fulfil its alleged covenant, Mr. Heinze was forced to sue R. B. Angus & Thos. G. Shaughnessy, as representatives of the railway, to secure payment of his claim.

At the recent annual meeting of the C. & W. Ry. Co., the following directors were elected: T. G. Shaughnessy, R. B. Angus, W. S. Taylor, T. Tait, I. G. Ogden, Montreal; R. Marpole, G. McL. Brown, Vancouver; H. E. Beasley, F. W. Peters, Nelson. Mr. Shaughnessy was subsequently elected Vice-President, & H. Campbell Oswald, Secretary.

**Dominion Atlantic.**—Net earnings for 11 months, to end of Nov., 1898, \$505,033, compared with \$471,292.

Thirty-two years ago the Province of Nova Scotia incorporated the Windsor & Annapolis R. Co., & amongst other concessions granted it the right to a drawback of all customs duties paid upon materials & stores required for the construction & operation of the road. The Dominion Atlantic Ry. Co. succeeded to the property & rights of the W. & A. Co., & in the Federal Act of 1896, authorizing the transfer, provision was made for the extinguishment of the exemption from the payment of duty by commuting it at a lump sum. On Oct. 7 last an agreement was signed, by which the D.A. R. Co. gave up the privilege in consideration of the payment of \$100,000, which was handed over on Oct. 19. A proclamation has been issued repealing all Provincial & Federal legislation granting the right to the drawback. This settlement does not prejudice the right of the Co. to claim a refund of all duties paid up to Oct. 19.

**Grand Trunk.**—The Co. has filed with the New York State Court of Claims a claim against the State for \$31,529. The claim is based on the accommodation of the State in filling up a slip which formed a part of the Erie Canal in Buffalo, & called Palmer Slip, & in filling up what was known as Evan's Ship Canal, also in Buffalo. The waterways were filled up with material excavated from Erie Canal, & the Co. sues for the loss of their use. It asks \$15,000 damages for each, & \$1,529 for injuries to the wall of a freight house situated at the corner of River street & Peacock Slip.

**Great Northern (U.S.)**—Gross earnings for Dec. \$2,232,708, increase \$351,524. For the 6 months, \$14,486,664, increase \$1,498,573.

**Irondale, Bancroft & Ottawa.**—An action was recently begun in Toronto by this Co., against the Bank of British North America, The Trusts Corporation of Ontario, & J. H. Plummer, A. D. Benjamin, H. S. Mara & Z. A. Lash, for a declaration that the bonds of the Co. have not been validly issued & are not binding upon the Co., & that the pledge of them to some of the defendants is invalid & that the defendants are not entitled to dispose of them. On Jan. 4 the Co. was ordered to put up \$5,000 as security for any loss that might be sustained by the loss of sales & an injunction was granted restraining the defendants from disposing of the bonds. On Jan. 24 plaintiff's counsel moved to continue the injunction until the trial, but after a long argument it was dissolved by the Chancellor. Bonds to the extent of \$450,000 have been issued & were pledged in Sep. 1897 under the agreement attacked in the action. The total amount of the indebtedness for which they are pledged is between \$200,000 & \$250,000. While the writ claimed a declaration that the bonds were not validly issued, plaintiff's counsel has not so far made any effort to prove the invalidity, but has attacked the manner in

which they were pledged. It is alleged the pledge was authorized at a meeting at which there were present 4 persons who purported to act as directors, & another person who purported to be a director was represented by proxy, proxies being under the special act allowed at directors' meetings. It is said that 1 of the 4 persons present was not a shareholder & therefore not qualified to be a director & therefore that as the act requires the attendance of at least 4 of the directors at any directors' meeting anything done at that meeting is not binding upon the Co.

**Kingston & Pembroke.**—It is said the 20,000 shares of 1st preference stock, aggregating \$1,000,000, full particulars of which were given in our last issue, pg. 255, have all been subscribed for.

Receiver J. Bawden, Kingston, Ont., is advertising for particulars of claims against the Co. After Jan. 31, he will distribute the Co.'s assets among the parties entitled thereto.

**London & Port Stanley.**—The following were elected in London, Ont., Jan 12: President, J. D. Wilson; Vice-President, R. A. Carruthers; Other directors, F. J. Rumball, P. McPhillips, W. H. Winnett, S. O'Mara, H. Dreehan, S. Stevely, H. M. Douglass, A. Greenlee. Secretary, C. A. Kingston; Treasurer, J. Pope; Engineer, A. O. Graydon. The line is leased to the Lake Erie & Detroit River Ry. Co.

**Minneapolis, St. Paul & Sault Ste. Marie.**—Coupons due Jan. 1 on the consolidated mortgage bonds endorsed by the C.P.R. Co. will be paid by the London office of the latter Company, Jan. 2.

**Nakusp & Siccan.**—Notice was recently given that the Bank of British Columbia, would pay in London, Eng., on and after Jan. 2, the interest then due on the 4% bonds of this Co.

**Qu'Appelle, Long Lake & Saskatchewan.**—Net earnings for Nov. '98 were \$3,475-75, compared with \$2,473-45 for corresponding period.

**Northern Pacific.**—The directors have declared a dividend of 1% on the common stock, payable Feb. 3. The dividend is declared from the earnings of the first 6 months of the current fiscal year.

**Quebec Central.**—Traffic receipts for Dec., \$30,826.75, compared with \$27,992.46. Aggregate traffic receipts for 1898, \$450,299.98, compared with \$457,643.84. Passenger traffic increased \$9,169.47. Freight decreased \$16,572.12. Mails & sundries increased \$58.79. Earnings per mile per month, \$176.17, a decrease of \$2.87.

**Quebec & Lake St. John.**—Gross earnings for 10 months to end of Oct., 1898 \$239,463, compared with \$203,630. Glyn, Mills, Currie & Co., London, Eng., recently announced they would pay the coupons due Jan. 1 on this Co.'s 1st mortgage 5% bonds.

**Quebec Taxation.**—The Court of Appeals has given judgment in favor of the city of Quebec vs. the C.P.R., & vs. the G.T.R. The former had sued the city for \$50,000 & the latter had sued for \$7,000 for taxes which they claimed the city had illegally collected. In the Superior Court the city lost both cases. But in appeals both were given in its favor. A cross appeal of the C.P.R. was dismissed.

**Spokane Falls & Northern.**—At the annual meeting in Spokane, Wash., Dec. 9, J. J. Hill was elected President, C. Shields, Vice-President & F. W. Bobbett, Secretary-Treasurer.

**Wellington, Grey & Bruce.**—The numbers are published of 21 bonds for £2,100 sterling which have been drawn for repayment at par on Jan. 2. The estimated earnings of the railway for the ½ year ended Dec., applicable to meet interest on bonds, will admit of the payment of £2 4s. 1d. per £100 bond, & this payment will be applied in respect of coupon no. 37, due Jan. 1, 1889, & will be made on Jan. 2.

**RAILWAY APPOINTMENTS, &c.**

**Canadian Pacific.**—The General Superintendency of the Western Division, with headquarters at Winnipeg, which has been vacant since the promotion of W. Whyte to the managership of the lines west of Fort William, about a year ago, will shortly be filled by the appointment of Jas. Osborne, at present Assistant to the Vice-president at Montreal. Mr. Osborne will leave for Winnipeg, Feb. 1, to remain 3 or 4 weeks on the Western Division & will assume his new duties shortly afterwards. He entered the railway service in 1874, the following being his record:—Oct. '74 to July, '83, in Mechanical Department, G.T.R.; July, '83, to July, '86, in Mechanical Department, C.P.R.; July, '86, to Sept., '87, Chief Clerk, Vice-President's office, C.P.R.; Sept., '87, to Oct., '90, Car Accountant, C.P.R.; Oct., '90, to June, '92, Superintendent Car Service, C.P.R.; June, '92, to April, '96, Superintendent Car & Fuel Service, C.P.R.; April, '96, to date, Assistant to Vice-President, C.P.R. In April, '95, he was elected President of the International Association of Car Accountants.

R. Corbett, who was stationed at Wrangell, Alaska, in the C.P.R. ticket office, last season, has been appointed to the Co's Vancouver ticket office.

H. Carter, recently C.P.R. Yukon agent, has returned to his old position on the Soo line.

J. Cardell, Locomotive Foreman & Trainmaster at Canmore, Alta., has been appointed Master Mechanic of the Crow's Nest Pass branch.

J. Coughlin, track foreman, has been Acting Roadmaster at Schrieber, Ont., since the death of T. Newman.

**Grand Trunk.**—The heavy steamship traffic requiring the constant attention of the Train Master at Portland, Me., & on the lines east of Richmond, Que., C. S. Cunningham has been relieved of the portion of the 2nd district, west of Richmond, & the jurisdiction of R. P. Dalton has been extended to Richmond.

Chas. Clarke, heretofore New York State Freight Agent, has been appointed Division Freight Agent in charge of freight traffic in connection with the following lines, with headquarters at Detroit, Mich.: Detroit, Grand Haven & Milwaukee Ry. (including the across lake traffic via Grand Haven); Toledo, Saginaw & Muskegon Ry.; Michigan Air Line Ry.; Chicago, Detroit & Canada Grand Trunk Jct. Ry. Agents at stations on the above lines will report to and receive instructions from Mr. Clarke. Agents at stations on the Chicago & Grand Trunk Ry.; Cincinnati, Saginaw & Mackinaw R.R. & Grand Trunk Junction Ry. will report as heretofore. Short & over reports at stations west of the Detroit & St. Clair Rivers are to be sent to E. Arnold, Lost Freight Agent, Battle Creek, Mich.

W. J. Hunter, heretofore General Travelling Freight Agent, has been appointed New York State Agent, with headquarters at 285 Main Street, Buffalo, vice C. Clarke, assigned to other duties, as above stated.

A. R. McIntyre having resigned, on account of ill health, the position of Assistant Superintendent of the Western Division has been abolished. A. H. Lander has been appointed Master of Transportation for the Western Division. He will have charge of the distribution of all passenger & freight equipment on the division & will make requisitions for equipment from connecting lines. G.T. equipment must not be delivered empty to connecting lines without his authority. Office at Port Huron, Mich. Local agents will send daily car reports to their trainmaster, & place orders with him for all ears required at their stations.

The office of Assistant Trainmaster, 1st District, is abolished. A. H. Lander having been assigned other duties, J. Munday has been appointed Chief Train Despatcher, Montreal Terminals, 4th & 5th Districts, & 2nd



District west of Richmond. Office: Bonaventure Station, Montreal.

R. Patterson, heretofore Master Mechanic at Battle Creek, Mich., has been appointed Master Mechanic at Stratford, Ont., succeeding J. D. Barnett, resigned. J. E. Muhlfell, Master Mechanic of the Wabash at St. Thomas, Ont., succeeds Mr. Patterson at Battle Creek.

A. W. Davis has been appointed Locomotive Foreman of the G.T.R. & Wabash shops at St. Thomas, Ont., to succeed J. Armitage, transferred to Palmerston.

**Minneapolis, St. Paul & Sault Ste. Marie.**—F. D. Underwood, General Manager of the C.P.R.'s subsidiary line, has been appointed General Manager of the Baltimore & Ohio, which comprises 3,511 miles of line. It is said his salary is \$25,000 a year. There is no doubt he was selected by J. J. Hill, of the Great Northern, who has had ample opportunity of judging of his capability. Mr. Underwood was born in 1850, in Milwaukee, & at the age of 18 took a position as clerk on the Chicago, Milwaukee & St. Paul. He became successively baggageman, foreman of elevators, conductor & division superintendent on that line. In 1888 he was appointed General Manager of the Minneapolis & Pacific Ry., & later of the Soo line. His headquarters will be in Baltimore.

In accepting Mr. Underwood's resignation the M., St. P. & S. S. M. directors passed the following resolution: "This Co. parts with Mr. Underwood with great reluctance. His service with the Co. began in its infancy, & he leaves it with 1,260 miles of well constructed & thoroughly equipped railway, in successful operation, & with all promises for results on the business interests of the twin cities & the northwest practically fulfilled, & chiefly through the energy, ability & wisdom of his management. His generous nature, kind heart & keen sense of justice have so endeared him to everyone connected with the Co.'s service that, from the President & governing board to the humblest employe, his going

will be felt as a personal loss. On behalf of all who serve the Co., in whatever capacity, we heartily congratulate Mr. Underwood on the well-merited recognition of his abilities in his new field of operation. We feel sure that the same measure of success will reward his earnest devotion to duty in the future, as in the past."

Edmund Pennington, General Superintendent of the M. St. P. & S. Ste. M., has been promoted to the General Managership to succeed Mr. Underwood. Mr. Pennington was born at La Salle, Ill., in 1848. He entered the service of the Chicago, Milwaukee & St. Paul Ry. in 1869, serving consecutively as warehouseman, brakeman, conductor, roadmaster, Superintendent of Construction, General Roadmaster & Assistant Superintendent. In 1888 he resigned to accept the General Superintendency of the Soo line. It is said the position or General Superintendent will be abolished.

**Ottawa & New York.**—Arthur Rushton has been appointed Commercial Agent of this Co., also of the New York & Ottawa Ry. Office 432 Board of Trade Building, Montreal.

### Personal Mention.

The late F. S. Rathbun, of Deseronto, Ont., left an estate valued at \$89,000.

Lord Mountstephen has been entertaining the Duke & Duchess of York at Brocket Hall, Hants, Eng.

Mrs. James, wife of the C.P.R. Superintendent at Winnipeg, is recovering from a serious & prolonged illness.

R. G. Tatlow of Vancouver, who represents the Cariboo Omineca Chartered Co. in Canada, is visiting England.

W. W. Cory has been appointed Chief Clerk & Accountant of the Manitoba Railway Commissioner's Department.

F. C. Kenny, formerly G.T.R. Trainmaster at Port Huron, Mich., is now with the Wisconsin Central at Stevens Point, Wis.

"We'll have a faster service than has been" is evidently the determination of Sir William Van Horne.—Toronto Mail.

A. Branin has been appointed Assistant Superintendent of the Bellingham Bay & British Columbia, with headquarters at New Whatcom, Wash.

Purchasing Agent Wilson, of the White Pass & Yukon, had his leg broken recently at Skaguay, by his horse, which he was riding along the dock, falling.

General Manager Hays, of the G.T.R., has been presented with an illuminated address by the Brotherhood of Locomotive Firemen, in acknowledgment of courtesies received.

C. O. Figgins has been appointed General Agent of the White Pass & Yukon at Skaguay, Alaska, succeeding H. M. McCartney, General Freight & Passenger Agent, who resigned.

Hiram Walker, of Walkerville, Ont., the millionaire distiller, who died in Detroit, Mich., Jan. 12, was formerly largely interested in the Lake Erie & Detroit River Ry., now controlled by his sons.

Lord Strathcona has ordered a fine organ for St. Paul's Church, Montreal. Lady Strathcona & her daughter, Hon Mrs. Howard, have given \$100,000 to the Medical Faculty of McGill University, Montreal.

M. C. Coyle, Trainmaster of the Michigan Central at Jackson, Mich., has been appointed Superintendent of the Saginaw & Mackinaw divisions, with headquarters at Bay City, Mich., to succeed W. J. Martin, resigned.

F. F. Whitley, formerly round house foreman of the Illinois Central at Clinton, Ill., has been appointed master mechanic of the Wabash at St. Thomas, Ont., to succeed J. E.

# MANITOBA

Population..... 200,000.  
Number of Farmers.. 27,000.

## Look Up Its Advantages

### Before Going Elsewhere.

| CROP OF 1895.           |               | CROP OF 1896.           |               |
|-------------------------|---------------|-------------------------|---------------|
| A Favorable Season.     |               | An Unfavorable Season.  |               |
| Average yield per acre. |               | Average yield per acre. |               |
| WHEAT.....              | 27.86 bushels | WHEAT.....              | 14.33 bushels |
| OATS.....               | 49.73 "       | OATS.....               | 28.25 "       |
| BARLEY.....             | 36.69 "       | BARLEY.....             | 24.80 "       |
| FLAX.....               | 16.08 "       | FLAX.....               | 12.30 "       |

Over 10,000,000 acres in Manitoba that have never been cultivated. Price of land from \$2.50 to \$6.00 per acre. On easy terms.

Settlers coming to Manitoba should always

## DROP OFF AT WINNIPEG

for a few days, and secure reliable information about settlements, free homesteads and lands for sale, from the heads of departments located in Winnipeg. For latest information and maps, all free, address

**THOMAS GREENWAY,**

Minister of Agriculture and Immigration  
Or  
**WINNIPEG, MANITOBA.**

**W. D. SCOTT,**

Manitoba Immigration Agent,  
30 York St., Toronto, Ontario,



### QUALITY FIRST PRICE AFTERWARD.

The Page Fencing is composed of a high grade of steel wire made especially for the Page Co. and no one else. This wire is 60 to 100 per cent. stronger than that used in other fences. It is coiled, which makes it still more effective because of its elasticity. The common wire fence has no "life" It cannot recoil and "pull itself together" after the attack of an animal, or from the effects of a snowdrift freezing to it and settling. Page Fencing that was properly erected years ago is in perfect condition to-day. Others that have been in use only half as long present a sorry spectacle.

THE PAGE WIRE FENCE CO., LTD., Walkerville, Ont.

Muhlfield, who has gone to the G. T. R., at Battle Creek, Mich.

T. M. Jubb, General Superintendent's Assistant, Ontario & Quebec Division, C.P.R., died at Toronto, Jan. 18, of pleurisy, after a short illness. He was 39 years of age & had been in the service about 15 years. The office has been abolished.

Sir Charles & Lady Rivers Wilson leave London, Eng., at the end of March on an extended tour through California. The charming house in Pont street, which Sir Charles purchased three years ago from Mrs. Langtry, will be let during their absence.

P. F. Hodgson, heretofore G.T.R. Signal Engineer, sailed from Canada Jan. 8, to take the managership of Saxby & Farmer's railway signal & safety appliance works, Kilburn, London, Eng. As foreshadowed in our last issue, he has been succeeded at Toronto by W. H. Patton.

Traffic Manager Reeve, of the G.T.R., delighted many of his friends with a handsome "Compliments of the Season" card. In the centre are the British & U.S. flags, flanked on one side by a handsome passenger train, & on the other by an ocean steamer, Mr. Reeves' signature being appended in fac-simile.

Miss Mostyn, sister of Lady Rivers Wilson, was married recently in St. Peter's, Eaton Square, London, Eng., to John Home, younger son of Sir George Home Spiers, son of the late Sir George Home Spiers, ninth baronet, & brother of the present baronet, of Blackadder, Berwick. Sir Rivers Wilson was present.

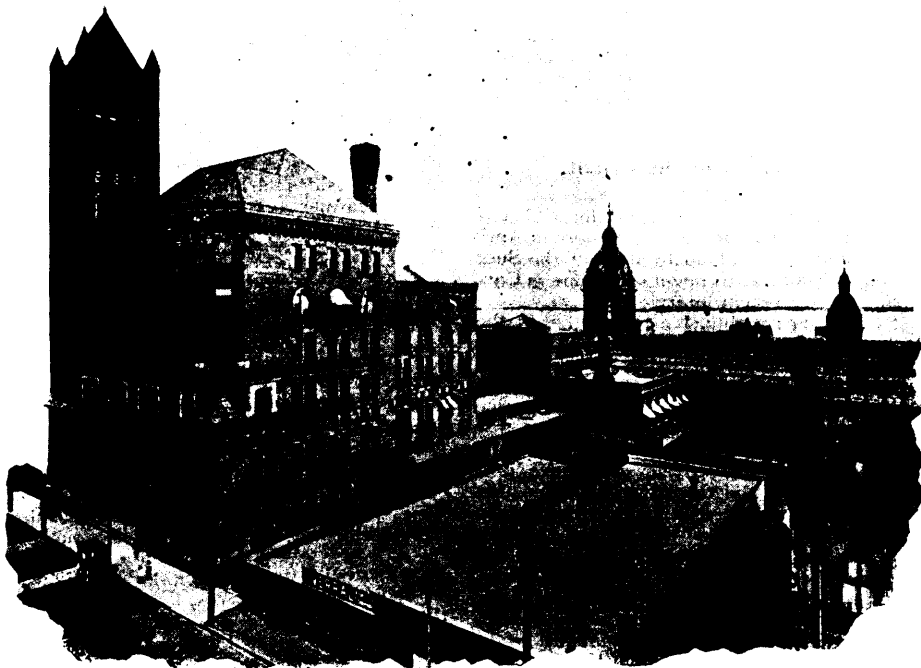
C. R. Hosmer, Manager C.P.R. Telegraphs, & Mrs. Hosmer, who returned to Paris last month owing to the serious illness of their daughter, Olive, who they had left there at school, are now in the south of France, where she is improving very satisfactorily. They will probably return to Canada in February.

Leonard H. Young, ticket clerk of the Great Northern at the general office, has been appointed Travelling Passenger Agent, with headquarters at Seattle, Wash., to succeed Mr. Yerkes, who becomes General Agent at Seattle in place of H. C. McMicken, formerly of Winnipeg, who has gone into the service of an Alaska transportation company.

J. O'Leary, who has been railway constructing in the Kootenay district of B.C. for several years, was recently killed on the Robson-Midway, on which he had a sub-contract. While superintending the lowering of a large stone into place, one of the guy ropes of the derrick broke, & the mast of the derrick swung down, pinning him to the ground, injuring him so that he died 20 minutes later. He was a native of Maine.

Major Girouard, who is in command of the railway construction battalion in Egypt, is a son of Judge Girouard, of the Supreme Court of Canada. The Major was educated at the Royal Military College, Kingston. He served two years on the survey & construction staff of the C.P.R., then was given a lieutenancy in the Royal Engineers, & made traffic manager of the Royal Arsenal Railways, Woolwich. In 1896 he joined the force under Lord Kitchener.

Calvin S. Brice, President of the Lake Erie & Western, Cleveland, Akron & Columbus & Cincinnati Northern Rys., 1st Vice-President of the Duluth South Shore & Atlantic, & President of the Sault Ste. Marie Bridge Co., died in New York Dec. 15, of pneumonia. He was born at Denmark, Ohio, in 1845, & began his railway career in 1870 as general attorney of the Lake Erie & Louisville, which was subsequently sold & reorganized as the Lake Erie & Western. He was receiver of the road during the receivership, & after the reorganization was from 1877 to 1886 General Counsel of the Lake Erie & Western, being



THE UNION STATION, TORONTO.

chosen President in 1887. Mr. Brice served a term of six years as U.S. senator from Ohio.

General Manager Hays, of the G.T.R., & Mrs. Hays will leave at the end of this month on a visit to Europe. On reaching Liverpool they will proceed to London direct, but their stay there will only be short, for it is their intention to make a cruise through the Mediterranean, & a tour through southern Europe, after which they will return to London & make a longer stay there. Mr. Hays will have consultations with the President & Vice-President of the G.T.R., & expects to be present at the annual meeting of the Co., which will take place towards the end of March, when he will have an encouraging statement to present with regard to the progress of the Co. He will be absent from Montreal about two months.

#### Death of General Manager Campbell.

W. R. Campbell, General Manager of the Dominion Atlantic Ry., died in London, Eng., Jan. 8, after a brief illness. He was in the prime of life. When he visited Nova Scotia last summer he was in the best of health, a perfect picture of robust manhood. When Peter Innes resigned the management of the road he was succeeded by Mr. King, who acted as resident manager for a short time & was succeeded by Mr. Campbell. The latter has resided in London, but visited Nova Scotia at stated intervals. His connection with the D.A.R. has been notably co-incidental with the remarkable development of the road. Mr. Campbell's faith in Nova Scotia was boundless, & his enterprise & energy, backed up by that faith, have found expression in the rapid modernization of the railway in all its departments, & he did a good work not only for his railway but for the Province. One of the characteristics of the man was his interest in the employes of the Co. In the jubilee year he took advantage of the general rejoicing to emphasize the good will which existed between the management & the employes by entertaining them at an elaborate dinner at Kentville. The 150 that sat down to dinner that night will remember the occasion well, & the hearty good will that existed then between Mr. Campbell & the staff, & how it has always remained.—Halifax Chronicle,

#### The Toronto Union Station.

The illustration on this page shows the north & east sides of this building, & the extensions towards the lake, with a portion of the north train shed. Most of the views heretofore published have shown the north & west sides. We do not publish this illustration with any idea that it may serve as a model, for the general consensus of opinion is that the Toronto Union is one of the most inconvenient stations in America, expensive to run & unsatisfactory in very many other respects.

#### Time Service on the Grand Trunk.

C. H. McLeod, Superintendent of Time Service, has issued the following circular: On & after Feb. 1, the present method of sending time over the wires of the System will be discontinued & the time will be sent directly from McGill College Observatory, Montreal, or from the Standard Clock in the Co.'s office, Union Station, Toronto, as follows, in Eastern Standard time:

At 10 hr. 58 min. 0 sec. a.m. dashes (make or break) begin & are sent at each even second up to & including 10 hr. 58 min. 50 sec.

10 hr. 58 min. 50 sec. to 10 hr. 59 min. 0 sec., no signals.

At 10 hr. 59 min. 0 sec. dots (make or break) begin & are sent at every second up to & including 10 hr. 59 min. 50 sec.

10 hr. 59 min. 50 sec. to 11 hr. 0 min. 0 sec., no signals.

At 11 hr. 0 min. 0 sec. one dash (make or break) & circuit closed.

These signals are to be repeated automatically by means of special repeating sounders which have been placed at the necessary points. Operators at these points will see that the repeating instruments are kept in good order & adjustment, & that they are thrown into circuit not later than 10 hr. 57 min. 50 sec. a.m. each day & out of circuit promptly on the receipt of last signal. Any imperfection in adjustment to be corrected immediately the signals begin.

When circuit has closed at 11 o'clock, each station will acknowledge the receipt of time by "O.K." to the chief dispatcher of the district, who will enter operator's initial in the

proper space on Form no. 519, & return the completed form to this office every Saturday evening, as per instructions thereon. All operators in charge of ordinary clocks must set them to correct time immediately on the receipt of the signals; & dispatchers in charge of standard clocks must at once fill in a fresh copy of form 514 & post the same on or near the clock.

### The Trade of the Orient.

D. E. Brown, General Agent for China & Japan, for the C.P.R., who left there in April last, going to England by way of the Suez Canal, & has recently spent some time in Canada, said in a recent interview:—

"Speaking roughly, I estimate that in the last five years trade between the eastern countries & the U.S. & Canada has more than quadrupled in volume. With China the foreign exports are principally silk, tea, matting, rice & curios. In return for this they import raw cotton, flour & other products from Canada & the U.S. With the advent of a more progressive policy, the foreign trade of China will increase enormously, and within a very few years."

In answer to a question as to how the action of the Nippon Yusen Kaisha, in inaugurating a service to Seattle had affected the C.P.R., he said:—"It certainly has not affected it injuriously. The volume of trade has been so large that we have been obliged to put on two extra cargo boats to handle it. The Japanese company started the service with the expectation of receiving a subsidy from their government, but in this they were disappointed. Another company, which started a service between Yokohama & San Francisco, were similarly disappointed."

### Wire Fencing for Railways.

The increasing use of wire fencing for railways is shown by the rapid growth of the Page Wire Fence Co.'s business at Walkerville, Ont. During the past season this Co. has supplied large quantities to the Grand Trunk, Canadian Pacific, Michigan Central, Canada Atlantic, Erie & Huron, Intercolonial & Atlantic & Lake Superior railways, ship-

ping in car lots of 7 and 8 miles each. The Co. also supplied the fencing for the Pembroke Southern Ry., and finished up its contract for supplying the fence for the East Richelieu Valley Ry. Among other contracts were 8 miles of fence for the Niagara Cataract & Power Co., for its canal near Thorold, Ont., several miles of fencing for the Hull Electric Co. on its railway from Hull to Aylmer, several hundred rods for the Dominion Experimental Farm at Ottawa, & some for the Canadian Soo Canal. Besides the hundreds of miles shipped to local farmer agents in Ontario & Quebec, several carloads were shipped to Manitoba & also several to the Maritime Provinces.

### The Canadian Roadmasters' Association.

W. Shanks, President of this Association, writes us from Carleton Place, Ont., as follows: "I noticed in your Nov. issue a letter signed 'Superintendent,' commenting on remarks made by me at the association's meeting in Ottawa, in Sept. last. Had the writer of the letter signed his name, I would have been pleased to reply to it, as considerable might be said in answer to his comments, but as I have always made it a point to take no notice of letters written by parties who withhold their signatures, I shall treat this in the same manner."

"I am very sorry this Superintendent did not use better judgment when selecting roadmasters under his supervision, & secure some that were somewhat more intelligent, as I notice he had a great deal of difficulty to instil into their minds any new methods in connection with the maintenance of roads. My experience has been that the ordinary roadmaster is only too anxious to adopt any new methods that will in any way be an improvement or reduce the expenses of maintenance of road."

### Complete Sets of this Paper.

The publishers have on hand a few sets (12 in all only) of THE RAILWAY & SHIPPING WORLD from the first issue in Mar. up to Dec., 1898. These will be supplied at \$1 a set, postage prepaid, to Canada or the U.S., or at \$1.25 (5 shillings) a set to other countries.

### Grand Trunk Telegraphers & Agents.

On Jan. 28 the arbitrators, B. B. Osler, Q.C., for the G.T.R. Co., F. P. Sargent, for the G.T.R. telegraphers & agents, & Sir W. R. Meredith, Chief Justice of Ontario, who was selected as the 3rd arbitrator by the other 2, handed out the following:—

"The arbitrators to whom have been submitted the matters in dispute between the G.T.R. Co. & its employes who are agents & telegraphers, having heard the parties & considered all special cases presented & the lists of salaries paid, do, having regard to conditions existing at the present time & the special features of the G.T.R. system, unanimously award & find as follows:—

"That rules 20, 21, 22 & 26, as altered, changed & amended, & as hereto annexed, shall be & become rules of the G.T.R. Co., & that the changed rates of salary & allowance for overtime & all other provisions of the said rules shall come into force & effect as of Jan. 1, 1899.

"By consent of parties the further rules hereto annexed initialed by the chairman are to become rules of the G.T.R. Co.

"The arbitrators decide that the matter of clause 10 of the agreement of reference is a proper matter for them to pass upon, but they have by the agreement & settlement of the parties been relieved from making an award with reference thereto.

"The arbitrators have considered the list of salaries paid at stations & have settled the same as per schedule hereto annexed.

"RULE 20.—At offices where only 1 telegrapher is employed, 12 consecutive hours, including meal hour, will constitute a day's work. At offices where only 2 telegraphers are employed, 12 consecutive hours, including meal hour, will constitute a day's work. At offices where more than 2 telegraphers are employed, 10 consecutive hours, including meal hour, will constitute a day's work. If telegraphers are required to remain on duty to exceed the above named hours, they will receive overtime under rule 21, except as hereinafter provided by rule 22.

"RULE 21.—Overtime will be computed pro rata on stated salary, but in no case less than 15c. an hour. In computing overtime less than 30 minutes will not be counted. Thirty minutes & less than 60 minutes will be

## MANITOBA FARMS FOR SALE.

### IMPROVED AND WILD LANDS...

Do not fail to see my list, which includes lands in the choicest districts, near railway stations, churches and schools.

Any man with small capital can purchase a farm of 160 acres or more on very easy terms of payment, with buildings and cultivation, ready for immediate occupation.

Large sum of money to lend on mortgage at current rates of interest. Apply to

**GEO. J. MAULSON,**

195 Lombard St. WINNIPEG

Established 1831.

Annual Capacity 1,000.

## Baldwin Locomotive Works.

SINGLE EXPANSION AND COMPOUND LOCOMOTIVES.

Broad and Narrow Gauge Locomotives; Mine and Furnace Locomotives; Compressed Air Locomotives; Steam Cars and Tramway Locomotives; Plantation Locomotives; Oil Burning Locomotives.

Adapted to every variety of service, and built accurately to gauges and templates after standard designs or to railroad companies' drawings. Like parts of different engines of same class perfectly interchangeable.

*Electric Locomotives and Electric Car Trucks with Approved Motors.*

**Burnham, Williams & Co., Philadelphia, Pa., U.S.A.**

considered an hour. Emergency calls & up to one hour's service connected therewith, shall be paid at 35c. a call.

"RULE 22.—This rule with its sub-sections applies to branch lines only:

"(1) Where 1 telegrapher only is employed, & the time of the regular scheduled passenger, mixed or way-freight trains is so arranged as to require the telegrapher in order to meet them to be on duty beyond 12 consecutive hours, he will receive the following sums per month, to be added to his salary:—If required to meet such train after 3 and within 4 hours, \$4.50. If required to meet such train after 2 & within 3 hours, \$3.50. If required to meet such train after 1 & within 2 hours, \$2.50. If required to meet such train within 1 hour, \$1.50. Fractions of an hour to be computed as in rule 21.

"(2) An employe whose salary, including receipts from all sources during the preceding

|   |    |    |
|---|----|----|
| Telegraphers .....  | 38 | 35 |
| Relieving agents who are on the permanent staff & are telegraphers..... | 50 | 50 |

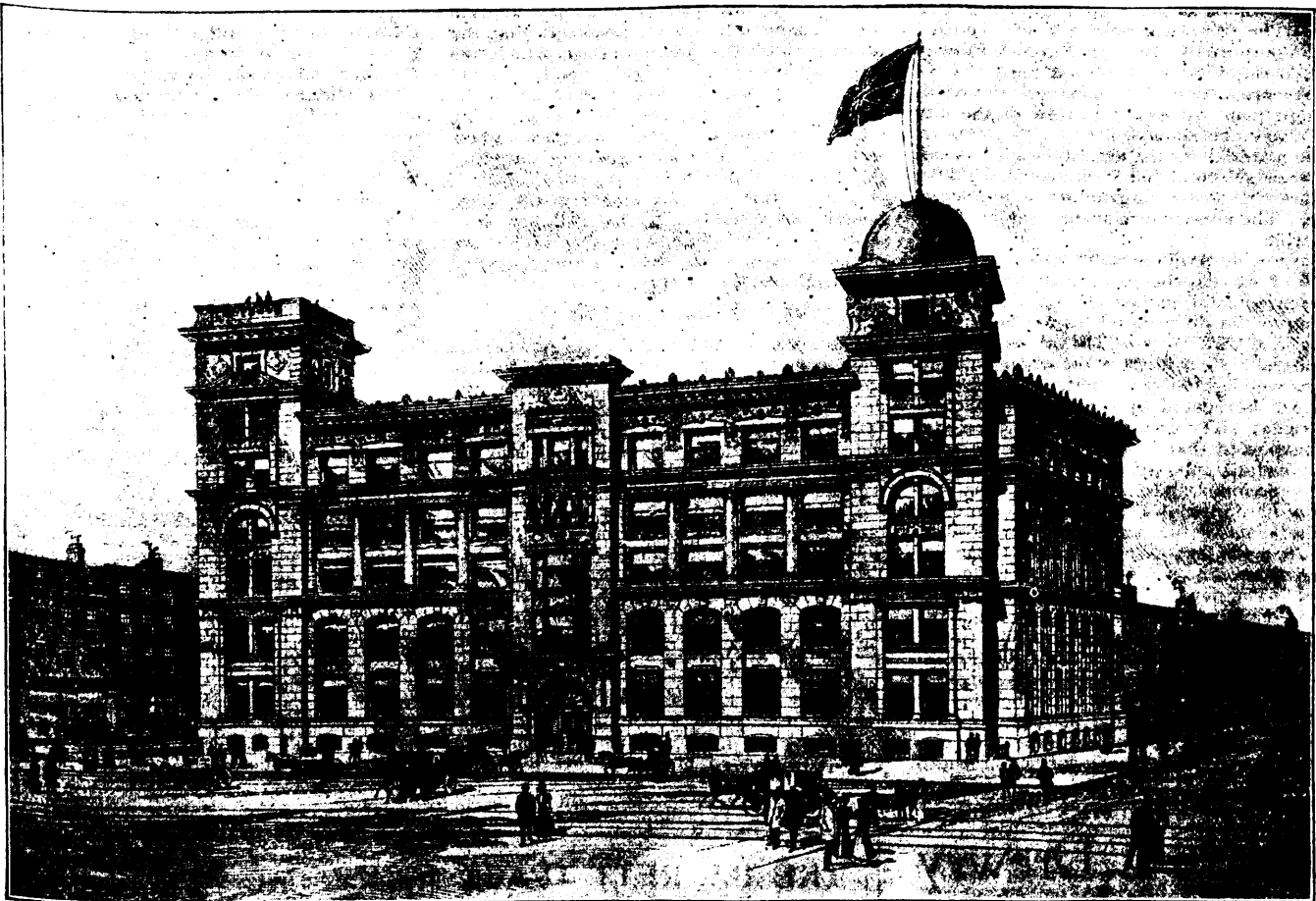
"For the purposes of this rule, the following shall be deemed the main lines:—Portland to Sarnia, Suspension Bridge to Windsor, Komoka to Sarnia, Hamilton to Toronto, Fort Erie to Glencoe, Toronto to Gravenhurst.

"QUESTIONS OF OVERTIME.—Telegraphers required to remain on duty outside of their regular hours will be given an official order as authority & excused in the same manner. Overtime will not be allowed unless overtime tickets are mailed to the proper official within 48 hours from time service is performed. If overtime is not allowed telegraphers will be notified within 10 days from the time such service is performed, setting forth the reasons why."

**Grand Trunk Improvements, &c.**

The illustration on this page shows the handsome structure which the G.T.R. will erect in Montreal. It will occupy the entire square bounded by McGill, St. Paul, William and Wainwright streets, covering an area exceeding 30,000 sq. ft. Its principal frontage—200 ft.—will be on McGill street, & will be very imposing in appearance. The splendid adaptability of McGill street for attractive buildings designed for financial & commercial purposes is well illustrated in the new G.T. offices. The width of the street will enable the structure to be seen to great advantage, & the florid nature of the sculpture work & the outside ornamentation will not be lost, as is the case with many of Montreal's stately structures.

The building will be one of the finest architectural productions in the Dominion, a re-



GRAND TRUNK RAILWAY COMPANY'S GENERAL OFFICES, TO BE BUILT IN MONTREAL.

year, exceeds \$50 a month, will not be entitled to the additional allowance provided for by this rule.

"(3) An employe will not be required, except for the purpose of an emergency call, to be on duty so as not to leave him 8 consecutive hours off duty in the 24.

"(4) The extra pay provided for by this rule is to compensate operators for the inconvenience of their 12 hours' duty not being consecutive, & is not otherwise to interfere with the allowance for overtime under rules 20 & 21.

"RULE 26.—The minimum monthly salary will be as follows:—

|   | Main lines. | Branch lines. |
|---|-------------|---------------|
| Agent & telegrapher with dwelling, fuel & light.....    | \$38        | 35            |
| Agent & telegrapher without dwelling, fuel & light..... | 43          | 40            |

**Railroad Trackmen.**—At the recent convention the following were elected officers:—J. Logan, Ottawa, President; J. Hogan, Ottawa, 1st Vice-President; J. W. Trickey, Sudbury, 2nd Vice-President; H. F. McKinney, Hintonburg, Recording Secretary; J. Hogan, Ottawa, Treasurer; W. Powell, Moncton, Chaplain; A. Hawkins, Fletcher, Guide; C. Noyes, Peterboro', Sentinel.

The Dominion Coal Co. is sending one of its most experienced engine drivers to South Africa to practically demonstrate that Cape Breton coal is excellent fuel for steam purposes. An experimental shipment was made there early last autumn. There is said to be a large market for steam coal in Cape Colony.

W. Stitt, Chief Clerk, Passenger Department, C.P.R., Winnipeg, who has been in poor health recently, is visiting California, accompanied by Mrs. Stitt.

markable union of richness & breadth as well as dignified simplicity. The style of architecture is Neo-Grec., that is, a modern adaptation of Greek & Roman architecture—not a servile copy, but from the spring, from which marvellously simple & logical inspirations of the art of the Greeks is obtained. Architecture is required to modify its forms in accordance with the conditions of light, of temperature, of needs & purposes. The plans are calculated to give good light in a maximum of apartments combined with striking adaptations to the complex needs & purposes, as well as an effective appearance. There is an easily accessible basement, & 5 storeys above, with strongly accentuated corner treatment—one symbolic of the G.T.'s alliance with one-half of the globe, another, of strength, & a third of swiftness. Strength is represented by mythological griffins, & swiftness by the winged dragon.

The basement will be utilized for express storage & mail purposes. On the ground floor the Auditor's, Treasurer's & Paymaster's departments will be situated. The 1st floor will accommodate the General Purchasing Agent, Divisional Freight Agent, & Freight Claims Agent. The executive departments will be situated on the 2nd floor. These will include the private & general offices of the General Manager, General Assistant, General Traffic Manager, General Passenger Agent & the Company's Solicitor.

The offices of the General Superintendent & the Chief Engineer & the car service, telegraph & telephone departments will be located on the 3rd floor. The upper or 4th floor will contain a large assembly room, where deputations may be received, & the superannuated, medical & stationery departments, as well as the offices of the Express Auditor & his staff. Waiting rooms & lavatories will be fitted up on each floor. There are 2 towers to the building, one of which will be surmounted by a dome & flag pole. The other will be flat & will be used for the purpose of showing visitors & railway officials the Victoria Bridge & the Point St. Charles property of the company. From this vantage point an excellent view of the city may also be obtained.

The material for the exterior walls has not yet been selected, but it is probable that a mixture of sandstone & granite will be decided upon. The interior furnishings will be of oak & marble.

The corridors will be wainscotted with marble, & above that the panels will be fitted in with ornamental plaster work. The wainscoting in the different offices will be of oak, richly panelled & carved. The offices will open out on gallery corridors, & the whole building will be well lighted & ventilated. The structure will be heated by steam & lighted by electricity. Its cost will amount to \$500,000. It is expected that it will be ready for occupancy in Jan., 1900.

It is the intention to bring all the structures between Montreal & Portland, Me., up to the requirements of the heaviest modern rolling stock & loads, but at present only those between Montreal & Island Pond are under renewal. The number of bridges on this latter section is 49, & their aggregate length is 4,674 ft. The most important one that—across the Richelieu River, a navigable stream—was finished early last year; its length is 1,107 ft. A large proportion of the bridges are small, & for these rivetted plate-girders are used. The large streams are crossed by pin-connected trusses, the spans varying in length

from, say, 100 to 156 ft. It is also intended to renew some bridges on the Southern Division between Windsor & Fort Erie, Ont.

Large sheds and warehouses are being erected at Collingwood docks to replace those burned last fall.

The Co. will replace Goderich station with a red brick structure this year. It will be similar to the Berlin station.

It is rumored that the Lakefield branch, which runs from Peterboro' to Lakefield, 9 miles, will be extended northeast about 35 miles to connect with a proposed extension of the Pembroke Southern at St. Olo, so as to materially shorten the distance between Toronto & Pembroke. It is rumored the Co. will build from Kingston, Ont., via Smith's Falls & Richmond to Ottawa. A rumor was recently sent out from Windsor, Ont., to the effect that the G.T.R. was about to construct a branch from Belle River through Essex to Kingsville, that on the strength of the rumor several pieces of property had recently changed hands in Essex, & that the Manager of the Cameron estate, which has large holdings in that neighborhood, admitted that he had consented to give the land for the station at Essex. The rumor was probably started to boom real estate, as we are authorized by the G.T.R. management to state that there is no truth in it.

Interlocking and derailing apparatus has been put in at the G.T.R. & C.P.R. crossings at St. Johns & St. Constant, Que., & the appliances have been inspected and approved for the Dept. of Railways.

#### THE VICTORIA JUBILEE BRIDGE.

The work of double tracking the new bridge was completed Dec. 13, & both tracks were at once put into use. Work on the driveways for wagons, &c., & the footways, is being gone on with. It is expected the official opening will take place May 24, & that Sir C. Rivers-Wilson will be present. A report that the Prince of Wales would open the bridge was industriously circulated, but there is not believed to have been any foundation for it, & it has been officially denied. The Prince opened the Victoria Bridge in 1860, & the gold rivet he drove into the centre of the span is now in the G.T.R. general offices. It is said it will be deposited in the Parliamentary Library at Ottawa.

Chief Engineer Hobson, who has been in charge of the reconstruction of the bridge, has received great praise for the eminent skill displayed in the manner in which the work was carried out under his direction.

The fact that during the progress of the work, including the removal of the great tube, there was no delay of the business of the Grand Trunk, & that the trains passed over the bridge as usual, the aggregate detention during the whole time not exceeding 24 hours, has been selected for special admiration, which has been expressed in the British engineering journals & elsewhere. Sir C. Rivers-Wilson has recently, in England, drawn attention to this splendid piece of work, at the same time indicating that English engineering was behind so far as similar work & problems were concerned.

The scrap iron representing the tubes of the old bridge made 477 carloads, & was sold to a Hamilton, Ont., firm.

At a recent meeting of the Canadian Society of Civil Engineers, a series of lantern views was given, illustrating the work of constructing the Jubilee Bridge. W. McNabb, Assistant Engineer of the G.T.R., gave short descriptive explanations of each view. The 1st showed the old bridge & opened the flood gates of memory for some of those present. Mr. McNabb praised the wisdom and foresight of the engineer who constructed it, & remarked that he had little dreamed that in 38 years from the day of its opening the railway traffic demands would have necessitated a double tracked structure. Weight of rolling stock, as well as traffic, had increased since then. The traffic of weights averaging 1 ton to the foot was thought in the old days to be the limit, & that only 3 locomotives could haul such weight. Things were changed to-day in hauling systems. When it was remembered that 80 to 100 trains passed over the bridge every 24 hours, & that the block system was used exclusively, the necessity of a double track was self-evident.

Views were then presented of the works on the new bridge. The lantern worked well, & the audience were practically transported to the actual works. The huge elevated cranes & tremendous iron beams, with the gangs of men busily working, passed vividly before the eyes, & Mr. McNabb made every scene interesting by excellent explanations. The unique work of closing the final span, was graphically described.

In proposing a vote of thanks, E. Keating spoke of the old bridge as among the seven wonders of the world, & some one in the audience suggested that the new bridge was the eighth. He was surprised that in a work of such magnitude no more than two fatalities had occurred, and every detail reflected the greatest credit upon the engineers.

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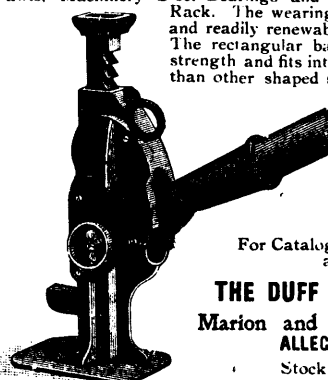
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C. Baillarge, city engineer of Quebec, said that he thought the new bridge was magnificent & wonderful. There was nothing like it on the face of the globe. He mentioned the bridge on the Firth of Forth with two spans of 1,400 ft., & the wonderful Brooklyn bridge, but these were not to be compared in the matter of strength with this bridge. He was present at the inspection when a train passed over, & there was not so much as a tremor visible in the bridge.

Mr. McNabb remarked that Mr. Blackwell, father of the chairman, K. W. Blackwell, & then managing director of the G.T.R., was the first man who crossed the tubular Victoria bridge, & J. Duckworth, foreman of the bridge, had held that position since its inception. Those who visited the bridge in the afternoon saw Mr. Duckworth, who held the golden rivet which the Prince of Wales drove home in declaring the old bridge open.

### Surveys, Construction & Betterment.

**Atlantic & Lake Superior.**—The extension from New Carlisle to Paspebiac, 3 miles, mentioned in our Nov. issue, pg. 237, has been completed. It is said to be probable that the line will be further extended east to Gaspé, 70 miles, this year, & that the portion of the western end between St. Francois du Lac & Levis, Que., will also be built. A wharf 1,600 ft. long, with an elbow 200 ft. wide at the end is being built at Paspebiac. It will accommodate vessels of the largest tonnage, & will have at low water a depth of 36 ft. (Nov. '98, pg. 237.)

**Brandon & Southwestern.**—Construction was not started on this line last season, the matter turning out as we predicted, though a survey was made. D. H. Purden, President of the Co., has given notice of application to the Dominion Parliament for power to extend the proposed line from some point in townships 1 & 2, westerly to the boundary of Manitoba & to change the head office from Winnipeg to Brandon. (Dec. '98, pg. 261.)

**Canada Atlantic.**—There is no later news about the proposed Union Station in Ottawa than we published last month (pg. 261) except a rumor that a scheme is on foot there for the formation of a company which proposes to buy up the rights of the Canada Atlantic, Parry Sound, Canadian Pacific & Ottawa & New York Rys. to the central facilities, & then operate the terminal, charging each rail-then according to the number of trains handled daily. It is proposed to erect a modern Union Station.

An iron bridge has been erected at Eastman's Springs, over a creek which for some years past has washed away the tracks during the spring floods. The bed of the stream here has been dredged out, & it is expected this will allow the volume of water to pass without damaging the road.

It is proposed for the C. A. Co. & the city of Ottawa to jointly build a bridge over the C.A. tracks at Maria St. & the Rideau Canal, Ottawa, at a cost of about \$40,000.

**Cassiar Central.**—We have been unable to ascertain anything further as to the intentions of this Co. in regard to construction. The Consulting Engineer, E. D. Self, wrote us Dec. 23: "In regard to the work of the Co. I will say that plans are being formulated for its continuance." (Dec. '98, pg. 262.)

**Cariboo.**—As we have previously mentioned, the terms of the charter require that construction be commenced by May next. The Secretary recently wrote us from England that the starting point will be either Ashcroft or Kamloops, B.C., & the northern terminus will likely be Barkerville. He added that nothing had been decided as to inviting tenders. The point of departure, the gauge & in fact the whole scheme was then being con-

sidered & discussed & steps were being taken to put the matter in train, from a financial point of view. (Nov. '98, pg. 237.)

**Detroit River Bridge.**—A recent press telegram from Washington, D.C., said A. C. Raymond, Attorney for the C.P.R., had stated there that the Canadian Pacific, Grand Trunk, Michigan Central & Wabash lines had practically agreed on the construction of a bridge across the Detroit River, but that the question of location had to be determined, though it was thought the bridge would be built below 18th St. We are officially informed that as yet only the G.T.R., the M.C.R. & the Wabash are interested in the project, & not the C.P.R.

Attorney H. Russel, of the M.C.R., says the bill introduced at Washington by Senator McMillan & Congressman Corliss for a bridge across the Detroit River, is entirely new & has nothing to do with those that went before it. It is in the interest of the Detroit River Bridge Co., organized by M.C. people, but which is open as a corporation to all other Detroit roads that run ferries on the river or that may do so in the future. Otherwise it is the same as the G.T. & Wabash bills, except as to location. It provides for a location anywhere from the northeasterly city limits to a point not more than 2½ miles southwest from the southwesterly city limits. This Co. has filed articles of incorporation with the Secretary of State at Lansing, Mich., capital \$2,000,000, with a small amount paid in. The railways having agreed on the matter, there will be no division of forces in presenting the matter to Congress. The bill provides for crossing the river on 3 spans, with 2 piers in the navigable channel. The width of the river within the city limits varies from 1,950 to 2400 ft. The estimated cost of the bridge is between \$4,000,000 & \$6,000,000.

**East Richelieu Valley.**—The line from Iberville to Noyan Jct. has been built under this name. The portion from Iberville to Henryville, 11.78 miles, was built in 1897, & from Henryville to Noyan Jct. about 10½ miles, in 1898. At Noyan Jct. connection is made with the Canada Atlantic. The line has been opened for traffic & is being operated by the United Counties Ry.

**Great Northern of Canada.**—The following press dispatch was sent out from Quebec Dec. 24:—"The G.N. Ry. has succeeded in completing arrangements to assure the construction at once of the remainder of its line in order to give Quebec district connection with the Canada Atlantic Ry. Understanding the importance of pushing the works to a finish without further delay, it appears that, as the result of an appeal to its stockholders, \$200,000 have been subscribed, while a U.S. syndicate, chiefly composed of Boston capitalists, has taken an interest in the undertaking to the extent of \$500,000. On the strength of this financial backing, a contract has been entered into with Mr. Macdonald for the construction of the last 88 miles of the line, & it is understood that on his return from England shortly preparations to go on with the work this winter will be immediately begun." We are officially informed that arrangements for construction have not yet been completed, but that prospects for continuing the work this year are promising.

The 88 miles referred to is no doubt the section between Shawenegan & Montcalm, near Joliette, 53 miles, on which some work has been done, & the link of 35 miles from St. Jerome to Grenville, on the Ottawa River, where a bridge for which a very favorable location has been surveyed, will have to be built to connect with the C.A. The G.N. is controlled by & operated in connection with the Quebec & Lake St. John Ry., & the through route from Quebec to Hawkesbury would be as follows:—From Quebec northwesterly for 58 miles by the Q. & L. St. J.

Ry. to Riviere a Pierre Jct. From the latter point westward to St. Tite, 33 miles, by the Lower Laurentian Ry., also operated by the Q. & L. St. J. From St. Tite to Shawenegan, 22 miles, by the G.N. line, already built. Then comes the 53 mile section from Shawenegan to Montcalm, referred to above as having had some work done on it. From Montcalm to St. Jerome for 28 miles the G.N. is already in operation. From Jerome to Grenville there is 35 miles to be built, as explained above. Further information about this line will be found on page 19 of this issue. (See Jne., '98, pgs. 86 & 98.)

**Great Northern (U.S.A.)**—When at New Westminster, B.C., recently President J. J. Hill said the G.N. would cross the Fraser River & get into Vancouver some day, but when he could not state, adding: "Not another mile of railroad building in the West until the country is developed & actually needs the construction, & until such extension will be a business investment."

The B.C. Weekly says: "The brusque equivocations & general reticence of President Hill, on the occasion of his recent visit to Nelson & other Kootenay points, have not deceived the Kootenay public. They are well aware he did not visit their country for nothing, but instead with big schemes in view. These probably include the taking up of Mr. Corbin's projects for securing further railroad access from the South into the Kootenay & Okanagan country."

It is said the G.N. has a survey party running a line from Jennings, Montana, north, following the meanderings of the Kootenay River, & that a second party is in the Stillwater valley trying to get a line on the north fork. The objective point of both parties is said to be Fort Steele, B.C.

A Rossland, B.C., paper says the G.N. is surveying a line from Trail, B.C., on the Columbia River west to Sayward, so as to tap the Salmon River & Ymir districts, & to carry any ores from there that may be consigned to the Trail smelter, thus competing directly with the C.P.R. It is said the G.N. will put a steamer on the Columbia river between Northport, Waneta, Sayward, Trail & Waterloo, the object of which will be to carry ores from any point upon the river to either of the two smelters. The impression in B.C. is that the G.N. is going to make a tremendous effort to secure a good share of the Kootenay traffic.

It is said surveys are being made for a cut off from Milan on the G.N.'s main line, 24 miles east of Spokane, to Loon Lake, on the Spokane & Northern, 39 miles north of Spokane, which would reduce the through distance from the east to Rossland, Nelson & other B.C. points about 40 miles.

Press reports say the advisability of working the section between Leavenworth & Skykomish, 66 miles, by electricity, is being considered. The Cascade tunnel, which will be completed in about 2 years, & will be 2½ miles long, is in this section. There is plenty of water power, & the grades are not severe.

**Great Northwest Central.**—A petition is being circulated along the projected route of this line, asking for Dominion Government pressure to be brought to bear on the Co., to compel it to extend the line, & 3,000 signatures are promised. It is contended among the settlers that if the fact that the 50 miles in Receiver Forest's hands are more than meeting working expenses, coupled with the close settlement contiguous to the line for the next 100 miles are not sufficient incentive for the Co. to construct more than 20 miles this year, the Co. should lose its charter.

**Intercolonial.**—The improvements to the terminal facilities at St. John, N.B., include the erection of a pier & warehouse at Long Wharf, & a grain elevator a little north of the present passenger station, with a conveyor



thence to the pier. The contract for the pier, &c., has been awarded to Connolly Bros., Montreal, the figures being in the neighborhood of \$320,000. They have sublet all the woodwork to G. S. Mayes. This includes wharf-building of a length of 1,200 ft., 60 ft. deep, & 50 ft. on the bottom. About 12,000 tons of birch, 1,200 tons of white pine, 500 tons of red pine, about 400 pieces of spruce spars, a quantity of southern pine timber & a large quantity of spruce flooring & stringers. Most of this timber has been contracted for on the upper waters of the St. John River. The material to be dredged is estimated at about 300,000 cubic yards. Connolly Bros. will use much of the plant they have had on a large contract at Boston recently. For the building of the elevator \$57,000 was voted by the Dominion Parliament last session. The pier will have steamship berths on both sides.

Geo. Appleby, of Darling's Island, King's County, has been awarded a contract to remove the St. John Bridge & Ry. Extension railway track to such a point as may be deemed advisable. He will put down a temporary track for the trains, & then take up the present rails. The permanent track will be placed afterwards. The present trestle will be removed to the north of the Gibbon coal sheds.

To accommodate the heavy engines now being run, a number of bridges between Truro & Moncton are being replaced by steel structures.

**Kootenay Ry. & Navigation Co.**—The contract for some 50 miles of this line from Bonner's Ferry, Idaho, to Kootenay Lake, B.C., was let to Foley Bros., Larsen & Halverson,

& not to Foley Bros. & Guthrie, as stated in our last issue. Sub-contractor Murphy is at work on a 4-mile section from Bonner's Ferry north, & the Nelson Miner says work is well under way at both ends of the line north of International Boundary. (Dec. '98, pg. 262.)

A Revelstoke, B.C., paper states a contract has been let for the first 35 miles of the Lardo-Duncan branch to the Trout Lake district of B.C., & that it is to be completed by Sep. 1. (Dec. '98, pg. 262.)

**Lake Erie & Detroit River.**—We are officially informed that there is no change in the situation in connection with the proposed extension from Ridgeway to St. Thomas, Ont. From another source we learn it is probable an effort will be made to get Dominion aid next session. (Nov. '98, pg. 238.)

**Lake Manitoba Ry. & Canal Co.**—Practically all the grading done last season was laid with rails, the new work extending from Sifton Jct., about 2 miles north of Sifton, to Cowan, 51.8 miles from Sifton Jct. The line will be located to the Great Saskatchewan River during this winter, & it is the intention to build to there this year. It is likely the river will be crossed near the Pas Mission, just east of Pine Lake. It is expected another 100 miles or so will be built in 1900, & that 1901 will see it completed to Fort Churchill, Hudson's Bay. The engineers now in the field say the farther north they go, the better does the appearance of the country become, & the region through which the railway will go early next summer is said to be unequalled for beauty & extent of arable lands by any other part of the Northwest.

The present terminus is about 3 miles be-

yond Duck river, from which point the road turns westward around a corner of the Riding Mountains. Turning again northward after passing the Swan River valley the road goes between Lake Winnipegosis & Red Deer Lake. From the Pas Mission, the road will run north-easterly to the head waters of the Churchill, which it will follow to its mouth. The promoters evidently do not share the views of those who do not think Hudson's Bay & Straits navigable. The distance from the end of the present line to the Saskatchewan is 100 miles, from the Saskatchewan to Hudson's Bay 450 miles.

Besides the proposed Gilbert Plains branch from Dauphin, another branch is likely to be built from Swan River to Prince Albert, running the entire distance through a splendid farming & ranching country, the climate of which is even superior to that of the southern portions of Manitoba. There was no frost in the Swan River valley last fall until two weeks after it had touched Central Manitoba.

It is probable that the few people at Sifton will move to Sifton Jct., where there will be a townsite.

The Co. has put up a 3 stall roundhouse at Dauphin & a 1-stall one at Winnipegosis. At Portage la Prairie it has joint occupancy of the M. & N.W. terminals. A repair shop will be established at Dauphin. (Dec. '98, pg. 262.)

**Manitoba & Northwestern.**—During the past year the roundhouse at Portage la Prairie was enlarged by the addition of 2 stalls. The stations at Macdonald & Franklin were rebuilt & enlarged, a 2-stall brick addition was built to the Minnedosa engine house, the water tank at Russell was replaced & exten-

## C.P.R. Lands

### TERMS OF PAYMENT.

For the greater convenience of purchasers, the Company have adopted the following terms of payment:

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

While the second instalment becomes due in two years from date of purchase, interest on the outstanding purchase money is payable in one year except in case of an actual settler who breaks up at least one-sixteenth of the land within that time. No rebate of interest is allowed on hay lands.

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

|   |
|---|
| 160 acres at \$3.00 per acre, 1st instalment \$71.60, and nine equal instalments of \$60.   |
| 160 acres at \$3.50 per acre, 1st instalment \$83.90, and nine equal instalments of \$70.   |
| 160 acres at \$4.00 per acre, 1st instalment \$95.85, and nine equal instalments of \$80.   |
| 160 acres at \$4.50 per acre, 1st instalment \$107.85, and nine equal instalments of \$90.  |
| 160 acres at \$5.00 per acre, 1st instalment \$119.85, and nine equal instalments of \$100. |
| 160 acres at \$5.50 per acre, 1st instalment \$131.80, and nine equal instalments of \$110. |
| 160 acres at \$6.00 per acre, 1st instalment \$143.80, and nine equal instalments of \$120. |

**DISCOUNT FOR CASH.** If land is paid for in full at time of purchase, a reduction from price will be allowed equal to 10 per cent. on the amount paid in excess of the usual cash instalment.

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

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

**L. A. HAMILTON,** Land Commissioner,  
WINNIPEG.

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

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sive additions & improvements made to the stockyards at Yorkton & Russell.

**Manitoba & Southeastern.**—The Manitoba Government Engineer recently inspected the 46 miles of this line from St. Boniface Jct. to La Broquerie, which were built last season. The Co. will probably carry this winter over 1,000 cars of cordwood & about 150 cars of wheat, the latter coming principally from the Menonite settlements south of the line, & the French settlements of St. Anne's & La Broquerie. The wood will come largely from the vicinity of La Broquerie. G. Strelve & other contractors have camps of men getting out ties for this year's construction.

As foreshadowed in our last issue, Premier Greenway has notified the Co. that the line is to pass round the southwest corner of Lake of the Woods, running for some distance through Minnesota & entering Canadian territory again near the mouth of Rainy River, to which point the line is to be completed this year. The surveys have been completed to that point.

As a result of the construction of this line, the Western Lumber Co., one of the largest milling concerns at Rat Portage, has decided to build a large mill in Winnipeg, & has bought a site near Louise Bridge. The logs will be shipped over the M. & S. E. direct from the boom at Rainy River to Winnipeg.

When at Winnipeg recently, the Minister of the Interior was waited on by a delegation regarding the St. Andrew's Rapids. Some one in the delegation referred to the M. & S. E.R. as a branch of the C.P.R. Mr. Sifton assured the delegation that such a statement was entirely unwarranted, & that when the road was completed to Lake Superior, as was designed by the construction of the Ontario & Rainy River link, the Northwest would have an independent outlet to the lake. The Government would take care that measures would be taken, as had been done with the Crow's Nest Pass Ry., to secure running powers from the Co., so that, if the G.T.R. wanted to get into Manitoba, the Government would grant it running powers over the new line, & it could put on its trains at Port Arthur & run them through to Winnipeg, there making connection with lake navigation. If this was not done, the Liberal Association was at liberty to call for his resignation from the Government, & they would get it.

**Michigan Central.**—In our last issue, pg. 263, we mentioned a rumor that this Co. would ask the Dominion Government to deepen Kingsville harbor, with a view to run boats from Sandusky to that town, the M.C.R. promising to extend its railway from Essex to Kingsville, 15 miles. We have been officially informed that the rumor has no foundation whatever, & that the M.C.R. has never had any intention of extending the Canada Southern to Kingsville or developing the harbor at that point. There are evidently some real estate boomers at work in this connection, as a similar unauthorized statement has been going the rounds of the daily press in regard to the G.T.R.

**Midland of Nova Scotia.**—As foreshadowed in our last issue, disagreement as to the route of this line from the crossing of the Shubenacadie River to Truro, has been settled. The town of Truro voted a bonus of \$30,000 & the adjoining municipality voted \$6,000 on condition that the road be built via Clifton. On the other hand, the people of Windsor, New Glasgow, & the Stewiacke district wanted it to go via Brookfield & the Stewiacke Valley. The Provincial Engineer informs us the Clifton route has been decided on. Grading between Windsor & the Shubenacadie was nearly completed last fall. It is said some preparatory work will be done on the Truro end during the winter by the sub-contractors O'Brien & Sutherland. The piling at the crossing of the St. Croix is nearly completed & will be finished &

the concrete work gone on with in the spring. A temporary wooden trestle will be put up for construction trains. It is expected the whole line from Windsor to Truro, 57½ miles, will be completed this year. (Dec. '98, pg. 263.)

**Northern Pacific.**—The opening of the Souris River branch in Manitoba, was celebrated Dec. 23 by the Co. giving a free excursion to Winnipeg for settlers along the branch. About 1,600 availed themselves of the privilege, & were conveyed to & fro in 2 special trains. It is said they spent about \$25,000 in Winnipeg in purchases, &c., a good proof of their prosperous condition. Trains are now running regularly between Belmont & Elgin, about 40 miles. A few miles more have been completed & it is expected the line will be extended to a connection with the C.P.R. Souris section this season. (Dec. '98, pg. 263.)

There have been a good many rumors about further extensions of the system in Manitoba this year, but nothing official has been announced. One very persistent rumor is that the Co. will build from Portage la Prairie westerly, keeping between the main line of the C.P.R. & the M. & N.W.R.

The C.P.R., at the request of the Manitoba Government, has agreed to a switch being put in near Methven to connect the Brandon branch of the N.P. with the C.P.R. southwestern branch.

**Ontario & Rainy River.**—The grading on F. E. Fauquier's contract for the 1st 20 miles of this line from Stanley west, is expected to be finished early next spring. No track has been laid yet, & the Kaministiquia bridge has not yet been decided on. The line is located from Stanley for 30 miles up the Kaministiquia & Mattawin Rivers, crossing the Kaministiquia 5 miles above Stanley & following up the south side of the Kaministiquia & Mattawin. A trial line is being run up the Shebandowan River, & north of Lake Shebandowan, & a survey party is working from near the head waters of the Atikokan River towards the Shebandowan. Two other survey parties, which started back to back near Mine Centre, are working east towards the head waters of the Atikokan & west to the Rainy River district, & a third party is working from the present terminus of the Manitoba & South-Eastern Ry., easterly towards the Rainy River district. It is said the Co. will endeavor to get the Dominion Government aid increased to \$6,400 a mile next session.

**Ottawa & New York.**—In 1897 track was laid from from the Canada Atlantic Jct. (Hawthorne) to the G.T. Jct. near Cornwall, 50-60 miles, of which 12 were ballasted. The year 1898 ended with a mileage in Canada of 56-85-100 from the C.P.R. Jct. on its Montreal & Ottawa short line, to the International Boundary near Cornwall, all of which is complete in grading track & ballast, also all fences, telegraph line, sign boards, &c. The bridge over the north channel of the St. Lawrence river & the Cornwall canal has been completed. The New York & Ottawa Ry. in New York State, from the International Boundary to Moira, 15-100 miles, is all complete & under operation, except the wrecked portion of the bridge over the south channel of the St. Lawrence. The Collins Bay Rafting Co. succeeding in taking out part of one span from the bed of the river & moved the centre span down stream about 1,000 ft., where it swung round lengthwise with the stream, so that there is no danger of a flood being caused. (Dec. '98, pg. 263.)

**Pembroke Southern.**—The 21 miles of this line from Pembroke, Ont., on the C.P.R., to Golden Lake, on the O.A. & P.S. was opened for traffic Jan. 2. It is said the line will be extended about 50 miles through the counties of Renfrew & Hastings, crossing the Irondale, Bancroft & Ottawa, about 10 miles east of Bancroft & running to St. Ola, on

the Central Ontario Ry., 12 miles from that Co.'s terminus at Coe Hill, thus completing a direct line to Trenton on Lake Ontario. The P.S. Co. is said to expect that the G.T. R. will extend its Peterboro'-Lakefield branch to connect with it at St. Ola, thus considerably shortening the distance between Toronto & Pembroke. We are informed nothing is known of this by G.T. officers in Montreal. (Dec. '98, pg. 263.)

**Prince Edward Island.**—The 1,000 tons of 50 lbs. steel rails, for which tenders were invited some time since to be delivered at Charlottetown in June next, are to relay a section of 3 miles on the branch between Mount Stewart & Georgetown, & a section between Mount Stewart & Morell, both of which are now laid with 40 lbs. iron.

The Charlottetown Board of Trade at its recent annual meeting appointed a committee to memorialize the Government to replace the station there by a more modern structure.

**Quebec Bridge.**—The time for receiving tenders has been extended to Mar. 1 next. (Oct. '98, pg. 206.)

**Restigouche & Western.**—Ten miles of this line from Campbellton, N.B., to Glencoe, have been finished & have been inspected by the Dominion & N.B. government inspectors, but will not be operated this winter. The engineer, C. L. B. Miles, will continue surveys during the winter, & hopes to locate some 50 miles by May 1. Construction will be started again early next spring, & it is expected to build 40 to 50 miles this year, when the whole of it will be operated by contractors Malcolm & Ross. The line as projected will be about 120 miles long & after crossing the Edmundston section of the C.P.R. at St. Leonards, will connect with the Bangor & Aroostook. The present equipment is for construction purposes only & consists of an engine & 10 platform cars. (Nov. '98, pg. 238.)

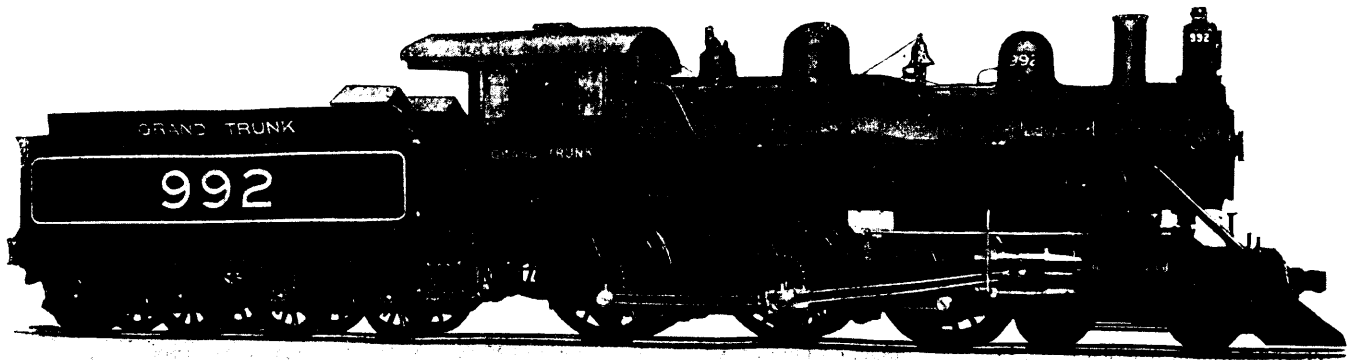
There are some magnificent water powers in the country tributary to the new line. Grand Falls has 80,000 horse power, & is owned by Sir Wm. Van Horne, U.S. Secretary Alger, U.S. Senator Proctor & others. Aroostook Falls, about 25,000 h. p., is owned by Miller & Hunt, of St. John, N.B., & Halifax. The Tobique Narrows, about 17,000 h. p., when fully developed, has a tremendous amount of spruce near by. C. L. B. Miles, C.E., & others are applying for incorporation by the N. B. Legislature, as the Tobique Narrows Pulp & Mfg. Co.

**Rutland Canadian.**—The extension from Burlington, Vt., north to Rouse's Point, N.Y., mentioned in our last issue, is to be gone on with at once. J. W. Burke, C.E., Rutland, Vt., has called for tenders to be in by Jan. 31, for the grading, masonry & tracklaying on about 50 miles, including main line & sidings. The work includes 450,000 cubic yards of rubble stone embankment in Lake Champlain, 10,000 c. y. of solid rock excavation, 2,000 c. y. of bridge masonry & light quantities of earth excavation, embankment & masonry for about 50 miles. The Co. will furnish construction trains at a fixed price; also ties, rails, splices, ballast pits & spur track to quarry & will erect bridge superstructures. Work must begin within a week after the signing of the contract, & must be completed by Sep. 1 next. (Dec. '98, pg. 263.)

**Spokane Falls & Northern.**—The U.S. Senate has passed a bill authorizing the Kettle Valley Ry. Co. to build a branch of the S. F. & N. through the Colville Indian reservation to the International Boundary.

**Toronto, Hamilton & Buffalo.**—Hamilton City Council has agreed to give the Co. a rebate of \$1,000 a year on its taxes on condition that it build a spur line to the factories, &c., in the n. e. part of the city.

**Thunder Bay, Nipigon & St. Joseph.**—A charter has been applied for for this proposed



BALDWIN TEN-WHEEL TYPE LOCOMOTIVE FOR GRAND TRUNK RAILWAY.

line which is projected to run from Port Arthur, via Dog Lake, down the valley of Burke River to Black Sturgeon Lake & on to Lake Nepigon, going up the west side, crossing the height of land & going down through the spruce forests & lignite beds to Lake St. Joseph, near where the Albany River leaves the lake. The line can be extended from Port Arthur to Fort William by using the electric railway between those points for freight purposes. One of the projectors of the line writes us: "The line will pass through one of the best tracts of country in Canada. West & south of Lake Nepigon there are 3,000,000 acres of farming lands, a large proportion of which is equal to the Rainy River delta. Iron ore found on the route goes 67.20 metallic iron, & marble assays 55 lime & 45 magnesia & there are miles of both. Pine, tamarack & spruce measure from 2 to 4 ft. on the stump. The granite equals the Aberdeen for polish & is more easily worked. Among other resources, than those already mentioned, are ash, elm, kaolin asbestos, plumbago, salt, mineral paint, roofing mica, red sandstone, mineral springs & fish. Corn & tomatoes always ripen on the west shore of Lake Nepigon. The Ry. Co. intends to secure settlers from Quebec as specially suited to a wooded country. The Co. will endeavor to get the Ontario Government to form Lake Nepigon & its tributary waters into a Provincial fish reserve. It is expected that in a few years the islands in Lake Nepigon, which number nearly 500, will be largely taken up by tourists & fishing clubs. The freight

traffic will consist of cordwood, ties, timber, pulp wood, lime, limestone, building stone, marble, iron ore, iron shale for roads, walks & red-pressed brick, salt, granite & farm products."

Z. Malhiot, C.E., of Three Rivers, Que., has recently made a barometrical survey of two routes from Port Arthur to Lake Nepigon, covering some 300 miles, all told, on snow shoes in 3 weeks. The application for incorporation is being made to the Ontario Legislature & both Dominion & Provincial Governments will be asked for aid.

**White Pass & Yukon.**—Very full particulars in regard to the construction of this line will be found in the report of the annual meeting of the Co. on pg. 1 of this issue. The Co. is buying very large quantities of supplies in Vancouver. Its purchasing agent recently bought several hundred tons of provisions, etc., there, & it is expected these orders will be largely increased.

Major Walsh, ex-administrator of the Yukon, is reported to have said in Ottawa that the Co.'s charter on the Canadian side, which was granted under the name of the British Yukon Mining, Trading & Transportation Co., should be cancelled on the ground that the construction of the line would build up an ocean port city on U.S. territory. On the other hand, the Vancouver Board of Trade has passed a unanimous resolution expressing gratification with the energy displayed by British capitalists in connection with the work, & urging the Dominion & B.C. Governments to aid the construction of a branch to Atlin

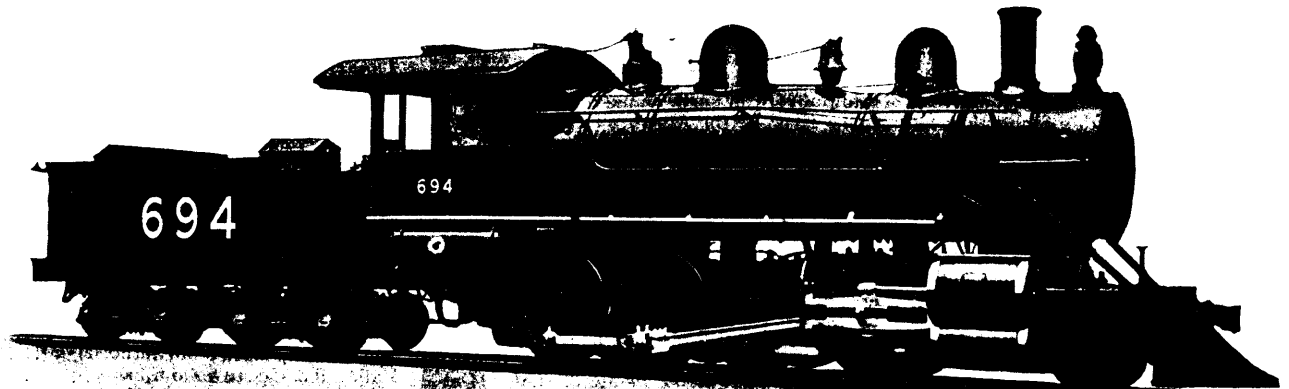
by way of Log Cabin, so as to put B.C. merchants in a position to secure the trade of the north.

Speaking of the new line, the Victoria Colonist says:—"It makes very little difference what other routes shall be provided for reaching the Yukon, that by way of the White Pass will always be a great favorite. It is likely to be a great scenic route. Hitherto the tide of pleasure travel has turned back after visiting such points as could be reached by steamer. Hereafter it will be regarded as the correct thing to ascend the Pass by rail & probably take a run down the Yukon waters, visiting the Atlin district at least."

**Baldwin Locomotives for Canada.**

The illustrations on this page show locomotives recently built at the Baldwin Locomotive Works, Philadelphia, for Canadian lines. Following are the general dimensions of the 10-wheel type ones for the G.T.R.:

|                                   |                       |
|-----------------------------------|-----------------------|
| CYLINDERS.—Diameter.....          | 20 in.                |
| " Stroke.....                     | 26 in.                |
| " Valve.....                      | Balanced.             |
| BOILER.—Diameter.....             | 62 in.                |
| " Thickness of sheets.....        | 21-32 in. and 3/4 in. |
| " Working Pressure.....           | 200 lbs.              |
| " Fuel.....                       | Bituminous Coal.      |
| FIRE-BOX.—Material.....           | Steel.                |
| " Length.....                     | 120 in.               |
| " Width.....                      | 40 1-8 in.            |
| " Depth, front.....               | 76 1/2 in.            |
| " Depth, back.....                | 65 in.                |
| " Thickness of sheets, sides..... | 5-16 in.              |
| " Thickness of sheets, back.....  | 3/4 in.               |
| " Thickness of sheets, crown..... | 3/4 in.               |
| " Thickness of sheets, tube.....  | 1/2 in.               |



BALDWIN COMPOUND CONSOLIDATION LOCOMOTIVE FOR OTTAWA, ARNPRIOR AND PARRY SOUND RAILWAY.

|  |                    |
|--|--------------------|
| TUBES.—Number.....                     | 291                |
| Diameter.....                          | 2 in.              |
| Length.....                            | 15 ft.             |
| HEATING SURFACE.—Fire-box.....         | 189.0 sq. ft.      |
| Tubes.....                             | 2272.0 sq. ft.     |
| Total.....                             | 2461.0 sq. ft.     |
| Grate area.....                        | 33.43 sq. ft.      |
| DRIVING WHEELS.—Diameter, outside..... | 66 in.             |
| Diameter of centre.....                | 66 in.             |
| Journals.....                          | 9 1/2 x 12 in.     |
| ENGINE TRUCK WHEELS.—Diameter.....     | 37 in.             |
| Journals.....                          | 6 1/2 x 10 1/2 in. |
| WHEEL BASE.—Driving.....               | 15 ft. 8 in.       |
| Total engine.....                      | 26 ft. 11 in.      |
| Total engine and tender.....           | 53 ft. 9 in.       |
| WEIGHT.—On drivers.....                | about 125,000 lbs. |
| On truck.....                          | about 41,000 "     |
| Total engine.....                      | about 166,000 "    |
| Total engine and tender.....           | about 268,000 "    |
| TENDER.—Tender wheels, diameter.....   | 43 in.             |
| Journals.....                          | 5 x 11 in.         |
| Tank capacity.....                     | 4,500 gals.        |
| Weight empty.....                      | about 54,600 lbs.  |
| SERVICE.—Passenger.                    |                    |

**OTTAWA, ARNPRIOR & PARRY SOUND.**—The general dimensions of the compound consolidation locomotives for this line are as follows:

|   |                  |
|---|------------------|
| CYLINDERS.—Diameter, high pressure..... | 15 1/2 in.       |
| Diameter, low pressure.....             | 26 in.           |
| Stroke.....                             | 30 in.           |
| Valve.....                              | Balanced piston. |
| BOILER.—Diameter.....                   | 68 in.           |
| Thickness of sheets.....                | 11-16 & 3/4 in.  |
| Working pressure.....                   | 180 lbs.         |
| Fuel.....                               | Soft coal.       |
| FIRE-BOX.—Material.....                 | Steel.           |
| Length.....                             | 120 1/8 in.      |
| Width.....                              | 42 in.           |
| Depth, front.....                       | 72 1/4 in.       |
| Depth, back.....                        | 69 1/4 in.       |
| Thickness of sheets, sides.....         | 3/8 in.          |
| Thickness of sheets, back.....          | 3/8 in.          |
| Thickness of sheets, crown.....         | 1/2 in.          |
| Thickness of sheets, tube.....          | 1/2 in.          |

|   |                |
|---|----------------|
| TUBES.—Number.....                        | 321            |
| Diameter.....                             | 2 in.          |
| Length.....                               | 13 ft. 6 in.   |
| HEATING SURFACE.—Fire-box.....            | 202 sq. ft.    |
| Tubes.....                                | 2,253 "        |
| Total.....                                | 2,455 "        |
| Grate area.....                           | 35 "           |
| DRIVING WHEELS.—Diameter, outside.....    | 56 in.         |
| Diameter of centre.....                   | 50 in.         |
| Journals.....                             | 8 1/2 x 11 in. |
| ENGINE TRUCK WHEELS.—Diameter.....        | 30 in.         |
| Journals.....                             | 6 x 10 in.     |
| WHEEL BASE.—Driving.....                  | 15 ft. 1 in.   |
| Total engine.....                         | 23 ft. 9 in.   |
| Total engine and tender.....              | 51 ft. 9 in.   |
| WEIGHT.—In working order, on drivers..... | 165,000 lbs.   |
| On truck.....                             | 19,500 "       |
| Total engine.....                         | 184,500 "      |
| Total engine and tender.....              | 288,000 "      |
| TENDER.—Tender wheels, diameter.....      | 33 in.         |
| Journals.....                             | 5 x 9 in.      |
| Tank capacity.....                        | 4,500 gals.    |
| Weight, empty.....                        | 40,500 lbs.    |
| SERVICE.—Freight.                         |                |

Guaranteed to haul a load of 1,150 to 1,200 tons (of 2,000 lbs.), cars and lading, on a grade of 1 per cent., combined with curves of 4 1/2 degrees, track & cars being in good condition.

**C.P.R. Western & Pacific Divisions.**

General Superintendent Marpole, of the Pacific Division, has issued the following circular, with the approval of Manager Whyte, of the Western Lines:

"On Feb. 1 that section of the Western Division from Donald to Laggan will be operated as part of the Pacific Division, & together with the Selkirk section will form one operating section extending from Revelstoke to Laggan, & will be known & designated thereafter as the Mountain Section. The Selkirk section will lose its identity, & Donald be abolished as a divisional point by this arrangement.

"Supplementary Time Bill no. 1, affecting current Time Bill 13, so far as relates to that section of the Pacific Division between Donald & Revelstoke, will be issued before Feb. 1. This supplement will include the addition to the Pacific Division from Donald to Laggan, & all employes concerned are directed to immediately familiarize themselves with its contents, particularly noting that the Pacific Standard Time will apply on & after Feb. 1, throughout to Laggan.

"The jurisdiction of E. J. Duchesnay, as Superintendent, is extended to cover all the Mountain Section; the Despatching Office will continue to be at Revelstoke, with T. Downie as Chief Train Despatcher.

"T. Kilpatrick, as Bridge Inspector, will have jurisdiction over all the Superintendent's Division.

"The limits of the roadmaster's sections will be continued as at present, viz.: Revelstoke to Donald, with W. Newman in charge, with headquarters at Revelstoke, & from Donald to Laggan with H. C. Killeen as Roadmaster, with headquarters at Field."

In reference to the foregoing it may be added that Laggan station & yard will remain a portion of the Western Division. Field will become an important divisional point, & engines & crews will run through from Field to Revelstoke. The heavy consolidation engines working on the Kicking Horse grade will have their headquarters at Field, & will be used entirely to move the traffic between Field & Laggan, under the supervision of the Pacific Division officials. The despatching on this portion of the line will be done from Revelstoke. Heretofore it has been done during slack seasons from Medicine Hat, & when traffic was particularly heavy by dispatchers stationed at Field. Another result of this change is the abolition of Gleichen & Canmore as divisional points on the Western Division, & the substitution of Calgary. Engines will run from Medicine Hat to Calgary, 180 miles, & from Calgary to Laggan, 116 miles. The new shops at Calgary are covered in, & the installing of machinery is commenced. The turntable is in place, & the running shed will go into immediate use. The shop will not be in operation till the end of Feb. A running shed with 6 stalls has been established at Laggan, for the Western Division engines, which turn around at that point. The building is solid stone, as is also the new 12-stall roundhouse at Field. Large additions have been made to the tracks at Field, Laggan & Calgary, for the accommodation of through business.

**Miscellaneous Railway News.**

**Canadian Northern Railway.**—Notice is given of application to the Dominion Parliament by this Co. for an act confirming the amalgamation of the Winnipeg Great Northern Ry. Co. & the Lake Manitoba Ry. & Canal Co., extending the time for the completion of the Co.'s lines, declaring the bonding powers, & authorizing the building of a line from Lake Winnipegosis to Edmonton.

**Manitoba Lines.**—Speaking at Boissevain recently, Premier Greenway said:—"Railroad competition is the best thing for this country. The wheat rate has been reduced 10c. per 100 lbs. since I first aided the Northern Pacific. I promised the people north of here a railroad years ago, & I have kept my promise as I have kept all my promises. The rate to Fort William a short time ago was 28c. It is now no more than 17 1/2c. per 100 lbs. The cost of the Northern Pacific branch to the North of this was \$107,500; money well spent. I will not apologise for the Dauphin deal, as it does not cost the country one cent. Since I have been in power I have aided no less than 700 miles of railway, & the whole will not cost the people more than \$4,000,000, & now the cry is for the Hudson's Bay Ry., & you shall have it, & what is more, it is not going to cost the government anything."

**Newfoundland, Northern & Western.**—Last month the Governor of Newfoundland received a dispatch from Colonial Secretary Chamberlain, refusing to grant the petitions praying for the disallowance of R. G. Reid's contract, on the ground that he could not interfere with the legislative acts of a self-governing colony.

Particulars of the extension of the steamship service in connection with this line will be found on pg. 21 of this issue.

Petroleum has been discovered at Port-auxport, on the west side of Newfoundland, on land included in the grant to Mr. Reid. The

oil is said to be abundant & of good quality. Mr. Reid is said to be meeting with gratifying success in working his coal beds at Grand Lake, & has many other projects under way. The most extensive of these is pulp & paper manufacturing. He intends to begin next spring the erection of a giant pulp mill, the plant of which will ultimately cost \$2,000,000. Most of the output will be put into paper on the spot.

**BEGINNING THE YEAR**

With pure, rich, healthy blood, which may be had by taking Hood's Sarsaparilla, you will not need to fear attacks of pneumonia, bronchitis, fevers, colds or the grip. A few bottles of this great tonic and blood purifier, taken now, will be your best protection against spring humors, boils, eruptions, that tired feeling and serious illness, to which a weak and debilitated system is especially liable in early spring. Hood's Sarsaparilla eradicates from the blood all scrofula taints, tones and strengthens the stomach, cures dyspepsia, rheumatism, catarrh and every ailment caused or promoted by impure or depleted blood.

**British Columbia Electric Railway Co.**

The earnings and expenses for Nov., 1898, were:

|   | 1898-7.   | 1897-8.   | INCREASE |
|---|-----------|-----------|----------|
| Railway—Vancouver.....                                | \$4,028   | \$5,398   | \$1,370  |
| Victoria.....   | 5,565     | 7,168     | 1,603    |
| Westminster.....                                      | 4,611     | 5,853     | 1,242    |
| Lighting—Vancouver.....                               | 8,578     | 12,238    | 3,660    |
| Victoria.....   | 4,463     | 6,846     | 2,383    |
| Total gross earnings.....                             | \$27,245  | \$37,593  | \$10,258 |
| Working expenses.....                                 | \$18,320  | \$22,391  | \$4,071  |
| Net profits.....                                      | \$8,925   | \$15,112  | \$6,187  |
| Aggregate Gross Earnings from April 1 to Nov. 30..... | \$185,741 | \$266,187 | \$80,446 |
| Aggregate Net Profit from April 1 to Nov. 30.....     | \$57,622  | \$108,834 | \$51,212 |

The aggregate gross earnings and net profit for 1896-97 are from April 15 only.

We are officially informed that the whole of the issue of 12,000 non-cumulative 5% preference shares of £10 each have been allotted (Dec. '98, pg. 271).

Vancouver City Council has authorized the Co. to build a double track on Davie st, from Granville st. to English Bay, & has given an 11 years' lease.

The Co. has decided to establish a parcel service between Vancouver and New Westminster.

**Montreal Street Railway.**

The gross earnings are as follows:—

|          | 1898.        | 1897.        | Increase.   |
|----------|--------------|--------------|-------------|
| Oct..... | \$133,419.69 | \$116,093.09 | \$17,326.60 |
| Nov..... | 125,125.10   | 110,698.98   | 14,426.12   |
| Dec..... | 127,678.00   | 113,029.33   | 14,648.67   |

**The Toronto Railway Company's Annual.**

The report submitted at the 7th annual meeting Jan. 18 was as follows: The past year's business shows a net profit of \$404,738.80. From the profits of this year 4 quarterly dividends of 1% each have been declared, amounting to \$240,000, leaving, after deducting pavement charges, \$100,738.80 to be carried forward. The gross earnings for the year were \$1,210,618.24, an increase over the preceding year of \$133,005.71. It is gratifying to note that the monthly earnings have shown a steady increase throughout the year. It is also a matter of congratulation that the receipts from the operation of the Sunday car service have shown a steady & marked increase, the average receipts as compared with the period during which the service was in operation in 1897, showing an increase of \$367.24 per Sunday. The operating expenses for the year have been decreased from 48.8% of the earnings in 1897 to 47.4% in 1898.

The power plant, tracks, overhead structure & rolling stock of the Co. have received special attention & have been maintained in a high state of efficiency. The rolling stock

**INSURE IN**

**The Canadian Railway Accident Insurance Co.**

OTTAWA, ONT. A PURELY CANADIAN CO.

Authorized Capital - - \$500,000.  
Subscribed Capital - - \$175,000.

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HON. E. H. BRONSON, Treasurer.  
JOHN EMO, General Manager.  
JOHN P. DICKSON, Secretary.

We make a specialty of Railroad Employees Insurance, also issue all classes of personal accident insurance. Policies containing all the latest and up-to-date features at rates as low as consistent with safety.

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C. G. DIXON, G.P. & T.A., Spokane, Wash.



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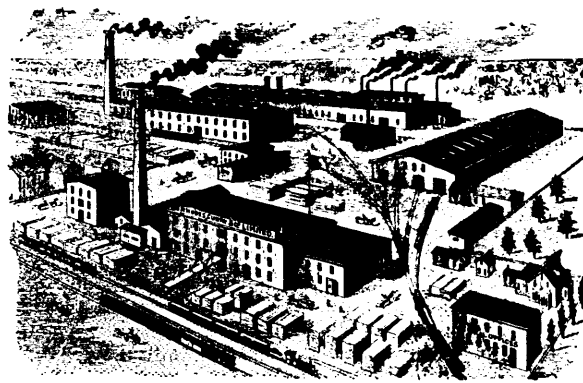
**STATISTICAL STATEMENT 1892-1898.**

| Comparative Statement.                      | 1898           | 1897           | 1896         | 1895         | 1894         | 1893         | 1892         |
|---|----------------|----------------|--------------|--------------|--------------|--------------|--------------|
| Gross earnings                              | \$1,210,618.24 | \$1,077,612.53 | \$997,273.20 | \$992,800.88 | \$958,370.74 | \$900,232.59 | \$820,098.49 |
| Operating expen's                           | 578,857.26     | 525,801.25     | 507,760.31   | 489,914.76   | 517,707.53   | 537,597.15   | 590,333.26   |
| Net earnings                                | 631,760.98     | 551,811.28     | 489,512.97   | 502,886.04   | 440,663.21   | 362,635.44   | 229,765.23   |
| Passengers carr'd                           | 28,710,388     | 25,271,314     | 23,537,911   | 23,353,228   | 22,609,338   | 21,215,010   | 19,122,022   |
| Transfers                                   | 9,287,239      | 8,169,022      | 7,354,895    | 7,257,572    | 7,438,171    | 8,477,147    | 5,592,708    |
| Percentage of operating expen's to earnings | 47.4           | 48.8           | 50.9         | 49.3         | 54.0         | 59.07        | 71.9         |

has been increased by the addition of 30 closed & 20 open motor cars, all of which were constructed at the Co.'s workshops, & in anticipation of increased business next summer, 40 additional open cars are being constructed. The Co.'s equipment has also been increased by the purchase of 70 electric motors & 30 improved steel trucks. The steadily increasing business necessitated the erection of additional feed wires in the Centre, Eastern & Western sections of the city. A car shed (capable of storing 60 cars) has been erected in the rear of the King Street car buildings, & a smaller shed for storage purposes was also erected on the Scollard Street lot. Considerable attention has been devoted to Munro Park, where a large pavilion was erected & the grounds much improved, & as a result, as shown by the increased earnings, the public appear to have appreciated the advantages of this park. The new general offices, which are very convenient & satisfactory, have been completed & are now occupied by the various officers of the Co.

**FINANCIAL STATEMENT YEAR ENDED DEC. 31, 1898.**

| ASSETS.  |                       |
|--|-----------------------|
| Road & equipment, real estate & buildings, including pavements & suburban lines. | \$ 9,852,415.17       |
| Stores in hand   | 26,525.80             |
| Accounts receivable  | 20,480.64             |
| Cash in bank   | \$105,823.48          |
| Cash in hand   | 12,254.31             |
|  | <b>118,077.79</b>     |
| LIABILITIES.   |                       |
| Capital  | \$6,000,000.00        |
| Bond—Tor. Ry. Co., 4 1/2% Stg.   | \$1,571,933.33        |
| Tor. Ry. Co., 4 1/2% Cur.  | 938,000.00            |
| Tor. Ry. Co., 6% Debentures  | 600,000.00            |
| Tor. & Mim. Elec. Ry. & Lt. Co.  | 100,000.00            |
| Tor. & Scar. Ry., L. & P. Co.  | 40,000.00             |
|  | <b>\$3,249,933.33</b> |
| Less Bonds not sold, & in hand for future requirements of the Co.                | 249,980.00            |
| Accrued interest on bonds  | 2,999,953.33          |
| Accounts & wages payable   | 54,396.60             |
|  | <b>69,687.98</b>      |



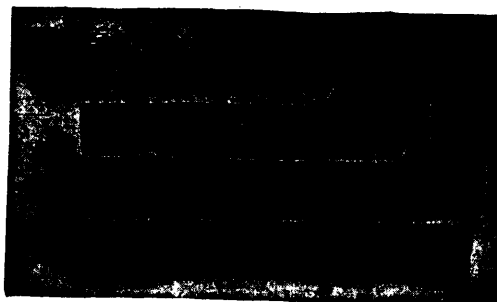
**Rhodes, Curry & Co.,**  
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**Railway and Street Cars**

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

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

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**SERVIS TIE PLATES**  
now made in Canada.

**F. E. CAME, - Montreal. Office—17 Place d'Armes Hill.**

|   |                        |
|---|------------------------|
| Unredeemed tickets.....                       | 11,148.61              |
| At credit of Injuries & Damage Ins. Fund..... | 8,058.04               |
| Dividend to payable Jan. 2, 1899.....         | 60,000.00              |
| Balance Profit & Loss.....                    |                        |
| As at Dec. 31, 1897.....                      | \$717,016.04           |
| Less directors' fees, 1897.....               | 3,500.00               |
|   | \$713,516.04           |
| As at Dec. 31, 1898.....                      | 100,738.80             |
|   | 814,254.84             |
|   | <u>\$10,017,499.40</u> |

|  |                      |
|--|----------------------|
| INCOME ACCOUNT.  |                      |
| Dividends nos. 7, 8, 9 & 10.....   | \$240,000.00         |
| Pavement charges.....  | 64,000.00            |
| Balance.....   | 100,738.80           |
| Income, over & above all expenses & fixed charges, to Dec. 31, 1898..... | <u>\$ 494,738.80</u> |

The old board of directors was re-elected & organized as follows: President, W. MacKenzie; Vice-President, J. Ross; other directors, Hon. G. A. Cox, W. D. Matthews, C. E. L. Porteous, F. L. Wanklyn & J. Gunn.

The directors have accepted the resignation of Laidlaw, Kappelle & Bicknell, the Co.'s solicitors. J. Bicknell is acting solicitor pending an appointment.

There is no doubt the T. R. Co. & its affiliated companies will provide a trolley market freight service for Toronto, & that a system of radial electric railways will be in operation west, north & east within a very few years.

The result of the decision of the board of county judges in the assessment of the Co. for poles, rails & wires has been to reduce the assessment in wards 2 to 6 inclusive from \$511,520, as returned by the assessor, to \$66,060. The assessment for ward 1, which has been appealed to the Superior Court, if the decision will remain at \$84,860, but if the decision of the board of judges in the other wards is upheld it will be reduced to \$12,123. As a partial offset to these reductions the assessment on the Co.'s machinery & plant in the power house was increased by \$119,000. The Co. has 86.87 miles of rails, wires, &c., in the city, of which 13.47 are in ward 1.

In the Police Court case against the Co. for refusing to put rear vestibules on its motor cars the magistrate imposed a nominal fine of \$5 & costs & granted a reserve case, on the understanding that the matter would be proceeded with before the higher courts as soon as possible. Mr. Bicknell, for the Co., will appeal against the conviction before a County Judge, & if the conviction is sustained there he will take his reserve case to the Court of Appeal.

The notorious E. A. Macdonald has given notice of application to the Ontario Legislature for an act to amend and interpret the Co.'s act of incorporation in a number of ways.

**Ottawa Electric Railway Company.**

Following is the 5th Annual Report, for the year ended Dec. 31, 1898, submitted at a meeting of shareholders, Jan. 30.—The statement for the year shows a net profit of \$72,643.15. From the year's profits 4 quarterly dividends of 2% each have been declared, amounting to \$65,184.00, leaving after deducting all expenses, including mileage payment & interest on bonds, \$7,459.15 to be carried forward to the credit of profit & loss. The amount to credit of Profit & Loss Account is now \$74,984.44. The gross earnings for the year were \$231,802.06, an increase over the preceding year of \$8,000.39. The receipts showed a steady increase each month throughout the year. There was an increase in snow clearing expenses of \$8,000, the total snow expenses for the year having been \$12,867.16. The winter was an exceptionally severe one. The operating expenses for the year were 56% of the earnings.

The tracks, rolling stock, power plant & overhead structure have all been maintained in an efficient manner, & expenses in connection with their maintenance have been paid

out of the year's receipts. Special care has been given to the repair, painting & cleaning of the cars, & it is pleasing to note that their condition is subject to favorable comment by the Co.'s patrons. It has been the aim of the Co. to afford a high-class service, excelled by any other; & the favorable remarks made by the press & public of this & other cities, indicate that the Co.'s efforts have been appreciated. Particular attention has also, as in former years, been given to the appearance & conduct of the conductors & motormen. During the year 6 open & 6 closed cars have been added to the rolling stock. A loop has been put in at the C.P.R. station, & connections have been completed at the Chaudiere & Hull for handling freight cars. The outlook for large development in both passenger & freight traffic is very promising. On Jan. 2, 1899, a plebiscite was taken by the city on the question of Sunday cars, which resulted in a large majority in their favor, & the Co. is now taking steps to carry out the decision of the people. Legislation to this end will be applied for.

STATISTICAL STATEMENT, 1892 TO 1898.

|  | 11 Mos. to May 31, '92 | 12 Mos. to May 31, '93 | 12 Mos. to May 31, '94 | 12 Mos. to May 31, '95 | 7 Mos. to Dec. 31, '95 | 12 Mos. to Dec. 31, '96 | 12 Mos. to Dec. 31, '97 | 12 Mos. to Dec. 31, '98 |
|--|------------------------|------------------------|------------------------|------------------------|------------------------|-------------------------|-------------------------|-------------------------|
| Gross receipts.....                                | \$71,698.99            | \$110,071.67           | \$129,484.02           | \$193,991.36           | \$128,173.98           | \$212,103.85            | \$223,801.67            | \$331,802.06            |
| Total expenses.....                                | 45,199.80              | 70,221.25              | 83,324.64              | 122,335.67             | 173,984.48             | 144,360.24              | 151,462.04              | 159,158.91              |
| Net profit.....                                    | 26,499.19              | 39,850.42              | 46,159.38              | 71,655.69              | 54,190.50              | 67,743.61               | 72,339.63               | 72,643.15               |
| Passengers carried.....                            | 1,520,405              | 2,394,504              | 2,797,281              | 4,119,084              | 12,823,173             | 4,583,225               | 4,762,082               | 5,133,938               |
| Percentage of Operating expenses. To receipts..... |                        |                        |                        |                        |                        |                         |                         | 56                      |

† 7 months only. The Co.'s year was changed to correspond with the calendar year.  
\* Increase owing to extra cost of snow clearing.

|  |                       |
|--|-----------------------|
| ASSETS.  |                       |
| Road-bed & equipment, water-power property & plant, real estate & buildings..... | \$1,138,394.98        |
| Accounts receivable.....   | 2,849.26              |
| Cash in office & bank.....   | 9,671.20              |
| Discount unearned.....   | 4,965.00              |
|  | <u>\$1,156,880.44</u> |
| LIABILITIES.   |                       |
| Capital Stock.....   | \$814,800.00          |
| Bonds, 4%.....   | 250,000.00            |
| Dividend no. 18, payable Jan. 2, 1899.....                                       | 16,296.00             |
| Balance of Profit & Loss Account carried forward.....                            | 74,984.44             |
|  | <u>\$1,156,880.44</u> |

|  |                      |
|--|----------------------|
| PROFIT & LOSS ACCOUNT.                   |                      |
| Balance at Credit Dec. 31, 1897.....     | \$67,525.29          |
| Net profit year ended Dec. 31, 1898..... | 72,643.15            |
|  | <u>\$ 140,168.44</u> |

|                                |                     |
|--------------------------------|---------------------|
| Dividends 15, 16, 17 & 18..... | \$165,184.00        |
| Balance at credit.....         | 74,984.44           |
|                                | <u>\$140,168.44</u> |

The Co. is prohibited from running its cars on Sundays by the Ontario statute, passed in 1897, which forbids the running of Sunday cars except it be to keep the track clear of snow & ice or for other acts of necessity or charity. The specific exceptions contained in this act in favor of companies that operated on Sundays prior to April 1, 1897, or that possessed the rights of Sunday operation, do not apply to the Ottawa Co. The Co. has given notice of application to the Dominion Parliament for authority to run cars on Sunday and for the repeal of the last 3 lines of sec. 6 of chap. 53 of the statutes of Canada, 1892. This chapter is the Co.'s act of incorporation which was obtained from the Dominion Parliament instead of the Ontario Legislature because the railway is interprovincial, the terminus of one of its lines being in Hull, on the Quebec side of the river. While Federal incorporation was obtained, and while the railway, though a purely local concern, was declared to be a work for the general advantage of Canada, care was taken to so frame the bill that the Co. would not be relieved of obedience to the laws of the Provinces in which it operated. The act provides that "the operation of so much of the Co.'s line as may be within Ontario by any new or additional powers conferred by this Act shall be subject to the statutes of Ontario in force from time to time in relation to street railways, & the operation of so much of the line as may be within Quebec by any new or additional powers conferred by this act shall be subject to the statutes of Quebec in force from time to time in relation to street railways." The Co. will ask to have these restrictions removed, & it is expected to succeed in doing so.

The Co. also gives notice of application to Parliament to authorize it or to confirm its power to extend its line to Bell's Corners & elsewhere in the Township of Nepean & in the Township of Gloucester.

**SHIPPING MATTERS.**

**Sir Wm. Van Horne on the Atlantic Service.**

Sir Wm. VanHorne was entertained at the Garrison Club, Quebec, Jan. 14, by about 75 of the leading public & business men of the city, & made a most important speech in reference to the Atlantic steamship service. He prefaced his remarks by reading two extracts from reports by the C.P.R. Co.'s Foreign Freight Agent, J. Corbett. The first was as follows:—

"It is to be regretted that the steamship companies at the port of Montreal are so short-sighted in failing to take advantage of controlling such enormous quantities of good paying traffic via the St. Lawrence route during the summer, & from a Canadian port during the winter. I have done all I could to get the steamship companies to reduce their rates to those current from Baltimore & Philadelphia, but their excuse is that the Baltimore & Philadelphia lines have not the same advantage as the lines running from this port for obtaining high-class traffic, which is so abundant here, & are, therefore, dependent on such traffic as you are in a position to give them for the loading of their steamers. I trust when you are abroad this winter you will be able to negotiate a satisfactory service for the handling of this traffic from this port, & certainly the officials of this Co. will do all they can to co-operate with you in every pos-



sible manner, & further your interests in this direction."

The second extract was as follows: "In considering a remedy for the disabilities under which the Canadian railway companies exist in the exportation of their traffic during the summer season, it seems to me we must have a controlling interest in the ocean transportation, either by traffic arrangement or otherwise, via Montreal, & if the facilities of this port will not permit of new steamers & lines, then we must look to Quebec, which affords certain strong inducements, viz.: The close interchange of all classes of traffic between rail & ocean carriers, saving in cartage, the continuous interchange of traffic at all hours, the lengthened season of navigation."

Sir William also read a letter from F. H. Clergue, President of the Sault Ste Marie Pulp & Paper Co. as follows: "I enclose a copy of a letter received from Foreign Freight Agent Corbett, from which you will learn that on account of the impossibility of obtaining freight room for our pulp from Montreal we are obliged to fill our foreign orders by shipment from Baltimore, Philadelphia & New York. The output of our mill no. 1 is 1,000 tons daily. Mill no. 2, which will be ready to start up on Jan. 1, has an equal capacity. I need not point out to you the fact that this business, equal to 15 to 20 cars daily, is of too great magnitude to leave transportation subject to the chances of the present inadequate facilities offered by the Canadian trans-Atlantic lines. Canadian railways, in the proportion of their mileage to their traffic, are giving their patrons better facilities & lower rates than any other railways in the world. With such internal facilities & such magnificent & varied resources as the rest of the world are just discovering to exist here, the one essential thing lacking to promote progress in Canada in all lines of development is better means of international communication by sea from Canadian ports. Modern freight carriers of large capacity & economical operation should be provided in order that the ship owner may be able profitably to carry freight at the rates of United States ports. I beg of you to consider if anything can be done, either by exciting the livelier interest of the Government or otherwise to improve these conditions. Let us not delay. In the special industry in which I am engaged, several millions of dollars can be brought into Canada & several thousand operatives permanently employed if the product can be exported all the year round at the ocean rates prevailing at U. S. ports. At present the rate is  $\frac{1}{4}$  to  $\frac{1}{2}$  higher than that paid to reach the same market by the U. S. competitors who have without let or hindrance obtained their pulp wood from Canadian forests."

"What," asked Sir William, "was Canada doing about the grain trade. Last year Manitoba produced 30,000,000 bushels, but nearly all of this was going by U. S. ports. In 1897, for 1 bushel of Manitoba grain that went from Canadian ports, 5 went via Buffalo.

A great deal was being said about the deepening of canals & improving the interior arrangements for transportation. What Canada needed most of all, however, was better ocean facilities from its own ports. The means of exporting by our ports were altogether inadequate. We have increased the hopper without enlarging the spout."

He proceeded to point out that the ocean charges from Canadian ports are enormously high. He quoted figures, comparing the difference in the steamship charges from Boston in support of this. These figures, roughly speaking, showed in butter & cheese a difference of 50%. It was impossible to compete successfully for trade on this basis. Besides the added cost of transportation was a tax upon the producers of the country. "If the people of Canada knew what they are paying for ocean transportation they would rise up in rebellion," declared Sir William, most emphatically.

"The inadequate character of our ocean facilities is, continued the speaker, driving trade away from the country. Not long ago the C.P.R. was horrified to discover that it had 25,000 tons of freight between St. John & Minneapolis, without a vessel in sight to carry it abroad. The antiquated carriers were overdue several days & some," added Sir William, "had drifted ashore. What could be done in such a case? It became necessary to make immediate arrangements to ship the freight at U. S. ports at an immense loss. On that occasion some of the freight was being carried from Minneapolis to St. John & when the shippers found it could not be expeditiously handled they lost faith in the Canadian route. It is necessary for us to rehabilitate ourselves if we are to get a share of this trade & hold our own." The most profitable freight carriers to-day are enormous vessels. Not long ago, Sir William saw the Coptic, a White Star freight vessel, at New York, loading from barges, 10 deep all around. It seemed as if the produce of a continent were going into the great black hole. As a matter of curiosity he enquired the extent of the cargo. He found that it represented 16,500 tons. In the round trip, the vessel's profit was \$75,000, & in 14 months its cost was written off. That is the way Canada must do business to keep up with the times.

Sir William said: "There is nothing I desire more to see Canada have than the very best Atlantic passenger service that capital & science can give it. What Canada requires is a fast ocean passenger ferry service. The day has gone by for mixing trains, & it has also gone by for mixing the ocean passenger & freight services. Don't let anybody humbug you with 19 $\frac{1}{2}$  & 19 $\frac{3}{4}$  knot vessels. We must have the very best & the very fastest."

"From what ports?" asked one of the audience.

"From Quebec in summer & Halifax in winter. I have long realized that, while heavy freight will go on to Montreal in summer just as it will go on to St. John in winter,

because it is an advantage to get in further inland, that at the same time Quebec would be the summer port for passengers, and Halifax the winter port, because they will take the shortest route." Sir William said that it was necessary if the trade of Canada was to be preserved that all these ports should pull together. He well knew that in the past when Halifax was mentioned there were people in St. John ready to throw icebergs in the way, & that when St. John was spoken of there were those in Halifax to conjure up fogs. It was the same, he feared, with regard to Montreal & Quebec. But he believed that the interests of all were identical. Local feeling must be forgotten & a united effort made to restore & develop the trade of Canada.

"While it was perfectly true that the C.P.R. with its far-reaching connections, was probably the best fitted to provide the fast Atlantic service, it had no objections to offer to any other organization that was capable of doing so taking hold of it. Sir William said he had written to the Allans & the Dominion line encouraging them to go on with the project & offering to co-operate with them. But it seemed to him that they were never interested in the matter except when somebody, with a serious intention to provide the service, turned up at Ottawa. Then they became interested for a time. The mention of the C.P.R. in connection with any matter always led some people to oppose it on the ground that the C.P.R. has already got too much. He did not see on what ground they based that assumption. Every obligation, either moral or legal, of the C.P.R. to the country or to anybody in the world had been fulfilled to the letter. In fact it has always done better than it had agreed to do.

"I have sometimes been accused of building castles in the air," said Sir William. "Let me try now & build you some air ships. I would provide Canada with a better ocean service than exists anywhere else in the world. They would be," he added, "as much ahead of the present U. S. Atlantic lines as the vessels we have on the Pacific are better than the lines the U. S. have upon the Pacific. They would be the fastest, the most sumptuous, the most comfortable vessels afloat. The result of this policy in the Pacific, is that although there are 18 U. S. vessels there, the 3 C.P.R. vessels do more business than all the rest combined. This," he added, "would give Canada the most magnificent advertisement possible. For such a service the country could afford to pay a million dollars."

Proceeding to give further details of his plan, Sir William said: "The C.P.R. would put on a train from Euston Station, London, to Liverpool, that would astonish the world. At that station he would sell a ticket from London to Hong Kong or to Australia by the C.P.R. The passengers would be absolutely guaranteed connections right through. At Liverpool the C.P.R. would take them & bring them to Quebec. The Pacific vessel would wait until it made connections with the

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**Printing Co.**  
THE RECOGNIZED LEADING... LIMITED  
**RAILROAD AND STEAMSHIP PRINTING**  
HOUSE OF CANADA  
FOR ESTIMATES AND SAMPLES, ADDRESS  
RICHARD SOUTHAM, MANAGER, TORONTO

**Engine Packing**  
**Magnesia Pipe Covering**  
**Oils and Grease**

**WILLIAM C. WILSON & CO., 24 Front Street East, TORONTO.**

express across the continent. The C.P.R. would double its service on the Pacific so that every week there would be a vessel either from China or from Australia. It is impossible to increase the service now, owing to the difficulty of booking passengers from the west through to Europe by U.S. ports. When this is provided Canada will be the highway of the world. Follow the line of through travel & you follow the line of great progress."

Sir William, continuing, said that any fast Atlantic project would have opposition from two sources. The G.T.R. is now largely interested in Portland, Me., & would regard with hostility an all-Canadian route. Its influence would certainly be felt against the proposition. He did not consider, however, that the true interests of that company were against a Canadian route. The present management, which he did not wish to criticise, was doing its best to lift the property out of a hole. He had nothing to say regarding its policy. He called attention, however, to a statement by Mr. Hays, in an interview with a Montreal reporter, published on Thanksgiving Day, in which he said that one of the things Canada had to be thankful for was that the company's new elevator at Portland was taxed to its fullest capacity (laughter). Another influence that would be against the project would be the existing companies.

"It was said by some that a line would not pay. "If that is true," replied Sir William, "I would have it anyway, because it would be the best possible advertisement of the country. But it is not the case." He pointed out that our five million Canadians equal in their travel abroad fifteen millions of people in the U.S. Besides this, Canada had the Western States to draw upon, & their trade would grow every year. Moreover, we would have through business. Each week the Pacific steamers of the C.P.R. would bring in from 50 to 80 passengers bound for Europe, & this would be the nucleus of the fast Atlantic passenger trade." In conclusion, Sir William said that perhaps he had been a little indiscreet, & had gone further than he intended to, & said the C.P.R. would be glad if any organization would take hold of the service in a business-like & efficient way, & would willingly co-operate to make it a credit to Canada.

Hon. R. R. Dobell, who followed Sir William, said he had lived in Quebec long enough to have shown that he was true to its best interests. In regard to the fast Atlantic project, he asked his friends to have patience with him & with the Government, & they would in the end give every satisfaction. Before Petersen, Tate & Company took the contract for the service, he had submitted the project to Sir Wm. Van Horne, & that gentleman had expressed his approval.

Sir William—Quite right.

Mr. Dobell was glad to hear this endorsement. Nobody regretted more than himself the failure of Petersen, Tate & Co. But it was due in part to the fact that Mr. Petersen had shown himself to be a weak man. When the failure was realized he (Mr. Dobell) had said to his colleagues: "It is no use crying over spilt milk. Let us get to work right off & endeavor to secure a still better service." He for one still had perfect confidence in the type of vessels he had favored. They had been approved by the British experts. While he did not consider it practicable for a fast passenger service to carry heavy freight, he held the view that there should be accommodation for cold storage & express freight. He had just returned from England, where he had been endeavoring to secure such a service. He believed he was in a position now to absolutely declare that such a service would very soon be obtained, but further than that he could not go. Canada must not only have the very best vessels afloat as regards accommodation, but they must be unsinkable

ships. They must be so constructed as to absolutely guarantee that no such accident as occurred to the Bourgogne would happen to them. He believed the hulls should be constructed in 14 water-tight compartments. Mr. Dobell could not say whether the service should stop at Quebec in summer or not. The contractors, he thought, would have the opportunity of choosing Montreal or Quebec.

As to the natural advantages of this port he had no doubt. The time, he believed, was rapidly coming when there would be winter navigation at Quebec. To that end the Government was proceeding to put permanent light-houses in the Traverse in place of the movable lightships. In conclusion, Mr. Dobell said he was glad that the C.P.R. was ready to co-operate with any company that gave the fast service, for which he was now entering upon a new campaign.

### Shipping Revival at Quebec.

It is stated in Quebec that arrangements have been completed for the establishment of a new line of ocean freight steamers which will make Quebec their terminus. The line will be inaugurated in 1900, & will be operated in conjunction with the Great Northern Ry., which is projected to connect with the Canada Atlantic. Steamers of immense capacity have been chartered to run between Duluth & Parry Sound. The belief is that the U.S. traffic in grain which lately congested the port of Buffalo will contribute enough to make an important addition to the trade of Quebec, & in part so revive the languishing business of the port as to make it once more an important Canadian outlet. The project is the outcome of the new activity which has developed in the old historic show town. Great changes are taking place daily, which go to show that Quebec is preparing to take its place in the struggle for commerce which is going on between the ports on this side as well as on the other side of the Atlantic.

Two factors have contributed to stimulate the ambition & arouse the hopes of Quebec. The more important of these is the enlargement of the ocean carriers. Twenty-five years ago, when the bulk of ocean freight was moved in sailing vessels, Quebec was a busy, thriving port. But the general application of steam carried the trade by its doors, & took it to Montreal. The tendency to-day to larger ships, which are unable to safely ascend the river so far as Montreal, threatens to transfer the trade of the St. Lawrence to U.S. ports unless vigorous efforts are made to secure a well-equipped deep-water terminus on the St. Lawrence. It is to meet that need that Quebec is to-day bestirring herself. The other factor in the situation—the deepening of the Canadian canals, which is to be completed next year to 14 ft.—promises to bring from the lakes to the seaboard a larger trade, in which Quebec expects to have a share. For these reasons a revival of the maritime importance of the place is confidently expected, & Quebec counts upon the trade which it has lost being returned with interest.

It is rather remarkable that the oldest part of the Dominion should have awaited so late in the day to be open for settlement. Yet at the back of Quebec, stretching north & west, there is a country that is new to the settler. This district, which until a few years ago was thought to be useless for agricultural purposes, now has some of the best farms in the province. Last year it attracted 1,300 new settlers. It has been opened up by the Quebec & Lake St. John Ry. It contains 6,500 square miles of agricultural land, or 4,000,000 acres. In this immense area are already scattered 40,000 persons, whose numbers are being largely augmented by immigration each season. On the railway which traverses the dis-

trict seven million dollars have been spent. Last year it carried 153,000 passengers, & 199,000 tons of freight, & this year there was an increase of about 20%. No company has a more complete system of looking after immigrants than the Q. & L. St. J. It sends literature & lecturers throughout the continent, & immigrants are carried by it free to their destination. In the past the overflow of population of older Quebec has gone in the direction of the U. S. To-day it is being diverted to the Lake St. John district, & the population is being swelled by the repatriation of exiled Canadians. There is, in fact, growing up in this hitherto neglected country a new province.

The pulp & paper industry have had a great deal to do with the opening of this New East. The clearing of a farm is no longer a loss of time & labor to the settler, but a source of remuneration. In fact, under present conditions the settler makes as much from his first harvest of wood as from any the soil may subsequently yield at his invitation. He has, moreover, a market at his doors for his product. At Chicoutimi there is a mill now shipping three cars of pulp a day. All along the line are mills turning out lumber & railway ties, which give employment in the woods & elsewhere to 6,000 men. There is to-day not one idle man in the Lake St. John district, & it is difficult to get the labor required there. North-east of Quebec, in the country opened up by the Great Northern railway, hamlets, villages, & towns are springing up rapidly around the industries that are being established. Every man in St. Raymond is busy cutting & hauling square timber for the Quebec harbor works, for which 200,000 sq. ft. have been ordered. That place is also turning out a similar quantity for the dam for the Jacques Cartier Electric Power Co. At Grandmere \$2,000,000 has been expended by Canadian & U.S. capitalists in the erection of great paper & pulp mills, employing 1,100 hands, which are shipping largely to the London market. A town of 2,500 has sprung up around the industry. A few miles further west, at Shewenegan, a Boston company is preparing to spend \$4,000,000 in paper & pulp mills. Some 70 to 80 miles of railway have yet to be completed, which, it is rumored, will be done next summer, & Quebec will have direct rail connection with the big paper & pulp establishment projected at Hawkesbury. It is predicted that when the new steamship service is in operation it will command a large traffic from these industries, as well as from the rapidly-growing Lake St. John district.

Quebec will always be handicapped as an ocean port until it has railway communication with the South shore. The fact that the port can be kept open much later in the season than Montreal would before now have made it the outlet for grain were it not for the fact that when the season ends, the grain in store would be tied up in Quebec for the winter. If it could be carried into St. John & Halifax this drawback would be obviated. Hence all parties in Quebec are united as to the necessity for the bridge. The undertaking will cost \$3,000,000. The Federal Government is pledged next session to put through a vote of \$1,000,000 for the bridge. The city is expected to give \$500,000, the province \$500,000, & the balance is to be raised by private subscription. When the bridge is completed Quebec expects to draw the trade of the large and growing district to the south of it, which at presents finds its outlet in U.S. ports. There are many practical men in Quebec who maintain that the port could be kept open all winter. It is altogether likely that an experiment will be made next year to test the practicability of the scheme. The St. Lawrence below the Isle of Orleans, about 30 miles from Quebec, is undoubtedly open the whole year, except a week or so in the spring, when the river is

discharging its ice into the gulf. Between the Isle of Orleans & Quebec is the doubtful locality, where there is during the winter a good deal of loose ice from the river above Quebec. It is believed, however, that this is not sufficient to render navigation impracticable, & that it would be a simple matter to keep the route open. At all events, the season of navigation could be extended very materially without encountering any ice in the river. The near prospect of these improvements, the early completion of a new trunk line to the west, with a special line of steamers, the opening of the district behind Quebec, with the development of the paper & pulp business, as well as agriculture, to sustain it, are causing this historic city of Quebec to strike a new gait, which promises to bring it well to the front in the march of progress.

### The Routes to the Yukon.

In lecturing in Toronto recently, F. C. Wade, Crown Prosecutor for Yukon Territory, after referring to the hardships endured by those who had packed their outfits over the passes, said:—"But like the old Cariboo road, with its history of trials & hardships which we now gaze upon with wonder from the windows of a C. P. R. palace car, these trails with their rough & hair-breadth escapes, will soon be a memory only. An overhead trolley has been built across the Chilcoot Pass, from Sheep camp to Crater lake. A medical friend of mine last fall took a passage in one of the buckets. Seated in this novel conveyance, smoking a cigar, he was the very picture of comfort. The passenger who next season glides pleasantly up the Skaguay trail by the White Pass Ry. will fail to recognize the change which enterprise has made in the face of nature."

Bennett, which is 35 miles over the White Pass from Skaguay at tide water, Mr. Wade described as a great shipbuilding yard last spring, when at one time there were on the shore of the lake, 3,000 boats ready for launching; boats made of whip-sawed & mill-sawed spruce, to be propelled by heavy spruce oars & what sails could be had. In these the gold hunters navigated Lakes Bennett, Nores, Tagish marsh, & Labarge for a hundred miles; then 400 miles of river travel to Dawson. Now steam boats have superseded all this. Mr. Wade says last spring the experiment was tried of running a small steamer from Bennett to Dawson, over the lakes, through Miles canyon, down the White Horse rapids, & among the rocks of Thirty-mile river. It was an entire success. The horse tramway past the canyon, & around the White Horse was completed. Half a dozen steamers were at once put on the route, & through navigation, with a change of boats at White Horse, was speedily established. In the fall a large river steamer was placed on the lower end of the route, from White Horse to Dawson. Many of the steamers that came up from St. Michael to Dawson last summer will be placed on the upper river. The navigation of the Upper Yukon, from the passes to Dawson, is an established fact, & is destined to supersede in a large measure transportation on the lower river from St. Michael, & transportation by small craft as well. The removal of a large number of sunken rocks from Thirty-mile

river, the construction of a safe channel through White Horse rapids, & some minor improvements at Five Finger rapids, would bring navigation on the Upper Yukon to a state of perfection.

"This navigation established, the traveller need no longer contemplate weeks of the varied labor of tugging at a big spruce oar with blistered hands, continuous 'baling out' & a broken back, the daily launching of a spruce monster, & the nightly beaching of the same, with the everlasting loading & unloading of several tons of cargo. The gales rattling down on Bennett through the Chilcoot funnel, the hurricanes from Windy Arm on Tagish, & the huge swells of Labarge will be divested of their terrors. The White Horse, which already boasts 30 or 40 victims, & the Thirty-mile river need be feared no more. A few hours of railway travel over the White Pass & a three days' run by steamer over the bosom of a beautiful chain of lakes, among scenery Alpine in its grandeur, & down a swift running sinuous river, past mountains, through mountain chains, under lofty banks & sand hills, past thickly-wooded terraced flats, past headlands, cliffs, & escarpments of fantastic majesty & beauty, will bring the traveller to his destination, without hardship, without effort even. In the same journey months were formerly often occupied, and thousands were forced to return home without crossing the passes."

### Danger to Great Lakes Levels.

J. McMullen, M.P. for North Wellington, recently spoke of the danger to the Canadian lake levels from the construction of the Chicago drainage canal, which will soon be completed, & pointed out that in any scheme for the deepening of the Georgian Bay harbors the influence of this work on lake levels must be considered. When the St. Clair flats were deepened a number of years ago, the increased flow of water reduced the lake levels in the upper waters by almost 3 ft. In the case of the drainage canal which would turn a large part of the outflow from Lake Michigan into the Mississippi, instead of the St. Lawrence system, the danger was very real. It would probably lower the water level on the Georgian Bay a foot or more.

From a report of the U.S. engineers it appears that the drainage canal was constructed under a State charter, & that the U.S. will have no jurisdiction until the canal becomes navigable water. The outflow by the canal will be very great. It was originally projected with a width of 250 ft. & a depth of 20 ft. The width as actually constructed is, in places where rock was met, 125 ft. The flow will be 10,000 cubic ft. per second. The Niagara flow is 260,000 cubic ft. per second. The taking away of this amount of water now reaching the ocean by the St. Lawrence will materially diminish the flow over Niagara & lower the lake levels, especially the level of Lake Huron. It is Mr. McMullen's belief that the Dominion Government should at the earliest moment serve notice upon the U.S. Government that a material lowering of lake levels following upon the opening of the drainage canal would be regarded as a cause for a claim for damages on the part of the Dominion.

### Atlantic Transportation Co.'s Failure.

No marine failure of recent years has been so stupendous as that of the Atlantic Transportation Co., which went into receivers' hands recently. This Co. made contracts to transport coal from Newport News to New England ports at a very low figure. Lately it met with severe losses in the wrecking of several boats. The Co. was incorporated under New Jersey laws in 1897, with a capital stock of \$3,000,000 to transport merchandise & coal. It purchased a fleet of 27 vessels, consisting of 1 steamship, 3 tugs & 23 barges, & leased or chartered a fleet of 40 other vessels, which were on the inland lakes. All but 10 of these vessels were taken by way of the St. Lawrence River to Newport News. Owing to the lateness of the season, 10 of the vessels were left on the St. Lawrence River above the rapids. The Co. expended \$150,000 in securing the charters & transferring the vessels to the coast. The business of the Co. has of late consisted almost exclusively of transporting coal delivered to the Co. at Newport News by the Chesapeake & Ohio Ry. The liabilities are in the neighborhood of \$1,000,000. The assets consist of 24 purchased vessels, valued at \$900,000, and worth at forced sale \$613,500, interest in chartered vessels & office furniture, \$2,000. All the purchased vessels are encumbered.—Nautical Gazette.

Owners of lake vessels under charter to the A. T. Co. seem to feel no particular uneasiness over the announcement that receivers have been appointed. It has been the practice to make payments of charter rentals monthly in advance, & the owners have received the checks for Jan. The fact that these were signed by the Chesapeake & Ohio Coal Co., the principal company with which the A. T. Co. has contracted for the transportation of coal, indicates close relations between these two concerns & close relations also with the C. & O. Ry. Co. Officials of the Cleveland bank through which all checks are paid incline to the opinion that the application for receivers was made simply to facilitate certain difficulties in the administration of the property. W. A. Hawgood, a Cleveland vessel owner, has gone to New York to investigate. There is little doubt that if the lake vessels are not retained by the A. T. Co. other profitable occupation will be found for them, at least for the steamers & the better class of barges, as it is generally understood that vessels of this kind are wanted on the coast. The task of bringing all the barges back to the lakes would, of course, be a difficult & expensive one.—Marine Review.

A Kingston, Ont., wrecking company is said to have a claim of \$4,000 in connection with taking some of the steamers down the St. Lawrence. The 10 laid up at Coteau will be attached for the claim.

It is said the North German Lloyd Steamship Co. has arranged to run a Pacific line, with Seattle, Wash., as the American terminus.

The Laurauda has been sold at auction at Seattle, Wash., to S. G. Simpson for \$25,100, which was \$100 higher than the bid of Tacoma parties, represented by Hugh Wallace. This is the last of the ocean fleet of the Boston & Alaska S.S. Co.

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**Klondike M., T. & Transport Co.**

Sir Chas. Tupper presided at the first annual general meeting in London, Eng., recently. In moving the adoption of the report, he expressed regret at the unfortunate circumstances which had led to their trading & transport operations being less successful than they had hoped. This was owing to the unusually open weather preventing the formation of ice on the Stikkeen River. It was only after much inquiry that the directors decided upon adopting the Teslin Lake route to the Klondike, & had the weather been anything like what it was in the previous seventeen winters, there was every reason to suppose that things would have gone on as they had anticipated. He might say that the Canadian Government adopted the same route for transport purposes as the directors of this Co. The board availed themselves of the earliest opportunity of making an arrangement for redressing the position of the Co., and they associated themselves with Mr. Rattenbury & other gentlemen in an enterprise for organizing a line of steamers between Bennett Lake & Dawson City. That undertaking had proved successful. They learned by cable from Victoria that the net profits amounted to \$92,000, of which \$30,000 would be re-invested in posts. It was found to be important to establish communications during the winter by means of posts, & it was believed that that would prove a lucrative business. The net profit of \$92,000, made by a company in which they possessed a very large interest, was equal to about 30% on the whole of the issued capital of that company.

**Toronto Harbor Improvements.**

The Commissioners are taking steps to secure such improvements to the harbor as are necessary to meet the requirements of the increased traffic consequent on the deepening of the St. Lawrence canals to 14 ft. of water, which is expected to be completed next year. K. Tully, Engineer to the Commission, & C. H. Rust, City Engineer of Toronto, have agreed on the following improvements as being necessary & that they should be commenced without delay:—

The southern portion of the piers of the eastern channel to be extended to 18 ft. of water below the datum gauge at the Queen's wharf, and the channel between the piers to be dredged to that depth, so that a vessel drawing 14 ft. of water can enter the harbor at all times.

The river Don to be diverted by the Commissioners' cut, across McNamee's cut into the deep water, or pond in Ashbridge's bay, & a dam constructed across the river Don west of the Commissioners' cut, to prevent any further deposit from the river Don injuring the harbor.

A trunk sewer to be constructed from Bathurst st., along the line of Front st., east of the river Don, into which all the main sewers of the city should discharge their contents, to be finally emptied into the deep water of the lake, or pumped on land to be treated by intermittent downward filtration, chemical precipitation, or the ferrozone & polarite process.

A deputation from the City & the Commissioners will wait on the Dominion Minister of Public Works at an early date in reference to the matter.

Montreal will have a much better service with Germany next season. For some time the Hamburg-American Line has felt that it should put on more vessels, but it could not get them. A number of its new vessels will be in shape by the beginning of the season, & it will give a 10-days' service instead of two weeks. All the vessels will be the same size as the huge cargo carriers that it has had on the line in the past.

**Port Stanley—Conneaut Ferry.**

President F. H. Walker, of the Lake Erie & Detroit River Ry., issued the following circular Jan. 7: Commencing on Jan. 10, this Co. will take over by lease the property of the U.S. & Ontario Steam Navigation Co., & will thereafter operate the car ferry Shenango No. 1. The jurisdiction of the following officers of this Co. will be extended to include the above leased property:—E. C. Walker, Managing Director; J. H. Walker, Treasurer; W. Woollatt, Gen. Supt. & Traffic Manager; A. Leslie, Gen. Auditor & Accountant; S. Austin, Mechanical Supt. And until further advised, O. J. Hammon, Gen. Freight Agent; E. D. Comstock, Gen. Pass. Agent, will continue to act on behalf of the Car Ferry in their respective capacities, with offices in Carnegie Building, Pittsburg, Pa.

The Shenango No. 1, which was illustrated in our issue of Oct., '98, pg. 221, runs between Port Stanley, Ont., & Conneaut, Ohio.

**The Maritime Provinces.**

The str. Northumberland went off the Point du Chene-Summerside run in Dec. for the winter, after a capital season's business.

Nothing more has been heard of the English company which was said to be contemplating establishing steel shipbuilding works in N.S.

The str. St. Croix, of the International line, now makes but one trip a week between St. John, N.B., & Boston, the usual midwinter service.

The Dominion Government has had an examination made of Richibucto harbor, with a view to deepening the entrance to 19 or 20 ft. on the bar.

C. R. Burgess, Wolfville, N.S., & others, have been incorporated under the Dominion Companies Act as The Kambira Co., Ltd., capital \$28,800.

Tide tables for Halifax, Quebec & St. John, N.B., for 1899, have been issued in pamphlet form by the Tidal Survey Branch of the Department of Marine.

C. R. Burgess, Wolfville, N.S., & others, have been incorporated under the Dominion Companies Act as The Barquentine Skoda Co., Ltd., capital \$16,000.

S. C. & W. H. McCurdy, of Parrsboro, intend building a steamer at Spencer's Island, N.S., this winter. She will be 110 ft. over all, 23 ft. beam & 7½ ft. deep.

H. Elderkin & Co., Port Greville, N.S., are building a 300-ton schooner. Orders for schooners have also been placed with J. Smith & M. Young, of Lunenburg, N.S.

Digby Basin, N.S., saw more large square-rigged & three-masted vessels in 1898 than for some years past. Most of them loaded at Annapolis, but Digby got a good share. There appears to be a bright outlook in the South American lumber trade.

N. McNichol, naval architect, Glasgow, is acting as Inspector of the Department of Marine for the steamer which is being built at Dundee for the P.E.I. winter service. The last report received at the Department intimated that the frames would be all up by Dec. 30 last. No name has yet been selected for the steamer.

The Halifax Graving Dock Co. has let a contract to rebuild its no. 3 marine railway. When this is done, together with completion of rebuilding of the large railway now nearing completion, the whole plant will consist of no. 1 railway of about 3,000 gross tons capacity, no. 2 of 1,000 tons, & nos. 3 & 4, each with 2 cradles for small vessels.

Some of North Sydney's enterprising citizens are endeavoring to form a company to fit out a fleet of fishing vessels next year.

The Herald says:—"The fishing grounds are at our very back door, & surely if Lunenburg & Gloucester vessels find it profitable to prosecute our fishery, Cape Breton, with her easy access & good shipping facilities, should & would certainly find it more so."

The I.C.R. ferry str. Mulgrave, which runs across the Strait of Canso, between Mulgrave & Point Tupper, has been fitted with an electric light plant, which includes a powerful search light, two incandescent arc lights & about 40 incandescent lights. When the steamer reaches the wharves at Mulgrave & Point Tupper respectively during the night connection is made by which the stations & freight sheds are lit by incandescent arc lights, the power for which is supplied from the steamer.

No seizures were made by the Canadian fisheries protection cruisers on the Atlantic coast last season. This leniency of the authorities, it transpires, was not owing to the absence of infractions, but was prompted by quite another motive. It was considered inadvisable, pending the deliberations of the International Commission, to prosecute a too rigorous enforcement of our rights, & the cruisers contented themselves with a patrol calculated to obviate the commission of any large abuses.

The Dominion Atlantic Ry.'s str. Prince Edward has taken the Prince Rupert's place on the St. John, N.B.-Digby run. The new str. Prince George, which has now been on the Yarmouth-Boston run for over a month, is doing well, & has reduced the time considerably, leaving Yarmouth at dark & reaching Boston by morning. Her sister boat, the Prince Arthur, also built at Hull, Eng., had her trial trip Dec. 21. On a run of 300 miles she developed the remarkable speed of 20½ knots, which is somewhat faster than the Prince George did.

Capt. W. H. Smith, R.N., Wreck Commissioner, has filed his decision in his investigation into the loss of the steamer Express of the Yarmouth Steamship Co., off Bon Portage Island, Shelburne, last Sept. The accident is found to have been caused by the neglect of the Master Capt. T. Harding to take soundings to ascertain the depth of water as the steamer approached the island in a dense fog. His certificate is suspended for 3 months. The certificate of mate U. H. Lyons is suspended for 1 month for not calling the attention of the Master to the danger the vessel was in by this neglect to use the lead. Capt. Harding is at present in command of the steamer City of St. John. The Commissioner recommends that during the time his master's certificate is suspended Capt. Harding be granted a mate's coasting certificate.

R. G. Reid, owner of the Newfoundland & Western Ry., has let a contract for the building in Glasgow of 7 1st-class steel screw steamers. They will be built with a view to the future development of the services & not to the existing conditions. They are all to be finished exactly like the Bruce, both in their structure & interior fittings. They will be specially fortified to resist ice; they will have the very latest devices in machinery, & their equipment will include electric search-lights. One will have a carrying capacity of 1,100 tons gross, & is intended for the Labrador service. She will be pretty nearly the same size as the Bruce, have accommodation for 50 first-class & 100 second-class passengers, & will make fortnightly round trips between St. John's, Nfld., & the Labrador coast. The 6 others will be of about 600 tons each, being intended for the different bays, such as Notre Dame, Trinity, Bonavista, Placentia, the west coast in the Gulf of St. Lawrence, connecting with the railway at Bay of Islands, & along the south coast, from Placentia to Port aux Basques, the western terminus of the railway

system. Some of these boats will run weekly & others bi-weekly.

The Manhattan Steamship Co. has begun a new service between New York City & St. John, N.B. Steamers will run at first every 10 days, & afterwards the service will be increased to a weekly one. This Co. also expects to establish a regular line between New York & Yarmouth & Halifax. Speaking of the new service the Maritime Merchant says: "Quite a number of attempts have been made in the last 10 years to establish a line of steamers between New York & St. John. From one cause or another, the various lines attempting it gave up the business after a short trial. Once more the effort is being made, with steamers that call at some Maine ports en route. The Co. is a strong one, & confident that a permanent line can be established. In securing freight from New York to St. John, the steamers have to compete with schooners which go there with lumber & are sometimes very glad to get a return freight at low rates." The Co. has entered into a contract with the town of Digby, N.S., to build & equip an hotel there to accommodate at least 100 guests & to be ready for occupation by July 15 next. The town exempts the hotel & furnishings from taxation for 5 years, & gives free water for the same period.

### Ontario & the Great Lakes.

The Government cruiser Petrel is wintering at Goderich.

An excursion steamer 110 ft. long is being built at Kingston for Lake Champlain.

C. W. McCoolle, of Pembroke, Ont., is likely to have a passenger steamer built.

It is said Capt. Noonan, of Kingston, Ont., will have a steamer built at Westport, Ont.

H. Julian, tug owner, Port Dalhousie, was injured by being thrown from a vehicle recently.

Capt. Denisha is having a tug 60x14 ft., with a 40 h.p. engine, built at Kingston, for towing in connection with Dominion Government improvements.

J. G. Evans, a medical missionary, has had a steam launch built at Kingston, Ont., for use on the River Jordan, the Sea of Galilee & the Dead Sea. It is 30 ft. long.

Manager Foy has issued a very attractive calendar for the Niagara Navigation Co., containing excellent views of the steamers Chippewa, Corona & Chicora.

Lieut.-Col. Tisdale's project to connect Lakes St. Clair & Erie by a canal will again be before Parliament, notice of an application for legislation having been given.

Capt. Trowell of the steamer Ocean has issued a writ against the Wentworth Navigation Co. for \$5,000 damages. He was injured in an accident to the steamship.

Shipbuilding companies of the Great Lakes have under contract for next season 12 steel vessels, 8 of which are modern freight carriers, 2 passenger boats, 1 oil tank barge, & 1 large tug.

Kivas Tully, C.E., states that the indications of another winter season of low water is a very serious matter, as it will affect the canals. The depth is still 7 degrees below the zero line.

The Calvin Co., forwarders, etc., Garden Island, give notice of application to the Dominion Parliament for an amendment to their Act of Incorporation, so as to give them the exclusive right to the name of the Calvin Co.

The Collins Inlet Lumber Co., Toronto, is having a steel tug built there. Dimensions, keel 80 ft., beam 16 ft., depth 7 ft. Engines comp., dimensions of cylinders & stroke, 11, 20x14. One Scotch boiler. Approximate value, \$10,000.

Capt. Reynolds, Peterboro', Ont., is having a steel passenger steamer built at Toronto. Dimensions, keel 85 ft., beam 16 ft., depth 5½ ft. Engines comp., dimensions of cylinder & stroke, 9, 18x12. Fitzgerald boiler 54 in.x8 ft. Approximate value, \$8,000.

The General Passenger & Freight Departments of the Northern Steamship Co. will be consolidated Mar. 1, when I. M. Bortle, Gen-

eral Passenger Agent, will retire, S. Murray, now General Freight Agent, taking charge of both departments, with headquarters at Buffalo.

The Ottawa River Navigation Co. is having a screw passenger steamer built in Toronto. Dimensions, keel 100 ft., beam 21 ft., depth 7 ft. Engines comp., dimensions of cylinders & stroke, 10, 20x16. The boilers, 5½x8 ft., are being built at the Polson Engine Works. Approximate value, \$11,000.

The ferry Niagara was caught in an ice-floe between Buffalo & Fort Erie, Jan. 22. She was swept down under the International Bridge with 19 passengers on board & was in danger of going over the Falls, but managed to get into clear water below the bridge. All her upper works were torn off by contact with the bridge timbers.

Winnipeg Town Topics points out that the Great Lakes do not drain any portion of the prairie wheat belt, & that far from being the great drainage canal of North America, as they are popularly held to be in Ontario & Quebec, they only carry off the waters of 10% of the continent, while the Red River of the North & the Saskatchewan, with their tributaries, drain nearly 50%.

The U.S. Hydrographic office states that the water in the St. Lawrence continues to rise, & the prospects for better navigation this year improve. The U.S. Light House Board has decided to change the color of the lights at the St. Lawrence light station. That at Crossover Island, Sunken Rock & Rock Island will be changed from brown to white. That at Charlotte Harbor will be 1 fixed red range light in place of 3 lights, red, white & red.

The Royal Canadian Yacht Club, Toronto, has sent a letter to the other yachting organizations in the Dominion, in which it states that in order that the coming contest for the Canadian cup shall be truly international, & that Canada shall be well represented, the R.C.Y.C. proposes to offer in prize money not less than \$1,000 to the winners of the trial races. These races will be held some time in

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Aug. & will number 5, & the yacht winning 3 out of the 5 will be selected as the cup defender to sail against all comers on Lake Michigan.

The boats laid up in Hamilton Bay this winter are the schooners L. D. Bullock & W. J. Suffel, at the Simcoe Street slip; schooner Singapore, Capt. Malcolmson, at Zealand's wharf; Government dredges Ontario & Nipissing, at McIlwraith's wharf; T. R. Merritt, steamer Lake Michigan & the Sir Leonard Tilley, at Mackay's wharf. The 3 boats of the Hamilton Steamboat Co. are at the James St. slip, & the schooner Ella Murton is at Murton's wharf. The propeller Myles is tied up in Duluth harbor, having broken a shoe while going up Lake Superior. The Arabian is at Kingston.

The establishment of Georgian Bay grain ports should give a great impulse to Canadian inland marine. Canadian bottoms should monopolize the trade from Fort William to the Georgian Bay, just as U.S. bottoms now monopolize the trade between Chicago & Duluth & Buffalo. No Canadian vessel can carry between those points. The position would be somewhat reversed if a Georgian Bay port were made the eastern end of the upper lake system. Canadian boats could then carry from Duluth & Chicago, besides having the exclusive right between Fort William & Georgian Bay.—Toronto Globe.

Marine insurance companies have decided to raise their rates on ocean & lake traffic. The heavy losses sustained last year have induced them to take this step. New systems have been adopted by which the steamers & vessels will hereafter be graded & classified, & the rates will depend on what line the merchandise is shipped by. The rates will vary from 20c. on 1st-class ocean steamers to 25c. on 3rd-rate vessels. The purpose of this is to induce shippers to select the best water routes, & thus reduce losses to a minimum. The exact amount of the increase on the old ocean grain rates has not been decided.

The Calvin Co.'s steamer India was launched at Garden Island, Jan. 4. She is 212 ft. long, 37 ft. beam, 15 ft. hold, & built of the best white oak. She is fitted with triple expansion engines with cylinders 18, 30, 48, & a uniform stroke of 30 ins. The engines were built by the Co. at Garden Island. Her propeller wheel is 10 ft., 7 ins. diameter, with a pitch of 12 ft. Her 2 boilers are of steel of the Scotch type, 11 ft. 5 ins. diameter & 12 ft. long, carrying 160 lbs. steam. She is also fitted with several auxiliary engines, for reversing the main engine, for steering, raising anchors, etc. She will probably be used in the carrying of timber.

In our Nov. issue, pg. 249, we gave particulars of the steamer which is being built at Picton by the Lake Ontario Navigation Co. & into which the engines of the Empress of India will be put. There is a good deal of speculation as to where the new boat will run. While it is understood that she will run out of Toronto, it seems to be taken for granted that she will not go on the Port Dalhousie route. The general impression is that she will run between Toronto & Prescott, in connection with the R. & O. N. Co., as a sister boat to the Toronto, until the latter can be duplicated. Other reports say she will run in connection with the American line.

W. Shanly, C.E., has been appointed sole arbitrator to determine the amount of compensation to which Ryan & Haney are entitled for extras on their Soo Canal contract. Work upon section 12 of the Soulanges Canal has been suspended for some time. This is the section under contract to Hogan & McDonald, being mostly rock-work. There is said to be no reason why it should not be proceeded with continuously throughout the winter. The

Minister of Railways & Canals has notified the contractors to the effect that unless work be resumed at once & carried on to the satisfaction of the department, the contract will be cancelled & the work re-let.

At the annual meeting of the Great Northern Transit Co., at Collingwood, Jan. 17, the following officers were elected:—J. J. Long, President; C. Cameron, Vice-President & General Manager; T. Long, Secretary-Treasurer. The annual report showed the Co. to be in a good condition, & it was decided to make special efforts during the coming season to make the service in every way satisfactory & complete. It was decided to build a modern steamer for the Sault Ste. Marie route to replace the Pacific, which was recently destroyed by fire, & to purchase a steamer for the North Shore route, to replace the Northern Belle, also destroyed during the past season.

The Marine Record, Cleveland, Ohio, says: "In writing or speaking of the shipbuilding industry of the lakes we are always alert to the fact that Canada has a large frontage on all of those waterways, except Lake Michigan. In making up statistics of lake shipbuilding, it is, therefore, hardly equitable, not to say generous, to swell the list of U.S. work by including the vessels under construction at Canadian shipyards, a feature which the Record always makes clear when dealing with the subject. It is frequently by such careless, or rather slovenly work, that wrong impressions are created & otherwise carefully gathered statistics made misleading, not unfrequently to the embarrassment of those who may cursorily glance them over."

A general description of the gunboat which is to replace the U.S.S. Michigan on the great lakes, & for which provision was made in the last naval appropriation bill, has been given out. She will be known as gunboat no. 16, & will be a practical duplicate of the Marietta. She will, of course, be constructed at one of the ship yards on the great lakes. She will be 174 ft. on the load water line, 34 ft. beam, 12 ft. mean draught, 1,000 tons displacement, 14 knots speed, 1,200 horse power & 200 tons coal bunker capacity. She will have twin screws, driven by 2 sets of triple expansion engines, making 200 revolutions a minute. Steam will be supplied by water tube boilers at a pressure of 200 lbs. The armament will consist of six 4-inch rapid-fire rifles, four 6-pounders, two 1-pounders & one Colt.—Marine Review.

The storms during the season of 1898 were unusually severe on lake vessels, the losses having been materially greater than during any other season. The losses from various causes have been estimated at from \$2,500,000 to \$3,000,000. In a list of 569 vessels, the causes assigned were as follows: Ashore, 123; aground, in protected channels, 126; fire, 40; collisions, 90; ice, 16; storm-beaten, 96; foundered, 8; miscellaneous, 116. Lake Michigan has been the scene of the greatest number of serious losses, with Lake Superior second. Lake Huron was remarkably free from disasters, & Lake Erie did not contribute its usual quota. Lake Ontario produced a larger number of serious losses than Lake Erie, notwithstanding the limited traffic on the former. The number of boats which have passed out of existence is 58, with an aggregate tonnage of 29,194.

The report of the freight & passenger traffic to & from Lake Superior for the season of 1898 has been issued. The U.S. canal was opened to commerce from Apr. 21 to Dec. 10, 1897 (234 days); in 1898 it was open from Apr. 18 to Dec. 14 (241 days). The Canadian canal was open to commerce from Apr. 21 to Dec. 14, 1897 (238 days); in 1898 it was open from Apr. 11 to Dec. 9 (243 days). Commerce passed through canals 248 days during 1897;

commerce passed through canals 248 days during 1898. The report for 1898 shows a large increase in traffic, as compared with 1897. The number of vessels passing through the Canadian & U.S. canals increased 3%, & the number of lockages increased 11%. The registered tonnage shows an increase of 6%, while the freight tonnage was 12% greater than in 1897. An increase of 8% in the number of passengers is noted.

The Suez Canal carries much of the commerce of a hemisphere, much, indeed, of the exchangeable products of the world. The Sault Ste. Marie canals carry so much of the business of the Northwest as does not go by rail. The Suez Canal is open the year round; the "Soo" canals about 8 months. The latter closed for the year 1898, Dec. 14, having been open 241 days, as against 365 for the Suez. The volume of commerce via the "Soo" was 21,234,664 tons; that of the Suez for the year about 9,000,000 tons. In carrying the business by the "Soo" route, 17,761 vessels were employed, an increase of 3%, to be improved on next year, according to the shipbuilding programme under contract at this time. The value of the commerce moved through the "Soo" the past season is placed at \$220,000,000. This business paid to shipowners about \$15,000,000. The value of the vessels engaged is placed at \$46,000,000.—Marine Record.

There has been expended on Canada's canal system from the Great Lakes to the Atlantic seaboard a total of \$60,000,000. On the Farran's Point Canal, to avoid the Farran's Point rapid, the enlargement consists in the building of entrance piers, a lift lock 800 ft. long by 40 ft. wide, & the straightening & enlarging of the prism. The Rapide Plat Canal has been enlarged at a cost of \$1,600,000. On the Iroquois section of the Galops Canal there have been provided new crib entrance piers, a new lock 800 ft. long by 45 ft. wide, the cutting of a new prism, & deepening & cutting at the west end, all of which will cost in the neighborhood of \$790,000. On the Cardinal section of the Galops Canal a new cut has been made through the Village of Cardinal. The deepening of the Lachine Canal between St. Gabriel & Lachine to a depth of 16 ft. is practically completed. In Lake St. Louis a channel has been cut 300 ft. wide & 27 ft. deep for a distance of 4 miles.

### Province of Quebec.

The Quebec Chronicle contends that the St. Lawrence is navigable to that city all the year round.

L. Coste, Chief Engineer of Dominion Public Works, is visiting European ports, to gather ideas for the improvement of Montreal harbor.

It is proposed to organize a company at St. John's, to build a steamer of a speed of 15 miles an hour & a capacity for 450 passengers, as an excursion boat on the Richelieu river.

G. N. Ducharme, banker, St. Cunegonde, Montreal, & others, are applying for incorporation under the Dominion Companies Act as the Lake Labelle Navigation Co.; capital \$10,000; head office Montreal.

Capt. A. Bowie, the well-known Ottawa River captain, died Dec. 30, of pneumonia. He was a shareholder in the Ottawa River Navigation Co., & had been 40 years on the river as captain, having been placed in charge of the old Phoenix when he was but 22 years old.

Suit has been entered by the Turret Steamship Co., Newcastle-on-Tyne, against W. G. Jenks, Port Huron; M. Madden, Saginaw; W. E. Donnelly, Saginaw; Mrs. J. Schinoon, New Baltimore; and the Manhattan Steam-



ship Co., for \$25,000. This is the outcome of the collision by which the steamer Lloyd S. Porter was sunk near Quebec a short time ago. The Turret Co. alleges that the Porter was out of its course when struck, & seeks to hold the owners of that vessel liable for damages. The latter has already entered suit for \$50,000 against the Turret Co.

#### Yukon Navigation Matters.

Col. J. Domville, M.A., has been removed from the management of the Klondike, Yukon & Stewart Pioneers' Co., & is suing the Co. for damages for alleged wrongful dismissal. When the Managing Director, W. H. T. James, of London, Eng., was in St. John, N.B., recently, Col. Domville had him arrested on the charge of slander.

The Vancouver Board of Trade has passed a resolution condemning the Dominion Government for forwarding its stores to the Yukon in vessels owned in the U.S. & declaring such a policy to be detrimental to the interests of Canadian ship-owners, capitalists & merchants.

The Teslin-Yukon Steam Navigation Co. has given a chattel mortgage for \$2,110.

R. P. McLennan, of Vancouver, who left Dawson early in December, arriving in Vancouver about a month later, says that at Sixty Mile the Yukon River was open, not even a fringe of ice being around the shores. They had to take to the bank, & only made 10 miles daily to Lake Bennett, which was entirely free from ice at the end of Dec., & they sailed across it in a 10-ton barge.

Nagle & Hislop, traders, of Fort Resolution & Fort Rae, have purchased the steamer Sparrow, now in winter quarters at Grand Rapids, Athabasca. They will take her below Smith's Rapids in the spring, & will run her from Smith's Rapids to the Arctic Ocean. She is the best built of all the steamers put on the Athabasca last summer.

It is expected that at least 100 boats will regularly navigate the waters of the Upper Yukon between Lake Bennett & Dawson during the open season this year. The past season was highly profitable to those engaged in the trade. One vessel, the Willie Irving, about 75 ft. long, & utilizing all of the space possible, carrying about 100 passengers on each of the 11 trips which she made, earned about \$100,000.

The steamer Amur has resumed her voyages in the northern trade from Vancouver, calling at Skagway, Wrangel, Juneau & Dyea. She is operated by the Bennett Lake & Klondike Navigation Co.

Six boats will be built at Atlin this spring, 2 of them for the North American Transporta-

tion Co. A company of New Yorkers will build 2 big steamers on Atlin Lake this winter. One will be the Atlin Lake ferry, with speed sufficient to make 12 round trips daily. The other will be taken down the Atlin River & run between Taku & Lake Bennett. A cash deposit has been made on a large timber order, & several gangs of men are cutting ship timbers in the woods. A shipyard is to be established on Atlin Lake. A party will survey the Atlin River to see if a large steamer can safely be taken down.

Advices from Dawson state the chances are excellent that a number of Yukon river steamers will be lost when the ice breaks up in the spring. Some were caught in very unprotected places & can hardly escape being broken up. The Robert Kerr, of the Moran fleet, is stuck fast on a bar 50 miles below Circle City. A crack boat of the Empire line, the Seattle, is reported stuck 12 miles below Circle City. She is on a bar & ice was jammed up all around her. She is almost certain to be wrecked before the winter is over. The Victoria, of the same line, unloaded her cargo of Mounted police supplies at Circle City & started for Dawson light. She was compelled to put back, & is in safe winter quarters at Circle City. The Tacoma stuck on the head of an island 5 miles below Coal Creek. Her crew removed her machinery, which was suggestive of the hopelessness of her position. The Sovereign, owned by Barneson & Chilcoat, had to put back. The John C. Barr, the crack river packet of the N. A. T. & T. Co.'s fleet, is 35 miles below Forty-Mile, in a very unsafe position. The steamer Arnold, of the Alaskan Exploration Co.'s fleet, is 5 miles above the Barr in equally unsafe water.

The Victoria, Bennett & Dawson Transportation Co. has been incorporated.

Capt. Worsnop, who has been agent at Bennett for the Chilcoat Tramway Co., is endeavoring to form a transportation Co. for the Atlin country. He proposes to build 2 screw steamers, each about 60 ft. long, one for Atlin Lake, the other for Surprise Lake. He also proposes to build a tramway of about 2 miles between Taku Arm & Atlin, & another from the outlet of Pine Creek on Atlin, following the course of the creek to where it joins Surprise Lake, a distance of about 20 miles.

The Atlin Transportation Co. is applying for incorporation in British Columbia.

#### British Columbia Shipping.

The proportions which the shipping of B.C. has attained will be gathered from the following particulars. First & most important is the C.P.R. Co.'s Royal Mail Steamship Line be-

tween Vancouver & the Orient. The vessels are the Empresses of India, Japan & China respectively, each being 6,000 gross tons, with indicated horse power of 10,000. They were built by the Naval Construction & Armaments Co., at Barrow-in-Furness, Eng., in 1891. Under contract with the British Government for the mail service, the speed was to be 17½ knots on the measured mile, & 16 knots at sea. The Co. contracted for a speed of eighteen on the measured mile, & 16½ knots on a 400 miles sea trip. On the trial trips a speed of over 19 knots was developed, & the long sea trial was also over speed requirements.

The dimensions of the Empresses are: Length over all, 485 ft.; between perpendiculars, 440; breadth, 51; depth, 36. The hulls are of Siemens-Martin's steel with cellular double bottom throughout; they are subdivided into 14 water-tight compartments; 6 of the water-tight bulkheads are without openings & the remaining 7 have patent rapid-closing water-tight doors. With any 2 compartments open to the sea the ships would still have a large reserve of buoyancy, & are practically unsinkable. The engine room is divided by a longitudinal bulkhead. The cellular double bottom is so arranged as to form a number of compartments, having an aggregate capacity of 800 tons of water ballast, & by means of which the ships can be trimmed to any extent.

The propelling machinery of the Empresses consists of 2 sets of triple expansion engines placed in 2 distinct engine rooms & operating each a separate screw; if it should be necessary to stop one engine, the other is capable of propelling the ship at 12 knots, which gives the Empresses a decided advantage over single screw ships; the Empresses can also be steered by their twin-screws without the rudder. The steam steering gear is the best & strongest made, & is fitted with all the latest improvements, such as hydraulic brakes, etc. The ships are lighted by electricity, & most careful attention has been paid the heating & ventilation of the passenger quarters.

The ports of call are Vancouver, Victoria, Yokohama, Kobe, Shanghai & Hong Kong. Usually the steamers call at Nagasaki, passing through the inland sea of Japan. The steamships take a specified northern course between Vancouver & Yokohama, which is the shortest trans-Pacific route by about 300 miles & avoids the uncertain weather of the "Forty Belt." The voyage is usually made in from 5 to 10 days less time, owing to the superior speed of the Empresses, than by other routes. The service of this line is maintained every 3 weeks in summer & every 4 weeks in winter.

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CANADIAN-AUSTRALIAN STEAMSHIP LINE.

The Royal Mail service between Canada, Hawaii, Fiji & Australia is performed by the Canadian Australian line steamships: Aorangi, gross tons, 4,000; indicated horse-power, 4,700. Miowera, gross tons, 3,500; indicated horse-power, 4,500. Warrimoo, gross tons, 3,500; indicated horse-power, 4,500. These steamships are built to the requirements of the Board of Trade, & are classified 100 A1. They are fitted with a complete system of water ballast on the double bottom principle, giving great stability & safety, & the hulls being divided into a large number of watertight compartments, they are practically unsinkable. The size & speed of these steamers are such as to assure passengers of every comfort. The vessels of this line give a regular 4 weeks' service from B.C. ports to the Sub-tropics & Antipodes. Their trade has largely developed itself, a most common experience in shipping circles, & one which very truly exemplifies itself in this case as well as in that of the Empress line.

ATHENIAN AND TARTAR.

These two fine vessels, purchased by the C.P.R. last spring for the Northern trade, were a distinct acquisition to the shipping of B.C. At present they are on the China-Japan route—the amount of freight offering at this season, largely in new season's tea, & later in rice, being more than the capacity of the Empress line can handle, a striking proof of the saying that vessels being established on a run have the effect of bringing trade into that channel. It was many times predicted that the Empresses would never find sufficient trade. Today they cannot handle it! Lloyd's Register furnishes the following particulars of the two vessels:

Steamship Athenian, twin-screw steamer, 3 decks; registered A1. Built in 1881 by Aitkins & Mansell, Glasgow, for Union Steamship Co. of England, length, 365 ft.; beam, 45 ft.; depth, 29 ft.; engines 600 h.p., triple expansion; tonnage, 3,782.

Steamship Tartar, iron screw steamer, 3 decks; registered A1; built in 1883 by Aitkins & Mansell, Glasgow, for Union Steamship Co. of England; length, 376.5 ft.; beam, 47.2 ft.; depth, 30.3 ft.; engines, 762 h.p., triple expansion; tonnage, 4,246.

Each of the vessels is fitted with electric light throughout, & has ample & convenient passenger accommodation for all classes of passengers. An idea of their similarity in speed is given in the statement that the Tartar arrived on Apr. 1 from England, having steamed the distance in 51 days, 1 hour, 10 min., while the Athenian arrived Apr. 12, having steamed in 51 days, 5 hours, 56 min., a very close record on such a long voyage.

CANADIAN PACIFIC NAVIGATION CO.

This line commenced business in 1883 in connection with mail contracts between Victoria & inland ports, east & west coast ports of Vancouver Island, & northern coast ports. The fleet at the outset consisted of the steamers Otter, Princess Louise, Enterprise, R. P. Rithet, Western Slope, Yosemite, Wilson G. Hunt, Maud, Reliance, Wm. Irving & the Gertrude, to which was soon added the steamship Sardonyx. A number of steamers have since been built & purchased. The fleet now includes the steamers Yosemite (1050 tons), Princess Louise (544 tons), R. P. Rithet (686 tons), Maud (94 tons), Rainbow (140 tons), Islander (1495 tons), Charmer (496 tons), Danube (561 tons), Transfer (98 tons), Beaver (343 tons), Willapa (245 tons), Tees (330 tons), & Queen City (243 tons).

Steamers leave for Vancouver daily. For New Westminster tri-weekly, connecting there with steamers for upper Fraser River points each trip; for Naas River & intermediate British Columbia ports tri-weekly; for Alas-

kan ports weekly, & for west coast of Vancouver Island ports, four times per month. The Co. owns wharves in Victoria. Its steamers make close connection at Vancouver with the C.P.R. for the east.

ESQUIMALT AND NANAIMO RAILWAY CO.

The Company operates the steamer City of Nanaimo (517 tons), which maintains a passenger & freight service between Victoria & Comox, calling at all islands en route, & at Nanaimo. At Union wharf connection is made with the Union Colliery Co.'s railway to Cumberland, 11 miles distant. The route of the steamer has recently been extended to Texada Island, & if business justifies it, this will continue to be a permanent port of call. Victoria to Texada Island is 173 miles.

This Co. also operates the steamer Joan, (530 tons), plying daily between Nanaimo & Vancouver, furnishing passenger & freight service between these ports.

UNION STEAMSHIP CO. OF B.C.

This Co.'s fleet consists of the Cutch, in the Alaskan & northern B.C. trade, Coquitlam & Comox, in the northern coast trade, Capilano, now engaged with the New England Fish Co. in the halibut fishing of Queen Charlotte Islands; the Senator on the Moodyville & North Vancouver ferry; the Chehalis & Lenora, engaged in coast trade & towing. The success achieved by this Co., especially in developing trade with up-the-coast British Columbia points, is noteworthy, most especially in view of the fact that for a long time the business was irregular & not of large volume, while now it has grown to such proportions that the Coquitlam has been permanently placed on the run in addition to the Comox, which used to handle the business alone.

THE SEALING FLEET.

Victoria is the headquarters of the Canadian sealing fleet. Many of the fleet are now in port, though a number of vessels have already left for the sealing grounds. Sailing schooners are almost exclusively used for this service. They range in size from 50 to 100 tons. The fleet consists of about 50 schooners, & each vessel carries an average of 30 men & 12 canoes. In spring the sealing grounds are along the west coast of Vancouver Island, off the mouth of the Columbia River, & in Santa Barbara Channel, while some of the schooners extend their course to the Japan coast. In the fall the fleet proceeds to Behring Sea & Copper Island. In these waters the spring season is from Jan. 1 to May, & the fall season is from July 1 to Oct. For the Japanese coast the vessels usually leave Victoria in Jan., & return in Oct. The fall season extends from July to Oct. The average catch per season is 1,000 skins for each schooner, & the average value is \$8 a skin.

OTHER LINES.

The str. City of Seattle leaves the C.P.N. wharf in Victoria daily for Puget Sound ports, & the steamer Garland leaves Turner, Beeton & Co.'s wharf tri-weekly for Port Angeles, Port Townsend & Seattle.

The Alburni & Barclay Sound Steamboat Co.'s steamer Willie, sails daily from Alburni on the west coast of Vancouver Island, to Barclay Sound ports.

The steamers of the Pacific Coast Steamship Co., whose fleet includes the first-class passenger steamships Queen, Walla Walla & Umatilla, sail about every 5 days for San Francisco, connecting there with the Co.'s steamer for Southern Californian & Mexican coast ports.

The steamers of the Nippon Yusen Kaisha line, the Riojun Maru, the Kinshiu Maru, & the Yamaguchi Maru, sail monthly to Asiatic ports, this line running in connection with the Great Northern Ry.

The Northern Pacific Steamship Line, con-

sisting of the Tacoma, Victoria, Olympia & Glenogle, also sail monthly for the Orient.

The first-class steamship, Garonne, of the British-American Line, sails northerly for Hilo & Honolulu, Hawaiian Islands, while freight ships sail from Victoria to all parts of the world.

The str. Manauense, Captain Edwards, is a fine vessel brought round the Horn from England last spring, & engaged for some time in the Klondike trade. The owners are making a strong effort to establish a new line to run from B.C. ports to San Francisco direct, with some prospect of success.

The steamer Fastnet, owned in Halifax, is another vessel brought to this coast last spring for the Klondike rush. She was operated last summer in connection with a line of boats on the Yukon, but is now tied up at Victoria & there is some talk of the owners disposing of her.

While the intention in this article is not to go into particulars of the carrying trade, it would be an omission not to mention the extensive fleet engaged regularly in the lumber-carrying trade from British Columbia ports. The increased demand for lumber from many parts of the Orient has caused a big shipping trade to be done & many vessels have come & gone this year.

The str. North Pacific sails from Vancouver for Seattle & Tacoma thrice weekly.

The Washington & Alaska Steamship Co.'s str. City of Seattle sails every 12 days for Wrangel, Juneau, Skagway & Dyea. Speed, 15 knots, with accommodation for 600 passengers—200 1st-class & 400 2nd-class.

The Alaska Steamship Co.'s str. Rosalie & Dirigo, each with a capacity of 250 passengers, sail every week for Wrangel, Juneau, Skagway & Dyea.

The str. Robert Dunsmuir runs regularly from Vancouver to New Westminster & Fraser River points.

Many other small vessels also make regular coasting trips in freight-carrying trade. Among these may be mentioned McKenzie Bros. little fleet of coal & freight-carrying vessels. These are rather light draft & are in some respects unique of their class. Their ability has been amply demonstrated by the fact that they admirably suit the requirements they were built for & are a paying class of vessel.—British Columbia Weekly.

The Charmer has taken the Islander's place on the Victoria-Vancouver run.

Capt. Jno. Irving has retired from the management of the C. P. Navigation Co.

Capt. Mooney is negotiating in Victoria for the building of a steamer for the coast trade.

Capt. Ainsley, a well-known Fraser River captain, died recently, aged 74. He was born in the U.S. & came to New Westminster 41 years ago.

Advices from Australia are to the effect that it is doubtful if some of the Australian colonies will renew the subsidy for the Vancouver mail service which expires next spring.

Work is proceeding steadily on the tug Ymir which the C.P.R. Co. is building at Nelson to handle the barges between Nelson & Kootenay Landing. She will be the most powerful tug on the inland lakes.

The str. Tees has been overhauled at Victoria. A big house has been built on her deck & she has been built over forward, changing her appearance considerable. Her passenger accommodations have been much increased.

Owing to the difficulty experienced in suppressing the wholesale smuggling from Puget Sound, the Dominion Government has decided to establish patrol boats in B.C. waters, with a view of aiding in the checking of the traffic.

The question of U.S. bottoms carrying freight & passengers from Victoria & Nanaimo, destined to other Canadian ports, having been

considered by the Vancouver Board of Trade, the customs collectors at Vancouver & Victoria have been communicated with on the subject.

On Jan. 10 there were 13 big sailing ships, 11 British, 1 German & 1 Chilian, on the way to Victoria, 6 with cargo & 7 seeking. The in-bound ships have a total tonnage of 22,285 tons. At the same time last year the total tonnage on the way was 18,218, & in 1897 17,863 tons.

The Big Bend Transportation Co. has been incorporated under the B. C. Companies Act, capital, \$125,250, head office, Revelstoke. Among the objects are the operation of vessels on the Columbia River, carrying on a general transportation business, & the construction of telegraph & telephone lines.

The Vancouver Board of Trade has appointed a committee to secure direct steamship connection with northern ports, so as to get the trade of the Yukon & Atlin Lake for Vancouver. The C.P.R. & other steamship owners in Vancouver are to be approached first & if they will do nothing R. Dunsmuir & Sons & the C. P. Navigation Co. of Victoria are to be applied to.

The committee of the Nelson Board of Trade, which investigated the loss of the str. Ainsworth, which resulted in the death of 9 men, at Crawford Bay, Nov. 29, reported that no blame could be attached to anyone connected with the steamer. They strongly recommended that an investigation into accidents of that character should be undertaken by the Government.

The str. Manauense was recently seized by the Admiralty Marshal at Victoria, at the instance of the mortgagees, R. Williamson & Co., of Workington, Eng., for a claim of \$40,000. The Albion Iron Works, Victoria, has a claim of \$45,000 for recent repairs, and the Esquimalt Marine Ry. claims \$5,000 in the same connection. The Manauense is said to have cost the Red Cross Co., for which she ran from Liverpool to the Brazils, \$375,000. Shortly before she was purchased by Capt. Edwards, who brought her around the Horn to engage in the Alaskan service, the Co. expended \$60,000 in the reconstruction of her engines. W. A. Ward, of Victoria, has been appointed by the court as Receiver for the str.

#### The Beaver Steamship Line.

Elder, Dempster & Co., of Liverpool, have acquired the Beaver line charter with the in-

tion of reorganizing the company. It will continue under the old name, but will be managed from Liverpool by them, & the Montreal office will continue under the management of D. Campbell. The two Montreal offices of Elder, Dempster & Co. & the Beaver line will be just as separate and distinct as hitherto. The steamers now owned by the Beaver line are the Lake Ontario, Lake Superior & Lake Huron. The Gallia & the Tongario, which have been run by the Beaver line, are the property of McIver Bros. & have only been chartered. Four steamers are in course of construction, & will have saloon accommodation for about 100 to 150 passengers, & good accommodation for intermediate & steerage passengers. These ships will not carry cattle, but will have a dead weight carrying capacity of 6,000 to 7,000 tons of cargo. The speed is to be 16 knots. They expect to have two of the new boats ready for the opening of navigation, & next season's shipping business, as far as the Liverpool trade is concerned, should be the greatest Montreal has ever seen. The probability is that there will be 5 or 6 ships sailing every week for Liverpool, representing a dead weight carrying capacity of 20,000 to 30,000 tons a week. A conservative estimate of what may be exported from Montreal next season is placed at about 350,000 tons a month, or over 10,000 tons a day.

#### Notices to Mariners.

The Dominion Department of Marine has issued the following notices:—

No. 78, Dec. 10, British Columbia.—Light house on Fiddle Reef.

No. 79, Dec. 12, Nova Scotia.—Buoys in Barrington Passage.

No. 80, Dec. 15, New Brunswick.—Improvement in Shediac North Channel range lights. Newfoundland.—Rocky patch off Peterel Island.

No. 81, Japan.—1. Harbor regulations for open ports. 2. Nindo-Saki light house. 3. Jizo-Saki light house.

No. 82, Dec. 17, British Columbia.—1. New buoy in Sidney Channel. 2. Change in color of east buoy in Sidney Channel. 3. Buoy removed from Shoal off D'Arcy Island.

No. 83, Dec. 21, British Columbia.—1. Buoy on Rosedale Rock. 2. Shoal in Mayor Channel. Japan, 3. Kyoga-mi-Saki light house.

No. 84, Dec. 29, British Columbia.—1. Light house on the Sisters Rocks. 2. Shoals

in Carrington Bay. 3. Disappearance of Maple Bank beacon.

No. 1, Jan. 14, New Brunswick.—Winter arrangements, Quaco buoys.

No. 2, Jan. 19, Nova Scotia.—Halifax pilots.

#### There Must Be No Modification.

A Washington despatch to a Detroit paper, says: "It can be stated on the highest authority that the Canadian members of the Joint High Commission are stubbornly resisting the efforts of the U. S. commissioners to bring about a modification of the agreement of 1817, concerning the construction of warships on the lakes. The argument has been advanced from the U. S. side that no possible menace to Canadian interests would result should lake ship-builders be permitted to construct light draft gunboats, torpedo boats, etc., with the distinct understanding that they should not receive their armament till they reached tidewater. The Canadian commissioners make no definite reply to these representations, but in a general way deplore any movement calculated to disturb what they style 'the present amicable condition of affairs.' This subject is now being thoroughly canvassed by the commission, and the U. S. members are making a very strong effort to secure the desired end."

Canadian Steamship Co.—A London, Eng., cable of Jan. 19, says:—The long expected issue of stock of the Canadian Steamship Co. is now being made in connection with the inauguration of the Milford Haven-Paspebiac service. The ordinary shares, amounting to £50,000, are not offered to the public, but the 5% debentures, amounting to £200,000, & £100,000 of 6% preference stock, are being offered to the public. The Atlantic & Lake Superior Ry. Co. guarantee the principal & interest, & undertake to provide a half dozen steamers between Milford Haven, Liverpool & Paspebiac.

The Oceanic, which was launched at Belfast, Jan. 14, will be the largest steamship in the world. Her dimensions are: Length, 704 ft.; breadth, 68 ft.; depth, 49½ ft.; gross registered tonnage, 17,040; displacement, 30,100; h. p., 28,000; speed, 21 knots. Her dead weight as she left the ways was 11,300 tons. Her funnels are of such immense diameter that two street cars could pass through them at once.

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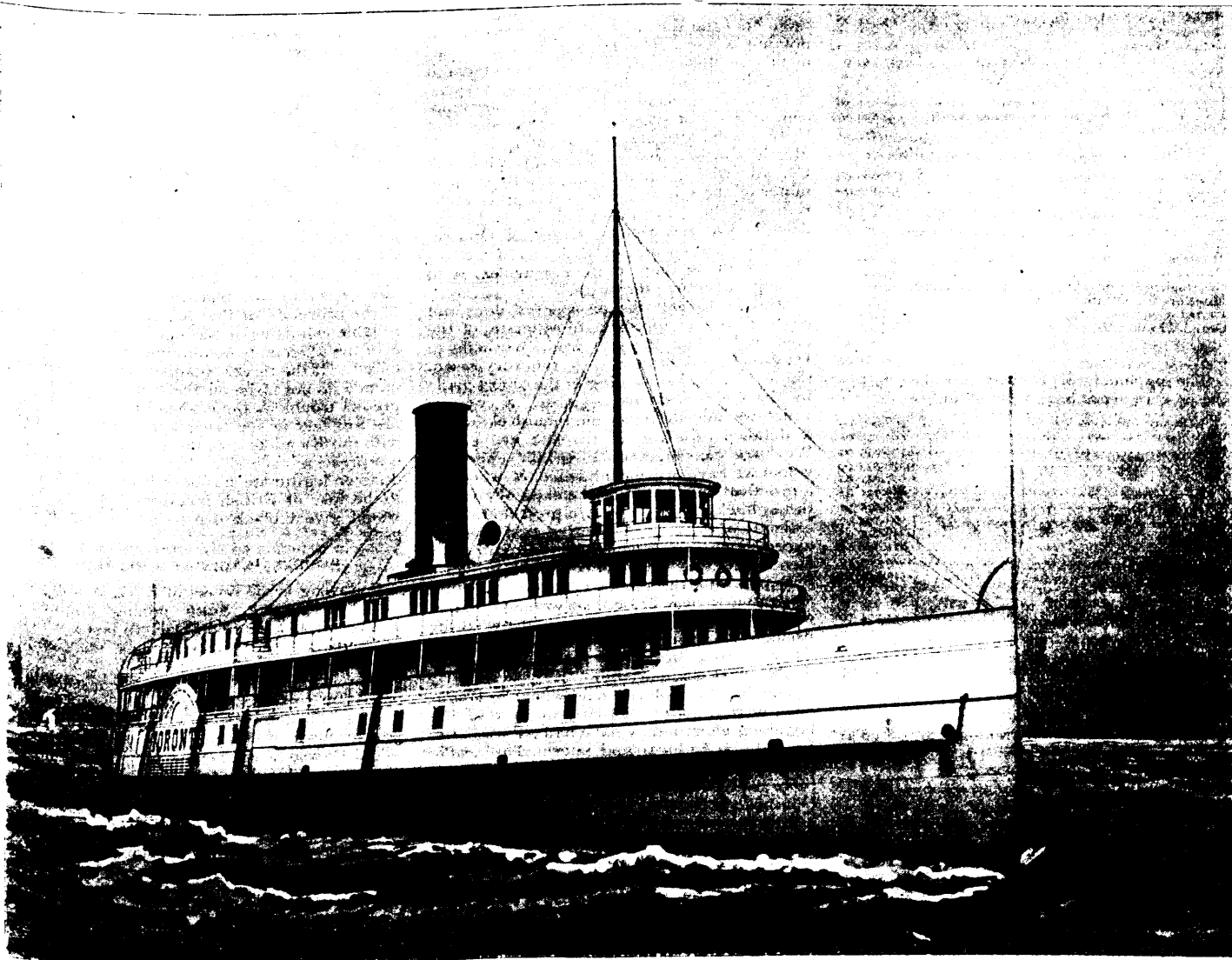
**Richelieu & Ontario Navigation Co.**

The stories of the infusion of United States capital into this Co., started several months ago, have again been revived, & it is said Chicago & New York people want to secure control of the stock. The President, Senator Forget, denies any knowledge of the matter. The stock has risen several points within the past few weeks. The Co. wants another boat for Lake Ontario to match the forthcoming str. Toronto, and there is need of a new hotel at Murray Bay, & hotels at several other points to properly accommodate the tourist travel. In order to provide these needs additional capital will be necessary.

molded, 14 ft. Engines are of the triple expansion, inclined jet-condensing type, with cylinders 28, 44 & 74 ins. by 72-in. stroke. The feathering paddle wheels are 22 ft. outside diameter & 10 ft. 3 ins. face of bucket. Air & feed pumps are attached to & worked from main engine. Boilers, 4 in number, are of the return tubular type, 11 ft. diameter & 11 ft. 6 ins. long over heads. Each boiler has two 11½-in. outside diameter suspension furnaces. They are fitted with the hot draft, & are designed for a working pressure of 175 lbs.

Spacious & elegant passenger accommodations are provided. 140 state rooms, including 4 parlor rooms & large Pullman sleeping cabin, furnish sleeping accommodation for

The official trial trip has not yet been made, but there were a couple of preliminary trips on Nov. 28 & 29. The main object of the first one was to ascertain the coal consumption—that is how many pounds of coal were consumed per indicated horse power per hour. The engines were indicated during the progress of trial (3 hours 43 minutes) with the following results: Steam by gauge, mean during trial, 155 lbs.; vacuum, mean, 24½ ins.; revolutions, 34.2; mean draught of steamer during trial, 7 ft. 7¼ ins.; displacement corresponding to this draught, 1,160 net tons; coal burned entire trial, 12,747 lbs.; I. H. P., mean during trial, 1,878; coal per I. H. P. per hour, 1.82 lbs. The



THE STEAMER TORONTO, OF THE RICHELIEU AND ONTARIO NAVIGATION COMPANY'S FLEET.

The str. Saguenay will be renovated & lighted by electricity before the opening of navigation, another boat will be added to the Saguenay fleet, & a daily service, including Sunday, will be provided. It is said the Hamilton service will also be augmented.

The illustration on this page shows the Co.'s steamer Toronto, which on the opening of navigation will go into service on the Toronto-Prescott run. A description of the steamer was published in our issue of July '98, pg. 132, shortly after the launching of the hull, & a portion of it may be repeated here. The hull of the Toronto is of open hearth steel, & of the following dimensions:—Length over all, 278 ft.; length, keel, 270 ft.; beam, molded, 36 ft.; beam, over guards, 63 ft.; depth,

430 passengers. The dining-room, placed on an upper deck, has a seating capacity for over 100. The interior finish & decorations of the spacious halls and deck saloons are elaborately executed, the main & gallery saloons being finished in Francis I. Renaissance, with the dining-room in Louis XVI. The entrance hall is decorated in Neo-Grec with modern Renaissance details, with the smoking room in Oriental treatment. The refreshment & waiting rooms are in Elizabethan paneling of prima vera, natural wood finish. The main stair cases are in Honduras mahogany with wrought metal balustrades in hammered leaf work, finished antique bronze, the main newels carrying bronze figures supporting electric torches.

steamer was also run on a 19-mile course during this trial & the accurate time noted. The course was from Oakville light house to Gibraltar light, Toronto. This stretch of 19 miles was covered in just 60 minutes, or at the rate of exactly 19 miles an hour. The total of engine revolutions over the 19-mile course was 2,047.

The second trip was made for the purpose of ascertaining the greatest number of revolutions for which the boilers could continuously & comfortably furnish steam and also to record the speed with this number of revolutions. The steamer was run on the same course as the previous day, & a record of time, revolution, steam gauges, etc. carefully taken, the same as on the pre-

vious day, but the engines were not indicated for power. The record of this trial is as follows: steam pressure by gauge, mean over course, 175 lbs.; vacuum, 23½ ins.; revolutions, mean over course, 36.87; mean draught of ship, 7 ft. 7 ins.; displacement corresponding to this draught, 1,148 net tons; time over course, 58¼ minutes; distance, 19 miles; speed, 19.6 miles an hour.

### Railway & Canal Statistics.

The Dominion Public Accounts for the year ended June 30, 1898, just issued, show the following items among expenditure chargeable to capital:

|  |               |
|--|---------------|
| Intercolonial Railway                    | \$ 252,750 80 |
| Prince Edward Island Railway             | 17,541 88     |
| Lachine Canal                            | 216,717 44    |
| Ottawa Works                             | 82,663 37     |
| St. Lawrence River & Canals              | 2,535,949 61  |
| Sault Ste. Marie Canal                   | 21,004 50     |
| Trent Canal                              | 351,273 31    |
| Improvement of the St. Lawrence          | 198,914 30    |
| Port Arthur Harbor (River Kaministiquia) | 12,850 27     |
| Canadian Pacific Railway Company         | 692 17        |

Railway subsidies were paid as follows:

|                                |                |
|--------------------------------|----------------|
| Atlantic & Northwestern        | \$ 186,600 00  |
| Coast Railway of Nova Scotia   | 90,400 00      |
| Gulf Shore                     | 25,064 15      |
| Ottawa, Arnprior & Parry Sound | 327,232 00     |
| St. Lawrence & Adirondack      | 84,480 00      |
| Crow's Nest Pass               | 453,750 00     |
| Montreal & Ottawa              | 40,000 00      |
| Ottawa & New York              | 33,600 00      |
| St. Stephen & Milltown         | 5,212 11       |
| Montfort Colonization          | 35,840 00      |
| United Counties                | 1,488 00       |
| Grand Trunk                    | 131,268 52     |
|                                | \$1,414,934 78 |

The payments on railway subsidies during the past 15 years have been as follows:

|      |                 |
|------|-----------------|
| 1884 | \$ 268,000 00   |
| 1885 | 403,245 00      |
| 1886 | 2,701,249 00    |
| 1887 | 1,406,533 00    |
| 1888 | 1,027,041 92    |
| 1889 | 846,721 83      |
| 1890 | 1,678,195 72    |
| 1891 | 1,265,705 87    |
| 1892 | 1,248,215 93    |
| 1893 | 811,394 07      |
| 1894 | 1,229,885 10    |
| 1895 | 1,310,549 10    |
| 1896 | 3,228,745 49    |
| 1897 | 416,955 30      |
| 1898 | 1,414,934 78    |
|      | \$19,197,372 11 |

The balance sheet contains the following items among the assets:

| CANALS.                        |               |
|--------------------------------|---------------|
| Burlington Bay Canal           | \$ 308,328 32 |
| Chamby Canal & River Richelieu | 436,152 83    |
| Improvement of the Trent       | 559,067 70    |
| Murray Canal                   | 1,247,470 26  |
| Lachine Canal                  | 7,634,628 03  |
| Lake St. Peter                 | 1,164,235 08  |
| Ottawa Works                   | 6,794,951 33  |
| Rideau Canal                   | 10,720 50     |
| St. Lawrence Canals            | 22,113,065 70 |
| St. Peter's Canal              | 402,021 82    |
| Sault Ste. Marie Canal         | 3,678,528 21  |
| Tay River Navigation           | 476,128 73    |
| Trent River Canal              | 2,066,606 17  |
| Welland Canal                  | 2,359,415 76  |
| RAILWAYS.                      |               |
| Digby & Annapolis Railway      | 660,683 09    |
| Intercolonial Railway          | 56,004,146 98 |
| Prince Edward Island Railway   | 3,768,107 26  |

### To the Land of Sunshine.

Take the Sunshine Route from Chicago to Los Angeles, San Francisco and other points in California, and escape the rigors of winter in the East and North.

Pullman Tourist Cars for first and second class passengers leave Chicago every Saturday at 2 o'clock p.m. via the Chicago, Milwaukee and St. Paul Railway to Kansas City, thence to California via the Atchison, Topeka and Santa Fe Railway—a real Sunshine Route.

This is the earliest afternoon train leaving Chicago for the West after arrival of morning trains from the East, thus avoiding tedious delay.

The Sunshine Route is essentially the best and most patronized through-car-line for men, women and children. Every attention paid to the needs of passengers en route.

Send for a Sunshine Route time-table folder. It costs nothing.

Address A. J. Taylor, Canadian Passenger Agent, 8 King Street E., Toronto, Ont.

### TELEGRAPHS & CABLES.

#### Canadian, British Columbian & Dawson City Telegraph Company.

In our last issue we published a very full summary of a prospectus issued by this Co., which only reached us just as we were going to press, & when there was no time for comment. We have since received a complete copy of the prospectus & of the memorandum of Association. The issue of £95 of £225,000 5% 1st mortgage debenture stock has been severely criticised by some of the English financial papers, & after thoroughly looking into the matter we are inclined to agree with them that the scheme is at least visionary, if nothing worse. The London Statist recommends the debentures to "old ladies in search of highly speculative debentures," & says:—"The dear innocent public will be very innocent indeed if it accepts off hand the idea that there is solid attraction in the enterprise." J. Morris Catton, who trades as J. Morris & Co., advertising agents, is apparently the promoter of the scheme, & we think it is to be regretted that he has been able to secure Sir Adolphe Caron & Sir Jas. Grant, of Ottawa, & ex-Premier Turner, of B.C., as directors. Our advice to them, in the vernacular, is to "jump the outfit" forthwith.

Strange to say the prospectus does not contain even an approximate estimate of the cost of building the line from Quesnelle to Dawson City & branches, & this very essential feature is also wanting in the report made by the Co.'s resident engineer, a copy of which we publish further on, though elaborate & detailed estimates of revenue are given. We have consulted a telegraph expert in whom we have every confidence, & who has a practical knowledge of the class of country through which the lines are projected. His estimate of the cost of construction does not exceed \$300 a mile, which for the 1,400 miles mentioned in the prospectus would aggregate \$420,000. By the sale of £225,000 debenture stock at £95, over \$1,000,000 would be realized. It would be interesting to know what the promoters intend to do with the difference. They appear to have asked more than double what is required.

The estimate of revenue would be laughable, were it not too serious, in view of the beguiling effect it may have had on investors. In addition to local and intermediate traffic estimated at £37,500 a year, it is estimated there will be 200 telegrams a day between Quesnelle & Dawson at 5s a word, producing a further revenue of £150,000 a year, or a total revenue of £187,500 a year. The rate of 5s a word (\$1.22) is rather startling in view of the facts that the Atlantic cable rate is only 25c a word, and that the day rate from Halifax, N.S., to Vancouver, B.C., the longest land line in Canada, 3,662 miles, is only \$1 for 10 words. We have no hesitation in saying that an estimate based on 5s a word is illu-

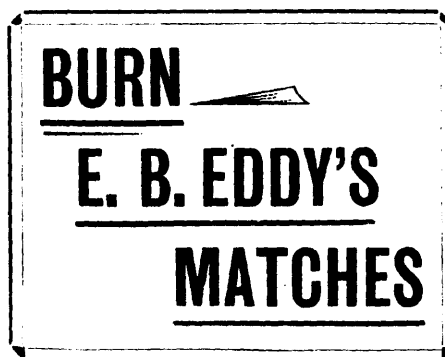
sonary and deceptive. Mr. Woodford refers to the rate of 9s a word from the Transvaal, which, however, is an entirely different proposition. The rates that prevailed in the Klondike last year are no criterion. Everything is cheapening there with marvellous rapidity, fancy prices will be at an end in the spring, & a most careful enquiry in the best informed quarters leads us to believe that a revenue of \$1,000 a day, or say \$300,000 a year of 300 days, is the very most that can be expected, instead of the prospectus estimate of \$911,250. Even \$300,000 is to some extent problematical, as the line will be a most difficult one to maintain & the wires will be down a great deal, Mr. Woodford to the contrary, notwithstanding. The revenue anticipated from the North American Transportation Co., the Alaska Commercial Co. & the Hudson's Bay Co.'s business is not likely to reach the considerable proportions foreshadowed in the prospectus.

London, Eng., advices say the C.B.C. & D.C.T. Co. has been registered with a capital of £300,000 to acquire the securities of the Dawson City & Victoria Telephone Co. It is also stated that the letters of allotment to applicants for the mortgage debenture stock have been mailed & that E. G. Woodford, the Resident Engineer, has sailed for Canada to superintend the construction of the line. Our advice to the subscribers is to take any steps they can to prevent the expenditure of the proceeds of the debenture stock until reliable estimates of the cost of construction & of the revenue to be obtained have been secured. If the three Canadian directors above named do not insist on these precautions we predict troublous times ahead for them. We are anxious to see telegraph communication with the Klondike established—we believe it is a pressing necessity—but we want to see it done on legitimate business principles & not to the loss of British investors in a way that would give a black eye to future legitimate projects.

#### RESIDENT ENGINEER'S REPORT.

Following is the report of E. G. Woodford, M.A.I.M.E., late State mining engineer, Transvaal, &c., made on Dec. 10 last & which accompanied the prospectus as mentioned above:—

"In compliance with your request for information re the construction & operation of a telegraph line between Quesnelle—the present terminus of the telegraph system of B.C.—and Dawson City, in the Klondike mining district, I submit the following, which is based upon my personal knowledge of the country from which I have just returned. The proposed route of the telegraph would follow a line surveyed many years since for the all-land route to Europe via Behring's Straits. By this route, which follows an old trail, the distance from Quesnelle to Telegraph Creek on the Stikine River is 570 miles, & from Telegraph Creek via Teslin Lake, Atlin Lake (the new gold rush), White Horse Rapids, & the Yukon River is 730 miles, or a total between



Notice is hereby given that The British Yukon Mining, Trading & Transportation Company will apply to the Parliament of Canada, at the next session thereof, for an Act authorizing the said company to construct & operate a line of railway from a point at or near Fort Selkirk to a point at or near Dawson City; thence westerly to the one hundred & forty-first Meridian; also to construct & operate lines of railway from a point at or near Cariboo Crossing or from or near Tagish Houses to Teslin Lake or River & to Atlin, & with the consent of the Governor in Council, to construct & operate branch lines in the Yukon District not exceeding fifty miles in length: to change the name of the company to "The British Yukon Railway Company," & to divide the undertaking of the company into sections, & to borrow money separately upon each of said sections, or on any two or more of them combined; also to confirm the proceedings taken upon the organization of the company; & to further amend the Act incorporating the company.

CHRYSLER & BETHUNE.

OTTAWA, 19th November, 1898.



Quesnelle & Dawson City of 1,300 miles. I would recommend that a connection be made between the new port of Skagway at or near Atlin Lake, an additional length of about 100 miles. I consider that such a telegraph line can be quickly & substantially constructed without exceptional difficulties, provided that the work be commenced simultaneously at various points along the route by an adequate staff of skilled Canadian workmen. The peculiar geographical configuration of the country & the many streams which directly cross the line of operation will permit of the prompt delivery over the ice of the necessary materials & supplies for the construction parties. The upper portion of the line is also readily accessible by the many rivers & trails leading to the different mining camps of the thousands of miners at work this winter between Telegraph Creek & Dawson City. This latter fact is of importance in connection with transport & labour, as both men & transport animals will be obtainable at numerous points where most urgently required.

"The necessity of telegraphic communication between the Klondike & the Canadian system very naturally occurred to me during my recent expedition to that country. During my journey from Skagway via the White Pass & the Yukon River, I was satisfied from observation that a telegraph line could be rapidly constructed either in winter or summer, which could be cheaply maintained & readily repaired. The coast of B. C. & the Klondike district are noticeable for the entire absence of storms. Repairs & breakdowns should therefore be very infrequent. The route of this line of telegraph is unique in my experience, as its whole length of 1,300 miles is on the rich Western mineral belt that is now commencing to attract attention, & which promises to be as great a field for mining investment as the Transvaal or Western Australia. In addition, therefore, to the business which will arise by connecting Dawson City with the world's telegraph system, the discovery & development of numerous mining camps along the route will be a source of constantly increasing returns & profits to your Company. The population of Dawson & the immediate vicinity is now from 25,000 to 30,000. The population of the mining camps along the route of the proposed telegraph line is rapidly increasing. The entire route even far beyond Dawson City is covered with timber, consequently an inexhaustible supply of suitable poles is at hand, & I may here also mention that the difficulty of securing suitable operators & line men which so often occurs in remote countries need not be anticipated, as amongst the numerous miners who have flocked into the country there will be found many hundreds of experienced telegraph men.

"With regard to an estimate of possible business, or the amount of income that may be safely anticipated, it is evident that, as telegraphic communication is a necessity, almost any price might be asked & would be cheerfully paid, as, per example, the 9s word from the Transvaal. During my stay in Dawson City last Aug., telephone messages to Eldorado City, a distance of 15 miles, cost 4s a minute, with a minimum charge of 20s! With a reasonable charge per word, of say 5s, I am confident that a large & immensely profitable business can be done. The permanent nature of the gold deposits of the Klondike & other districts has now been established from many reliable sources, the least being the fact of an output of £3,000,000 for last season. Immense quantities of supplies have been forwarded into the country this year, & next year will see the employment of large quantities of machinery & large hydraulic operations. The heavy investments of European & American capital is ample security for the construction of a telegraph line, more especially in a country where the changes of seasons are sudden &

severe. I would therefore suggest that your Co. lose no time in commencing the building of the line, & if work is promptly commenced & vigorously carried on during the present winter, it should be in working operation by the end of April next. From my knowledge of B. C. & of Klondike & their wonderful mineral resources, I am convinced that a telegraph line will prove one of the most profitable industrial enterprises that have been proposed in connection with these new mining countries."

### Government Line to the Yukon.

In our Nov. issue we gave currency to a rumor from Ottawa that at the next session of Parliament the Minister of Public Works will ask for an appropriation to build a telegraph line to the Yukon via the Ashcroft-Cariboo route. The Government now has a line from Ashcroft, on the C.P.R., to Barkerville, 276 miles. This line, which was built as far as Quesnelle in the Cariboo country in 1865, will be found fully described in our issue of Aug., '98, pg. 167. Early this month a Victoria, B.C., telegram stated that a telegraph line & wagon road from the end of the present Ashcroft-Cariboo line & road to the Yukon, had been decided on, & that the whole work would involve an expenditure of \$5,000,000. Since then the rumor as to the building of a Government telegraph line has been revived at Ottawa, & it is said the Government has obtained an estimate of the cost of construction, & it is said a rate of \$2 for a 10-word message is talked of. This is in marked contrast to the proposed rate of the Canadian British Columbian & Dawson City Telegraph Co., already referred to in this issue.

### Suit Against the G.N.W.T. Co.

Proceedings have been commenced in the High Court of Justice of Ontario to set aside the agreement made in 1881 under which the lines of the Montreal Telegraph Co. were leased to the G.N.W. Telegraph Co., & to restrain the parties thereto, the Montreal, the G.N.W. & the Western Union Telegraph Companies & H. P. Dwight, the President of the G.N.W., from acting under the agreement. The plaintiffs are H. M. Morrow, accountant, & W. A. Clark, banker, of Boston. Morrow claims to be a holder of 750 shares of G.N.W. stock & Clark claims to hold 250 shares pledged to him by Morrow to secure indebtedness. In connection with this suit it may be interesting to look back for a few years. In 1879, the Dominion Telegraph Co. leased all its lines in Canada to the American Union Telegraph Co. for 99 years, & in 1880 the latter Co. assigned the lease to the Western Union. In 1881 the Montreal Co. leased its lines, &c., to the G.N.W.T. Co. for 97 years for \$16,000 a year, which provides a dividend of 8% on the Montreal Co.'s capital of \$2,000,000. The W.U. was a party to this agreement, guaranteeing the payment of the \$165,000 a year & also the performance by the G.N.W. of the other covenants. The W.U. then sublet the Dominion Co.'s lines in Ontario & Quebec to the G.N.W. Co. for \$60,000 a year. The capital of the G.N.W. is \$500,000. Plaintiffs allege that \$255,000 of this is owned by the W.U. Co., but that it stands in the name of H. P. Dwight, & that the W.U. Co. nominates the directors, &c., of the G.N.W. Co. & controls its operations, &c., that the W.U., having no power to give the guarantee above referred to, is at liberty to withdraw it at any time, that the operation of the Montreal and Dominion lines & lines built by the G.N.W. Co. has resulted in loss, which the W.U. has had to make up to maintain the payments to the Montreal Co., & that should the W.U. refuse to continue making up the deficits the Montreal Co. will terminate its

agreement, taking possession of its lines & of the additions & improvements made thereto by the G.N.W. Co. The plaintiffs claim that the agreement of Aug., 1881, is void because it is an attempt by a foreign corporation to exercise the powers, &c., of the G.N.W. Co. in the interests of the W.U., that the agreement was not made in the interest of the G.N.W. Co., that it was a surrender of the property of the G.N.W. Co. & is a delegation of that Co.'s franchises and powers to the Montreal Co. & a misuse of statutory powers, &c.

The motive for the action above referred to is in doubt. A Montreal telegram, stating that it is "an attempt by the W. U. to gobble up the G. N. W." is absurd. It looks very much like a stock jobbing operation. Before the papers were served on the defendants copies of them were in the hands of Montreal brokers & were undoubtedly used for the purpose of depressing the Montreal Co.'s stock. We are informed, on the highest authority, that there is no truth in the allegation that the W. U. Co. has had to come to the rescue of the G.N.W. Co. financially & that the latter Co. has done its own financing right along without calling on the W. U. for any payment under the latter's guarantee. At one time the G. N. W. Co. paid handsome dividends, but latterly, owing largely to competition, it has not been able to do more than pay its rentals.

### Montreal Telegraph Company.

At the annual meeting in Montreal Jan. 12, the report showed assets \$2,268,143.52; liabilities \$2,041,974.74, an excess over shareholders' capital of \$151,823.85, leaving a contingent fund of \$74,371.93. During the year 4 quarterly dividends aggregating 8% were paid. The rental of 8% per year, amounting to \$160,000, had been paid quarterly by the G. N. W. Telegraph Co. The following were elected: President, A. Allan; other directors, H. Mackenzie, J. Joseph, W. Wainwright, H. Archibald, H. A. Allan, W. M. Marler.

In answer to a question the President said with reference to a suit undertaken by H. M. Morrow, & one Clark, to upset the lease, "the complaint of Morrow was in the hands of one or two stockholders & shown by them around the street & on the Stock Exchange, before any service was made upon the Co. So far as we know the copy served upon the Co. may have been served by a broker's clerk. Its contents are utter rubbish, & clearly got up for the purpose of affecting the price of the stock. We understand that Morrow is not a bona fide shareholder of the G. N. W. Co., against which the action is taken. He was Erastus Wiman's stenographer at the time Wiman was obliged to retire from the firm of R. G. Dun & Co. The action, if it can be termed such, is against the G. N. W. Co., & we are, with the Western Union, brought into the case incidentally. We do not know who Clark is, he may be a pawnbroker. Under the agreement the legal position of the Co. is unassailable. The guarantee of the W. U. is beyond question, & the security of the Co. is ample in every respect. In fact, the stock of this Co. should rank among the highest class in the market. As to the legality of the W. U. guarantee, the opinion of E. P. Wheeler, of New York, is on the table with the clauses in the agreement binding that Co.

"As to any deficit in the workings of the lines of the company by the G. N. W. T. Co., it must not be forgotten that the G. N. W. operates other lines of telegraph besides ours. The G. N. W. does not furnish us with the results of the operations of the lines, nor is it under any obligation to do so. Should there be any deficit, it does not concern this Co. or its shareholders. We are convinced, however, the working of the lines of this Co.



ASSESSMENT SYSTEM.



THE BEST FRATERNAL BENEFIT SOCIETY IN THE WORLD.  
THE SPLENDID RECORD OF THE I. O. F.

The Magnificent Benefits Paid.

|   |               |
|---|---------------|
| Benefits paid last Year (1897).....                     | \$ 992,225 60 |
| Benefits paid last Five Years.....                      | 3,401,515 92  |
| Benefits paid last Ten Years.....                       | 4,395,353 72  |
| Benefits paid from organisation to 31st Dec., 1897..... | 5,103,867 70  |

The Growth of the Membership.

|                                     |         |                                    |        |
|-------------------------------------|---------|------------------------------------|--------|
| Membership 1st July, 1881.....      | 369     | Date of Reorganization.....        | 650    |
| Membership 31st December, 1881..... | 1,319   | Increase in Six Months.....        | 4,785  |
| Membership 31st December, 1886..... | 5,804   | Increase in First Five Years.....  | 26,499 |
| Membership 31st December, 1891..... | 32,393  | Increase in Second Five Years..... | 70,535 |
| Membership 31st December, 1896..... | 102,838 | Increase in Third Five Years.....  | 21,847 |
| Membership 31st December, 1897..... | 124,685 | Increase during Year 1897.....     |        |

The Expansion of the Surplus.

|                              |              |                                 |              |
|------------------------------|--------------|---------------------------------|--------------|
| Surplus 1st July, 1881.....  | \$ 0         | Date of Reorganization.....     | \$ 4,568 55  |
| Surplus 31st Dec., 1881..... | 4,568 55     | Increase in Six Months.....     | 49,412 73    |
| Surplus 31st Dec., 1886..... | 53,981 28    | Increase in 1st Five Years..... | 354,816 92   |
| Surplus 31st Dec., 1891..... | 408,798 20   | Increase in 2nd Five Years..... | 1,606,686 18 |
| Surplus 31st Dec., 1896..... | 2,015,484 38 | Increase in 3rd Five Years..... | 543,348 40   |
| Surplus 31st Dec., 1897..... | 2,558,832 78 | Increase during Year 1897.....  |              |

The Members and Their Assurance.

At 31st December Each Year.

| Year. | Total Membership. | Insurance Carried. | Total Surplus. | Surplus per Capita. | Death Rate per 1,000. |
|-------|-------------------|--------------------|----------------|---------------------|-----------------------|
| 1881  | 1,019             | \$ 1,140,000       | \$ 4,568 55    | \$ 4 48             | 4.50                  |
| 1882  | 1,134             | 1,276,000          | 2,967 93       | 2 61                | 11.00                 |
| 1883  | 2,210             | 2,490,000          | 10,857 66      | 4 91                | 4.73                  |
| 1884  | 2,558             | 2,923,000          | 23,081 85      | 9 01                | 4.23                  |
| 1885  | 3,642             | 4,283,000          | 29,802 42      | 8 18                | 7.76                  |
| 1886  | 5,804             | 6,764,000          | 53,981 28      | 9 30                | 4.85                  |
| 1887  | 7,811             | 9,120,000          | 81,384 41      | 10 44               | 5.78                  |
| 1888  | 11,800            | 13,714,000         | 117,821 96     | 9 98                | 6.43                  |
| 1889  | 17,349            | 20,078,000         | 188,130 36     | 10 84               | 5.85                  |
| 1890  | 24,604            | 28,498,000         | 283,967 20     | 11 54               | 5.18                  |
| 1891  | 32,303            | 39,395,000         | 408,798 20     | 12 65               | 6.40                  |
| 1892  | 43,024            | 53,243,000         | 580,597 85     | 13 49               | 6.25                  |
| 1893  | 54,484            | 67,781,000         | 858,857 89     | 15 76               | 5.47                  |
| 1894  | 70,055            | 86,500,500         | 1,187,225 11   | 16 94               | 5.47                  |
| 1895  | 86,521            | 108,027,500        | 1,560,373 46   | 18 03               | 5.67                  |
| 1896  | 102,838           | 128,791,000        | 2,015,484 38   | 19 60               | 5.50                  |
| 1897  | 124,685           | 154,510,000        | 2,558,832 78   | 20 52               | 5.56                  |

For Further Information Respecting this Great Fraternal Benefit Society, Apply to

Oronhyatekha, M.D., S.C.R., Toronto, Ont.  
James Marshall, 24 Charing Cross, London, Eng.

John A. McGillivray, Q.C., S.S., Toronto, Ont.  
A. E. Stevenson, 6436 Kimbark Ave., Chicago, Ill.

Or Any Officer or Member of the Order.

results in no loss to the G. N. W. Any loss in operating must be looked for in the workings of the lines of other companies. The official returns of the G. N. W. T. Co., which we had the privilege of seeing, showed extremely handsome profits paid to the shareholders.

"Nothing but good feeling prevails between the companies interested. No complaint has been made by the W. U. of the terms of the agreement. Since 11 judges settled the legal questions raised 10 years ago by the G. N. W., that Co. has carried out, & is carrying out in good faith, the conditions of the agreement. There is no issue between the parties interested; nor has there been any of any importance during the past 10 years. The agreement was executed 18 years ago, & during all that period dividends at the rate of 8% have been paid our shareholders."

### Vancouver Island Telegraph Service.

The residents of Clayoquot, Uclulet & other points in Alberni district, with a number of Victorians interested in shipping & mining on the West Coast, have petitioned the Legislative Assembly praying for the establishment of a government telegraph line from Alberni to Clayoquot & Uclulet, & along the coast. The petitioners claim that such a line would be of great advantage to the mining & shipping interests of the coast. The only communication at present is by steamer from Victoria, 3 times a month in winter & 4 in summer, & from the lack of immediate communication mining transactions are sometimes delayed. Then again, shipwrecks occur & many lives & much property are sacrificed which might be saved was there direct communication. The line to Cape Beale from Alberni has already been sanctioned by the government, & the small additional outlay for the continuance of the line would, in the opinion of the petitioners, be amply justified.

The present Dominion Government line along the coast from Victoria to Cape Beale, near the entrance of Juan de Fuca Strait, 118 miles, built in 1881, has proved so unreliable that it has been decided to adopt an alternative route from Alberni, at the head of the Alberni Canal almost due west of Nanaimo. In 1895 a branch line of 29½ miles was run over to Alberni from the Nanaimo-Comox line, built in 1893, so that the gap to be now spanned between Alberni & Cape Beale is only about 38 miles. The Department of Public Works invited tenders to be sent in by Jan. 10 for the supply of telegraph poles, & for the construction of the line from Alberni to Cape Beale. The poles are to be cedar, 23 ft. long, not less than 6 ins. diameter at top, straight & sound, barked 5 ft. from the butt. On the steep bluffs opposite Uchucklesit Bay, Hell Gate & Copper Mountain, 1½ miles in all, iron brackets bolted to the rock are to be used to support the wire. The poles are to be erected not more than 165 ft. apart, & the Government will supply the following material, &c., which is similar to what was used on the coast line, viz., no. 6 line wire, no. 9 tie wire, white porcelain insulators, & oak screw brackets, also pins, instruments & batteries.

### Canadian Pacific Ry. Co.'s Telegraph.

The Crow's Nest Pass branch of the C.P.R. having been taken over by the Telegraph Department, the following new offices on that branch have been placed on the same basis as offices in the Kootenay district of B.C., thus reducing the rates from \$2 & \$2.25 to \$1 & \$1.25 from the East & a corresponding reduction from the West. This went into effect Jan. 1.

NEW OFFICES.—Blairmore, Pincher, Brock, Pincher Creek, Coal Creek, Crow's

Nest, Elko, Fisher, Kitchener, Sirdar, Cranbrook, Fort Steele Jct., Fernie, Hosmer, Michel, Wardner.

OFFICES CLOSED.—6th Siding, 7th Siding, Alta.; Kuskanook, B.C., Irishman's Creek, B.C.

OFFICES CHANGED.—Bull Head, B.C., changed to Crow's Nest; Duck Lake, B.C., changed to Sirdar; Russell Creek, B.C., changed to Kitchener.

It is expected a branch telegraph line to Fort Steele, B.C., will be built at once; at present messages are sent to Fort Steele by telephone line from Cranbrook.

The new office at Winnipeg is about completed & ready for occupancy.

The Boundary Creek Telegraph & Telephone Co. has been incorporated under the B.C. Companies Act with \$50,000 capital. Head office, Greenwood, B.C.

Direct West India Cable Co.—At the recent annual meeting the report stated:—"The Co.'s cables were successfully completed & opened to the public January 31, 1898. The Jamaica Government has passed a law granting the Co. a subsidy of £2,000 a year for 5 years, & the Turk's Island Government has agreed to give £120 a year for a similar period. The revenue account shows a credit balance of £15,045, of which £10,490 has been applied to the discharge of all expenses incurred prior to the opening of the cable for traffic, including the discount at which the debentures were issued (£6,000), leaving available £4,554. It is proposed to pay a dividend for the ½ year to June 30, 1898, at the rate of 5% per annum, which will absorb £750, leaving £3,804 to be carried forward."

Royal Telegraph Co.—R. G. Code, A. F. May, A. Macfarlane, E. F. Burrill, & C. T. Moffatt, of Ottawa, 4 barristers & a clerk, give notice of application for incorporation under the Dominion Companies Act, under this title, with power to build & operate lines for the transmission of messages by telegraph or telephone through any place or places in the Dominion or elsewhere. To aid or advance money to build or work any such line to be used for telegraph or telephone purposes. To lease their lines or any portion thereof to any other company. To enter into working or other agreements with the owners of other telegraph or telephone lines for the transmission of messages to points on such other telegraph or telephone lines. To manufacture, operate, sell, let, hire, purchase or lease every description of electrical apparatus, telegraph or telephone instruments, material, plant, patents & things capable of being used in connection with any of the aforementioned objects. Ottawa is to be the chief place of business, & the capital stock \$100,000.

Yale & Kootenays.—Bodwell & Duff, solicitors, Victoria, B.C., give notice of application to the Dominion Parliament to incorporate a company to construct & operate telegraph lines in Yale & East & West Kootenay, B.C., & to make connection with any telegraph company in the U.S., or with any other telegraph or telephone company & with other powers. B.C. papers say the application is made on behalf of D. C. Corbin & A. Corbin, who retained control of the telegraph line along the Spokane Falls & Northern Ry., when that line was sold to the Great Northern. The chief object of the application is to secure the right to extend the system into the Boundary Creek country. It is also reported that Messrs. Corbin intend to connect their telegraph system with branch telephone lines to the different mining camps, & that they are behind an application recently made to the Greenwood town council, for the right to erect poles & string wires within the town limits.

## TELEPHONE MATTERS.

### The Bell Telephone Company.

The appeal of the Co. against an assessment of \$638,649 on its plant in Toronto, was argued before County Judges McDougall, Dartnell & McGibbon last month. Previously the plant had been assessed at \$100,000. This year the assessment was proportioned as follows: Land, \$8,750; buildings, \$24,000; poles, wires, conduits, etc., \$377,992; Temperance street switchboard, \$177,174; Yorkville & Parkdale switchboards, \$50,773. The decision of the Court of Appeal in the case of the assessment of the Co.'s plant at Hamilton stood as a precedent. This decision held that the poles, wires, etc., could not be assessed for their value as a part of a growing concern, but only on their value when detached, or as scrap iron.

A. L. Salt, Assistant Manager of the Western Electric Co., New York, gave his estimate of the value of the switchboards as follows: Temperance street, \$10,000; Yorkville ave., \$1,900; Parkdale, \$565.50.

W. C. Marshall, Inspector C.P.R. Telegraphs, said that the wires, poles, etc., of the Co. were of no value when detached. They would not realize, on sale, the cost of taking them down. The only articles which were of any value were the braces, which, when taken down, would realize about 5c. each, half of their original cost. The wire would cost about \$4 a mile to take down, which is more than they would sell for as scrap. J. J. Wright, Manager Toronto Electric Light Co., gave similar testimony.

E. F. Peck, Electric Light Superintendent at Brooklyn, N.Y., said that, as an outgrowth of his 18 years' experience, he considered the Bell poles could be removed, as they stood, for from 25c. to \$2.50 each. It was worth \$2 to erect a 25-ft. pole. There was no market for taken-down, galvanized iron wire. The aerial wire was valuable only as scrap iron.

H. C. Baker, Ontario Manager of the Bell Telephone Co., stated that the Co. had invested in the Dominion, in realty, \$4,171,432.91. This included everything except switchboard instruments & indoor plant. He believed the average life of poles in Toronto to be about 6 years; they had now lived half their life; the cables, underground, had been used about 4 years. Cables were worth from 5 to 11c. a foot; some had been sold at \$35 a ton. Wire was worth 9 or 10c. a pound when taken down. Poles taken down found little market, & would be worth from 25c. to \$2, according to size.

Expert evidence was also submitted by W. Bamfield, of Pittsburg, formerly Manager of the Pennsylvania Telephone Co., J. C. Reilly, General Superintendent of the New York & New Jersey Telephone Co., & others, the case occupying several days. The decision of the court was in favor of the Bell Co., the assessment being reduced to \$102,550, made up as follows: Poles, wires & conduits, \$53,900; Temperance street switchboard, \$12,000; Yorkville avenue & Parkdale switchboard, \$3,900; land & buildings, \$32,750. The court found as follows: "The wooden poles are valued at 25c. each; the rails & iron poles, considered as 'scrap,' what the market allows, including cost of removal, etc., are put at \$3.50 a ton net; the wire is rated as second-hand & is worth 9c. a pound, while the attachments are valued at 7c. a pound—all considered as scrap."—Canadian Electrical News.

The Co. has declared a dividend of 2% for the current quarter, payable Jan. 14.

In an appeal of the Bell Telephone Co. against its assessment in Woodstock, Ont., before Judge Finkle last month, counsel for the Co. urged that its property should only be assessed at what it was worth, apart from the uses of the Co. This view was upheld in Hamil-

ton & elsewhere. The Judge decided he would have to abide by the precedent.

The city of Montreal, as a result of arbitration, has to pay the Co. \$1,722.66 damages for the removal of conduits from Gosford St. & Jacques Cartier Square & to return the conduits to the Co.

### Spokane & B.C. Telephone Co.

This Co. has about 225 miles of line connecting Spokane with Northport, Wash. & Rossland, B.C., & has branch lines from Meyers Falls to Republic, Wash., & from Bosburg to Grand Forks, B.C. It is said to be the Co.'s intention in the near future to build into Rossland, B.C., under a charter it recently purchased from the Columbia Telephone & Telegraph Co., which holds a Dominion franchise for B.C. The officers of the S. & B. C. Co. are: President, Treasurer & General Manager, C. O'Brien Reddin; Vice-President, S. M. Babcock; Secretary, W. T. Stoll. These with W. I. Reddin, constitute the Board of Directors. The head office of the Co. has been removed to Spokane, Wash. It has offices at all of the stations & towns between Spokane & Northport, also one at Republic.

It is expected extensive improvements will be made in the line in the spring, the principal of which will be the running of a double metallic circuit from Spokane to Rossland, & from Meyer's Falls or Bosburg to Republic. The Columbia Telephone & Telegraph Co. will probably string about 100 miles of wire, principally in stub lines, to connect with the S. & B. C. T. Co., the intention being to build into Rossland, Trail, Greenwood, Grand Forks & Cascade, to place exchanges there. A line to Camp McKinney is also proposed, & several stub lines to connect at the International Boundary with the S. & B. C. T. Co.'s wires.

In reference to a despatch from Myers Falls, published in our last issue, pg. 280, we are informed that Messrs. Aris & Oakes applied to the courts for a receiver; the application was heard & denied. Mr. Oakes, the former President of the Co., testified that the lines were worth \$60,000, & were bonded

for \$20,000; that the indebtedness of the Co. was probably \$1,200 or \$1,400. On this showing the court held that there was no evidence to warrant the appointment of a receiver. From this it would appear that the Co. is in excellent financial condition, as the indebtedness is simply the ordinary one in regard to expenses which is paid on the regular payday, the 20th of each month.

The official inauguration of the new telephone line between Moscow & St. Petersburg, Russia, took place Jan. 13. In the exchanges at all stations, American telephone apparatus is used exclusively.

Strong complaints are made of the service given by the Nelson & Vernon Telephone Co., which operates a line into the Boundary Creek district of B.C. Supt. Hodge blames contractors on the Robson-Midway railway for breaking the wires during blasting operations.

### EXPRESS MATTERS.

#### The Alaska Pacific Express Company.

General Manager Hall, of Portland, Ore., advises us as follows under date of Jan. 7: "We have service on all the regular steamers plying between Puget Sound ports & Alaska points. We are also operating the White Pass & Yukon route—a railway now under construction between Skagway & Lake Bennett. This line is now completed, & under operation as far as the summit, & will be completed through to Bennett by July 1. During navigation we also have service on the regular steamer lines between Lake Bennett & Dawson City; also between Lake Bennett & Lake Atlin. We now have agencies established at the following points: Portland, Ore.; Seattle, Port Townsend, Tacoma, Wash.; Victoria, Log Cabin, Lake Bennett, Atlin City, Lake Tagish, White Horse Rapids, B.C.; Wrangel, Juneau, Sitka, Skagway, Heney, Alaska; Dawson City, Yukon."

In reference to the foregoing we presume that as the White Pass & Yukon Ry. has organized an express company, it will be likely to do its own express business in future.

### Express Companies Items.

It is said the Arctic Express Co. has gone out of business.

After a trial lasting a month Ex-Auditor Bechal, of the Pacific Co., charged with \$200,000 shortages, has been acquitted.

The Dominion Co. has established a route on the extension of the United Counties Ry. between Henriville & Noyan Jct., Que., 21 miles, with offices at Clarenceville & Noyan Jct.

The Dominion Co. has closed its St. Thomas & Aylmer, Ont., wagon route. This does not affect the Dominion office at Aylmer, which is now reached by a through arrangement with the Pacific Express Co., via St. Thomas.

Route Agents E. J. Salisbury & C. Bowen of the Dominion having been assigned to other duties in the audit department, the lines heretofore under their respective jurisdiction have been consolidated with remaining route agencies.

At the annual meeting at Omaha recently the following were elected officers of the Pacific Co.: J. Eggleston, President; H. G. Burt, Vice-President; W. R. Carter, Secretary & Treasurer; E. B. Pryor, F. G. Merriam, S. B. Schuyler, E. T. Clapp, St. Louis; E. Young, Omaha, directors.

The following changes have been made in the Canadian Co.: W. T. Anderson, formerly Auditor of the money department, is appointed Superintendent of that department, with charge of all detail matters pertaining to money order business. W. H. Bryce has been appointed Assistant Auditor money order department. D. B. Atkinson has been appointed Office Supply Clerk.

The White Pass & Yukon Express Co. has been established in connection with the White Pass & Yukon Ry. The rate from Skagway to Atlin Jct. is 7c. a lb., to Log Cabin 7c. & to Lake Bennett 9c. Animals securely boxed & diamonds & jewelry double rates. The officers are: C. E. Hawkins, General Superintendent; H. M. McCartney, Division Superintendent; L. H. Gray, General Manager.

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