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G.T.R. SEMI-ANNUAL MEETING.

The report presented at the semi-annual meeting in London, Eng., Apl. 30, was published in our last issue. The President, Sir C. Rivers Wilson, after taking the chair, said:—

The ½-year ending Dec. 31 last was uneventful, except, I should say, for the regrettable loss of our General Manager, Mr. Hays. The results of the operations of the Co. were, in our judgment, satisfactory. It is true that the sum available for dividend, which amounts to £302,046, is somewhat less—£23,062—than the sum available at the same period in 1899; but a short analysis of the figures of the report will explain how the difference has arisen. The gross receipts amounted to £2,419,218, £4,580 less than the amount recorded in the ½-year ending Dec. 31, 1899; but when I recall to your recollection that that ½-year was the most productive in gross receipts of any ½-year in the history of the Co., I think you will agree with me that when we have worked up to within £5,000 of that large amount you will consider the result satisfactory. Our working expenses, on the other hand, I am sorry to say—but you will not be surprised at that—exceeded the working expenses in the corresponding ½-year by £37,767, was caused by the increase in the price of all materials which enter into railway operations. Our net revenue charges, less credits, showed an increase of £12,876, chiefly caused by the diminution in the rate of interest which we received on our G. T. Western bonds as compared with the larger amount which we received for the Chicago and G. T. bonds, for which they will be exchanged. We were worse, also, on the working of the Detroit, Grand Haven and Milwaukee by £10,514; therefore upon the balance which I have just stated to you we should be £65,737 worse off than in the corresponding period of 1899. But, fortunately, the Chicago and G. T., or, as it is now, the G. T. Western, which has so often been a stumbling block and an obstacle in our way, now came to our rescue, and sensibly modified the reduction which I have just mentioned to you. The C. and G. T. upon balance showed on that ½-year £42,675 better than the corresponding ½-year of 1899. That accounts for the £23,062 less available for dividend. Our gross receipts have kept up very well. We have carried 127,606 more passengers, and the amount we have received on that account was £14,204 in excess of the amount we received for the ½-year ending Dec. 31, 1899. The receipts from mails and express business increased by £8,982. On the other hand, the quantity of freight and live stock carried

shows a reduction of 245,682 tons, and there was a falling off in the receipts of this description to the amount of £29,553, which is less than the percentage decrease in the tonnage in consequence of the average rates received having increased from 5s. 9d. to 5s. 11d. a ton. That is always a good sign, as you know. One satisfactory feature in the ½-year's operations is, that while the reduction in the tonnage carried shows a decrease of 4½%, the freight train mileage has been decreased by nearly 11%, proving that in consequence of the larger proportion of more powerful engines in use larger train loads

nage of freight and live stock carried so far shows a satisfactory increase. The working expenses, as was to be anticipated, have increased, chiefly in consequence of the high prices of fuel and all materials required for working the line. The total increase on the expenditure side of the revenue account amounted to £37,767, of which £2,225 was attributable to higher taxes. Of the remaining increase £28,785 was expended in charges for maintenance of ways and structures, and for repairs and renewals to buildings and fencing and so forth, and I must say that that amount is a moderate one, taking into consideration the increased cost of materials which I mentioned just now, and I think it reflects great credit upon our officers. You agreed in 1898 that £241,309, which was the estimate for reconstructing bridges upon various parts of our system, the Victoria bridge in the first instance, secondly, the section between Portland and Montreal, and thirdly, the southern division, should be applied out of revenue, gradually spread over a period of five years. That period has been, owing to your consent, obtained on two occasions, reduced first by a special payment of £10,000, and subsequently of another £20,000, and now we ask your approval of a further £20,000 to be applied to the same object. The charges to revenue, in respect of these special renewals of bridges, on the scale originally agreed upon, will continue for about 1½ years more. The result of that expenditure, so far as it has gone yet, has been most satisfactory. I need hardly speak about the Victoria bridge, as to which you are well acquainted, except to say that that bridge has been completed, and is a monument of engineering achievement, and is rendering the greatest possible service to the G. T. Co. and to the inhabitants of Canada. We have now entirely completed the bridges on that important section of our line between Montreal and Portland, a distance of 297½ miles, and including no less than 117 bridges. All those bridges have been strengthened or renewed, and most of them rebuilt.



RICHARD MARPOLE,
General Superintendent Pacific Division, Canadian Pacific Ry.

were hauled, and we shall be disappointed if those comparisons are not even more favorable in future. The reduction in the tonnage was nearly equally divided between the through and the local business. The chief falling off in our traffic was on account of lumber. The rise in the value of all building materials checked building operations, and that is the cause why, I believe, we carried a good deal less than in the preceding year, and there has been also some diminution in the miscellaneous freight business; but I am happy to say that since the commencement of the present ½-year, the ton-

result of that wise expenditure, we are able to work now on that district with 30 less engines than we were able to work it with before, owing to the increased weight of the train loads we are able to run over the line. That is an object-lesson, showing the good judgment which I think the board showed in recommending, and which you showed in assenting to this revenue expenditure. It is a lesson showing you how the money you spend for such a purpose becomes remunerative. During the ½-year 34 locomotives, of a total haulage capacity of 47,328 tons, have been replaced by 24

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Canadian Excursion Agreement Meeting.

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

Canadian Freight Association.

PRESIDENT, W. Woollatt, Walkerville, Ont.; 1st VICE-
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NEXT ANNUAL MEETING at Hamilton, Oct. 16, 1901.

Canadian Society of Civil Engineers.

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

Canadian Ticket Agents' Association.

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

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

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

NEXT ANNUAL MEETING at Montreal, Nov. 6, 1901.
OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
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Great Lakes and St. Lawrence River Rate Committee.

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

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

National Association Marine Engineers of Canada.

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

Niagara Frontier Summer Rate Com- mittee.

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

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

Track Supply Association.

PRESIDENT.—F. E. Came, Montreal.
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NEXT ANNUAL MEETING at Hamilton, Oct. 16, 1901.

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vice. These 30 have a total haulage capa-
city of no less than 117,810 tons, as compared
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the lines east of Toronto, and the engines
displaced have replaced engines of a smal-
ler capacity west of Toronto, and in turn
those engines have replaced other engines
which are altogether discarded, or which
have gone on outlying parts of our system,
so you will see that by this expenditure we
have given an advantage to the whole of our
system. The car renewals have been con-
siderable in the ½-year at the cost of revenue,
and partly at the cost of the renewal fund.
Twelve new passenger cars, 1,000 freight
cars, and 50 cinder cars were constructed by
the Co. or purchased during the past ½-year,
and as the box freight cars are of larger ca-
pacity than those they have replaced, and tak-
ing into consideration the amount still at the
credit of the renewal funds, our equipment
may, I think, be considered to be in a satis-
factory state. I have received a very inter-
esting letter from our General Manager,
showing that during the past four years, 3,929
freight cars broken up, having a total tonnage
capacity of 68,000, have been replaced out of

revenue by 3,432 cars with a carrying ca-
pacity of 102,900 tons, so that while the number
of cars broken up has not been wholly re-
newed, the carrying power of the new cars
put into service shows a material increase. I
am sorry to say that the expenditure for fuel
for locomotives shows an increase of £21,370,
but it would have been still further augmen-
ted had it not been that some of the contracts
were wisely entered into at lower prices some
time ago, and that these did not expire until
April 1. I am happy to say that the contracts
for coal recently entered into have been made
at prices which, in the aggregate, show a
slight diminution on last year's figures. You
must bear in mind that our coal expenditure
implies a very long bill. The coal which was
used for all purposes in 1899 amounted to
1,049,000 tons, and the average cost at which
it was charged out was \$2.06. In 1900 the
amount of tons consumed rose to 1,128,852
tons, and the average price was \$2.22. This
means that we have spent upon coal in 1900
alone rather over half a million of money, and
thus, you see, a comparatively small increase
in the price of coal very materially affects the
working expenses. I cannot help reflecting,
when a great many people are grumbling
about the shilling export duty on coal, upon
the fact that we, without a murmur, are pay-
ing something like 2s. 6d. a ton on coal im-
ported from the U.S. into Canada, and I can
only hope that in the future some treaty of
reciprocity will be entered into between the two
countries by which we shall be relieved from
that very heavy tax.

Coming now to the capital account, you
will observe that an amount of £418,515 ap-
pears as added to our debenture stock, but
that does not imply any extra charge. On
the contrary, nearly the whole of that amount,
within a small fraction, was issued in exchange
for terminal bonds, some at 6% and some at
5% interest. This operation resulted in a
diminution of the charge of £4,600 a year.
As regards the actual capital expenditure,
the amount for the ½-year was £245,771. Of
this, £49,979 was expended in the laying of
new tracks and sidings at various points, in-
cluding an outlay of £19,432, which has been
made at Portland on new plant for the better
accommodation of the coal traffic, from which
considerable increased business and economy
of handling is anticipated, as also £10,388 for
the new general offices at Montreal, which we
hope will be completed and ready for occupa-
tion this summer. It was decided, as regards
the new general offices, to divide the charge
equally between capital and revenue. The
double-track bridge at St. Anne's has been
finished, and at Trenton the double-track has
been completed, and the only single portion
of the line of 333 miles from Montreal to
Toronto now remaining is 46¼ miles between
Port Hope and Port Union, which it will be
desirable to accomplish later on; but we do
not contemplate proceeding with the work at
present, as it is rather a more formidable
work than the rest of the double tracking
which we have undertaken. The double
tracking of the line between Hamilton and
Niagara Falls has been proceeded with during
the ½-year, and 25 miles from Hamilton to
Jordan have been completed and are now in
service. The General Manager reports that
everything in connection with this work is of
the highest class. The gradients have been
reduced, the maximum being 15 ft. per mile,
as against previously a maximum of 21.12 ft.
per mile. It is not proposed to complete the
double tracking of the remainder of this line
at present, on account of the approaching
opening of the Buffalo exhibition, for it would
be impossible to carry on the work during
that period, especially as we anticipate that
we shall have a largely increased traffic over
the line, which I hope will be remunerative,
during the period of the exhibition.

Now I have to speak again upon what I

may call that incubus upon us which arises out of the necessity which we have of spending a large sum of money to meet the requirements of the U.S. Safety Appliances Act. I have mentioned this matter to you two or three times before. No cars can now be used in inter-state traffic unless they are equipped with air brakes and automatic couplers of certain types, and the total expenditure we have been obliged to incur—we could not escape from it—has been about £300,000, charged to capital. We are within a measurable distance, I hope, of the completion of that extraordinary expenditure. So far as we can judge, a further expenditure of about £22,600 will complete all that will be required of us. I can only express the hope that the anticipations of the framers of that legislation, and of the Inter-State Commerce Commissioners, will be realized in our case, and that greater safety may be ensured to our employes and to travellers, and also that it may conduce to the more economical and better handling of the heavy trains and heavy engines which pass over the line.

The next matter of interest which I may mention to you as regards capital expenditure brings me to Portland, and there you will observe from the report that it is intended to erect a new grain elevator of the capacity of 1,500,000 bush. Two or three years ago we came to you and explained the necessity for erecting such an elevator. That elevator, having a capacity of about 1,000,000 bush., was erected, and it has been doing excellent work up to the present time. The money was advanced by the city bankers, and the interest and sinking fund for the eventual extinction of the debt has been met out of the earnings of the elevator, while we have derived a great advantage in its use. Our business is so increasing at Portland that it has been thought desirable to supplement the existing elevator accommodation by further accommodation of that description, and under similar arrangements to those which I have just mentioned to you, another elevator is going to be erected, with a capacity this time of about 1,500,000 bush., the interest and sinking fund being met, as it is confidently expected will be the case, out of the charges for the use of the elevator. I must just say in passing that there has been some little excitement—although, perhaps, "excitement" is a strong word—but a certain amount of discussion in Canada in consequence of the progressive work which we have been doing at Portland. There is possibly, and not unnaturally, a certain feeling of jealousy on the part of Canada to see a Canadian railway, and a railway so much bound up with the best interests of Canada, seeking an outlet in the U.S.; but no ill-feeling has really arisen in the matter, although some criticisms have been made by the newspapers. But that has passed away. I think the people of Montreal thoroughly well understand the case. We have explained to the authorities there that there is no idea on the part of the G.T. to create discrimination between Montreal and Portland. Portland is an important outlet, and it is only reasonable that we should bring a proportion of our freight down there, especially when you consider that the facilities at Montreal for storing and shipping grain are inadequate and insufficient for our requirements. That being the case, it followed that we could not allow a mere feeling of sentiment to interfere with the best interests of our Co., and I think our Montreal friends understand that now. In point of fact, I believe that out of this little feeling of jealousy which I have alluded to there may come considerable advantages for Montreal itself. The city authorities seem to be instigated now to greater exertions. They appear to be awake to the necessities of Montreal, and I believe they are going to expend a considerable sum of money in improving their harbor facilities. Nobody will

be more pleased than the G.T. Co. when that has been achieved, especially as we shall largely share in those benefits. I wish to say these few words so as to deprecate any idea of our ever attempting to act in any spirit of discrimination or rivalry towards the Dominion to which we owe so much.

There are two matters of interest which I will now allude to in connection with the opening of the great exhibition at Buffalo, which the Americans claim—and perhaps not unreasonably—bids fair to eclipse the Chicago exhibition, and even the Paris exhibition of the other day. I hope some of you will go there and see it for yourselves. I am going to Canada next week in your interests, and I shall be pleased when I next meet you in October, to give you an account of that exhibition. As you are aware, our connection at Buffalo is by means of what is called the International bridge crossing the Niagara river. That bridge was built many years ago. It has been a fine and useful structure, but in consequence of the increasing traffic, and, above all, the increased weight of loads of the trains and locomotives that pass over it, it was found indispensable to strengthen and improve it. The work has been undertaken under the auspices of our excellent engineer, Mr. Hobson, whose name is familiar to you, and is now very nearly completed. The result will be to improve the carrying capacity of the bridge by about 140%, and the expense, which will not be very considerable, considering the work done, will all be found out of the revenue of the bridge company and will not be a charge upon capital. We have succeeded, after a long period of disappointment and negotiation, in obtaining for the first time for our local traffic excellent terminal accommodation in Buffalo. If any of you have ever been there, you must have been very much surprised and rather disgusted at the inferior accommodation which we have had to put up with hitherto. Now, our officers have been able to make arrangements with the New York Central by which we have access to its union station, which will be of considerable advantage to our local traffic.

I must say a word, of course, about our G. T. Western Ry., which you perhaps hardly recognize as the successor of the Chicago and G. T., of which you know a great deal—perhaps some of you too much. The reorganization of the new company is satisfactorily accomplished. The new bonds are now in course of transit to this country, and will be ready for exchange for the old C. and G. T. bonds in a short period. The double tracking of the line has been progressing, and already 28 miles have been double tracked, and we have had temporarily to provide funds for this purpose. On that account £87,000 had been advanced to Dec. 31st last. These together with any further advances that may be necessary, will be refunded to the G. T. Co. out of the proceeds of the G. T. Western 4% 1st mortgage bonds set aside for capital purposes. So far, the working of this line—which up to Dec. 1st last still remained the C. and G. T. line—for the year 1900 has been satisfactory, and I think promises well for the future. The working from the beginning of Jan. to the end of Dec., during which the receivers were in charge of the line for the first 11 months, resulted in a net increase of profit of £27,265; and as there was a decreased net revenue charge of £21,014, the result was that the C. and G. T., or the G. T. Western, according as you like to call it, showed £48,279 better than in the preceding year. I must just mention, so that you may not be led into a misapprehension, that a portion of that increase would not apply to the future, inasmuch as it does not comprehend the interest upon the bonds of the new Co. which have been reserved for capital purposes, and which will gradually come into course of payment. However, the

results of the operations of the line are so far satisfactory, and it is to be hoped that we are not too sanguine in anticipating that the G. T. Western Co. will not only be self-supporting, but that the G. T. will derive increased advantage from the sacrifices it has made.

I need only say one word in passing about the Central Vermont, which I generally allude to, in order to inform you that last ½-year's earnings were sufficient to pay all the fixed charges, and leave a small surplus. During the first two months of this year, the working operations, I am sorry to say, have not been altogether satisfactory, but I am not able to speak with any confidence until we see the result of the remaining months of the half-year. I shall take the opportunity of visiting the line when I go over there next month. I am also sorry to mention, with regard to the Central Vermont, that we have lost our General Manager, Mr. Fitzhugh, from whom I had hoped great things, and who was doing excellent work. He was an old brother officer of Mr. Hays, on the Wabash, and he has elected to follow the fortunes of his chief, and go with him on to the Southern Pacific Ry. Another great loss to the Central Vermont was that of Mr. Wilds, whose name I have mentioned to you before, and who was one of our directors upon the line, and who rendered us excellent service in carrying through the reorganization of the Central Vermont. It was largely owing to his intelligent and active efforts that we were able to make the arrangements we did, and I cannot tell you how much we regret his loss.

The report informs you that two acts have been passed by the Dominion Parliament, and which must be submitted for your approval, and this we propose to do now. The first of these relates to the G. T. Western, and is merely a ratification of the agreement which you have already approved of, and, therefore, I need not detain you by going into the merits of it. I have more than once had occasion to explain to you the nature of the agreement which was entered into between the G. T. and the G. T. Western, and as late as Dec. 11 last we had a special meeting in order to go into the whole question, and to obtain from you confirmation of that agreement. That agreement is now confirmed, and is merely embodied in this act, which, pro forma, requires to be submitted to you in order to have effect. It must be confirmed at a general meeting at which two-thirds of those present in person or by proxy approve of it. There are some other provisions in that act to which I will shortly refer. The Act neither increases nor diminishes the borrowing powers of the Co. as they at present exist. It contains provisions authorizing the substitution of the G. T. Western bonds to be received in the terms of the C. and G. T. reorganization for the C. and G. T. bonds, which, under the powers of the G. T. Act of 1887, had been previously acquired by the issue of, and held as security for, the debenture stock. And there is also a provision with reference to certain borrowing powers which from time to time have been granted to the G.T.R. for special purposes. They amount in the aggregate to about £319,000, and it is proposed that instead of those powers being ear-marked, as described in the schedules of the various acts, we should be empowered to use them for general purposes. It will have the effect of somewhat simplifying the complicated provisions upon which our borrowing powers are now based.

The other act relates to one of our Michigan lines—the Cincinnati, Saginaw and Mackinaw. The history of that line is shortly this: In 1890 an agreement was entered into for the working of this line by the G. T. and the Chicago and G. T. companies jointly, upon the basis that it was to be worked at 70% of the gross profits, the two companies paying so much of 25% of their gross earnings of interchange with the C. S. and M. line as might be re-

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quired in addition to the 30% of the gross receipts of the line to meet the interest on the bonds. I referred back the other day to the record of the meeting at which that agreement was recommended to you in 1890, and your then President, my worthy predecessor, described the line to you as being a feeder and a most valuable connection. A somewhat censorious shareholder who was present on that occasion got up and described it merely as "another leech to the Co." Well, experience has shown that that shareholder spoke with a prophetic instinct, because from the moment that the agreement was entered into up to the present time the earnings have never been sufficient to pay the interest on the bonds. When the C. and G. T. underwent its reorganization recently the receivers obtained permission to withdraw from the agreement so far as that Co. was concerned, and an increased liability was thereby thrown upon the G. T. Co. Under these circumstances, we have been in negotiation with the representatives of the bondholders of this line, and after a great deal of trouble we have arrived at a result which, I think on the whole, is the best that can be made, and it involves some saving in our obligations. It is proposed that, instead of a working arrangement, there should be a direct lease, and that we should pay a regular fixed rental of \$43,225 a year for the line, making what we can out of it, if anything is to be made out of it at all. The result would be that, upon careful investigation of the figures, we should be about \$13,000 a year better off than if the arrangement was to go on as heretofore. Therefore, I think there is good reason why you should accept the agreement, although I cannot hold out any reasonable expectation to you that the line will ever be much more than was so aptly described by the shareholder I alluded to just now.

I think I have touched upon most of the topics which are of immediate interest, and I would only say for the immediate future, that is, for the current half-year, that our prospects appear encouraging. There appear indications, which may or may not be fulfilled that the price of some of the materials which enter into our working will be rather less. Rates recently have been slightly better, and up to April 21 our gross receipts over the whole system amounted to an increase of £65,000. Then we have also the adventitious opportunity presented by the Buffalo exhibition, which I hope will bring some grist to our mill, and help the prospects of the present ½-year. If you ask me a question as to the future—a question which is frequently addressed to me and my colleagues on the board—my answer is, that I do not possess the gift of prophecy, although a good many of my correspondents seem to think that that is, or should be, a special attribute of the President of the G. T. Co. But that is not at all the case. I can only express the hope that the present prosperity may continue as long as possible—that it should continue for ever without any set-back or check, is certainly what we cannot look forward to; but, having said so much, I can assure you that, whatever happens, the board will not swerve from the policy which we have hitherto pursued and which so far has been attended with good results, avoiding all rash and unprofitable undertakings, cultivating good relations with our connections and competitors, developing our business, and, above all, steadily persevering with a judicious and remunerative expenditure for the improvement of our property which may secure us the largest measure of advantage in prosperous times, and enable us to hold our own should conditions become less favorable.

The report and accounts for the ½-year were adopted and the following dividends were authorized: 4% guaranteed stock, 2%;

1st preference stock, 3½%; 2nd preference stock, 3%.

The acts of the Dominion Parliament referred to in the President's speech were accepted and the directors were authorized to exercise at their discretion the powers conferred by sec. 6 of the G. T. R. Act, 1901.

The retiring directors A. Hubbard, Sir H. M. Jackson, L. J. Seargeant and Lord Welby, were re-elected. The retiring auditors, G. B. Newton, London, Eng., and W. M. Ramsay, Montreal, were re-elected.

The meeting closed with a vote of thanks to the directors.

Quebec Central Railway.

Following is the report for the year ended Dec. 31, 1900, presented at the annual meeting in London, Eng., June 5.

Following is a comparison of the year's revenue account with that of the previous year:

1899.		1900.
\$502,409	Gross earnings.....	\$537,995
334,238	Working expenses.....	368,544
	(including taxes)	
\$168,171	Net earnings.....	\$169,451
974	Interest on balances.....	777
<u>\$169,145</u>	Net revenue.....	<u>\$170,228</u>

The above statement shows increases in the gross earnings of \$35,586, in the working expenses of \$34,306, and in the net earnings of \$1,280. After providing \$81,234 for the year's interest paid and accrued upon the prior lien bonds and debenture stock, there remains a net revenue balance for the year of \$88,994, which, added to the \$24,676 brought forward from 1899, makes an available balance of \$113,670. Against this amount \$20,991 has been charged for damage caused by accidents, and interest at the rate of 2¼% on the income bonds payable May 1, 1901, has been declared, absorbing \$74,022, which leaves a balance of \$18,657 to be carried forward.

Appended to this report are copies of acts recently obtained from the Quebec Legislature to further amend the charter of the Co. A general special meeting of the holders of income bonds will be held after the annual general meeting to approve the terms and conditions prescribed by the directors for the sub-division of the income bonds.

Up to Dec. 31, 1900, £222,087 of the new 4% debenture stock had been issued. Of this £196,100 had been used in retiring a like amount of prior lien bonds, and £25,987 had been sold to provide funds for a portion of the requisite additional capital expenditure authorized by the act of 1899. There remained \$153,900 prior lien bonds unexchanged on Dec. 31, 1900.

The directors report to report that during the year the bridge over the River Etchemin at St. Anselme was washed away, and a collision occurred at Beauce Junction. The cost of these accidents amounted to \$20,991, which has been charged against revenue.

By the constitution of the Co., the board, other than the Provincial Government director, has to be elected annually, and the present directors offer themselves for re-election.

The accounts have been audited by Maitland Young, accountant, of Hamilton, Ont., as special auditor.

EXPENDITURE.

1899.		1900.
\$ c.		\$ c.
58,183	Conducting transportation.....	62,084
88,351	Maintenance and working of locomotives.....	110,165
	.....	38
21,514	Maintenance of cars.....	25,526
93,342	Maintenance of way.....	98,482
33,259	General expenses.....	31,770
39,586	Miscellaneous expenses.....	40,514
<u>334,238</u>	Total working expenses.....	<u>368,544</u>

168,170	95	Balance carried to net revenue account.....	169,451
<u>502,409</u>	<u>07</u>		<u>537,995</u>

1899.		1900.
\$ c.		\$ c.
66,52	*Per cent. of gross earnings.....	68,50
	RECEIPTS.	
1,58,460	Passengers.....	171,248
323,397	Freight.....	346,716
12,735	Mails.....	12,879
6,000	Express.....	6,000
1,815	Miscellaneous.....	1,150
<u>502,409</u>		<u>537,995</u>

1899.		1900.	
\$ c.		\$ c.	
66,379	30	To interest paid, accrued and unclaimed, on prior lien bonds to Dec. 31.....	37,728
16,270	89	To interest accrued on 4% debenture stock to Dec. 31.....	43,504
82,650	19		81,233

		To cost of new bridge at St. Anselme.....	11,997
		To cost of accident at Beauce Jct.....	8,993
			20,990

98,697	83	To balance carried to general balance sheet.....	92,679
181,348	02		194,904

1899.		1900.	
\$ c.		\$ c.	
12,202	97	By net revenue balance brought forward.....	24,675
168,170	95	By net revenue for year.....	169,451
		By interest on capital temporarily employed.....	776
974	10		88
181,348	02		194,904

APPROPRIATION ACCOUNT FOR 1900.

	\$	c.
Interest of 2¼% on income bonds for year 1900.....	74,022	00
Balance carried forward.....	18,657	65
Net revenue balance at Dec. 31, 1900.....	<u>92,679</u>	<u>65</u>

GENERAL BALANCE SHEET, DEC. 31, 1900.

DEBITS.		\$	c.
Share capital.....	£694,850	\$3,381,603	33
5% inc me bonds.....	676,000	3,280,866	67
3% prior lien bonds.....	153,900	748,980	00
4% Debenture stock.....	222,087	1,099,073	40
Wages unpaid, Dec. 31, 1900.....		12,773	98
Sundry outstanding accounts due by Co.....		57,026	15
Sundry outstanding traffic accounts due by Co.....		2,356	14
Interest on prior lien bonds unclaimed, and accrued but not due.....		17,393	07
Interest on 4% debenture stock accrued but not due.....		18,682	89
Interest on income bonds unclaimed.....		7,405	04
Reserve contingent fund at Dec. 31, 1900.....		60,463	33
Net revenue balance at Dec. 31, 1900.....		<u>92,679</u>	<u>65</u>
		\$8,788,303	65

CREDITS.

Cost of main line, extension, and equipment at Dec. 31, 1899.....	\$8,424,822	39
Hon. Geo. Irvine, trustee account.....	74,295	57
Capital expenditure, 1900.....	18,816	81
	\$8,517,934	77
Sundry outstanding accounts due to the Co.....	117,639	77
Sundry outstanding traffic accounts due to the Co.....	4,897	14
Old rails.....	1,888	44
Materials and supplies.....	35,926	90
Fuel.....	13,753	74
Cash in hand, in bank, and in transmission.....	84,769	02
Cash in bank in London.....	11,493	87
	\$8,788,303	65

LINES OWNED BY THE COMPANY.

	Miles.
Main line—Sherbrooke to Harlaka.....	137.50
Chaudiere branch—Beauce Jct. to St. Francis.....	15.00
Tring and Megantic branch—Tring to Megantic.....	59.36
Total miles owned.....	211.86

TRACKAGE RIGHTS.

Harlaka Jct. to Lewis (Intercolonial Ry.).....	5
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PASSENGER TRAFFIC.

1899.		1900.
151,795	Number of passengers carried.....	166,148
\$168,461	Receipts.....	\$171,248
\$1.04	Average earnings per passenger.....	\$1.03

FREIGHT TRAFFIC.

309,900	Tons of freight hauled.....	327,395
\$323,397	Receipts.....	\$346,717
\$1.04	Average earnings per ton.....	\$1.06

Canadian Yukon Railway Claims.

The papers connected with Mackenzie, Mann & Co.'s claim for compensation in connection with their contract for the Yukon railway were laid on the table in the House of Commons, May 23. Referring to the matter Sir Wilfrid Laurier said: "As I explained at a former sitting of the House that I would present this claim and make at the same time a statement concerning it, I beg to say that Mackenzie & Mann have presented their claim on equitable grounds to be recouped the expenditure they were led to incur in consequence of having entered into a contract with the Government to build the railway in the Yukon. Their claim as presented at first amounted to \$510,000. It has been reduced from time to time. Two hundred thousand dollars have been taken off for the saving these gentlemen were able to make by using the material in other work. There are still some further deductions to be made. There is one part of the claim which will have to be deducted, namely, their claim for 15% profit on the expenditure. If their claim is to be considered on equitable grounds this, of course, cannot be allowed. But before coming to any conclusion the Government consider that the matter should first be subjected to a judicial audit."

R. L. Borden—"I would like to know whether it is the intention of the Premier to have the papers which he has laid on the table printed."

Sir Wilfrid Laurier replied in the affirmative, and in reply to a further question by Dr. Sproule, said that when he spoke of a judicial audit he meant that it should be referred to the courts.

Grand Trunk Earnings, Expenses, &c.

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

	1901.	1900.	Increase.	Decrease.
Jan.	\$2,225,878	\$2,222,200	\$ 3,678	....
Feb.	1,993,493	1,917,348	76,145	....
Mar.	2,372,980	2,188,635	184,345	....
April.	2,358,286	2,189,859	168,427	....
May.	2,330,941	2,219,460	111,481	....
	\$11,281,578	\$10,737,482	\$544,096	....

The following figures are issued from the London office:

GRAND TRUNK RAILWAY.

Revenue statement for March, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts ...	£382,900	£360,000	£22,900	....
Working expenses	261,900	256,000	5,900	....

Net profit. . . . £121,000 £104,000 £17,000

Aggregate Jan. 1 to Mar. 1, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts ...	£1,088,500	£1,032,200	£56,300	....
Working expenses	767,000	749,900	17,100	....

Net profit. . . . £321,500 £282,300 £39,200

GRAND TRUNK WESTERN RAILWAY.

Revenue statement for March, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts....	£27,500	£73,500	£14,000	....
Working expenses	71,600	66,600	5,000	....

Net profit. £15,900 £ 6,900 £ 9,000

Aggregate Jan. 1 to Mar. 1, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts ...	£217,200	£228,400	....	£11,200
Working expenses	185,600	186,300	....	700

Net profit £ 31,600 £ 42,100 £10,500

DETROIT, GRAND HAVEN AND MILWAUKEE.

Revenue statement for March, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts....	£17,100	£16,200	£900	....
Working expenses	13,200	14,300	....	1,100

Net profit. £ 3,900 £1,900 £2,000

Aggregate Jan. 1 to March 31, 1901:

	1901.	1900.	Increase.	Decrease.
Gross receipts ...	£48,600	£44,200	£4,400	....
Working expenses	37,800	38,400	....	600

Net profit. £10,800 £5,800 £5,000

TRAFFIC RECEIPTS OF THE SYSTEM.

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

	1901.	1900.	Increase.	Decrease.
Grand Trunk....	£1,476,915	£1,389,272	£87,643	....
G. T. Western...	296,704	305,841	....	£ 9,137
D., G. H. & M..	64,456	59,861	4,595	....
Total.....	£1,838,075	£1,754,974	£83,101	....

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

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

	Earnings.	Expenses.	Net Profits.	Increase or Decrease.
Jan..	\$2,054,015.68	\$1,405,819.23	\$648,196.45	\$43,373.16-
Feb..	1,977,189.47	1,356,599.63	620,679.84	2,052.41-
Mar..	2,500,618.77	1,552,283.04	948,335.73	149,234.49+
April.	2,681,311.83	1,500,503.02	1,180,808.81	153,741.19+
	\$9,213,135.75	\$5,815,114.92	\$3,398,020.83	\$257,550.11+

Approximate earnings for May, \$2,626,000; decrease over May, 1900, \$13,000.

DULUTH, SOUTH SHORE & ATLANTIC.—Approximate earnings for May, 1901, \$224,938, against \$236,382 in May, 1900. Net earnings for three months ended Mar. 31,

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\$167,560, against \$218,343 for same period, 1900.

HANCOCK & CALUMET.—Approximate earnings for May, \$23,035, against \$21,860 for May, 1900.

MINERAL RANGE.—Approximate earnings for May, \$31,053, against \$28,009 for May, 1900.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—Approximate earnings for May, \$408,650, against \$409,780 for May, 1900. Net earnings for Mar., \$164,690, against \$242,982 for Mar., 1900, making for nine months ended Mar. 31, \$1,379,880, against \$2,012,210 for same period, 1900.

Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1900	1901	1900	1901
Jan.	31,485	27,928	\$100,857.85	\$36,752.54
Feb.	23,613	29,370	75,771.19	91,189.58
Mar.	31,183	39,546	90,777.79	122,362.47
April.	38,457	48,874	181,775.78	152,445.70
May.	66,057	40,489	214,851.09	129,614.69
	210,795	186,207	\$664,033.70	\$532,364.98

Dominion Railway and Bridge Subsidies.

The resolutions introduced in the House of Commons, May 17, by the Minister of Railways, respecting the aiding of railways, and which were adopted, were as follows:

"That it is expedient to authorize the Governor-in-Council to grant a subsidy of \$3,200 a mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated), which shall not cost more on the average than \$15,000 a mile for the mileage subsidized, and towards the construction of each of the said lines of railway not exceeding the mileage hereinafter stated, which shall cost more on the average than \$15,000 a mile for the mileage subsidized, a further subsidy beyond the sum of \$3,200 a mile of 50% on so much of the average cost of the mileage subsidized as shall be in excess of \$15,000 a mile, such subsidy not exceeding in the whole \$6,400 per mile. The expression 'cost' used in this resolution means the actual, necessary and reasonable cost and shall include the amount expended upon any bridge, up to and not exceeding \$25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but not the cost of terminals and right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor-in-Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of Government Railways, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable and does not exceed the true, actual and proper cost of the construction of such railway."

Instead of giving the list of lines in the order of the resolutions, we have arranged them by provinces, which is more convenient.

NOVA SCOTIA.

Bridgetown to Middleton.—For a line between these points in extension of the line subsidized by 1900, chap. 8, sec. 2, par. 28, not exceeding 11 miles—\$35,200.

Grandique Ferry to Arichat.—For a line between these points not exceeding 8 miles—\$25,600.

Halifax and the Central Ry.—For a line from the end of the 40th mile from Halifax subsidized by 1900, chap. 8, sec. 2, par. 40, to a junction with the Central Ry., not exceeding 30 miles—\$96,000.

Inverness and Richmond Ry.—For a line from or near Point Tupper on the I.C.R. to Broad Cove and Cheticamp in lieu of the subsidies granted by 1897, chap 4; 1899, chap. 7, sec. 2, par. 29; and 1900, chap. 8, sec. 2, par. 27, not exceeding 98 miles—\$313,600.

Pubnico to Port Clyde or Clyde River.—In lieu of the unexpended balance of subsidy by 1897, chap. 4, sec. 2, par. 29, not exceeding 31 miles—\$99,200.

New Glasgow to Country Harbor, and Country Harbor Cross Roads to Guysborough.—In lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, sec. 2, par. 34, not exceeding 80 miles—\$256,000.

Windsor Junction to Upper Musquodoboit.—From the I.C.R. at or near Windsor jct. to Upper Musquodoboit, in lieu of 1897, chap. 4, sec. 2, par. 23, not exceeding 40 miles—\$128,000.

Wolfville to Minas Basin.—From the Dominion Atlantic Ry. at or near Wolfville, to the government pier on Minas Basin, not exceeding 1 mile—\$3,200.

NEW BRUNSWICK.

Chipman to Gibson.—From Chipman station to Gibson, in lieu of the subsidies granted by 1897, chap. 4, and 1899, chap. 7, sec. 2, par. 31, not exceeding 45 miles—\$144,000.

Quebec and New Brunswick Ry. Co.—See under Quebec province.

Restigouche and Western Ry. Co.—From Campbellton on the I.C.R., towards Grand Falls, in lieu of subsidy granted by 1897, chap. 4, sec. 2, par. 10, not exceeding 20 miles—\$64,000. For an extension of its line of railway from the 50th mile from Campbellton already subsidized, westward, to effect a junction with its line of railway subsidized 27 miles east from the St. John river, not exceeding 33 miles—\$99,600.

QUEBEC.

Cuplin to Paspébiac.—In lieu of subsidy granted by 1899, chap. 7, sec. 2, par. 15, the subsidy contract to be entered into with the trustees or receivers under mortgage from the Atlantic and Lake Superior Ry. Co., and to contain the conditions that the subsidy when earned shall be paid in the following manner: (1) To the Hamilton Bridge Works Co. in payment for bridge superstructures on the said section of railway, when furnished and erected by that Co., not to exceed \$35,000. (2) For the completion of the roadbed and works incidental thereto. (3) Towards payment of overdue balances, pro rata, in settlement of claims for labor, boarding house claims, and material and supplies furnished in connection with the construction of the said section of railway, in all not exceeding 30 miles—\$96,000.

Montreal and Province Line Ry.—From Farnham to Frelighsburg, in lieu of the subsidy granted by 1900, chap. 8, sec. 2, par. 37, not exceeding 19 miles—\$60,800.

Ottawa and Gatineau Ry.—From the end of the 62nd mile subsidized, towards Désert, in lieu of the subsidy granted by 1897, chap. 4, sec. 2, par. 10, not exceeding 20 miles—\$64,000. Unearned balance of subsidy upon the 62 miles of its line of railway from Hull towards Désert, granted by 1897, chap. 4, sec. 3, par. 3, not exceeding \$35,872.

Pontiac Pacific Jet. Ry. Co.—See under Ontario.

Quebec and New Brunswick Ry. Co.—For a railway from or near Chaudière Junction on the G.T.R., Que., towards the present terminus of the St. Francis branch of the Temiscouata Ry., N.B., not exceeding 45 miles, and for a railway from the mouth of the St. Francis river, N.B., westerly towards Chaudière Jct., not exceeding 15 miles, in lieu of the subsidy granted by 1900, chap. 8, sec. 2, par. 23; also for a railway in extension of the St. Francis

branch of the Temiscouata Ry. to the mouth of the St. Francis river, in lieu of the subsidy granted by 1899, chap. 7, sec. 2, par. 43, not exceeding 3 miles; in all not exceeding 63 miles—\$201,600.

Roberval Towards James' Bay.—For a line from Roberval westward towards James' Bay, not exceeding 60 miles—\$192,000.

ONTARIO.

Algoma Central and Hudson Bay Ry. Co.—From Sault Ste. Marie to the C.P.R. at or near White River, Algoma, in extension of the subsidy granted to the Algoma Central Ry. Co., 1899, chap. 8, sec. 2, par. 23, and by 1900, chap. 8, sec. 2, par. 4, a further and additional mileage not exceeding 135 miles—\$431,000.

Bruce Lake to Rock Lake.—From the Algoma branch of the C.P.R. at or near Bruce Lake station northerly to or near Rock Lake, Algoma, not exceeding 9 miles—\$28,800.

Burk's Falls to Magnetawan River.—From the G.T.R. at or near Burk's Falls, to the Magnetawan river, not exceeding 2 miles—\$6,400.

Central Ontario Ry. Co.—For a further extension of its railway subsidized by 1900, chap. 8, sec. 2, par. 5, northward, to a junction with the Canada Atlantic Ry., at or near Whitney, not exceeding 20 miles—\$64,000.

Kingston and Pembroke Ry. Co.—From or near Sharbot lake, via Lanark, to Carleton Place, not exceeding 41 miles—\$131,200.

Manitoulin and North Shore Ry. Co.—From its railway between Sudbury and Little Current to its junction with the line of the Algoma Central and Hudson Bay Ry., at or near Goulais river, in addition to and in further extension of its railway, subsidized by 1900, chap. 8, sec. 2, par. 6, an additional mileage not exceeding 130 miles—\$416,000.

The following special resolution was also passed: "That the subsidy of 66 miles granted to the Manitoulin and North Shore Ry. Co. for a line of railway between Little Current, Manitoulin Island and Sudbury, Ont., by 63-64 Victoria, chap 8, sec. 2, ss. 6, may be contracted for with the Co. and paid, and the work may be begun and prosecuted in two sections, the first beginning at or near Victoria Mines, Township of Denison, and extending to Sudbury, thence north-easterly towards Lake Wahnapiatae, not exceeding 34 miles; the second section beginning at Little Current and extending to and connecting with the C.P.R. at or near Stanley, Township of Baldwin, on the C.P.R., not exceeding 32 miles; subject, however, to the Co. carrying out the undertakings contained in 63-64 Victoria, chap. 8, sec. 2, ss. 6."

Norwood and Apsley Ry. Co.—From Norwood, on the C.P.R., to Apsley, not exceeding 30 miles—\$96,000.

Ottawa and Gatineau Ry. Co.—See under Quebec.

Pontiac Pacific Junction Ry. Co.—For 36 miles of its railway from or near Shawville, Que., crossing the Ottawa River via Calumet island to Pembroke, including the bridging of both channels of the Ottawa river at Calumet island; 14 miles of which shall be in lieu of the unexpended balance of subsidy granted by 1897, chap. 4, sec. 3, par. 2, not exceeding \$115,200.

Schomberg and Aurora Ry. Co.—From the G.T.R., between King and Newmarket to Schomberg, in lieu of the subsidy granted by 1897, chap 4, not exceeding 15 miles—\$48,000.

Toronto, Lindsay and Pembroke Ry. Co.—From the western terminus of the 20 miles subsidized by 1899, chap. 7, sec. 2, par. 47, westerly towards Bancroft, not exceeding 20 miles, in lieu of the subsidy granted by 1900, chap. 8, sec. 2, par. 3; also from the terminus

us of the previously subsidized lines at a point about 40 miles west from Golden lake west-erly to Bancroft, not exceeding 11 miles; in all not exceeding 31 miles—\$99,200.

MANITOBA.

C.P.R. Branch to Icelandic River via Gimli.—From the Stonewall branch or the Selkirk branch of the C.P.R. to Icelandic river by way of Gimli, not exceeding 35 miles—\$112,000.

BRITISH COLUMBIA.

Duncan Lake to Lardo or Arrow Lake.—From Duncan Lake towards Lardo or Arrow Lake, or from Lardo to Arrow Lake in lieu of the subsidy granted by 1900, cap. 8, sec. 2, par. 21, not exceeding 30 miles—\$96,000.

Provision is made in the resolutions for the payment of the subsidies by instalments as the work on the several lines progresses, or on their completion; the two resolutions introduced last year respecting running powers, and transportation of men, materials, supplies and mails for the Government at rates to be agreed upon, (see July, 1900, pg. 213.) are made applicable to the subsidies voted this year.

The following resolution is applicable to all the subsidies voted:—"That the Governor-in-Council may make it a condition of the grant of the subsidies herein provided, or any heretofore authorized by any preceding act of Parliament as to which a contract has not yet been entered into with the company for the construction of the railway, that the company shall lay its road with new steel rails, made in Canada, if the same are procurable in Canada of suitable quality, upon terms as favorable as other rails can be obtained, of which the Minister of Railways and Canals shall be the judge.

Sunday Excursions in Ontario.—Replying to a deputation recently, the Attorney-General of Ontario said steps would be taken to restrict Sunday excursions this summer. The services of the Provincial police, particularly those of the frontier, would be enlisted to secure the observation of the law. He thought that the law was sufficient to meet most cases, and that excursions advertised to leave Toronto late Saturday night, returning on Sunday afternoon, leaving again and returning early Monday morning, which were really Sunday excursions, would be restrained under a strict interpretation of the act.

First Aid to the Injured.

In an article on "First Aid to the Injured in Railroad Service" appearing in the Railway Digest, a report is quoted from E. Fisher, giving details of what is done on the Toronto, Hamilton and Buffalo Ry., of which he is Superintendent. The quotation is as follows: "We have an association called the Railway Hospital Association, to which all employes in train service and the majority of employes in other departments belong. In connection with the association emergency boxes are used, containing, with instructions for use, 1 tourniquet, 1 can bi-carbonate of soda, 1 bottle aromatic spirits of ammonia, 1 box carbolic ointment, 1 roll rubber plaster, 6 cotton roller bandages, 1 piece cotton cloth, 1 piece cotton cloth for sling, 2 packages absorbent cotton, 1 package absorbent lint, 1 package surgical lint, 1 pair scissors, 1 package pins, 2 splints, 13½ inches long, and 1 sponge. One of these boxes is placed in each baggage car and caboose, also at each terminal or other important station on the line. The boxes are kept under seal, and when it is necessary to use them the seal is broken, and they are exchanged at Hamilton for another box, the one with broken seal being sent to the hospital association to be refilled and resealed. Once every year a series of lectures are given by Dr. G. S. Rennie, our Surgeon-in-Chief, who is also physician and surgeon to the Railway Hospital Association. These lectures are given at such times as will enable all employes on day and night duty to be present. We have found this to be an excellent system, as it insures intelligent assistance until such time as the injured can be placed under the care of a competent physician."

Railway Commission.—The Dominion Parliament has voted \$5,000 to cover the cost of the preliminary investigations respecting the operation of railway commissions, and also in employment of specially competent legal men of experience and training to assist in the preparation of a bill to establish a railway commission.

Order of Railway Conductors.—At the convention at St. Paul, Minn., May 23, E. Clark, who has been chief of the Order since 1890, was re-elected. Assistant Grand Chief Conductor Barritson and Grand Secretary and Treasurer C. F. Maxwell also were re-elected. C. H. Wilkinson, of Chicago, was

elected Grand Senior Conductor. The convention adopted the home proposition, the relief fund resolution, and provided that all delegates to the Grand Division shall be paid \$6 a day by the Grand Division and the total expense be levied pro rata against the membership. The convention voted to appropriate \$25,000 for a building fund for the home and to levy an annual maintenance assessment of 25c. on each member. For the immediate relief fund it was decided to levy an assessment of \$1 per capita, which will make a fund of nearly \$26,000.

Montreal Harbor Elevators.—The Dominion Act confirming the decision of the Minister of Public Works to lend \$1,000,000 to the Montreal Harbor Commissioners, was passed at the recent session, the loan being an unconditional one for the building of elevators and improving certain terminal facilities. So far as the commissioners are concerned, nothing has been definitely decided as to what plan shall be accepted for the construction of the elevators, although the several proposals already mentioned have been given consideration. Before anything is done the commissioners have decided to make an inspection of elevators and terminal facilities at the chief lake ports, and with that view the members are on tour. They are visiting Duluth, Minneapolis, Sault Ste. Marie, Cleveland and Buffalo. J. A. Jamieson, builder of the C.P.R. elevators at Fort William, is accompanying the commissioners.

A Coupling Case.—The Quebec Court of Appeal delivered judgment, May 29, in the case of the Consolidated Car Heating Co. vs. F. E. Came. The plaintiff Co., as assignee of a patent obtained at Ottawa by J. H. Sewall for improvement in steam hose couplings, complained that the defendant had manufactured and sold other steam hose couplings called the "Gold Hose Couplings," and the "Gold Straight-Port Steam Couplings," said couplings containing in substance the Sewall invention, and constituting an infringement of the rights of plaintiff, and the Court was asked for an injunction to restrain defendant from importing and selling the above mentioned Gold Hose and Gold Straight-Port Steam Couplings. The Superior Court held that there was an infringement of plaintiff's right and granted the injunction asked for. The case was then taken to the Court of Appeal, and that tribunal unanimously reversed the first judgment and dismissed the action.

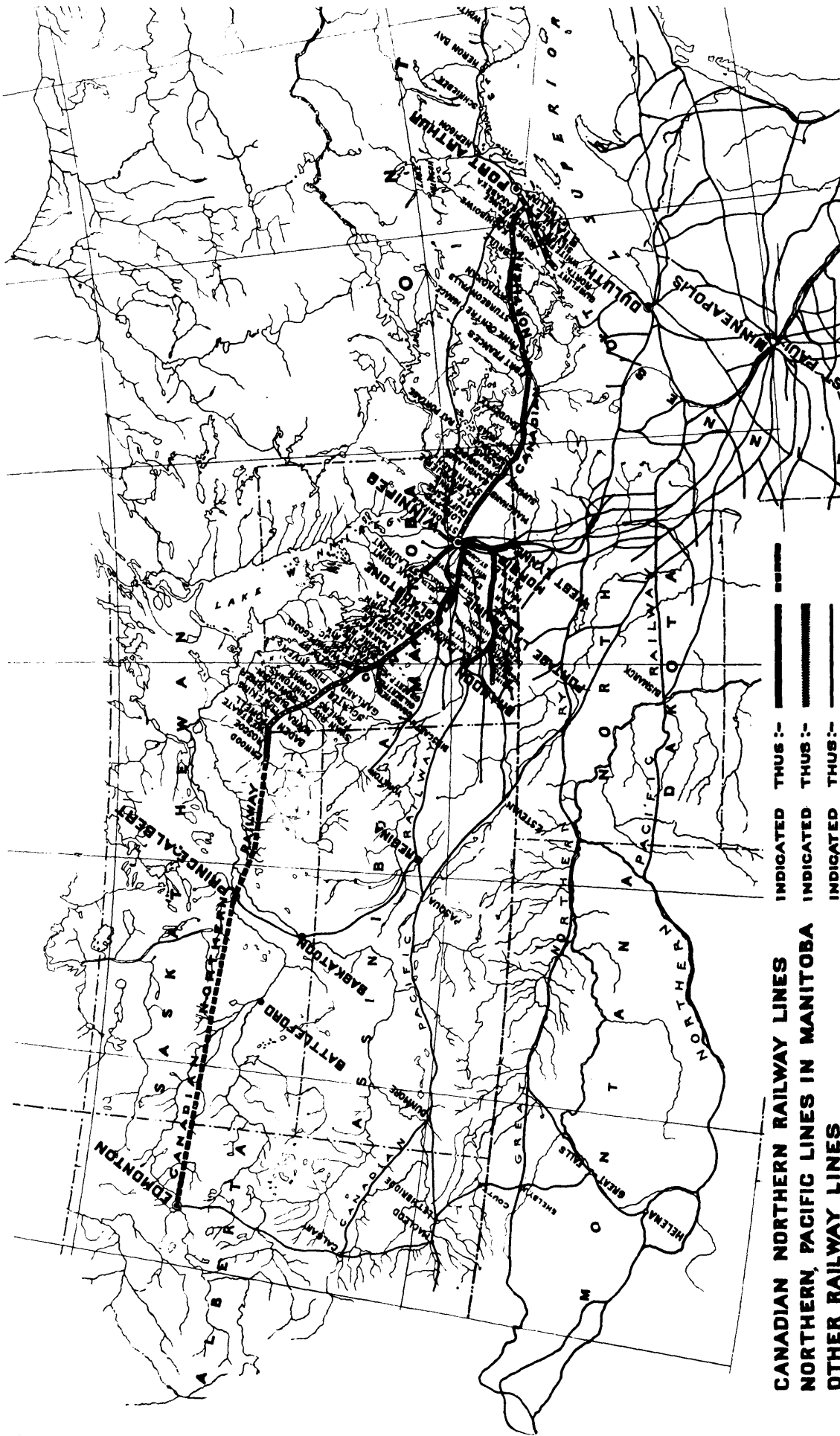
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**CANADIAN NORTHERN RAILWAY LINES IN MANITOBA
NORTHERN PACIFIC LINES IN MANITOBA
OTHER RAILWAY LINES**

The Canadian Northern Ry., a map of which is given above, will, when completed, give a route from Port Arthur through the Rainy River country and a portion of Minnesota to Winnipeg. From Winnipeg to Portage la Prairie the Northern Pacific's branch will be used. From Portage la Prairie the C.N.R. has running powers over the C.P.R.'s Northwestern section to its own line at Gladstone Jct. A Northern Pacific branch is already in operation from Portage la Prairie to Beaver, 19 miles, and the C.N.R. will probably ultimately extend this to Gladstone Jct., some 12 or 15 miles so as to have its own through line.

The C.N.R., which is now in operation from Gladstone Jct. to Erwood, N.W.T., is to be extended to Prince Albert, thence to Edmonton and ultimately no doubt to the Pacific Coast. The Northern Pacific's Manitoba lines taken over by the C.N. Co. are as follows:

International Boundary to Winnipeg	65-94
Morris to Brandon	145-24
Portage Junction to Portage la Prairie	5-52
Winnipeg Transfer	1-24
Departure to Hartney	5-00
Portage la Prairie to Beaver	19-00
Portage la Prairie to Oakland	9-00
	345-94

On the original of the above map the N.P. lines were shown in different style from the C.N. ones, but in reducing the map by photography to make the engraving the distinction has been obliterated.

Of the Canadian Northern's own lines the following have been completed and are open for traffic:

Port Arthur to Stanley	19
Stanley to Gundifin Narrows	66½
The above form the old Port Arthur, Duluth & Western Ry.	
Stanley to Alikokan Iron Range	120
Rainy River to St. Boniface	151
Gladstone Jct. to Erwood, N.W.T.	280

Contracts have been let for the construction of the following:

Alikokan Iron Range to Rainy River	18
Erwood to Prince Albert	180
	328
Winnipegosis branch	21
Gilbert Plains branch	27
Winnipeg towards St. Laurent	40
	744½

This will give the C.N. Ry. a total mileage of 1,406½, of which 1,068 are in operation.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

In addition to the information given below, particulars of the subsidies voted at the recent session of the Dominion Parliament will be found on pg. 167.

Algoma Central and Hudson's Bay.—Several exploration parties will be sent out this summer for the purpose of locating a route for the extension of this line. The terminal point of the line will be at Moose Factory, or some other point where more suitable harbor facilities may be found. (May, pg. 153.)

Arrowhead and Kootenay.—See "C.P. R. Construction," etc., pg. 177.

Canada Atlantic.—E. J. Chamberlin, General Manager, speaking of the proposed short line of 100 miles between Ottawa and Montreal, recently stated that two routes were being surveyed. The first plan is from Glen Robertson to the G.T.R. bridge at Ste. Anne's, 20½ miles from Coteau; the second from Glen Robertson by a tangent to Ste. Marthe, St. Lazare, across the County of Vaudreuil, up to l'Île aux Tourtes, three miles above the bridge at Ste. Anne, then directly to Montreal. It was reported later that a route from St. Justine to Vaudreuil was also being surveyed, and Mr. Chamberlin has stated that the C.A.R. is satisfied with the latter route, and will proceed with the permanent location. This cut will shorten its mileage between Ottawa and Montreal by 8 miles, the total distance between the two points by the proposed new route being 108 miles. The piece of line to be constructed on this route would be 16 miles long. It would leave Coteau Jct. off the main line. The gradients would be about 5 ft. to the mile, curvature 30 min. Concrete arch structures would be built over all streams.

Since the above was written we have been officially informed that, while the St. Justine-Vaudreuil route has been decided on, nothing is being done about construction, as the management feels there is no object in spending money to reach Montreal by a shorter route, until the Dominion Government takes some measures to improve the port. Although an appropriation of \$1,000,000 has been voted by Parliament for the last-named purpose, there is no sign of any action being taken to expend it.

J. R. Booth says that the building of the Central Station in Ottawa will be commenced in Sept., the Government not giving up possession of the militia stores until then.

Canadian Northern.—A seven stall round-house has been built at Port Arthur, together with repairing shops and extensive siding accommodation.

An elevator capable of containing 1,500,000 bush., and costing \$350,000, is being erected on the dock at the foot of Arthur St., Port Arthur. J. A. Jamieson, of Montreal, is the contractor. Seven thousand piles have been driven to provide a foundation for the superstructure. The freight shed on the dock is 40 ft. wide and 175 ft. long.

The Co. proposes, in conjunction with the C.P.R., to build a union station at the foot of Arthur St., Port Arthur, and on its own account to build a \$50,000 hotel, provided an agreement is arrived at between all parties concerned as to the disposal of the government reserve.

The contract for clearing the right-of-way on the Duluth extension, from Stanley to Gunflint, has been let to S. Yorke. New ties will be put in, and the road bed and rails brought up to the standard of the main line.

The first section of 125 miles of the Ontario division from Stanley west has been inspected by the Dominion and Ontario railway in-

spectors, and passed. It was then handed over to the operating department, and a train service put in operation. The roadbed is 1 ft. wider than the government's regulations call for, while the curvature, except in one or two instances, is well within the limit. The grades are easy.

Rails have been laid some seventeen miles beyond Atikokan or 156 miles from Port Arthur, and the grading of the road from this point to Rainy lake is being actively pushed forward. The work of bridging Rainy lake has been let to J. R. Turnbull. It will be divided into two sections, the first 21-44 miles long, the longest stretch being ½-mile; the second section is 3 miles in length taking in Commissioner's bay and Poey inlet. The grading of the road between Fort Frances and Beaver Mills on Rainy River is going on very rapidly. The International bridge, carrying the line across Rainy River into Minnesota, is under construction, everything being almost ready for the building of the steel superstructure. The bridge is a quarter of a mile in length.

W. Mackenzie stated to a reporter, May 15, that the section of the line between Port Arthur and Winnipeg would be completed in time to permit it to participate in taking this year's wheat crop of Manitoba and the Northwest to Lake Superior.

Kelly Bros. are the contractors for the preliminary work on the Red River bridge. It will be constructed in almost a straight line from the foot of Water St., Winnipeg, the St. Boniface end being 17 degrees out of being a straight line. R. J. Mackenzie recently stated that provision would be made on the bridge for foot passengers.

The C. N. officials will occupy the former headquarters of the Northern Pacific Ry. Co. at Winnipeg.

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peg, will, it is said, be utilized for the erection of a building, consisting of an arched glass station where people can walk directly off Main street to their trains.

For information as to branches to be built in Manitoba, see "The Manitoba Ry. Contracts," pg. 182.

A round house and freight shed is to be built at Dauphin.

A report from Portage la Prairie that the N.P. branch from Portage la Prairie to Beaver would be extended to Gladstone so as to give a through connection from Winnipeg to the end of the C. N. track at Erwood this year, is stated at Mackenzie, Mann & Co.'s Toronto office, to be without foundation. A route, however, has been surveyed, and everything is ready to go on with the construction whenever it may be determined on.

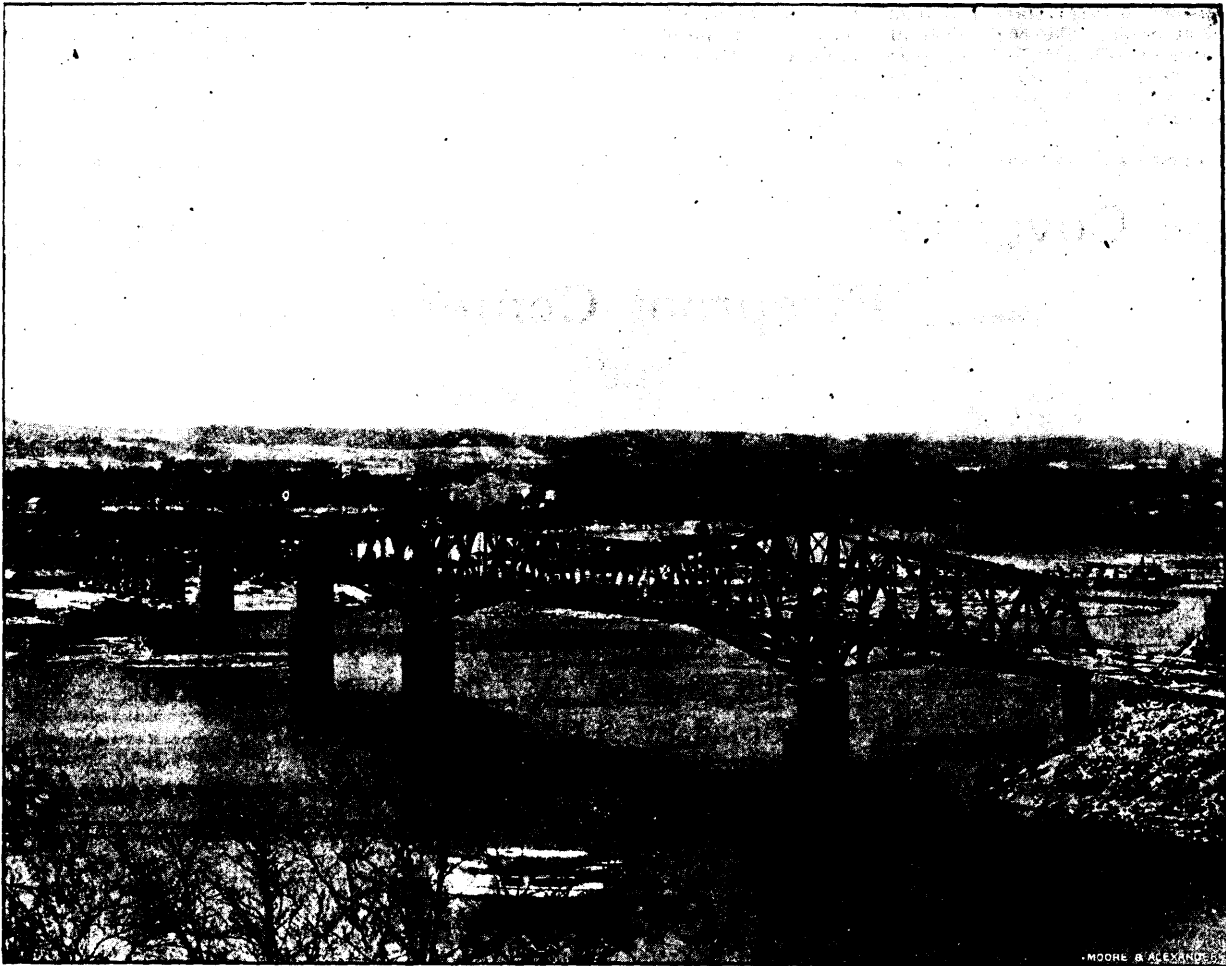
C.N. will be able to run through traffic from Port Arthur to Saskatchewan, 844.86 miles.

Cape Breton Ry. Extension Co.—R. J. Campbell, vice-president, is authority for the statement that the Co. will build 30 miles of its line to St. Peters this year. He was in Montreal, May 22, and announced that all financial arrangements had been completed and that construction work would be begun immediately. R. W. Leonard, C.E., is reported to have left the service of the Clergue Co., at Sault Ste. Marie, to take charge of this work. (June, 1900, pg. 175.)

Central Ontario Ry.—The section of the northern extension of this line which was built last year leaves the old line $2\frac{1}{2}$ miles east of Ormsby, and runs to $1\frac{1}{2}$ miles north of Bancroft. On June 12 we were advised that no arrangements had been made in

waters opened up by the railway. The capital is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$35,000 a mile.

Coast Kootenay Ry. Co. (Ltd.)—F. S. Barnard, J. W. McFarland, and W. E. Oliver were incorporated at the last session of the B. C. Legislature under the above title to construct and operate a standard gauge railway from Burrard inlet at or near Vancouver, thence via New Westminster in an easterly direction along the south side of the Fraser river to within one mile of the Chilliwack court house; thence to the Fraser river, between the junction of the Chilliwack river with the Fraser river and Yale, thence by the most feasible route to a point between Penticton and the International boundary on the water-course connecting Okanagan and Osoyoos



INTERPROVINCIAL BRIDGE RECENTLY COMPLETED OVER OTTAWA RIVER, BETWEEN OTTAWA, ONT., AND HULL, QUE.

The section of the C.N.R. from the north-west boundary of Manitoba to the Saskatchewan River, where it enters Cedar Lake, a distance of 60 miles, is all under construction, with the exception of a small portion at the boundary where the junction with the line from Gladstone Jct. will be made. The exact point of junction has not yet been definitely determined. Grading is in a forward state on all parts of the line under contract, and the laying of the rails will be commenced in a few weeks. The line will be worked through from Winnipeg to Saskatchewan, a distance of 315 miles, the Co. having running powers over the C.P.R. from Portage la Prairie to Gladstone Jct. The Prince Albert extension, which has been constructed to Erwood, 280 miles from Gladstone Junction, will be treated as a branch line in the meantime. By fall the

guard to the further extension of the line to Whitney on the Canada Atlantic, a distance of 40 miles, for which both the Dominion Parliament and the Ontario Legislature have voted subsidies.

Chateauguay and Northern.—See Great Northern of Canada, pg. 173.

Chilkat and Klehini Ry. and Navigation Co.—J. Irving and H. B. Robertson were incorporated under this title at the last session of the B. C. Legislature for the purpose of constructing and operating a standard or narrow gauge steam railway from near the junction of the Chilkat and Klehini rivers westerly along the latter river and northerly in the direction of the Dalton Trail to some point not less than 5 miles from the provincial boundary in the Cassiar district, and to carry on a general navigation business on the

lakes, thence via the Kettle river and Midway to Grand Forks, with power to construct 20 miles of branches. The capital is fixed at \$10,000,000, and power is given to issue bonds to the extent of \$35,000 a mile.

Comox and Cape Scott Ry. Co.—J. Duns-muir, J. A. Lindsay, L. H. Solly, and H. K. Prior, all of Victoria, were incorporated at the last session of the B. C. Legislature under this title for the purpose of constructing and operating a standard gauge railway from Wellington district on or near the 50th parallel of latitude, on or near to the east coast of Vancouver Island, thence northerly through Sayward and Rupert districts to Cape Scott, or some other point near the north end of Vancouver Island, with branches to the coast on either side of the island and to other points not exceeding 20 miles from

the main line. The capital stock is fixed at \$6,000,000, and power is given to issue bonds to the extent of \$35,000 a mile.

Crawford Bay Ry. Co.—R. Irving, A. Whealler and W. N. Brayton, of Kaslo, were incorporated under the above title at the last session of the B. C. Legislature for the purpose of constructing and operating a standard gauge railway from near Crawford bay by the most convenient and feasible route through the Crawford creek and St. Mary's river valleys to the Kootenay river opposite Fort Steele, with power to construct and operate 15 miles of branches. The Co. will have a capital of \$500,000, and is given power to issue bonds to the extent of \$30,000 a mile.

Crow's Nest Southern Ry. Co.—Hon. G. A. Cox, Elias Rogers, H. M. Pellatt, J. W. Flavelle, E. R. Wood and A. E. Ames, of Toronto, were incorporated at the last session of the B. C. Legislature under this title for the purpose of constructing a standard gauge railway from at or near the coal mines at Michel, by way of Michel Creek, or part thereof, and a feasible and practicable route east or west of the Elk and Upper Kootenay rivers southward to or near the International

boundary; also from or near Michel Creek northerly along the valley of the Elk river to or near the easterly boundary; also from the proposed line of railway near the junction of the South Fork of the Elk river; thence northerly and easterly by the North Kootenay pass to or near the eastern boundary; also branches from any points on the proposed line not exceeding in any one case 20 miles in length. The capital is fixed at \$3,000,000, and bonding powers to the extent of \$15,000 per mile are given.

With the assent of the Dominion Government the bill for the incorporation of this Co. was withdrawn by the promoters when it came up for the third reading in the House of Commons, and the fees have been refunded. It is understood that the Co. will proceed to build its line under the provincial charter above referred to.

Elias Rogers, managing director of the Co., was interviewed at Winnipeg recently on his way to Fernie, B.C., the headquarters of the Co. He said: "I am making my regular journey of inspection. While in the Kootenay district I will arrange for the immediate commencement of construction of the Crow's

Nest Southern Ry., and contracts will be let through our Chief Engineer of Construction. The road will run in a southerly direction from the coal fields to connect with the Great Northern Ry. at the boundary. Everything is going smoothly at the coal company's operations, and we are pushing work there rapidly. By the end of the year the output of coal will be 4,000 tons per day. We have now between 750 and 800 coke ovens completed, which will produce about 1,100 tons of coke daily. This, of course, will be shipped to the consumers and smelters in British Columbia and Montana." (May, pg. 154.)

G.T.R.—The new station at Point St. Charles, Montreal, will be on the south-west side of the subway, on the site of the old station. A wide platform reaching to Wellington St. will also be constructed. The plans are completed, and, it is said, the work will be started immediately.

The project to elevate the tracks between Bonaventure station, Montreal, and St. Henri, has been abandoned for the present, but the proposals for an exchange of property in Chaboillez Square for property owned by the

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city in Albert Square, in order to carry out certain improvements are still under discussion.

The only portion of the line between Montreal and Toronto not double-tracked is the 46.26 miles from Port Hope to Port Union. A section of this, from West Pickering to Port Union, seven miles, is to be double-tracked this year, the Co. doing the work direct, and not letting a contract. This is all that can be done this year owing to the heavy traffic.

Great Northern of Canada.—Col. McNaught, vice-president, says the Co. is going to build 60 miles more of its line in the immediate future, but is not ready to say just where at present. There will also be a short line connection with St. Jacques, which will make connection at the Ottawa end more direct.

The Quebec Harbor Commissioners are authorized by an act passed at the last session of the Dominion Parliament to guarantee the interest for 20 years at 3%, on bonds to be issued by the G.N.R. Co. to the extent of \$200,000, to be known as the Quebec Elevator bonds, as set forth in the contract dated June 30, 1899, between the Ry. Co. and the Harbor Commissioners.

The charters of the Montreal Terminal Ry. and of the Chateaugay and Northern Ry. have been acquired by C. Magee and D. Murphy, of Ottawa, and H. Melville and Col. McNaught, some of whom are connected with the Great Northern Ry. of Canada. The first named is a street railway, and the second is a steam railway, having a Dominion charter to construct a line from Montreal to Joliette on the G. N. R., 37 miles. A Dominion subsidy of \$150,000 towards the construction of bridges at Bout de l'Isle, and a subsidy of the like amount towards the cost of the railway have been given. The plan for the bridges have been approved of by the Government, and F. A. Hibbert, of Ottawa, has been engaged to superintend their construction.

The bridge over the west channel is 1,594 ft. long, while that over the east channel is 1,114 ft. long. In addition to the railway tracks there will be a 10 ft. roadway on either side for carriages and foot passengers.

Great Northern (U.S.A.)—The extension of the terminal facilities of this Co.'s subsidiary, the Red Mountain Ry. at Rossland, B.C., has been commenced and will be completed this summer at a cost of \$100,000. An additional track, paralleling the present one from Washington St. to the Black Bear ore bunkers, will be laid; the freight shed will be enlarged and an improved passenger depot will be built. Additional yard room will be provided by filling up a swamp between St. Paul and Washington Streets.

Edmonton, Yukon and Pacific Ry.—The charter of the old Edmonton District Ry. has been acquired by Mackenzie, Mann & Co., and the line authorized to be built will be constructed in connection with the E. Y. and P. Ry. By agreement with the Edmonton town corporation construction on the line from Strathcona, the terminus of the Calgary and

Edmonton Ry., to some point within one mile of the Edmonton post office, was to commence in May, 1901, and the 8 miles was to be open for traffic by Sept., 1901. Permission had to be obtained from the Minister of Public Works to use the bridge across the Saskatchewan River, and application was made for it in Feb., but Mr. Tarte delayed taking action until the end of May, when he gave a verbal assurance that the Co. could lay its tracks over the bridge. The route has been surveyed and laid out by M. H. McLeod and G. B. Bemister, and a contract has been let for the work which is being pushed forward as rapidly as possible. W. H. Moore, solicitor for Mackenzie, Mann & Co., informed the Edmonton corporation during the progress of the negotiations for the agreement that a portion of the line now being constructed will form part of the main line of the E. Y. and P., which really means that it will be a part of the Canadian Northern. (May, pg. 154.)

Halifax and Yarmouth.—No decision has yet been arrived at respecting the disposal of

Yellow Head pass, or vicinity of Fort George or Pine River or Peace River passes, to near the eastern confines of the Province within 50 yards of the boundary thereof, the selection of this pass to be made within three years, and when made to be reported to the Chief Commissioner of Lands and Works. And from any point on the line of said railway to a point within 50 yards of the northern boundary of the Province, to be selected within the time and reported as aforesaid, and to a convenient harbor on the sea coast of the Province, to be likewise selected and reported within the time aforesaid. The capital is fixed at \$1,000,000, and the Co. may issue bonds to the extent of \$35,000 a mile.

Intercolonial Ry.—Tenders have been asked for building a station at Levis, Que., and a coal shed and trestle at Stellarton, N.S.

The new station at Sydney will be erected a short distance from the present one and will have fine approaches. The yard will contain several miles of sidings. It is not expected that work will be commenced until the fall.

The new roundhouse at Sydney is to be built at Blackburn Island, opposite the blast furnaces. It will be semi-circular, having a radius of 200 ft., and will provide stalls for the accommodation of 18 locomotives. The estimated cost is \$50,000, and the builders are Rhodes, Curry & Co., of Amherst.

The excavations for the foundation of the new station at Rockingham, N.S., have been completed and building will be commenced at once.

At present the I. C. R. uses the str. Mulgrave as a ferry across the Strait of Canso, connecting Mulgrave and Point Tupper. She is a screw steamer, built at New Glasgow, N.S., in 1893; length 114 ft. 8 ins., breadth 31 ft., depth 16 ft. 4 ins., gross tonnage 485, registered tonnage 330. She does not carry cars, they being taken over on a barge which has a capacity for 4 passenger cars or 8 freight cars. The increased

traffic to and from Cape Breton necessitating greater transfer facilities, an order was placed last year with Sir W. G. Armstrong, Whitworth & Co., Newcastle-on-Tyne, Eng., for a car transfer steamer with a capacity of 9 passenger cars or 18 freight cars, and delivery is expected shortly.

The appropriations for the I. C. R., voted at the recent session of the Dominion Parliament, are given elsewhere.

A new turntable has been constructed at the Campbellton round house. It is much larger and stronger than the one previously in use.

The specifications for the new baggage room at Truro call for a building 65 by 30 ft. It will have two rooms, one for the receipt of baggage from the cars and the other facing the esplanade for receiving baggage from the city; besides accommodation for the Canadian and the Dominion Express Companies.

The Minister of Railways is said to be considering the advisability of changing the location of the line between Sackville and Dorchester so as to avoid the steep grades



SUMMIT OF WHITE PASS, WHITE PASS AND YUKON RAILWAY.

the guarantee voted at the last session of the N.S. Legislature for the construction of a railway from Halifax to Yarmouth. (April, 1901, pg. 109.) The Premier has been in New York, where he met W. Mackenzie, of Mackenzie, Mann & Co., and Mr. Fletcher and the Messrs. Brill, who are operating the line from Yarmouth to Barrington Passage, and have a charter for the continuation of the line to Halifax, and others interested. The suggestions made at these conferences are being considered by the Cabinet, and the Premier says in regard to them that any change in the conditions mentioned in the act made necessary will not be of a character which any reasonable Nova Scotian would criticise. (May, pg. 155.)

Imperial Pacific Ry. Co.—E. G. Tilton and D. E. Campbell were incorporated under this title at the last session of the B.C. Legislature for the purpose of constructing and operating a standard gauge railway from Victoria, thence northwesterly to near Seymour's Narrows, Vancouver Island; thence northeasterly alternatively by way of Tete Jeune Cache or

and pronounced curves on the present road. The station at Sackville is at a considerable distance from the business centre of the town and the people ask that it be brought further up town.

Inverness and Richmond.—On this line 58 miles have been completed, and a regular train service was inaugurated between Port Hastings and Broad Cove, 56½ miles, on June 15. Work is in progress on the section between Broad Cove and Cheticamp, 33 miles. It is reported that this latter point will be made the shipping point during the summer months of the Broad Cove Coal Co. A contract has been let to R. R. and D. R. McDonald to build five miles from Port Hastings to Port Hawkesbury, where connection will be made with the Intercolonial Ry. The Port Hawkesbury corporation has granted a free right of way for the line within its limits.

The N.S. Provincial Government Engineer in his last annual report, speaks of the I. and R. as being the most important of the provincial lines, and gives a number of details regarding its construction. The total mileage inspected was 56.42 miles, the table of alignment showing: No. of tangents, 160, distance 32.80 miles; 9 curves of 1 to 2 degrees, .95 miles; 17 of 2 to 3 degrees, 2.6 miles; 32 of 3 to 4 degrees, 4.59 miles; 21 of 4 to 5 degrees, 2.45 miles; 17 of 5 to 6 degrees, 1.91 miles; 31 of 6 to 6.30 degrees, 4.40 miles; 27 of 6.30 to 7 degrees, 4.52 miles; 6 of 7 to 8 degrees, .97 miles; 7 of 8 degrees, 1.06 miles; and 1 of 9 degrees, .17 miles; total on curvatures 23.62 miles. There are 13.89 miles of track on the level, and the gradients ascending from Hastings vary from 10 ft. per mile to from 70 ft. to 80 ft. per mile, of which latter there is less than one mile. There is 4.61 miles of grade of from 60 ft. to 70 ft., and 4.33 of from 50 ft. to 55 ft. The steepest grade descending from Hastings is from 50 ft. to 55 ft. per mile, of which there is 11.25 miles.

James' Bay Ry.—A contract has been let by Mackenzie, Mann & Co. for the construction of a line from the Canada Atlantic Ry. to Parry Sound, some five miles. No decision has been arrived at as to an extension further north of this line, although the Dominion Parliament in 1900 voted a subsidy of

\$112,000 towards the construction of 35 miles to a point northerly 20 miles from Parry Sound to the French River. The Ontario Legislature in the same year voted \$3,000 a mile for the construction of a line from Parry Sound to Depot Harbor. (June, 1901, pg. 175, and Aug., 1900, pg. 240.)

Kamloops and Atlin Ry. Co.—H. P. Bell, D. H. Macdowall, and T. Lubbe, of Victoria, were incorporated under this title at the last session of the B.C. Legislature for the purpose of constructing and operating standard gauge railways as follows: (1) From some point at or between Ashcroft and the outlet of Kamloops lake by the most direct and feasible route to the summit between the forks of the Bonaparte river and Bridge creek. (2) From the last-named point to about 140 miles from the southern terminus of the railway. (3) From the terminal point of the second section of the line to or near the confluence of the Quesnelle with the Fraser river. The first line is to be completed by Dec. 31, 1904; the second by Dec. 31, 1906; and the third by Dec. 31, 1908. The capital is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$35,000 a mile. This Co. also obtained a Dominion charter last session. (May, pg. 155).

Kingston and Pembroke Ry.—A survey party has been sent out to locate the route for the extension of the line from Sharbot lake to Carleton Place. Part of the old route of the Toronto and Ottawa, which is graded in some places, will be used. The Ontario Government has granted a subsidy of \$75,000 for 25 miles of the line from Sharbot Lake, and the Dominion Parliament has voted \$131,200 for 41 miles from Sharbot lake to Carleton Place.

Kootenay Central Ry. Co.—R. L. T. Galbraith, J. A. Harvey, H. Watt, J. B. Langley, W. R. Ross and J. H. King, all of Fort Steele, B.C., were incorporated at the last session of the B.C. Legislature under this title to construct a standard gauge railway from Fort Steele to Elko or some other convenient point on the Crow's Nest Ry. between Elko and Wardner; thence to the International boundary by the Wigwam river; also from Fort Steele to Windermere along the Kootenay

Valley, thence to Golden on the C.P.R. main line. The capital is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$20,000 a mile.

Lake Bennett Ry. Co.—M. King, of Victoria, was incorporated at the last session of the B.C. Legislature under the above title to construct a narrow gauge railway from the headquarters of the Dyea river to Lake Bennett, and thence to the 60th parallel of latitude. The capital of the Co. is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$35,000 a mile.

Lake Erie and Detroit River.—The extension of this line from Ridgetown to St. Thomas, 43 miles, is now almost completed. Rails have been laid from Ridgetown to Dutton, and the grading from Dutton to St. Thomas is practically completed. The line at Ridgetown is ½ a mile south of the Michigan Central, but stakes that road about four miles eastward and runs alongside it for 30 miles, diverging from it at Shedden, and forms a junction with the London and Port Stanley Ry. (leased by the L.E. and D.R. Ry. Co.), about a mile south of the M.C.R. at St. Thomas. The work has been light, the soil varying from light sand and gravel to stiff clay, no rock or hard pan being encountered. The quantity of grading, including roads and farm crossings, averaged about 8,000 yards a mile. The maximum grade is 40 ft. per mile, and there is one slight curve about 4 miles east of Ridgetown, and others at Bismarck and Shedden. The steel viaduct over Kettle Creek, St. Thomas, has been completed. It is 1,250 ft. in length, 95 ft. in height from base of rail to pedestal, and cost \$70,000. The track is being laid with 70 lb. steel rails. The stations along the extension are Ridgetown, Highgate, Muirkirk, Rodney, West Lorne, Dutton, Iona, Shedden, Middlemarch and St. Thomas. The Co. has placed an order for equipping all the stations with the Acton Burrows' Co.'s enameled iron plates for station names. (Aug., 1900, pg. 140.)

The Manitoulin and North Shore last year built 13½ miles from Sudbury south-westerly to Gertrude Mine. The line between Gertrude Mine and the Sault Ste. Marie branch of the C.P.R., 12 miles, is now being located

MANITOBA

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

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

STOCK.

Beef Cattle exported during the year	12,000
Stockers exported.....	35,000
Total value dairy products.....	\$470,559 09

10,500 FARM LABORERS

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

MANITOBA FARMERS ARE PROSPEROUS.

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

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

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

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

All C.P.R. Agents in

MANITOBA,
ASSINIBOIA,
ALBERTA and
BRITISH COLUMBIA

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

They also sell prepaid tickets to passengers coming from the old country, cheaper than the rate obtainable in Europe, and on favorable terms.

Apply to any agent Port Arthur and west, or to

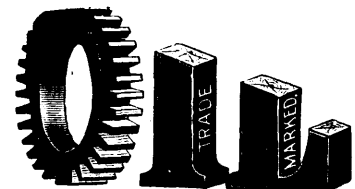
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Castor Oil,
Cotton Waste,
Lubricators, &c., &c.

and, as will be seen by an advertisement on another page, tenders are invited for building 5½ miles from Gertrude Mine to the crossing of Vermillion river, in continuation of the line built last year. The distance from the C.P.R., Sault Ste. Marie branch, to the north channel of Georgian Bay, is 17¼ miles. Foley Bros., Porter and Whalen have about completed a contract for the first 1½ miles from the C.P.R. to the falls of the Spanish river, at the site of the Spanish River Pulp and Paper Co.'s mill. Tenders were recently asked for the remaining 16¼ miles from the falls of the Spanish river to the north channel of Georgian Bay. When the sections now under contract, and for which tenders have been asked, are completed, there will only remain 6½ miles from the crossing of the Vermillion river to the Sault Ste. Marie branch of the C.P.R., to complete a through line from Sudbury to the north channel of Georgian Bay. (May, pg. 156.)

Michigan Central.—Several sections of the main line on the Canada Southern division are being double-tracked this year.

Midland of Nova Scotia.—Provincial Government Engineer Murphy, in his annual report for the year ended Sep. 30, 1900, says: "This line, the trunk line of our provincial system, is on the brink of completion. Traffic operations hang on the completion of three spans of the Shubenacadie bridge. The piers of this bridge, erected under great difficulty and at great expense, are now ready to receive the steel trusses, yet, owing to the abnormal tides and heavy drifting ice-floes, they cannot be safely approached or covered by the superstructure until the ice-drift leaves the stream. However, the work of erection is in good hands. A recent visit to the bridge works showed that practical preparations were being provided to get the metal-work into place as soon as it can be effected with safety. Although the great bulk of the work is virtually completed, still, before traffic operations can be efficiently proceeded with, there will be considerable work to do, such as trimming up and clearing of cuttings from earth slips, clearing of water-tables and grading approaches to level crossings. Embankments recently constructed, more especially through soft intervals or marsh-lands, will be found to have taken the subsidence due to such soils as have been run into them, and will require in some places to be raised or levelled up. And again, where such depressions from subsidence occur the ballast will subside with the prism of bank and will need renewal. These remarks cannot be said to be made with the view of imposing onerous conditions; these works, although of a trivial nature, are essential to safety and can be easily carried out with a ballast train and a small force of men after the frost dies out. The line between Shubenacadie River and Truro has not been examined since the rails were laid over it. Rolling stock, some sidings and buildings at terminal stations, and signals are yet to be provided.

"The Midland Ry., now on the verge of completion, is the result of the co-operation of a few enterprising gentlemen living in its immediate neighborhood, and at Montreal. The Co. consists of active business men who had the works carried through in their own business-like manner. The project was financed by the Co. itself without the aid of any inflated stock. The best engineering skill was employed and the works were conducted throughout under skilful supervision. Nothing was slighted or left undone that was essential to permanency and successful operation. The rails were purchased on favorable terms when prices were low, at cash prices. There was no friction of any kind between employers and employed; the work is being completed, I hope, to the satisfaction of all

concerned. The cost was heavier than expected, chiefly owing to the very expensive bridges required to span the Shubenacadie and Kennetcook rivers. Even without those two bridges, the cost of structures absorbed a large proportion of the expenditure. The aim of the Co. being permanency, reduction of operating expenses and a more direct route for through traffic, the cost was necessarily heavy. From Windsor to Truro by the I.C.R. and Windsor branch is 80 miles, by the Midland it is only 57½ miles. If we add to these 22½ miles saved by distance what will be gained in operation, on account of easier gradients, we will find that freight over the Midland from Windsor to Truro, can be moved 100% cheaper than over the I.C.R."

GRADIENTS FROM TRURO TO WINDSOR.

Denomination of grade.	Ascending from Truro, Miles.	Descending from Truro, Miles.	Total Miles.
Under 10 ft. per mile.....	...	5.35	5.35
From 10 to 20 ft. per mile	2.18	4.49	6.67
" 20 to 30 " "	1.57	3.43	5.00
" 30 to 40 " "	1.12	1.59	2.71
" 40 to 50 " "	1.78	0.66	2.44
" 50 to 55 " "	6.98	6.35	13.33
" 55 to 60 " " .....	.....	.....	.....
" 60 to 70 " " .....	.....	.....	.....
Level miles.....	.....	.....	21.90
			57.40

ALIGNMENT FROM TRURO TO WINDSOR.

No. of tangents.	No. of curves.	Degree of curvature.	Total miles.
121	..	.....	36.73
....	11	Under 1°	2.33
....	17	1° to 2°	3.06
....	23	2° to 3°	3.64
....	32	3° to 4°	5.03
....	13	4° to 5°	2.08
....	23	5° to 6°	4.27
....	2	6° to 6° 30'	0.26
			57.40

Midway and Vernon Ry. Co.—J. H. Senkler, E. Bloomfield and A. P. Judge, of Vancouver, were incorporated at the last session of the B.C. Legislature, for the purpose of constructing and operating a standard gauge railway from Midway to near the mouth of Rock Creek, thence northeasterly to the west fork of Kettle river, thence following the west fork of the river via Okanagan Mission Valley to Vernon. The capital is fixed at \$2,000,000 and power is given to issue bonds to the extent of \$35,000 a mile.

Minnesota and International.—Forty miles of this line have been completed from Bemidji, Minn., and the line is being pushed on to Koochiching, from which point, it is reported, a connection will be made with the Canadian Northern at Fort Frances, Ont.

The Montreal Bridge Co. is anxious to proceed with its preparations for the construction of the bridge and is pressing the Montreal Harbor Board to pass the plans. Mr. Kennedy, the Board's engineer, has approved of the plans and specifications as submitted by Mr. Shanley, the Co.'s engineer, but recommends the lengthening of the span between Montreal Island and Ile Ronde by 50 ft. in order to give the ship channel all the width possible. The plans provide for a bridge 150 ft. above the river, having a total length of 8,440 ft., and sufficiently wide to accommodate a double steam railway track, two lines of rails for electric cars, a double roadway and two foot walks. From the Longueuil side to Ile Ronde there will be 22 spans of 200 ft. each, and on the Montreal side there will be 10 spans of a similar length. The anchor spans of the cantilever are to be each 500 ft. The bridge will be reached by an elevated railway passing through the centre

of the blocks, and not interfering with the streets. The piers will require over 100,000 yards of masonry, while the superstructure will require over 40,000 tons of steel. The total cost of the bridge is estimated at \$6,000,000, and it is proposed to call it the Royal Albert Bridge. (May, pg. 157.)

Musquodoboit.—The charter for the construction of this line was revived at the last session of the Nova Scotia Legislature. Over \$100,000 of the capital having been subscribed and paid in, the first meeting of the shareholders was held at Halifax, May 22, when the following were elected: President, J. W. Greer, Montreal; Vice-President, M. H. Fitzpatrick, New Glasgow; Treasurer, W. C. Trotter, St. John's, P.Q.; Secretary, Dr. H. H. McKay, New Glasgow; Directors, J. W. Greer and W. E. McNally, Montreal; J. White, Orillia, Ont.; D.W. B. Reid, Musquodoboit; Hon. W. Chisholm, Halifax; H. R. and W. H. Fitzpatrick, New Glasgow. A subsidy of \$128,000 was voted at the recent session of the Dominion Parliament for the construction of 40 miles of railway from near Windsor Jct. to Upper Musquodoboit. (Oct., 1899, pg. 295.)

New York & Ottawa.—Stations have been established at the following points: Edwards, Russell, Embrum, Cornwall, Crysler, Berwick, Finch, Newington, Black River and Cornwall Jct. Enameled iron plates with white letters and dark blue ground, supplied by the Acton Burrows Co., Toronto, have been adopted as the standard for station names on this line, instead of painted wooden signs.

Nipissing and James Bay.—A contract has just been let by Mackenzie, Mann & Co. for the construction of a section of this railway to T. W. Depencer. The line will start from North Bay, and will be continued northerly. A survey party under the charge of H. K. Wicksteed, C.E., started from Toronto, June 14, to take charge of the work and to fix the terminal point of Mr. Depencer's contract. A Dominion subsidy of \$64,000 was voted in aid of the construction of 20 miles of this railway in 1900. (Aug., 1900, pg. 240.)

Northern Colonization Ry.—A survey is being made by H. D. Lumsden, of the C.P.R. engineering staff, for a section of the Northern Colonization Ry. from Labelle, Que., the terminus of the Labelle branch of the C.P.R., 100.3 miles from Montreal, to Nominique, and it is probable that construction will be undertaken this year. The N.C.R. Co., which was incorporated by the Dominion Parliament in 1899, has a subsidy from the Dominion of \$3,200 a mile for 22 miles from Labelle to Nominique via Notre Dame de l'Annonciation, and also a subsidy from the Quebec Legislature of \$60,000 payable in 12 annual payments of \$5,000 each. (May, 1900, pg. 144.)

The Northern Pacific is extending its system in Minnesota. By the purchase of the logging road of the Red Lake Transportation Co. in Beltrami county it will be able to connect Bemidji with Red Lake early this summer, 20 miles of the extension of the Minnesota & International branch of the N.P. having already been completed in the direction of Red Lake, from which the logging road extends towards Bemidji for 12 miles.

Norwood and Apsley.—See under C.P.R. Surveys, etc., pg. 178.

Nova Scotia Southern.—The Provincial Government Engineer says in his last annual report: "On April 3, 1900, a contract, promising subvention of \$3,200 a mile, for the construction of 117 miles of railway, was entered into with this Co., from New Germany via Caledonia and Indian Gardens to Sand Point near Shelburne, 77 miles; Indian Gardens to Liverpool, 20 miles; and from the main line at the crossing of Sable River to

Lockeport, 20 miles. Surveys were to commence within three months from the date of contract, construction was to be proceeded with, concurrently, at one and the same time, on or before May 1, 1900, and the railway was to be completed throughout on or before May 1, 1902. The Co. did not succeed in making satisfactory financial arrangements to warrant it in proceeding with the works, so the prospects for early construction fell through." (Apl., 1900, pg. 115.)

Nova Scotia Steel Co.'s Ry.—The Dominion Parliament voted in 1897 a subsidy for the extension of this Co.'s line from Sunnybrae to Country Harbor and from Country Harbor cross roads to Guysboro, 65 miles. It was found that the distance between the points mentioned was greater than 65 miles, and in 1899 an additional 15 miles was subsidized to make up the deficiency. No construction work was done upon the proposed extension, and last session it was decided to give the subsidy for the construction of a line from New Glasgow to Country Harbor, and for the Country Harbor cross roads to Guysborough section, in all 80 miles. The right of way has already been formally voted, and an effort is being made to obtain a bonus from the Nova Scotia Legislature. (Aug., 1900, pg. 241.)

Prince Edward Island.—A branch line in connection with the P.E.I.R. is now under construction from Charlottetown to Murray Harbor, and will probably extend to Beach Point. This branch will pass through a fine farming district and will be a great benefit to the farmers in the southern portion of the Island. W. Kitchen has the contract for grading the first 15 miles and surveys have been made for the remaining portions. This branch will be connected to the main line by a combination railway and highway bridge

across the Hillsborough river, which is about a mile wide. It will consist of an approach of 1,486 ft. on the north end, 12 spans of 210 ft. each, and an approach of 490 ft. on the south end, making a total of 4,496 ft. from shore to shore; 4 of the piers will have to be built in pneumatic caissons, the deepest will have to be carried 92 ft. below high water to bed rock. The Provincial Government of P.E. Island share in the cost of construction. M. J. Haney, of Toronto, has the contract for the substructure and approaches of the bridge. M. J. Butler is his engineer, and A. A. Stewart, of New York, is consulting engineer. It is expected that the branch line will be over 50 miles in length and with the bridge will be ready for traffic by the autumn of 1902. W. B. MacKenzie, Chief Engineer of the I.C.R., is Chief Engineer of work, and H. J. MacKenzie is the engineer in charge of the branch line. (Aug., 1900, pg. 241.)

The appropriations voted for this railway at the recent session of the Dominion Parliament are given elsewhere.

Queen Charlotte Islands Ry. Co.—M. King and J. Irving, of Victoria, were incorporated at the last session of the B.C. Legislature under this title to construct and operate a standard or narrow gauge railway from Rennell Sound to near Skidegate harbor, on Graham Island, Queen Charlotte Islands group, and from any point on said line to Massett Inlet. The capital stock of the Co. is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$35,000 a mile.

The South Ontario Pacific Ry. Co., which was incorporated by a Dominion Act in 1887 to construct a railway from Woodstock, via Brantford and Hamilton, to the Niagara river within three years and to build a bridge across the Niagara river within five years,

had the time within which its works might be constructed, extended in 1889 and again in 1891 and 1896. The last extension expired this year and by an act passed last session the Dominion Parliament granted an extension of five years for the construction of the railway and of seven years in respect of the bridge.

Temiscamingue.—W. Russell, of Pembroke, is to have charge of the survey party to lay out a route for the proposed Ontario Government railway through the Temiscamingue country. It is estimated that it will take the party 10 months to do the work, and that the report will be submitted at the next session of the Legislature. (Apl., pg. 113.)

Thunder Bay, Lake Nipigon and St. Joe.—R. H. Wickham is engaged in locating a route for the construction of the first section of this line. After fixing the route by which the line will leave Port Arthur, Mr. Wickham will start northward following the valleys of the McVicar and Current rivers towards Wolf River. It is said that the western route will be adopted for leaving the town in order to accommodate the Jennison syndicate plans, but whichever route is decided, transfer facilities will be provided in the town between the T.B.N. and St. J. R., the C.P.R., and the Canadian Northern.

A survey of a proposed route was made in 1899, by Z. Malhoit, C.E., who went north to Lake Nipigon via Current River, Dog Lake, Burk River and Black Sturgeon Lake to Black Sturgeon Bay, and returned by Gull Bay, Pashkakogan River, the height of land, Iron Lake, Dog Lake, Red River road and McIntyre township. He reported the Current River route as being rough but practicable, and passing through a country rich in timber, minerals of all kinds and of great



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natural beauty. The Ontario Government has given a subsidy of \$2,000 and 5,000 acres of land a mile towards the construction of the first 30 miles of this line. A Dominion subsidy will be applied for next year. D. F. Burke, Port Arthur, is the chief promoter. (April, pg. 112.)

Tilsonburg, Lake Erie and Pacific Ry.—It is reported that this line, which runs from Port Burwell, on Lake Erie, to Tilsonburg, Ont., is being extended to Ingersoll.

Toronto, Lindsay and Pembroke.—A survey is being made for a railway connecting Golden Lake, Ont., the junction of the Canada Atlantic and Pembroke Southern railways, with the terminus of the Irondale, Bancroft and Ottawa at Bancroft, for which the Dominion Parliament voted a subsidy last session. (June, 1900, pg. 176.)

Vancouver and Grand Forks Ry. Co.—R. Marpole and G. McL. Brown, of the C.P.R., and C. F. Law, were incorporated under this title at the last session of the B.C. Legislature, to construct and operate a standard gauge railway from Vancouver to New Westminster, thence crossing Fraser River and following its south bank to Hope, passing within a mile of Chilliwack courthouse; thence following the Coquehalla River to the headwaters of Coldwater River, following that river to within 20 miles of its source, thence southeasterly to the west fork of Otter River, thence to the junction of Otter and Tulameen rivers; thence following the latter to Princeton; thence along Similkameen River to Keremeos, thence to Osoyoos Lake, and easterly to Kettle River, along Kettle River to Midway, thence easterly to Grand Forks, and with further power to construct a branch from Coldwater through Nicola valley to Nicola Lake; also a branch of 30 miles up Tulameen valley, and to lay out other branch lines not exceeding 20 miles in length. The capital is fixed at \$1,000,000 and power is given to issue bonds to the extent of \$35,000 a mile.

Victoria Terminal Ry. and Ferry Co.—E. V. Bodwell, L. P. Duff and J. H. Lawson, of Victoria; S. F. Mackenzie, of Vancouver, A. E. Henry, of Milwaukee, Wis., were incorporated at the last session of the B.C. Legislature under this title to adopt and carry into effect a by-law passed by Victoria City Council, and ratified by the electors of the city, known as the Victoria Terminal Ry. by-law, 1900. The Co. is authorized to construct and operate a standard gauge railway along certain streets in Victoria so as to connect the Victoria and Sydney Ry. with the Esquimalt and Nanaimo Ry., and to extend the railway as may be from time to time agreed upon with the corporation. The Co. is empowered to own and operate a railway ferry service between the present or any future terminals of the V. and S. Ry. on the Saanich peninsula, and a point at or near the mouth of Fraser River; and to construct a standard gauge railway from the ferry along the south shore of Fraser River easterly to a point where a connection can conveniently be made with the New Westminster Southern Ry.; and also to construct a standard gauge railway from such point of connection with the N. W. S. Ry., by the most convenient and feasible route to or near Chilliwack. The capital stock is fixed at \$1,000,000, and power is given to issue bonds to the extent of \$20,000 a mile of railway, and of \$300,000 for the construction of the ferry. The by-law referred to is added as a schedule to the act, and is specially confirmed by an act, passed last session, empowering the corporation to lease the market building premises and otherwise carry into effect the provisions of the by-law. Under the terms of the by-law the Co. must within six months of its incorporation begin the construction of its railway in Victoria, and the portion connecting the ferry landing-place

with the N. W. S. Ry., and complete the same within two years, by which time a car ferry service shall be established, providing accommodation for 400 passengers and 8 loaded freight cars, and steaming at not less than 14 miles an hour. One train a day each way shall be operated on the railways, and the ferry service shall connect therewith, extraordinary storms, fog, or dangers of navigation always excepted. Agreements are to be entered into between the Co. and the Great Northern Ry. Co. (U.S.A.) and the Victoria and Sydney Ry. Co., regarding the carriage of freight and the charges therefor. The passenger fare between Victoria and the junction with the N. W. S. Ry. is not to exceed \$2 each way, and a correspondingly moderate charge for local freight is to be maintained. The corporation grants leave to the Co. to lay a single track along its streets, and reasonable facilities for switching; leases to the Co. the market place for 25 years at \$100 a year, and agrees to pay the Co. a bonus of \$15,000 a year for 20 years. This Company is being promoted in the interests of the Great Northern Ry. Co., U.S.A., as Mr. Bodwell explained at the meetings in Oct., 1900, when the by-law was under discussion in Victoria. In Dec., 1900, when the Victoria, Vancouver and Eastern Ry. charter was acquired by Mackenzie, Mann & Co., it was said that there would be an arrangement made by which they would obtain entrance into Victoria by this Co.'s line instead of by an independent route. Since then the announcement was officially made that J. J. Hill was jointly interested with Mackenzie, Mann & Co. in the V. V. and E.

Vancouver, Victoria and Eastern.—See Victoria Terminal Ry. and Ferry Co. above, also Coast Kootenay, pg. 171.

Vancouver, Westminster and Yukon Ry.—J. Hendry, I. Oppenheimer, and A. Williams, of Vancouver; G. O. M. Dockrill, of New Westminster, and H. P. Livingston, of Baden, were incorporated at the last session of the Dominion Parliament under this title to construct and operate a standard gauge railway from Vancouver, to near the mouth of Fraser River, near New Westminster, also from Vancouver by way of Seymour Creek to Squamish valley, thence through Pemberton meadows to Lillooet, northerly to Quesnel, northwesterly to Hazelton, and northerly to the northern boundary of B.C. east of Teslin Lake; thence northerly to Dawson and along Yukon River to the westerly boundary of Yukon River; also to construct and operate branch lines not exceeding 30 miles in any one case. Construction is to be commenced within two years and completed in five years. The capital of the Co. is fixed at \$2,000,000, and power is given to issue bonds to the extent of \$35,000 a mile. The Co. may enter into an agreement with the Vancouver, Western, Northern and Yukon Ry. Co.—a B.C. organization—for the sale of its franchise, or the purchase of the B.C. Co.'s franchise.

Virginia and Rainy River.—It is reported that 50 miles of this road will be built this year. The heaviest grade will not exceed 1%, and this only for a distance of a mile. The line is projected from Virginia, on the Duluth, Missabe and Northern, to Koochiching, Minn., opposite Fort Frances, Ont., on the Rainy River. (May, pg. 159.)

The Wabash Ry. Co. will, it is said, erect its Canadian shops at St. Thomas, at a cost of about \$100,000.

Valle Northern Ry. Co.—R. R. Gilpin, G. A. Fraser, A. W. Fraser, F. A. Sinclair, R. A. Dickson, and H. St. Q. Cayley, were incorporated under this title at the last session of the B.C. Legislature, to construct and operate a standard gauge railway from Grand Forks, 30 miles along the north fork of Kettle River, thence 40 miles along the west

fork of the River to Summit Creek, thence about 5 miles to Eagle Creek, thence to its mouth; also a branch line to Franklin Camp, and other branch lines not exceeding 20 miles in any one case.

C. P. R. Construction, Betterments, etc.

Northern Colonization Ry.—See pg. 175.

Montreal Terminals.—Negotiations are in progress with the trustees of Olivet Baptist Church for the purchase of the property in order to straighten the C.P.R. entrance to Windsor station. The Co. is also negotiating for the purchase of a strip of land in the rear of St. Anthony's Church on St. Antoine St. west, for the purpose of straightening out the curve entering the shunting yard at Richmond Square.

Port Arthur.—Executive Agent Baker recently submitted a plan to Port Arthur town council for the division of the reserve A, Government yard, between the C. P. R. and the Canadian Northern Ry. This plan calls for the closing of North Water St. and the handing over of that street to the C.P.R., together with a strip of the Government yard extending the full length of that block of land from Arthur St. to the back of the lots facing on Cameron St. It further calls for the opening of a street to take the place of North Water St., 66 ft. in width, just west of the land the C.P.R. asks for. The balance of the reserve the C. P. R. is willing that the C. N. R. should have. If this plan is adopted the C.P.R. will build a station at the foot of Van Norman St. for the use of both railways, and also a 300 ft. freight shed at a little distance north of the station.

Fort William Coal Docks.—The derricks recently received from Winnipeg have been set up at the coal docks, Fort William. The plant now consists of seven large hoisting machines.

Winnipeg.—The Winnipeg City Council has instructed its sub-committee to confer with the city engineer and have plans and estimates of cost prepared for a subway under C.P.R. tracks on Main St., in accordance with resolutions already passed.

The spur track, west of Princess St., from the C.P.R. to Alexander Avenue, has been completed.

Plans have been prepared for the enlargement of the Winnipeg yards, and improving and enlarging the repairing shops.

The C.P.R. has decided to use Red River water for its locomotives and workshops at Winnipeg. Suction and intake wells are to be constructed, and a pump house is to be erected at the foot of Robert St., and eight-inch pipes will be laid to the yard and shops.

West Selkirk Branch.—About 12 miles have been graded out of 28 between West Selkirk and Winnipeg beach, on the west side of Lake Winnipeg. It is expected that the whole will be graded and will be completed during June, and that the rails will be laid as soon as they can be obtained. (June, 1900, pg. 173.)

Stonewall or Teulon to Lake Manitoba.—By an act passed at the last session of the Dominion Parliament, the C.P.R. was given power to construct or acquire and operate a line from Stonewall or Teulon, Man., or from a point on the Co.'s line between these two places, northwesterly to the east shore of Lake Manitoba, between Marsh Point and the north boundary of township 25. This power is not to be exercised until the C.P.R. has constructed and put in operation a line from its main line to Gimli on Lake Winnipeg. The line is to be commenced within three years and completed within five years, and the Co. may issue bonds or debentures in respect of the construction to the extent of \$25,000 a mile.

Snowflake Branch.—Surveys are being made for an extension of this branch from Snowflake, Man., about 9 or 10 miles south-east to or near Mowbray, close to the international boundary, and negotiations for construction are in progress with the Manitoba Government. See "The Manitoba Railway Contracts," pg. 182.

Deloraine Waskada Branch.—Surveys have been made for an extension of this branch from Waskada, Man., about 20 miles due west, and negotiations for construction are in progress with the Manitoba Government. See "The Manitoba Railway Contracts," pg. 182. (Aug., 1900, pg. 233.)

McGregor-Varcoe Branch.—Track has been laid to Wellwood, 26.45 miles from McGregor, Man., which will be the terminus for the present, at least. About 15 miles of ballasting at the farthest end of the branch has yet to be done. Premier Roblin, of Manitoba, recently stated that the Government was negotiating with the Co. to extend this branch 10 or 12 miles. (Aug., 1900, pg. 233.)

Branch from Forest.—A branch is to be built from Forest, Man., on the Co.'s North Central section, formerly the Great North-West Central Ry., for about 42 miles, almost due west to about the western line of range 24 west of the first principal meridian. Forest is 10.4 miles from Chater, the point at which the North Central section leaves the C.P.R. main line. J. D. McArthur has the contract for the grading. The Co. will do the bridging and tracklaying.

Branch from Moosomin.—Surveys have been made for a branch from Moosomin on the main line, 219.1 miles west of Winnipeg, for about 100 miles to the Pheasant Hills, north of Qu'Appelle river.

Arrowhead and Kootenay Ry.—A portion of this branch is being built from Lardo, B.C., on Kootenay Lake, to Trout Lake, about 38 miles. Grading was completed in 1899 for 15 miles from Lardo, and work was opened out for 20 miles further. It is expected to connect the two lakes this year. P. Welch and Co. have the contract for the grading and bridging, and have sublet it to Carlson and Porter, of Kalso, B.C., who are actively pushing the work. The tracklaying, which will be done by the Co., will be started very soon. (Aug., 1900, pg. 233.)

At the last session of the B. C. Legislature the A. & K. Ry. Co. was granted an extension of time to Jan., 1902, to complete its line from Trout Lake to Kootenay Lake, and to April, 1903, to complete its line from Arrow Lake to Trout Lake.

Branch from Abbotsford.—Surveys have been made from Abbotsford, B.C., on the Co.'s Mission branch, 3.5 miles south of Huntingdon Jct., for about 50 miles to the Hope district. It is probable that about 26 miles, from Abbotsford to Chilliwick, will be built this year, but no contract has been let. See Coast-Kootenay Ry., pg. 178.

Norwood and Apsley Ry.—It is expected that a survey for this proposed line from Norwood on the C.P.R.'s Montreal-Toronto line, 18 miles east of Peterboro, to Apsley, some 25 miles, will be made shortly by H. D. Lumsden, of the C.P.R. engineering staff. A subsidy of \$3,200 a mile has been voted by the Dominion Parliament and \$3,000 a mile by the Ontario Legislature. J. B. Pearce, of Norwood, is President of the N. & A. R. Co. (Aug., 1900, pg. 241.)

The Coast-Kootenay Railway.

The Chief Commissioner of Lands and Works of B.C. has presented to the Legislature a return of correspondence, etc., referring to the proposed coast boundary railway, for the construction of which the Government invited propositions to be sent in by April 15. Under that date Bodwell & Duff, solicitors for the Vancouver, Victoria and Eastern Ry. and Nav. Co., wrote stating that the Co. had not submitted a tender on the ground that the conditions attached were, if adhered to, such as to preclude it from accepting the bonus. The Co. was prepared to discuss the question with the Government, and hoped to be able to arrive at an understanding. Continuing they said:—"As there has been some public comment respecting the constitution of the V.V. and E.R. and N. Co., we beg to inform you, authoritatively, that that Co. is now organized permanently, that the plans of the road have been accepted and filed in the railway Department at Ottawa, under the charter which we now have from the Dominion Parliament, and have also been filed in the proper land registry offices in the Province; that \$1,000,000 of the capital stock of the company have been issued, and that it is all held by Mackenzie & Mann and the Great Northern Ry. Co., and that the latter company—by virtue of its interest in the road—has the control of the stock and a majority of the permanent directors; that the railway will be financed by the G.N. Co., and will, when constructed, be operated as a part of its transcontinental system. We are further prepared to give any reasonable assurance which the Government may require that the undertak-

ing will always be conducted as a competing line with the C.P.R. system."

On April 20, Bodwell & Duff wrote that their clients were prepared if the subsidy of \$4,000 a mile was appropriated to their company, to commence construction on both ends of the railway this year, and to push forward the completion as rapidly as circumstances would permit. They were also authorized to submit for consideration the following: 1. The subsidy to be payable in instalments as each 20-mile section of the road is completed. 2. The company to return to the government 2% of the gross earnings of the road for a period of time to be named, or until a certain proportion of the cash bonus (to be agreed upon) is by that means returned to the country: Provided that the charge upon the undertaking to secure this repayment shall not take precedence of such mortgage bonds as are necessary to cover the fair cost of construction; and provided also, that if 2% is returned, the company shall be exempt from taxation, municipal and otherwise, for a limited number of years, to be agreed upon.

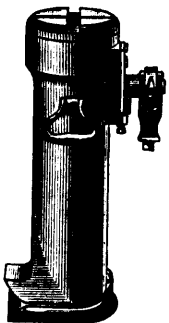
On April 30, Bodwell & Duff again wrote the Government that they were prepared, if the Provincial subsidy was appropriated to the V.V. & E. Ry. Co., and the contract settled immediately, to commence the work at once, and to complete at least 30 miles on the western end, and a similar mileage on the eastern end of the road during the season, whether the Dominion subsidy was granted or not. "Our representatives," said Bodwell & Duff, in conclusion, "are now on the spot; we are ready to do business with the Government immediately, and with deference we submit that our proposition for the construction of the road should be either accepted or rejected prior to the close of the present session of the Legislature.

Hunter & Oliver, under date April 15, pointed out that their clients were applying for a charter over the route in question, under the name of the Coast-Kootenay Ry. and would be prepared upon incorporation to assume the terms advertised, conditionally on the Dominion voting a bonus of \$8,000 a mile without asking any further percentage out of earnings; that the amount to be paid to the Government should not in any one year exceed a sum equal to 4% upon the aggregate of money actually advanced by the Government to the Co. by way of bonus, and that the Co. shall be at liberty to repay the total amount advanced by the Government and be absolved from all further payment. Their clients were willing to enter into an agreement with any company having a subsidy from Victoria for the

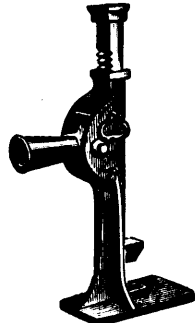
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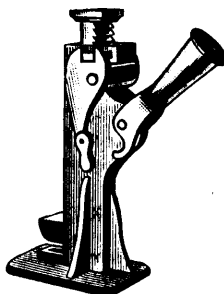
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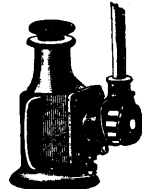
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construction and operation of a steam ferry whereby such proposed ferry system could be utilized in connection with the railway. This Co. was subsequently incorporated by the Legislature. See pg. —.

The Executive Agent of the C.P.R. at Victoria, writing on April 16, said the C.P.R. "will undertake and will construct a line from Chilliwack to Abbotsford, or from some point in that vicinity, this year, and will continue westward as soon as the proposed railway bridge at New Westminster is constructed. This portion of the line is to be entirely without subsidy. The construction of the line westward from Okanagan to a connection with the through line, will also be proceeded with, with all reasonable despatch and as circumstances may admit. This Co. would ask a subsidy only for what may be termed the mountainous sections of the proposed line, say Penticton, or some point in that neighborhood and the eastern terminus of the western sections above referred to, and this not until the entire line has been completed and in operation. Pending its completion the Co. would be pleased to confer with a representative of the Government upon the question of rates, with a view of minimizing the disadvantage, if any, under which the Coast cities may now be placed by reason of the long distance, via the Co.'s main line, as compared with the distance via the proposed Kootenay line to and from points that would be served by the latter line."

The return also contains copy of a petition favorable to the construction of the Midway and Vernon Ry., and a legal opinion as to the charter of the V.V. & E. Ry. Co.

The C.P.R. has filed with the B.C. Government plans of a section of 100 miles of the Coast-Kootenay line which it proposes to build at once. The plans show a line from the Coast to Hope.

The Vancouver & Grand Forks Ry. Co., which was incorporated at the last session of the B.C. Legislature, includes among its incorporators several C.P.R. officials. See pg. 177.

The B.C. Government is in communication with the different companies which will use the bridge over the Fraser River at New Westminster with a view of ascertaining how much they will pay for the use of the bridge when completed. It is said that as soon as these data are received tenders will be advertised for the construction of the bridge.

Railway Accounting Officers.

At the 13th annual meeting of the Association of American Railway Accounting Officers at Denver, Col., May 29 and 30, over 140 accounting officers of the railways of the U. S., Canada, and Mexico were in attendance.

I. G. Ogden, Comptroller of the C.P.R., President of the Association, presided, and addressed the Convention as follows:—

These meetings once a year come as milestones in our lives, and unhappily we are reminded each year of the uncertainty of our being able to attend the next meeting. Since our last gathering in Boston, four of our members have been taken from us—J. P. Curry, H. A. Rubidge, E. P. Campbell, and W. M. Coleman, all of whom were well known to many of the members of this Association.

You will see by the agenda prepared by the Secretary, that a large amount of business is to come before you, and realizing that, I shall make my remarks brief. The reports of your committee speak for themselves, and I only feel it necessary to refer to one or two questions covered by them.

The special committee on Government transportation submits a report, by which you will see they have made good progress,

and I think it very desirable that you should continue that committee for another year.

In accordance with your instructions a special committee was appointed to take up the matter of classification of operating expenses, and you will find a very full report from that committee. This requires careful consideration by you—it is very important to us all, and of such lasting interest that although the committee has given a great deal of time, and made a long step forward, I am strongly of opinion that it should be continued for another year. Your other committees present full reports on all matters which have been referred to them.

The duties of President are very much lightened, and made much more valuable by the assistance of the committee with which he is in closest touch—the executive committee; and I take pleasure in expressing to you my appreciation of the assistance of that committee during the past year. It would not be possible to have a more attentive and earnest committee than I have been favored with; my earnest wish for my successor is that he may be as earnestly and well assisted. I must in this connection call your attention to a resolution passed last year as follows, viz.:

"Whereas the Statistician of the Interstate Commerce Commission has been requested to address all communications relative to minor questions arising in connection with the classifications of operating expenses and construction charges to the President of this Association:

"Resolved, That replies to such questions should be formulated by the executive committee, and submitted with the questions to the annual meeting of this Association, before being forwarded to the Interstate Commerce Commission, and be it further resolved, That similar questions submitted by members of this Association direct to the President or the executive committee, should be dealt with in a similar manner, and after being acted upon by this Association, should be reported to the Interstate Commerce Commission, to be included in their bulletins."

My experience during the past year makes me feel very strongly that this resolution is a drawback to the good work your Association can do, and it may result in communications decreasing, and therefore take from you a privilege or right that I think you wish to retain. It means that a question referred to your executive committee necessarily remains unanswered at times for nearly a year; it would be better to let that committee reply even at the risk of your amending the reply at your annual meeting. It has as it stands an appearance of a lack of confidence in your own committee, or of decision, which to me does not seem to be the position that should be taken by an accounting officer.

At the meeting last year in Boston you were addressed by one of the most prominent railway men in America—Lucius Tuttle. He made some very strong and pertinent remarks as to the duties of an accounting officer, and his remarks are emphasized every day. The immense consolidations and combinations which are the order of the day, may curtail or reduce some departments in railways, but they will certainly result in bringing the accounting department more to the front. The officers of that department, to give proper effect to their work, should be accountable only to the security holders, through the board of directors and its chief executive officers. You will be expected more than ever to be as it were the watch dogs for the owners—not aggressive, but always acting fairly and in good faith to show things as they are. Keep fairness, frankness, promptness and decision before you, and you cannot help taking your place in the front rank in the railway service. We will now proceed with the regular order of business, and as there is much to do, I would suggest that you deal as prompt-

ly as possible with each matter, so that the ones coming last may not be passed over too hurriedly.

The time of the Convention, the two days it was in session, was largely taken up in discussing matters pertaining to the Interstate Commerce Commission's classification of operating expenses, a revision of which has been under consideration by the executive committee of the Association during the past year.

The question of settlements with the Government for transportation was also fully discussed. Matters relating to the waybills in use by fast freight lines, and also relating to the settlement of freight claims were fully considered and acted upon. A paper was read by A. D. Parker, General Auditor of the Colorado and Southern R. R. on "Material accounts."

The election of officers for the ensuing year resulted as follows:—President, H. C. Whitehead. General Auditor, A. T. and S. F. R. R.; 1st Vice-President, W. B. Bend, Vice-President and General Auditor C. G. W. Ry.; 2nd Vice-President, J. W. Renner, Comptroller, Pennsylvania Lines West of Pittsburgh; Secretary and Treasurer, C. G. Phillips, Chicago. The next annual meeting will take place at Philadelphia, Pa., May 28, 1902.

RAILWAY APPOINTMENTS, ETC.

Bay of Quinte.—C. A. Millener, in addition to his duties as Auditor, has been appointed Acting Secretary and Treasurer.

Canadian Northern.—When the Northern Pacific lines in Manitoba were transferred by the Provincial Government to the C. N. R. Co., May 31, the jurisdiction of the Co.'s General Superintendent, D. B. Hanna, was extended over them.

G. H. Shaw has been appointed Traffic Manager, with headquarters at Winnipeg. He will have jurisdiction over all freight and passenger matters on the C. N. system. He has heretofore been Assistant General Freight Agent of the Western Division of the C. P. R. at Winnipeg.

C. E. Friend has been appointed acting Auditor, with headquarters at Winnipeg. Agents, conductors, etc., will report to him in respect to all accounts. Car reports will continue to be sent to his office.

J. T. Lord having resigned to accept service with another company, C. Raitt, heretofore N. P. shop foreman at Winnipeg, has been appointed acting Master Mechanic with headquarters at Winnipeg. Engineers, etc., will report to and receive instructions from him. Mr. Lord was Master Mechanic at Winnipeg for the Northern Pacific when the lines were transferred.

It is reported in Winnipeg that Hon. H. J. Macdonald has been unofficially appointed Solicitor for the Co., and that his official appointment awaits W. Mackenzie's return from England in July. Munson & Allan are the Co.'s solicitors in Winnipeg, and it is not thought they will be displaced, though Mr. Macdonald's services may also be retained.

It is stated, unofficially, that Jas. Abbott has been appointed Chief Despatcher. He was at one time a despatcher on the Manitoba and Northwestern Ry., and for the past five years has been on the N. P. despatching staff in Winnipeg.

Canadian Pacific.—W. R. MacInnes, heretofore General Freight Agent Western Lines, has been appointed Assistant Freight Traffic Manager, in charge of Western Lines, with office at Winnipeg.

W. B. Bulling, heretofore General Freight Agent, Eastern Division, has been appointed Assistant Freight Traffic Manager, in charge of Eastern Lines, with office at Montreal.

S. P. Howard, heretofore Assistant Gen-

eral Freight Agent at Montreal, has been appointed General Freight Agent, Eastern and Lake Superior Divisions, with office at Montreal, succeeding W. B. Bulling, promoted.

M. H. Brown, heretofore District Freight Agent at Detroit, Mich., has been appointed Assistant General Freight Agent, Ontario Division, with office at Toronto, succeeding W. B. Lanigan, promoted.

W. B. Lanigan, heretofore Assistant General Freight Agent of the Ontario Division at Toronto, has been appointed General Freight Agent of the Western Division, with office at Winnipeg, succeeding G. H. Shaw, Assistant General Freight Agent, who has been appointed Traffic Manager of the Canadian Northern.

No announcement has been made as to the appointment of a District Freight Agent at Detroit, to succeed M. H. Brown, but it is expected W. Haldane, Contracting Freight Agent at Chicago, will get it.

F. W. Peters, heretofore Assistant General Freight Agent of the Pacific Division at Vancouver, has been appointed General Freight Agent of the Pacific Division.

H. E. Macdonnell, heretofore Assistant General Freight Agent of the Kootenay lines, etc., at Nelson, B.C., has been appointed General Freight Agent of the Kootenay lines, etc.

J. N. Sutherland, General Freight Agent of the Atlantic Division, and S. P. Howard and M. H. Brown, above mentioned, will report to W. B. Bulling, Assistant Freight Traffic Manager of Lines East. W. B. Lanigan, F. W. Peters and H. E. Macdonnell will report to W. R. MacInnes, Assistant Freight Traffic Manager Lines West.

G. L. Wetmore, heretofore Division Engineer of the western portion of the old Eastern Division, with office at Schrieber, has been appointed Division Engineer of the Lake Superior Division, with office at North Bay.

N. Rolph, heretofore General Superintendent's Accountant at Toronto, has been appointed General Superintendent's Accountant, with office at Windsor St. station, Montreal.

F. G. Mingay, heretofore chief clerk in the

General Superintendent's Accountant's office at Toronto, has been appointed General Superintendent's Accountant of the Ontario division, vice N. Rolph, transferred to Montreal.

E. M. Favreau has been appointed General Superintendent's Accountant for the Lake Superior division, with office at North Bay.

F. G. Martyn, heretofore Trainmaster at Smith's Falls, Ontario, has been appointed Trainmaster of all lines west and north of Toronto Jct., with office at Toronto Jct., vice D. R. Bell, appointed Trainmaster of the Hamilton section, Toronto terminals and Havelock section.

As foreshadowed in our last issue, several changes have been made in the mechanical department.

C. R. Ord, heretofore Master Mechanic of the Western division at Winnipeg, has been appointed Master Mechanic of the Atlantic division, with office at McAdam Jct., N.B.

J. R. Spragge, heretofore Master Mechanic of the Atlantic division at McAdam Jct., has been appointed Master Mechanic of the Ontario division with office at Toronto.

R. Preston, heretofore locomotive foreman at Toronto Jct., has been appointed Master Mechanic of the Lake Superior division, with office at North Bay.

G. S. Mackinnon, heretofore Master Mechanic of the old Ontario and Quebec division at Toronto, has been appointed Master Mechanic of the Western division, with office at Winnipeg.

E. Groulx has been appointed Tie Inspector for the Lake Superior division, with office at North Bay.

Grand Trunk.—F. W. Egan, heretofore Superintendent of the Middle division at Toronto, has been appointed Superintendent of the Western division, with office at Detroit, Mich., succeeding W. Cotter, appointed General Superintendent of the St. Louis, Iron Mountain and Southern at St. Louis.

G. C. Jones, heretofore Superintendent of the Eastern division at Montreal, has been appointed Superintendent of the Middle division, with office at Toronto.

W. G. Brownlee, heretofore Assistant Sup-

erintendent at Island Pond, Vt., has been appointed Superintendent of the Eastern division, with office at Montreal.

C. H. Bevington, trainmaster with office at Island Pond, has had his jurisdiction extended over the 1st district, from Portland, Me., to Island Pond, Vt., including Lewiston and Norway branches, assuming the duties heretofore performed by assistant superintendent.

The following agents were installed during May: Dixville, W. T. Parker; Norton Mills, B. S. Macdonald; Waterville, W. S. Wilson;

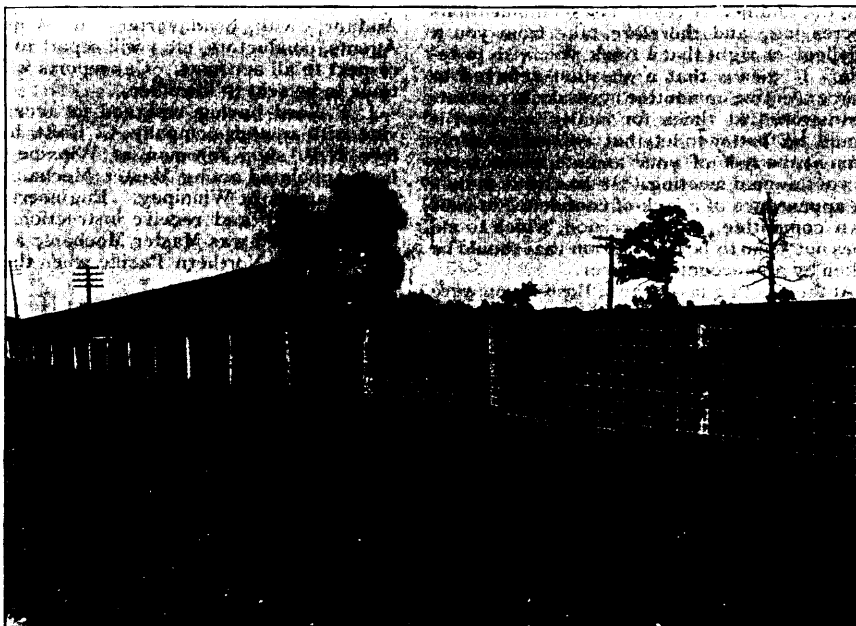
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Bombay Jct., H. H. Jones; Hamilton (King St.), L. Siebert; Grimsby, A. Donaldson; Hyde Park, J. H. Stewart; Burford, P. A. Robertson; Drayton, J. Robertson; 47th St., Chicago, J. F. Erb; Drayton Plains, W. R. Seaton.

Dominion Atlantic.—R. A. Carder, who relinquished the duties of travelling passenger agent to become agent in St. John, has resumed his former position.

Intercolonial.—E. T. Horn has been appointed Manager's Assistant with office at Moncton. He comes from the Delaware, Lackawanna and Western at Hoboken, N.J.

Michigan Central.—A. K. Prince, of Detroit, has been appointed Superintendent of the dining car service.

Montreal St. Ry.—M. J. Kennedy, who has been acting Superintendent since the departure of D. McDonald for Paris, has been confirmed in that position.

Northern Pacific.—G. W. Vanderslice, heretofore Superintendent of the lines in Manitoba, has been appointed Divisional Superintendent at Grand Forks, N.D.

C. E. Lang, for several years soliciting freight agent and latterly freight agent at Winnipeg, is reported to have been appointed agent at Victoria, B.C.

Ottawa, Northern & Western Ry.—H. G. Beemer, President, announces that the following officers will have charge: H. L. Maltby, Secretary-Treasurer and Purchasing Agent, Ottawa; P. W. Resseman, General Passenger and Freight Agent and General Superintendent, Ottawa; Geo. A. Savage, General Auditor, Montreal, Que.; Geo. A. Lizotte, Traffic Auditor Receipts and Disbursements, Ottawa; John R. Brennan, Roadmaster, Ottawa, and James Kay, Master Mechanic, Aylmer, Que.

Shore Line, New Brunswick.—F. J. McPeake resigned the superintendency April 26, being succeeded by D. M. Boyd, of New York, who was reported to have had a training in railway work on the Pennsylvania Rd. Mr. Boyd only remained in office a few days, Mr. McPeake resuming his old position.

Sydney and Louisburg.—I. L. Boomer, heretofore in the train despatcher's office of the Intercolonial at Moncton, has been appointed chief train despatcher with headquarters at Glace Bay.

Mainly About People.

Lord Mount Stephen has been appointed a Deputy-Lieutenant of the County of Banff, Scotland.

Mrs. W. F. Egg, wife of the C.P.R. City Ticket Agent in Montreal, left there May 15 for a European trip.

Morton F. Plant, Vice-President of the Plant Steamship Line, has just recovered from a serious attack of typhoid fever.

J. Osborne, recently appointed Superintendent of the Atlantic Division of the C.P.R., has removed from Winnipeg to St. John, N.B.

C. R. Hosmer, of the C.P.R. directorate, and family arrived in Montreal, May 23, after a four months' trip to the Mediterranean.

Sir Charles Rivers Wilson, President of the G.T.R., is President of the Council of the Tramways and Light Railways Association of England.

Capt. Wolvin, of Duluth, who has been negotiating for elevator privileges in Montreal Harbor, has been elected a vice-president of the U.S. Steel Corporation.

W. G. Baldwin, of Roanoke, Va., was elected President of the convention of special agents of railways of Canada and the United States, held in New York, May 29.

J. H. Harding, a former shipbuilder of Newcastle, N.B., and later agent of the Marine

and Fisheries Department at St. John for 24 years ended 1894, died May 22, aged 83.

J. M. Robb, brother of W. D. Robb, Master Mechanic G.T.R., Toronto, has resigned his position as Master Mechanic of the Chicago Great Western Ry. at St. Paul, Minn.

W. Woollatt, General Manager, Lake Erie and Detroit River Ry., has sent \$100 towards furnishing additional wards in the Amasa Wood Hospital, at St. Thomas, on behalf of the Co.

J. L. Lorre, heretofore Fourth Vice-President of the Pennsylvania lines west of Pittsburgh, has been elected President of the Baltimore and Ohio Rd., succeeding J. K. Cowan, resigned.

W. R. Tiffin, Superintendent of the Northern Division of the G.T.R., completed his 41st year in railway service in Canada, May 12. His service commenced with the old Great Western Ry. Co. in Hamilton.

W. H. Rosevear, General Car Accountant, G.T.R., was struck by a shunting freight train in the Montreal yard, May 24, and badly injured about the head. He was removed to his residence, but is now able to be on duty again.

A. J. Macdonald, son of the former Superintendent of the Montreal Street Ry. Co., heretofore in charge of the central division of the same railway, has been appointed General Superintendent of the street railway system of the City of Mexico.

G. B. Wyllie, who is now travelling passenger agent for the Illinois Central Rd., at Buffalo, N.Y., is a native of Toronto, and was engaged in the building of the Toronto, Grey and Bruce Ry., now merged into the C.P.R. He was the first station agent at Woodbridge.

J. M. Herbert, formerly of the G.T.R., since April 1, 1901, Superintendent of the St. Louis, Iron Mountain and Southern Ry. and leased, operated and independent lines, has been appointed Superintendent of the Pacific division of the Southern Pacific Ry. (April, pg. 107.)

R. W. Leonard, C.E., who has been with one of F. H. Clergue's enterprises at Sault Ste. Marie for some time past, has gone to Hawkesbury, N.S., in connection with the construction of the Cape Breton Extension Ry. in which Dr. Seward Webb, of New York, is interested.

M. H. Watts, Secretary of the Montreal Street Ry. Co., died at Victoria Hospital, Montreal, May 21, aged 38. He was for some time a clerk in the law department of the C.P.R., leaving in 1892 to become private secretary to Mr. Everett, then Manager of the Montreal Street Ry.

G. W. Vanderslice, for several years Superintendent of the Manitoba Division of the Northern Pacific Ry., was on June 7 presented with a silver tea service by the officials and employes on his leaving Winnipeg, owing to the transfer of the Co.'s Manitoba lines to the Canadian Northern Ry. The presentation was made by W. Hall on behalf of the staff. The address was signed by the employes, and the salver bore a suitable inscription.

Richard Marpole, whose portrait appears on page 161, was born in Wales in 1850. He served for 7½ years on British railways in the construction and traffic departments, and entered the service of the C.P.R. in 1881, serving successively as contractor, assistant manager of construction, Nipissing Division, Superintendent Lake Superior Division, Superintendent Pacific Division, and General Superintendent Pacific Division, having been appointed to the last named position, May, 1897.

E. T. Horn, who has been appointed Manager's Assistant on the I.C.R., has been in the service of the Chicago & Northwestern, Missouri Pacific, Southern Ry., Baltimore &

Ohio, and Delaware, Lackawanna & Western, having served as brakeman, conductor, yardmaster, general yardmaster, trainmaster, superintendent and general manager. He had charge of the B. & O. terminals at Baltimore and about two years ago went to the D.L. & W. as general yardmaster for its M. & E. division.

Charles Currie, recently appointed General Manager of the Detroit and Toledo South Shore Line Rd. Co., was born in Toronto in 1868, and started into street railway work as an office boy with the London Street Ry. Co. in 1882, remaining with that Co. until its business was taken over by the Everett Syndicate in 1894, at which time he was cashier. He was made secretary of the new Co., and in 1896 was made General Manager of the Luna Electric Ry., and three years later was appointed Superintendent of Transportation of the Cleveland Electric Ry., becoming General Superintendent shortly before receiving his present position.

S. R. Callaway, heretofore President of the New York Central and Hudson River Rd., has been appointed President of the American Locomotive Co., a combination which includes the following works: Brooks, Schenectady, Pittsburg, Richmond, Cooke, Rhode Island and Manchester. The Baldwin, Dickson and Rogers plants are not included in the combination. The combined capacity of all the builders in the U.S. is claimed to be 3,000 locomotives a year, of which the Baldwin works can supply 40%. Mr. Callaway is reported to have been given \$500,000 in shares in the concern, and will be paid a salary of \$100,000 a year.

Thos. Williams, recently appointed General Superintendent of the Lake Superior Division of the C.P.R., with headquarters at North Bay, entered railway service in 1868 on the G.T.R. In 1869 he became night operator, and in 1871 Train Despatcher at Toronto. He resigned from the G.T.R. service in 1884, and entered the service of the C.P.R. as Despatcher, since which his record has been as follows: 1885 to 1887, Chief Train Despatcher and Car Service Agent; 1887 to 1890, Assistant Superintendent with jurisdiction from Montreal to Owen Sound and London, and connecting branches; 1890 to 1896, Superintendent at London; 1896 to 1898, Superintendent at Toronto; 1898 to 1901, Superintendent at London.

H. Darling, heretofore Manager of the Union Steamship Co., was entertained at a banquet, at Vancouver recently, on his leaving for White Horse, Yukon, to become General Manager of the British Yukon Navigation Co., which operates 16 steamers on the Yukon river between White Horse and Yukon. On behalf of the citizens the Mayor presented Mr. Darling with a marble clock and pair of candleabra, a set of solid silver dessert dishes, and a framed address. This latter was painted in water-colors, and most appropriately designed, being surmounted with the Vancouver coat-of-arms, under which was reproduced a miniature view of the C.P.R. docks. Set at intervals in the artistic border, were the names of the vessels of the Union Steamship Co.'s fleet, the Cutch, Coquitlam, Capliano, Comox, Chehalis, Senator and Lenora, while beneath all was a reproduction of the Union Steamship Co.'s house-flags.

Many Canadians who visit the Pan-American will come in contact with the city passenger agents in Buffalo for the G.T.R. & C.P.R., J. D. MacDonald and A. J. Shulman, who will be found unremitting in their attentions. The following is clipped from a recent Buffalo paper: "Buffalo is so much of a railway center that it is no wonder, with the important interests at stake, so many good men are hustling for traffic these days. The Grand Trunk has a little dropped out of

my recollection since dear old Tom Sheridan died, but I have become acquainted with his successor, J. D. MacDonald, and I am glad to find that he is succeeding as successor of Sheridan very satisfactorily to the authorities of the road. 'J. D.' is a tall, thin, gray-moustached fellow who dreams about the Grand Trunk every night, and whenever he does have nightmares, which is infrequently, the particular nightmare in question involves an unfair advantage over traffic rates which is just about to be taken by the Passenger Agents' Association, when he awakes with a scream and says he won't have it, and he doesn't 'have it' as a rule, for if ever there was a railway well defended against the assaults of its enemies it is the interests of the Grand Trunk in Buffalo by MacDonald. Rudyard Kipling wrote a clever poem about England in which the line occurs, 'Heaven help her foemen when my country grows polite,' and be ye sure J. D. MacDonald is as polite as a Chesterfield, with enough firmness behind his politeness to, if necessary, become deadly. He is not a Frenchman by any manner of means, but a Scotty of the Scots and as Caledonian as a Macdonald plaid, and he spells his name in the good old Scotch way, and is proud of it, and I wish he would get acquainted with Dr. Morrison and let me see these two good fellows in kilts some time."

R. Marpole, Superintendent of the C.P.R.'s Pacific Division, in giving evidence before the Oriental Commission at Victoria, recently, said only 99 Chinese and 70 Japanese were employed out of 4,693 employes on the Pacific Division. White men were employed wherever possible.

C. P. R. LANDS.

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

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

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

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

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

TERMS OF PAYMENT.

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

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

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

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

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

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

The Manitoba Railway Contracts.

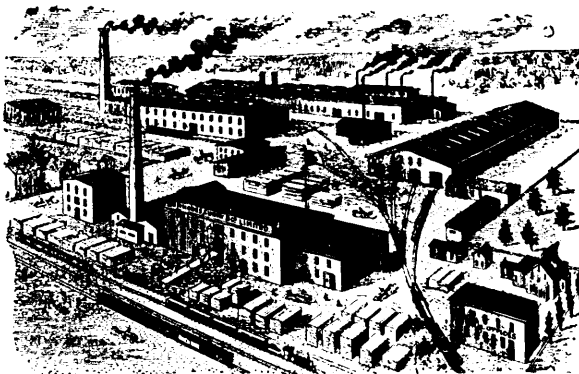
The bill ratifying the contracts between the Manitoba Government and the Northern Pacific Ry. Co., and between the Manitoba Government and the Canadian Northern Ry. Co. passed through the committee stage in the House of Commons, May 13, and on coming up for a third reading the same day, was under discussion until 2.30 a.m., on the morning of May 14, on the motion of Mr. Richardson (Lisgar) and Mr. Labelle for a six months' hoist. The amendment was only supported by five members, and the bill was read a third time and passed. The passage through the Senate was little more than a formal matter, and the bill under the new title as an act to amalgamate certain specified railways was assented to by the Governor-General on the day of the prorogation.

On May 25, the N.P. lines in Manitoba were formally handed over to the Government, and the lease signed and delivered to Premier Roblin and the Minister of Public Works in the office of G. W. Vanderslice, General Superintendent of the N.P. Ry. An arrangement was made by which the Canadian Northern Ry. would operate these lines taken over for the Government, until the formal documents had been made out by which they would be transferred to it. A week later President Mellin, of the N.P. Ry., arrived in Winnipeg, accompanied by other executive officers of the Co., and turned over the rolling stock and other property belonging to the lines to the Government, and on the same day the lines were transferred to the C.N.R. under the agreement. As a first result of the new order of things the passenger rates on the lines of the Canadian Northern were reduced from 4c. to 3c. a mile, and a 7½% cut in freight rates

was made for the carriage of freight between points within the province, the reductions going into effect on June 1.

On May 23, an action was entered in the Court of King's Bench for Manitoba by Mayor Arbutnot, of Winnipeg, and others against the Manitoba Government, the Canadian Northern Ry., and the Northern Pacific Ry., with a view of having the contracts voided and of prohibiting the Government making the transfer, and on May 30, an application was made to the Attorney-General for permission to enter an action to set aside the contracts entered into, the defendants in this case being the Canadian Northern Ry. Co., the National Trust Co., and the Provincial Treasurer. The Premier said this permission would not be granted, as "The Government cannot afford to allow its policy to be hindered and the country involved in expensive lawsuits." A few days later the actions were abandoned, and the delegates who opposed the passing of the bill at Ottawa, and those who supported them dined together in Winnipeg, and thanked five members who voted against the act.

In speaking at Killarney, Man., June 10, Premier Roblin referred to the proposed extension of railways within the province. He said: "What the government propose to do this year in the way of construction, I will give you in a few words. It is not the policy of the government at present to build by the use of the credit of the province or by the use of public funds of the province, lines that will simply be competing ones with the C.P.R. Our policy is rather to make such extensions in the districts where the facilities are not what they ought to be and to give the farmers who have to draw their grain more than 10 miles the convenience of a shipping point nearer than that. We have now let contracts



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

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

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to build on the C.N.R. from a point at or near St. Charles on the Portage line south or southwesterly to township 2, range 6; thence westerly 68 or 100 miles as necessity may demand and circumstances justify. We have also completed arrangements to have constructed 15 or 18 miles from Beaver to a point on the Canadian Northern, northwest of Portage la Prairie, up to Gladstone. That's all we have arranged for definitely with the C.N.R., and as an aid to the Co. to secure that construction we give the usual guarantee of \$8,000 a mile, taking a mortgage upon the road and rolling stock as security for payment of interest and principal.

"With the C.P.R. we have not made any written agreement, but have been negotiating for some time and have practically agreed that it shall build 10 miles from the end of its Snowflake branch easterly, 18 or 20 miles westerly on the Waskada line, 10 or 12 miles from the end of what is known as the MacGregor extension and 42 miles northwesterly from Brandon to some point on the Great Northwest Central through the municipalities of Daly and Woodworth to range 29. We have practically agreed with the C.P.R. that the line from Brandon shall be constructed without any cost to the province. The Co. has, however, asked, and we have practically agreed to give it \$75,000 for extending the Waskada, the Snowflake and the Wellwood lines. We may be able to construct a little more, but we are going to have that constructed if it is at all possible to secure it."

President Shaughnessy Interviewed.

T. G. Shaughnessy, President of the C.P.R., returned to Montreal from England, May 26. In an interview he denied that there was any truth in the rumors of the consolidation of the C.P.R., the G.T.R. and the Richelieu and Ontario Navigation Co. "The advance in the price of C.P.R. stock," said Mr. Shaughnessy, "was likely due to the realization of the fact that it was probably the cheapest stock on the whole list of securities. The policy of the C.P.R. Co. has always been to allow the price of the stock to rise or fall upon its merits. There has been no manipulation, and the stock has to a great extent been regarded as an investment security. The stock is, therefore, passing more and more into the hands of thousands of individual investors."

Referring to the report that the Morgan-Hill interests had been endeavoring to obtain control of the line, Mr. Shaughnessy said he did not take any stock in it, or in the report that Mr. Hill would become a director. "There are between 15,000 and 20,000 shareholders in the C.P.R.," Mr. Shaughnessy stated, "so that it would not be such an easy task to secure a controlling interest, as the individual shareholders would not be likely to part with their holdings except at a very good price."

Regarding the fast steamship question, Mr. Shaughnessy said there was nothing new, but the present was not an opportune time to try and establish such a service, owing to the high price of material. Mr. Shaughnessy said that some fear was entertained in England as to the effects of the U.S. steel industry, but he had pointed out while in England that Canada, as the result of the great steel works established in the Dominion, was likely to maintain British prestige. There was certainly, he thought, a great future for the Dominion in this connection.

When asked if it were likely that the C.P.R. would, as reported, take any steps toward the establishment of a silver-lead refinery in Canada, Mr. Shaughnessy said the matter had not been discussed, but he was much pleased to see that the government had decided to grant it a bounty. A Canadian re-

finery was an absolute necessity, and would have a most beneficial effect.

The G.T.R. President's Visit.

Sir C. Rivers Wilson, President of the G.T.R., commenced his annual inspection of the system on May 21. He was accompanied by Lady Rivers Wilson, G. B. Reeve, General Manager; F. H. McGuigan, General Superintendent; F. W. Morse, Superintendent of Motive Power; and J. Hobson, Chief Engineer. The first section covered was the Central Vermont, after which the party went to Portland. Sir Charles did not make any statement regarding the Co.'s intentions at Portland, but Mr. Reeve said the new elevator would be completed in Oct., and that the Co. expected to make contracts with two or three new lines of transatlantic steamships for the next winter season.

A start was made for Chicago on May 29, the train arriving in Toronto the same night. Replying to questions as to the Co.'s Portland developments, Sir Charles said: "Portland was a legacy left to the present management by their predecessors. Montreal is a summer port. It is a matter of business with us. We have to make returns to our shareholders. At Portland we have our own wharves, with the railways running to them, and a deep harbor and an open sea. We have ample facilities there, and they are our own. In Montreal we have not these facilities. I think that Montreal owes considerable to the G.T.R."

Sir Charles was asked regarding a story to the effect that the G.T.R. working in connection with the Great Northern (U.S.A.) running west to the boundary district of B.C., and there connecting with the Vancouver, Victoria and Eastern Railway, the charter for which has been secured by J. J. Hill and Mackenzie and Mann, would find in this way a route to Vancouver and compete for business which the C.P.R. now secures. In reply he stated that he had no policy to announce regarding western traffic. The Co., with its allies, already had a trans-continental route, and it was proposed to remain on friendly terms with those allies.

On the morning of May 31, the President left Toronto, visiting Stratford and Sarnia on the route to Chicago, and on returning the party visited London and Hamilton. At London Sir Charles said that since 1896, when the new management of the Grand Trunk took hold, the value of the stock had appreciated by nearly \$75,000,000, while the ratio of running expenses had been materially reduced.

From Hamilton the party went to Buffalo to visit the exhibition, from whence Sir Charles and Lady Rivers Wilson went to New York. They sailed for Liverpool, June 12, on the S.S. Majestic.

Sir Wm. Van Horne in Cuba.

The Cuba Co., of which Sir Wm. Van Horne is President, is engaged in constructing a railway through the eastern part of Cuba. It has no charter to construct a line, but under a special enactment, still in full operation, owners of land are entitled to construct railways upon it without anyone's interference. The Cuba Co., therefore, purchased whole estates along the route of its proposed railway, on some of which the rails had already been laid, and so secured the right of way through the provinces of Santiago de Cuba, Puerto Principe and Santa Clara, giving a main line of about 400 miles in length, extending from Santiago to the city of Santa Clara and to Cienfuegos. The average price paid for the land was about \$8 an acre. The different municipalities have given the right to enter the towns and villages and in several cases have offered bonuses as well. The only difficulty in the way of carrying the project

through to a successful issue may arise from the fact that in some cases the railway will have to pass over highways not under local control, which are being treated by the U.S. Government as military roads, to cross which special permission has to be obtained from the Secretary for War, who has only power to give a revocable permit. Sir Wm. Van Horne is said to be in communication with the U.S. authorities with a view of obtaining this permission.

The capital of the Co. is \$8,000,000, divided into shares of \$50,000 each, which, it is said, has all been subscribed. The Co. first of all secured the Sabanilla and Noroto line, a military road working under a Spanish royal charter. An important point on the line is at Jucaro, on the south coast, where supplies are being landed and forwarded to the main line. A line will be constructed from Santiago, a distance of 80 miles, to Nipe Bay, where there is an excellent harbor, which will cut off 250 miles in the distance between Santiago and New York. The Co. will sell the surplus land and will encourage cattle, coffee and tobacco raising, etc.

Some Cuban and New York people are threatening a legal fight over the matter, but Sir Wm. Van Horne, when the filing of General Lacret Morlot's notice of opposition was brought to his notice, said: "Anybody can make a notarial protest against anything in Cuba, as in Canada, and there are apparently cranks in Cuba as well as here."

Passenger Traffic Matters.

Four new fast trains have been added to the summer service on the Wabash through Canada. Two are eastbound and two westbound, a morning and evening train each day.

The principal feature of the summer timetable of the G.T.R. is the acceleration of the Toronto-Montreal train. It leaves Buffalo at 8 a.m., arriving in Toronto 11.10 a.m., leaving Toronto 10 minutes later and reaching Montreal at 7 p.m., making the run from Buffalo to Montreal, 441 miles, in eleven hours. The eastern express leaves Windsor at 3 p.m. instead of 2.30 p.m., reaches Toronto two hours later than at present and runs through to Montreal. The through westbound service from Montreal for Toronto, Hamilton, Niagara Falls, Buffalo, London, Detroit and Chicago, is to be excellent. The "International Limited" leaving Montreal as in the past at 9 a.m. has been quickened somewhat between Montreal and Toronto, arriving in Toronto at 4.15 p.m., Buffalo at 7.50 p.m., Detroit, 9.30 p.m., and Chicago at 7.20 the next morning. The train heretofore leaving Montreal at 8 p.m. daily, arriving at Toronto at 6.50 a.m., runs daily, except Sunday, and the fast night train leaves Montreal at 10.30 p.m. running daily, instead of daily except Sunday, arriving at Toronto at 7.15 a.m. This train is a solid wide vestibule through express via Niagara Falls to Buffalo, arriving there at 10.45 a.m. daily. It also runs through to Chicago, arriving there at 8.43 p.m. daily. Two new trains are running between Chicago and New York via Niagara Falls and Buffalo. The eastbound train is known as the "Detroit and New York Express" and leaves Chicago at 11.32 a.m., arriving at New York at 4.33 p.m. the following day. The westbound train is known as the "Buffalo and Chicago Express" and leaves New York at 10 a.m., arriving at Chicago at 11.50 a.m. next morning. The service between Toronto, Hamilton, Niagara Falls and Buffalo is increased by two new trains each way.

The working time tables issued on June 10, for each of the divisions of the C.P.R., bear the name of T. Tait, Manager of Transportation, on the cover pages, in addition to that of the respective general superintendents.

SHIPPING MATTERS.

Canadian Pacific Navigation Co.

The following service has been put into effect:—

ALASKA ROUTE.—Victoria, Vancouver and Skagway, direct service.

Steamer.	Leave Victoria. 8 a.m.	Leave Vancouver. 8 p.m.	Leave Skagway. 6 p.m.
Islander . . .	June 11	June 11	June 15
Ha Ting . . .	June 21	June 16	June 20
Islander . . .	June 21	June 21	June 25
Ha Ting . . .	June 26	June 26	June 30
Islander . . .	July 1	July 1	July 5
Ha Ting . . .	July 6	July 6	July 10
Islander . . .	July 11	July 11	July 15
Ha Ting . . .	July 16	July 16	July 20
Islander . . .	July 21	July 21	July 25
Ha Ting . . .	July 26	July 26	July 30
Islander . . .	July 31	July 31	Aug. 4

The above steamers alternating perform a service leaving each end of the route every five days. Connections made at Skagway with the White Pass & Yukon route for Dawson and Atlin. Passengers from Victoria for S. S. Ha Ting take local steamer leaving Victoria 1 a.m. daily, transferring to S. S. Ha Ting at Vancouver, on the day of sailing as above. Steamers call at Ketchikan going and coming to enter and clear through Custom House. Steamships Amur and Danube will leave Victoria and Vancouver for Skagway about every seven days, and if business justifies will call in at Wrangel and Juneau.

NORTHERN B. C. COAST ROUTE.—Steamships Princess Louise and Tees alternating leave Victoria 11 p.m. every Thursday, and Vancouver at 2 p.m. every Friday, calling at Quathiaski cove, Alert bay, Fort Rupert, Hardy bay, Shushartie bay, Rivers inlet, Namu, Bella Bella, China Hat, Princess Royal cannery, Gribble island, Hartley bay, Lowe inlet, Skeena river, Metlakatla, Port Simpson, and Nass river each trip, and call at Kitkatla and Skidegate once a month. Under special arrangement calls will be made at Bella Coola, River Bight, Surf island, Kitamat, and Kitkatla.

WEST COAST VANCOUVER ISLAND ROUTE.—Steamship Queen City leaves Victoria 11 p.m. the 1st, 7th, 14th, and 20th of each month, calling at Port Renfrew, Carmanah, Cla-o-oose, Dodgers cove, Ecole, Alberni, Sechart, Uclulet, Clayoquot, Port Hughes, Ahouset. The trip leaving Victoria on the 30th of the month is extended to Cape Scott, calling at, in addition to the above named, Sydney inlet, Hesquiat, Nootka, New Chaletz, Kyoquot, Winter harbor, Coal harbor, and Cape Scott.

VICTORIA-VANCOUVER ROUTE.—S. S. Charmer leaves Victoria for Vancouver daily at 1 a.m., and leaves Vancouver for Victoria daily at 1.15 p.m.

VICTORIA-NEW WESTMINSTER ROUTE.—S. S. Yosemite leaves Victoria for New Westminster Tuesdays and Fridays at 7 a.m., and leaves New Westminster for Victoria Wednesdays and Saturdays at 7 a.m., calling at Plumpers and Steveston.

NEW WESTMINSTER TO STEVESTON ROUTE (Lower Fraser River).—S. S. Transfer leaves

New Westminster daily except Saturday at 3 p.m. and Saturday at 2 p.m. Leaves Steveston daily for New Westminster at 7 a.m., calling at Industrial cannery, St. Mungo, Sunbury, Evans cannery, Dea's island cannery, Ladners, Guichons, Canoe pass landings, and Sunnyside.

NEW WESTMINSTER AND CHILLIWACK ROUTE.—S. S. Beaver leaves New Westminster for Chilliwack Mondays, Thursdays, and Saturdays at 8 a.m. Leaves Chilliwack for New Westminster Tuesdays, Fridays, and Sundays at 7 a.m., calling at Port Hammond, Port Haney, Langley, Wharnock, Mt. Lehman, Wren's landing, Riverside, Mission, Hatzic, Pages landing, Wades landing, Vasleys landing, Megars landing, Devil's run, McDonald's landing, Deroches landing, and Sumas.

The Hating, which was purchased in China, is a twin screw steamer, 250 ft. long, 34 ft. beam, 18 ft. deep; 1,394 tons register; and is classed 100 A1 at Lloyd's. She is driven by two sets of triple expansion engines, 19 in., 30 in., and 50 in. by 33 in. stroke, and steam is supplied by two double ended boilers carrying 160 lbs. of steam. She is a very fast ship of light draught, has accommodation for a large number of passengers, and will carry 1,000 tons of cargo. Capt. Troup says she will no doubt make better time between Victoria and Skagway than any steamer now in the service.

The Co.'s sidewheel steamer Princess Louise ran ashore near Thornmanby Island, shortly before midnight, May 11. The vessel was floated, temporarily repaired and taken

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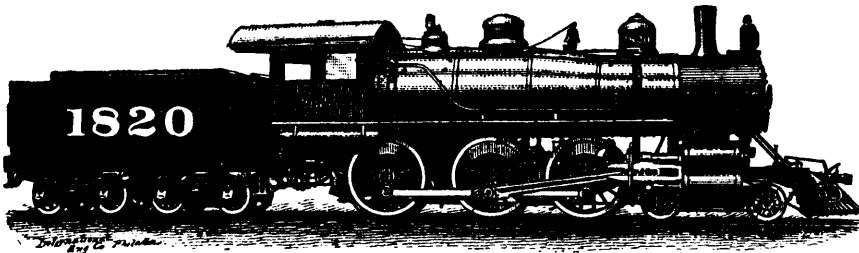
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St. John, N.B. Toronto, Ont. Vancouver, B.C.
Victoria, B.C. Winnipeg, Man.

THOS. C. IRVING,
Gen. Man. Western Canada, Toronto.
JOHN A. FULTON,
Gen. Man. Eastern Canada, Montreal.

to Vancouver, arriving there May 23, where she will be repaired. Her bow was badly stove in, but there was but little other damage.

Lake Vessels for the Atlantic.

Some years ago it was confidently expected that the whaleback type of vessels which has done so much for navigation on the Great Lakes, would eventually become a factor in the Atlantic trade, and although a number of vessels of this type entered into the ocean trade some years ago, and have met with no little success, they have not made the advancement in the ocean trade that had been hoped for this type of vessels. Whaleback barges owned by Rockefeller are now, however, en route to Europe, having refitted at New York for the sea service.

Of the 10 vessels under construction in lake ship yards for the Atlantic service four are completed. These are owned by the International Steamship Co., a concern organized early in the year. These four vessels will serve as freight carriers between New York, Cuba, Porto Rico and South America. Four steamers are under construction at South Chicago for a syndicate composed of New York and Chicago capitalists, and they will form the nucleus of a big fleet of carriers which will engage in the packet freight and grain trade between Chicago and Liverpool. Owing to the limitations of the canals connecting the lakes with tide water all the vessels being built at Lake shipyards for ocean service are about 250 ft. in length.

The new vessels of the International Steamship Co. afford good examples of the Lake craft now being constructed for the Atlantic trade. They have a length of 256 ft. over all and a length on keel of 252 ft. The moulded breadth of the steel hull is 42 ft., and the moulded depth is 26 ft. 5 ins. These vessels are fitted with quadruple expansion engines, with cylinders 15, 23, 35 and 54 ins. in diameter, which will be supplied with steam by two water tube boilers with a steam pressure of 250 lbs. The argument of builders of regular ocean craft that a vessel's machinery must be located amidships is disputed by the builders of lake vessels, and the boilers and engines of all these lake craft for the Atlantic trade will be located aft, and thus, by the special hull construction, they will be able to carry larger cargoes than the regular ocean vessels of like draught. By thus carrying the same cargo as is now carried by regular ocean craft of greater draught these ocean-going vessels will be able to discharge cargoes at those ports, where lightering systems are now in vogue, without the use of lighters, and thus they hope to outbid the regular sea-going craft for such trade.

The Tampico and the Eureka, two first-class steel ships, which traded on the lakes last season, are on the coast. They are sister ships and models of their type. As they possess a very large carrying capacity they can be operated at a comparatively small expense. The Simon J. Murphy is another type of Lake ocean-going vessel which was built last summer. The Rockefeller interests, among other large Lake shipping concerns, will now give the Atlantic shipping business a thorough test, and in case there is a reasonable chance of profit a large fleet of these boats, many of them of the whaleback type, will be sent to the coast next fall. The Carnegie Steel Co. last year despatched the steamer Monkshaven from Conneaut, Ohio, to England, laden with a cargo of 1,001 tons of steel billets, this being the first lake vessel to carry the product of this great iron and steel firm abroad. After passing the Canadian locks she took on a shipment of pulp wood. Were it not for the locks she could carry direct from the lakes 2,000 tons of steel. The Carnegie Co. has under construction a number

of vessels which are being built with a view to engaging in the ocean carrying trade, and it is now proposed to ship much of the product of this great manufacturing concern to Europe via the Lakes. The vessels being constructed by the Carnegie Co. will engage in the ore-carrying trade during the open season on the lakes, and in the winter will be despatched with cargoes of finished product to Europe, and, during the season, will ply regularly between the Atlantic coast and European ports, and thus carry much of the trade of the Carnegie Co. now shipped by the regular ocean lines.

Appropriations for Canals, Harbors, Etc.

At the last session of the Dominion Parliament the following expenditures were authorized for canals, waterways, etc.

CHARGEABLE TO CAPITAL.

Sault Ste. Marie canal entrances	\$100,000
Trent Valley canal, construction	616,500
" " " Young's Point dam	7,000
Soulanges canal, construction and equipment	300,000
Lake St. Louis, surveys	6,000
Lake St. Frances, removing shoals	25,000
" " protection walls	600
Cornwall Canal, enlargement	132,500
" " dredging	10,480
Ferran's Point canal, enlargement	10,000
Rapide Plat canal, " "	75,000
Galops canal, " "	465,000
Forming north channel	30,000
St. Lawrence river and canals, surveying and buoying	52,000
St. Lawrence ship channel	419,000
St. Lawrence river, additional dredge	250,000
River Kaministiquia	10,000
St. Andrew's rapids, Red River	175,000
Port Colborne, harbor improvements	190,000
Lachine canal	606,600
Culbute canal	1,600
Welland canal, bridge	10,500
" " deepening	439,000
Rainy River, Fort Frances locks	25,000
Port Arthur, extending breakwater	75,000
Montreal harbor	250,000

INCOME ACCOUNT.

Rideau canal	\$ 8,900
Welland canal	111,800
Lachine canal	30,000
Chambly canal	10,000
St. Ours locks	12,100
Trent Valley canal	33,700
St. Peter's canal	200
" " to settle claims	9,222
Carillon & Grenville canal	30,000
Culbute canal	265
Harbors and rivers, Nova Scotia	278,025
" " Prince Edward I.	85,950
" " New Brunswick	255,900
" " Maritime Prov's.	10,000
" " Quebec	542,070
" " Ontario	486,100
" " Manitoba	19,600
" " N.W.T.	5,000
" " British Columbia	68,700
" " generally	5,000
Dredging	742,000
Lighthouse and coast services	638,560
Lighthouse improvements	163,000
Hydrographic surveys	16,000
New steamer for hydrographic surveys	50,000
Marine hospitals	41,000
Marine hospital at Louisburg	12,000
Steamboat inspection	29,500
Construction of new steamers	200,000
Repairs to steamers	36,500
Lewes and Yukon rivers	78,000
Aids to St. Lawrence navigation	30,000
Life saving station, Lake Erie	2,000
New international signal code	3,000

CHARGEABLE TO COLLECTION OF REVENUE.

Repairs and operating expenses	\$616,630
Additional employes	15,000
Salaries and contingencies	34,730
Repairs	32,050
Special services	1,054
Harbors and rivers, Nova Scotia	21,002
" " New Brunswick	4,200
" " Maritime Prov's. generally	3,000
" " Quebec	10,603
" " Ontario	18,428
" " Manitoba	2,825
" " B.C.	750
" " generally	2,500
Dredging	28,800
St. Peter's canal staff	500

Toronto Navigation Company, Ltd.

Letters patent were issued May 11, under the Ontario Companies Act, incorporating W. T. McMahon, a clerk in the office of Sawyer, Ross & Co., brokers, Toronto; J. S. Lovell and W. Bain, clerks in the law office of Blake, Lash and Cassells, Toronto; A. D. MacArthur, Toronto, manager of the J. C. McLaren Belting Co., and R. S. Hicks, of Toronto, as the Toronto Navigation Co., Ltd., with an authorized capital of \$100,000, McMahon, Lovell and Hicks being named as the provisional directors. The officers since elected are:--President, E. L. Sawyer, broker, Toronto; Secretary, A. M. Colquhoun, of Sawyer, Ross & Co.'s office; Treasurer, H. C. McLean, publisher, Toronto; Manager, R. S. Hicks, formerly with the Northern Navigation Co. It is said a little over \$50,000 of the stock has been subscribed and paid up, partly in cash, some of the stock being issued free from call.

The Co. has bought the steamboat Queen City, which has been renamed the Canada. She is a screw steamer, built at Wallaceburg in 1874, her dimensions being:--length 123 ft. 2 in., breadth 25 ft., depth 8 ft. 7 in., tonnage: gross 312, register, 209. The Queen City was originally the Steinhoff and at one time, probably when she was first built, ran from Chatham, later she was used as a ferry between Fort Erie and Black Rock. Subsequently she was run from Victoria Park to Toronto, by the Victoria Park Steamship Co., and in 1898 was in the fruit trade plying between Toronto and the Niagara River district. She was not run during 1900. Four years ago she was overhauled, when new deck planking was put in and other repairs carried out. Two years later new engines and boilers were supplied, and the section of hull under the engines renewed and strengthened, and last winter the interior of the vessel, fore and aft, was gutted and reconstructed. The Co. is said to have paid about \$12,000 for her. She will be under the command of Capt. Sullivan, formerly of the Argyle.

The Co. has also bought the old Dominion Government cruiser Druid, an iron side-wheel steamer, built in 1856, the builders not being known so far as the records show. Her dimensions are:--length, 160 ft.; breadth, 21 ft. 6 in.; depth, 9 ft. 6 in.; tonnage: gross, 239; register, 166. She is being overhauled and fitted for passenger traffic and will be renamed the Niagara.

The boats are intended to run between Toronto, Niagara-on-the-Lake and Youngstown, N.Y. At Toronto they will use the west side of Geddes' wharf. At Niagara-on-the-Lake a wharf has been built a little up stream from the Niagara Navigation Co.'s wharf. At Youngstown connection will be made with the Youngstown and Lewiston Electric Railway, which the T. N. Co. is said to have an option on for about \$160,000, having paid \$1,000 down. The Canada has commenced running and the Niagara will, it is said, start in July.

Notices to Mariners.

The Department of Marine has issued the following notices:—

No. 11. April 23. Nova Scotia. Government rifle ranges, McNab Island.

No. 12. April 26. New Brunswick—1. Williams' landing light temporarily removed. 2. Gagetown lighthouse carried away. Newfoundland—3. Heart's Content harbor light. 4. Keppell Island light. 5. Port aux Basques buoyage. General notice—6. Errors in Nautical Almanac, 1901.

No. 13. May 2—1. Extension of the Gulf telegraph lines. 2. River Caribou range lights.

No. 14. May 4. Nova Scotia—1. Discontinuance of light on Margaree harbor breakwater. 2. Margaree harbor range lights established.

No. 15. May 6. Quebec—Point aux Trembles, new back range tower.

No. 16. May 7. British Columbia—1. Can buoy on shoal westward of Darcy Island. 2. Change in character of buoys in Sidney Channel. 3. Change in character of Celia reef buoy. 4. Brochy ledge fog alarm inoperative on Sundays.

No. 17. May 7. Ontario—1. Shoal off Black Rock, Parry Sound. 2. Change in superstructure of Seguin bank gas buoy.

No. 18. May 8. Ontario—1. Position of wreck of St. Andrew in Lake Superior.

No. 19. May 9. Nova Scotia—1. Whitehead whistling buoy. 2. Change in character of Southwest bull buoy.

No. 20. May 10. Ontario—1. Stag Island shoal light carried away. 2. Wreck of Schooner Fontana, and wreck marks removed. 3. Priage range light at Saugeen River.

No. 21. May 10. British Columbia—1. Johnstone reef hydrographic note.

No. 22. May 10. Quebec—1. Trembles shoal gas buoy changed.

No. 23. May 11. Prince Edward Island—1. Discontinuance of Cascumpec range lights.

No. 24. May 13. Nova Scotia—1. Indian harbor lighthouse.

No. 25. May 17. Ontario—1. Temporary change in position of Rondeau front range lighthouse. 2. Color of lanterns on Rondeau lighthouse. 3. Character of southeast shoal. 4. Wreck of "Specular" disappeared. 5. Change in position of Queen's wharf front range light, Toronto.

No. 26. May 22. Ontario—1. Change in character of lights at Port Dalhousie. 2. Port Maitland hydrographic notes.

No. 27. May 27. British Columbia—1. Discontinuance of spar buoy off Sidney.

No. 28. May 28. Ontario—1. Toronto hydrographic note. 2. Protection work at Snake Island.

No. 29. May 28. Atlantic navigation—1. Change in character of existing fog signals.

No. 30. May 28. Ontario—1. Position of Battle Island light. 2. Handfog horns at light stations. 3. Stations at which handfog horns are no longer used.

Lake Erie Levels.

Lieut.-Col. Anderson, Chief Engineer of the Department of Marine, who recently returned from a tour of inspection on the upper lakes, reports that the waters of Lake Erie are lower than ever before, due to a series of dry seasons, the decline made by the power development works at Niagara Falls, and the fact that dredging in Tonawanda canal has made it easier for water to escape from the lakes. He thinks it is imperative upon the U. S. authorities to adopt some remedial measures at an early date, otherwise the towns will experience a serious obstruction to navigation.

Relative to the projected Lakes Erie-St. Clair canal, he says:—"There is no question that a canal of this kind would have a tendency to lower the levels of Lakes Huron and Michigan, and any such lowering would be a serious calamity to the shipping interests. I think nothing but good can come of the appointment of Col. Lydecker to report upon the project from an engineering point of view, but I feel that something ought to be done. I believe that a joint commission of engineers from both countries should be appointed to consider the general question of lake levels. The power canal at the Sault, the Chicago drainage canal, and the deepening of the channels in the Detroit and Niagara rivers, are all improvements that are calculated to affect the levels of the lakes, and where every inch of water is a consideration to the large freight vessels now employed, steps should be

MANITOULIN AND NORTH SHORE RAILWAY.

Tenders For the Construction of the Manitoulin and North Shore Railway.

Sealed tenders will be received at the office of the General Superintendent of the Manitoulin and North Shore Railway Company, Sault Ste. Marie, Ont., up to 12 o'clock noon of the 15th day of June, 1901, for the construction of a section of the Manitoulin and North Shore Railway from mile 13 to the crossing of the Vermillion river, a distance of about five miles. Plans, profile and specifications may be seen at the office of the engineer-in-charge at Sudbury, Ont., or the Chief Engineer, Sault Ste. Marie, Ont. Tenders must be made on printed forms supplied. The lowest or any tender not necessarily accepted.

Sault Ste. Marie, Ont., May 27th, 1901.

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taken to prevent any further lowering of the lakes. This can only be attained by the co-operation of both governments, and after a great deal of engineering investigation has been done."

Major W. L. Fisk, Corps of Engineers, U. S. A., stationed at Detroit, when shown Col. Anderson's statement, said:—"Col. Anderson has failed to take into account the fact that the ice jam has held the water back from the lake and prevented it assuming its normal level. The water has been simply held in check in Lake Huron, and I believe conditions in Lake Erie will be at their normal in a short time. All the water that goes out through the Tonawanda canal and the power development works at Niagara has to go over the Falls anyway, and this makes no difference, I think, with the level. I do not think Lake Erie will be lowered in future seasons, unless the rainfall becomes markedly less"—*Marine Record.*

Steel Shipbuilding in Canada.

The question of steel shipbuilding in Canada has been brought before the country in various quarters during the last few months, and is being made an issue in the proposition to vote a subsidy to a fast line to Great Britain. The statement made by the Finance Minister in the House of Commons, May 21, is an important one. He said: "But while no formal negotiations have taken place, which can be submitted to Parliament, I have taken pains to see that great shipbuilding companies in the old country have been communicated with on the subject. Intimation has been given them that if any one of them would approach this Government with a proposal they would find the Government ready to give every possible consideration to it. I have had some conversations with gentlemen connected with very great enterprises of the kind in the old country, and, while willing to consider the idea, they rather estimate difficulty in the way more serious than my hon. friend does. People speak of the building of a steel steamer as if the great consideration was the making of the steel plates, whereas the steel plates are only a very moderate proportion of the total cost. The real difficulty is in the assembling of the material, construction, the machinery and also in the importation of skilled labor. The difficulties of that character are much greater than those connected with the production of steel plates. The latter we will overcome in a very short time. I am only too pleased to find my hon. friend taking the view he does of this matter. If we are to give this contract to any company and that company is disposed at a small advance to undertake to build the (fast Atlantic) ships in Canada, we would be disposed to give such a proposition every consideration. And I may repeat that while we have had no formal negotiations, the matter has not been overlooked and a proposition of some kind may yet be submitted."

Sale of the Leyland Line.

J. P. Morgan, of New York, acting for the syndicate of capitalists at the head of the steel trust, has purchased from Mr. Ellerman, chairman of the Leyland Steamship Co. of Liverpool, Eng., 71,000 ordinary shares of that Co., at £14 10s. each—a premium of £4 10s.—thus giving him the control. Mr. Morgan also contracted to purchase any additional shares that might be offered him at the same price. The fleet of the Leyland Co. numbers 54, with a tonnage of 246,146, and several more vessels are building which will bring the tonnage up to 300,000 with 65 vessels. The vessels of the Co. engaged in the Montreal-Antwerp route and in the London-Portugal and Mediterranean trade will

not pass to the new owners, but will be managed as heretofore.

The Leyland Co. is one of the largest freight lines flying the British flag, and will probably continue to fly it, though it will be under U.S. management, and will be utilized for the purpose of carrying the output of the steel trust to European ports. It is reported that negotiations are in progress by which the steamers of the Atlantic Transport Co. and the International Navigation Co. will also be acquired by J. P. Morgan and amalgamated with the Leyland line. The former has a fleet of 17 vessels having a tonnage of 107,317, and has eight vessels of 11,500 tons each building, all of which are registered in London, though owned and managed by a Baltimore-Philadelphia company; and of the latter's 23 freight and passenger steamers, several fly the British flag, and two or three the Belgian.

Trent Valley Canal.

The Minister of Railways and Canals, replying to a deputation from the Trent Valley, which waited on him recently, urging the desirability of the immediate completion of the Trent Valley Canal, could not promise that the work on the canal would be taken in hand so as to open it through from Trenton to Georgian Bay. He said the Government looked forward to the early completion of the section of the canal between Peterboro and Lake Simcoe. This section will give access to some very important towns on Lake Simcoe, and will afford a cheap and a competitive route for the natural products which may be gathered up along the route of the canal and the shores of the lakes. It would cost the country about \$1,000,000 to open up the section from Peterboro to Lake Simcoe, and in view of that and the claims upon the Government from other parts of the country the Trent Valley people must be content with it for the present. It must not be assumed that because the Government had not asked for an appropriation this year for the carrying on of the work to Trenton that they did not favor that route.

National Association of Marine Engineers of Canada.

A list of the officers of the Grand Council of this Association is given on pg. 162. The next annual meeting of the Grand Council will be held in Toronto in Jan., 1902.

Following is a list of the local councils:—

- No. 1, Toronto, James Woodward, Secretary, Confederation Life Building; meets monthly during winter.
- No. 2, St. John, N.B., ——— Secretary.
- No. 3, Collingwood, S. Beattie, Secretary.
- No. 4, Kingston, J. Gillie, Secretary.
- No. 5, Montreal, L. Marchand, Secretary.
- No. 6, Victoria, B.C., A. M. Nevin, Secretary.

Province of Quebec Shipping.

The Muigan Steamship Co. of Montreal and Quebec is about to purchase in England a steamer to run between Quebec and Blanc Sablon, with a view of attracting tourist traffic from the United States.

The Quebec Ferry Co.'s board for the current year is as follows:—President, D. C. Thomson; Vice-President, E. Fitch; other directors, P. Huot, G. E. A. Jones, E. H. Taylor, C. H. Shaw, J. Morgan.

The Montreal Harbor Commissioners have adopted a number of by-laws regarding the pilots between there and Quebec, which practically breaks up the pilots as a close corporation, and will, it is believed, remove many of the abuses which have grown up under their regime.

Maritime Provinces Shipping.

The Fredericton and Woodstock Steamship Co., Ltd., has been incorporated.

The Miramichi Steam Navigation Co. is building a steamer for the down river trade.

The Charlottetown, P.E.I., Board of Trade is endeavoring to get a steamboat line established between Summerside and Cape Tormentine.

The Plant line steamer Olivette has been put on that Co.'s, Halifax, Yarmouth, Boston route. The Halifax will be on the route from Boston to Sydney, N.S.

There is a very considerable revival of shipbuilding at the different ports of New Brunswick and Nova Scotia. The demand for vessels of small tonnage is larger than it has been for many years past.

The Dominion Coal Co.'s new steamer, Mira, trading between Sydney and Montreal, has a dead weight capacity of 6,035 tons. Her dimensions are, length 350 ft.; breadth, 46 ft.; depth of hold, 30 ft.; and her speed is 12 knots.

The contract for the building of a twin screw steamer, to replace the Dominion Government steamer Newfield, has been given Fleming and Ferguson, of Paisley, Scotland, for \$185,000. It is said the lowest Canadian tender was \$235,000.

The Imperial Dock Co. of St. John, N.B., has failed to secure financial aid from the British Admiralty in furtherance of its proposed dock. G. Robertson, M.P.P., says the Co. proposes to establish a steel shipbuilding works in connection with its dock.

F. D. Corbett & Co., Halifax, recently purchased in New York the steam tug the F. W. Roebing, which has been given a British register. She is 77 tons net and 155 tons gross, and is fitted with compound surface condensing engines of 400 horse power.

The Fredericton and Woodstock Steamboat Co., Limited, has been formed under the New Brunswick Joint Stock Companies Act, 1893, to acquire and operate steamers on the St. John River between Fredericton and Woodstock, with a capital of \$10,000 in 500 shares of \$20 each.

The Dominion Atlantic Ry. Co. has absorbed the Yarmouth S.S. Co., the consideration being \$260,000, the transfer taking place June 15. Pending completion of the contract the Cos. entered into bonds of \$1,000 to restore and keep up the rates to what they were before the cut, viz., \$4 single and \$7 return between Yarmouth and Boston.

The Halifax and the Dartmouth corporations were given power at the last session of the Nova Scotian Legislature to vote bonuses for the establishment of a yard for building steel ships, and engineering shops for the building of marine engines and boilers. The amount of the Halifax bonus was fixed at \$200,000, one half for ship building and the balance for the machine shops; while Dartmouth had power to vote \$100,000. In both cases the payment of the bonus was to be made on results. The Legislature also passed an act by which any other corporation could vote a bonus not exceeding \$100,000 for the same purpose. A plebescite was held in Halifax when the bonus was confirmed, but the bill incorporating the Dominion Steel Shipbuilding Co., which would have claimed the subsidy, was defeated in the Legislature owing to the striking out of a clause preventing the taking out of an injunction against the Co. for maintaining an alleged nuisance. At a later date Sydney offered a bonus of \$100,000 for the establishment of a plant there. The Dominion Iron and Steel Co. favor this location for a plant, and has promised to give an order for four freight vessels to a company opening a yard there. Those interested in

the promotion of the proposed company are B. F. Pearson and H. Crowe, of Halifax, and J. H. Thomson, H. Harding and G. McAvity, of St. John, N.B. They have visited the four places named, and inspected sites, etc., but have not come to any definite conclusion as to a site. The Co. will be organized immediately this has been arranged, and a Dominion bonus will be asked for.

Ontario and the Great Lakes.

It is said the survey of the St. Lawrence between Kingston and Prescott is shortly to be resumed.

The Canada Atlantic Transit Co. has chartered the steamer W. L. Brown, of Chicago, which has a capacity of 300,000 bush.

The propeller Arabia recently arrived in Montreal from the lakes, having navigated the St. Lawrence channel when loaded to a depth of 14 ft. 2 in.

The North-Eastern, the third of the steamers leaving Chicago for European ports,

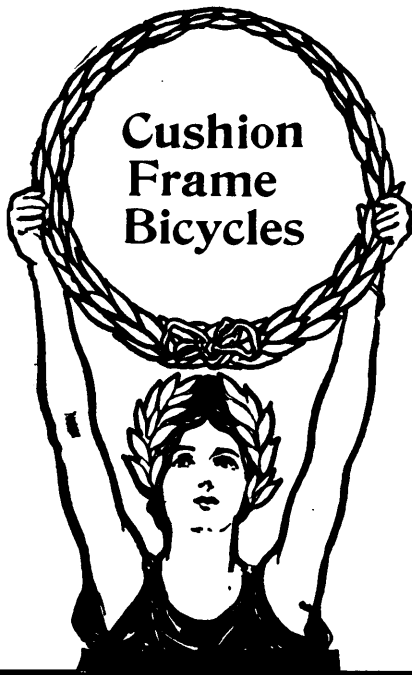
grounded on the east bank of Lime Kiln crossing, Lake Erie, and returned to Detroit leaking.

Abbey Bros., shipbuilders, Owen Sound, have recently launched a tug, Maud S., for Mr. Sims, of Little Current, Manitoulin Island, and a tug, Viper, for G. A. Frazer, of Toronto.

The Midland Navigation Co. has been incorporated under the Ontario Companies Act. Authorized capital \$200,000. Head office, Midland. Provisional directors, Jas. S. and Jno. Playfair, D. White.

An office has been opened in Fort William for the steamship line to be operated by the Clergue interests. Mr. Brotherton will be the local manager. The regular service of the line was opened with the Ossifrage.

The Muskoka Navigation Co. has purchased the screw steamer Charles M. from C. Mickle, of Gravenhurst. She was built in Toronto in 1897, her dimensions being: length, 54 ft. 5in.; breadth, 11 ft.; depth, 5 ft.; tonnage, gross 50; register, 30.



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A beautiful new hotel just built by the Canadian
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its appointments. American tourists will find the
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At the recent annual meeting of the Rideau Lakes Navigation Co. at Kingston the following were elected:—President, M. Zimmerman, New York; Vice-President, J. Swift, Kingston; Managing Director, Capt. D. Noonan, Kingston; General Passenger Agent, W. C. Fredenburgh, Westport.

The Thousand Islands Steamboat Co.'s Empire State, with over 400 passengers on board, got into some difficulty at Brockville, May 24, and was run ashore by the captain to prevent her sinking in the river. Capt. McElhenney held an investigation on behalf of the Department of Marine.

Considerable improvements have been made on the Esturion, of the Trent Valley Navigation Co.'s fleet on the Kawartha Lakes. The cabin has been enlarged, and has been refitted and reupholstered. The steamers of the fleet have all been decorated with a yellow band bearing the letters "T. V. N." on the smoke stack.

The British America Assurance Co. and the Western Assurance Co., both of which carry on a marine insurance business, have been given power by the Dominion Parliament to own and operate ice breakers and wreck-relieving steamers on the lakes and rivers of Canada, provided that not more than 25% of their paid-up capital should be so invested.

The new Booth passenger and freight steamer, Argo, made her first trip from Duluth to Port Arthur May 20th. The dimensions are: length, 185 ft., breadth, 31 ft., depth, 12½ ft.; gross tonnage, 1,089; net tonnage, 740. The engines develop 800 h. p., giving a speed of 16 miles an hour. The vessel is said to have cost \$125,000.

The Montreal, Ottawa and Georgian Bay Canal Co. has issued an illustrated book, showing the route of the canal, and giving full details in regard to it. It is claimed that it is the natural outlet for the grain carrying trade of the great lakes, and that a 20 ft. navigation can be constructed by it at much less cost than by the Welland canal and the St. Lawrence.

The Niagara, St. Catharines and Toronto Navigation Co. has been organized under the Ontario Companies Act, to operate steamers between Toronto and Port Dalhousie in connection with the Niagara, St. Catharines and Toronto Ry. Under date May 29, the title of the Lakeside Navigation Co., which has a Dominion charter, was changed to the Niagara, St. Catharines and Toronto Navigation Co.

As soon as the new elevators and harbor facilities are completed, the Minister of Public Works says that a fleet of steel barges will be put on to carry grain from Port Colborne to Montreal. Swan & Hunter, shipbuilders on Tyneside, England, who are represented in Canada by Mr. DeSola, are behind the proposal. The boats will be about 160 feet long, 42 feet beam and will have a draught of 14 feet. Each of the steamers will have a capacity of 80,000 bushels, and each of the barges will carry 100,000 bushels. Therefore, each fleet, a steamer with two barges in tow, will have a capacity of 280,000 bushels.

The Algoma Central Ry. Co.'s Steamship Line is giving the following service: Windsor-Port Arthur division, str. Ossifrage, going north, leaving Windsor Saturdays 8 a.m., calling at Sarnia, Goderich, Kincardine, Tobermory, Southampton, Little Current, Sault Ste. Marie, Michipicoten, Nepigon, arriving at Port Arthur Tuesdays 4.30 p.m.; going south, leaving Port Arthur Tuesdays 8 p.m., calling at the same points as on the up trip, and arriving at Windsor Fridays 11 p.m. Between Sault Ste. Marie and Port Arthur the Ossifrage will call by arrangement at Michipicoten Island, Otter Head, Port Coldwell, Jackfish and Rossport. On the Michipicoten division the str. Minnie M. leaves Sault Ste. Marie Mon-

days, Wednesdays and Saturdays, 8 p.m., calling at Goulais, Batchewana, Agawa, Gargantua and Brule, and arriving at Michipicoten Tuesdays, Thursdays and Sundays 7 a.m. Going south she leaves Michipicoten Tuesdays, Thursdays and Sundays 7.30 p.m., arriving at Sault Ste. Marie Wednesdays, Fridays and Mondays 6 a.m.

Manitoba and the Northwest Territories.

The Minister of Marine is reported to have promised Capt. Robinson, of Winnipeg, that Lake Winnipeg shall be surveyed and a chart made as soon as possible.

As the railway train supplanted the Red River cart on the prairies, so is the river steamer taking the place of the sturgeon head and the tracking line in the transport of men and supplies up and down the rivers and across the lakes of the "farther north." The flat boat was a good thing in its day, but its day is passing away, and the need of a quicker and more economical means of transport is becoming apparent. Within the last few years a number of steamers have been taken into the north. This spring another has been added. It was taken in by W. H. Connor, and will ply from Fort Smith to Peel River. It will have a 50 ft. keel, 10½ ft. beam, and a 5 ft. hull, and will be driven by a propeller and compound engines. The hull, in knock-down shape, was taken in by way of Edmonton and Athabasca Landing, and thence shipped north by scows to Smith's Landing. After being portaged over the portage the boat was put together on the other side, where there is clear navigation to the Arctic Circle or mouth of the Mackenzie. Mr. Connor contemplates next year putting another boat on the Athabasca to run between McMurray and Smith's Landing.—Edmonton Bulletin.

This summer may witness a revival of traffic on the Red River. It is reported that a Grand Forks, Dakota, lumber concern has sold 12,000,000 ft. of lumber in Winnipeg, to be delivered this season. It is proposed that this shall be brought down the Red River from Grand Forks, steamers and barges being used for the purpose. Application has been made to the Customs Department and it has been learned that there is nothing in the customs regulations or navigation laws to prevent boats from running down the Red River from the U.S. into Manitoba. Grand Forks, where the saw mills are located, at which the lumber will be manufactured, is situated on the banks of the Red River, in North Dakota. The river is navigable from Winnipeg to Grand Forks, and even beyond to Fargo, though in low water only light draft boats could be used. This movement to use the Red River may be the beginning again of an important river traffic. In the old days the traffic of the Red River colony was carried on largely by means of the Red River. Even for some time after the colony became the province of Manitoba, the Red River was the great highway of traffic for the country. Goods were brought overland from St. Paul, Minn., the head of navigation on the Mississippi River, to the head of navigation on the Red River, and thence transported down the latter river to point of destination. Later the encroachment of railways northward and westward, rendered the overland haul by ordinary vehicle from St. Paul unnecessary. When the railway reached Moorhead, Minn., on the Red River, access to all points along the river during the season of navigation became quite easy. Steamers connected with the railway, and quite an important traffic was carried on between Winnipeg and Moorhead, via the river route. The construction of railways further northward and ultimately to Winnipeg, destroyed the river trade so far as Manitoba is concerned. About the beginning of the eighties the river traffic began to dis-

appear, before the advent of the locomotive. For years the Red River has not been used for general traffic purposes in Manitoba, though in Minnesota and Dakota some river traffic has continued. The great drawback to the use of the Red River in Manitoba has been the obstruction north of Winnipeg known as St. Andrew's rapids. With the completion of the improvements now going on to overcome this obstruction, we may look for quite an important traffic via the river, between Winnipeg and points north on Lake Winnipeg and the Saskatchewan River. It is quite possible that river traffic with points south will be stimulated by the improvements being made north of the city, so that within a few years we may find the Red River again assuming something of its old time importance as an artery of trade and traffic.—Winnipeg Commercial.

The North American Mail Steamship Co. (Ltd.) has been granted a Dominion Charter with power to build, acquire and operate steamships, and to carry on a general passenger and freight service between any ports, foreign or British. The capital is \$175,000, and the following are the provisional directors:—R. A. Smith, New York; J. G. Fitzgibbon, Toronto; D. C. Reid, New York; Sir Wm. Van Horne and C. R. Hosmer, Montreal.

Franco-Canadian Steamship Co.—A contract has been signed between J. K. Kerr, K.C., Toronto, and F. H. Clergue, representing the Franco-Canadian Steamship Co., and the Dominion Government, for a fortnightly service from Montreal and Quebec during the season of navigation, and a monthly service from St. John and Halifax during the winter, to Havre, France. The contract is for one year; the subsidy is to be paid on a tonnage rate, and the maximum amount that can be earned is \$100,000.

Among the Express Companies.

J. Bryce has been elected Vice-President of the Canadian Ex. Co., and has assumed the duties of that office, in addition to his previous duties as Manager.

The Dominion Ex. Co. has opened routes on the Orford Mountain Ry., between Eastman and Kingsbury, Que.; and on the Bellingham Bay and B.C. Ry., between Sumas and Harden, Wash.

The Dominion Ex. Co. has opened offices at St. Maurice, Kingsbury, Laurenceville, Lumsden's Mills, Racine, Temiskaming and Valincourt, Que., Beaver Mills and Muirkirk, Ont., Erwood, Sask., and Harden, Wash.

The Canadian Ex. Co. has opened offices at South River, N.S.; Notre Dame des Anges, St. Paulin and St. Romauld, Que., and Brunner, Cornwall Jct. and Orono, Ont. The office at St. Canute, Que., has been closed.

The Canadian Ex. Co. has extended its services over the Lake Erie and Detroit River Ry.'s extension from Ridgeway to Dutton, and has opened offices at Dutton, Highgate, Muirkirk, Rodney and West Lorne.

J. H. Moore, agent of the Canadian Ex. Co. at London, has been transferred to Hamilton; J. Overend, agent at St. Thomas, has been transferred to London, and A. G. Seaton, of Toronto, has been appointed agent at St. Thomas.

G. D. Ellis, heretofore Travelling Passenger Agent of the Northern Navigation Co., has entered the employ of the British America Express Co., with office at Sault Ste. Marie, Ont., and will have charge of the details of organization.

The Dominion Ex. Co. has reopened the following routes for the season of navigation: Niagara River line between Toronto and Niagara and Queenston, Ont.; Northern

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Initiation fee (minimum).....	\$1 00	Cost to take \$2,000 Mort. Benefit..	\$6 00
Certificate fee.....	1 00	" " \$3,000 " " "	7 00
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Medical Examination fee.....	1 50	" " \$5,000 " " "	10 00
Total minimum cost.....		Sick benefits, when required, cost extra.	

Benefits given by the I.O.F.

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

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Year.	Total Membership.	Benefits Paid.	Total Surplus.	Surplus per Capita.	Death Rate per 1,000.
1881	1,019	\$ 1,300 00	\$ 4,568 55	\$ 4 48	4.50
1882	1,134	12,058 86	2,967 93	2 61	11.00
1883	2,210	9,498 68	10,857 65	4 91	4.73
1884	2,558	13,914 31	23,081 85	9 01	4.23
1885	3,642	26,576 99	29,802 42	8 18	7.76
1886	5,804	28,499 82	53,981 25	9 30	4.86
1887	7,811	59,014 67	81,384 41	10 44	5.78
1888	11,800	89,018 16	117,821 96	9 98	6.43
1889	17,349	116,787 82	188,130 36	10 84	5.85
1890	24,604	181,846 79	283,967 20	11 54	5.18
1891	32,303	261,436 21	406,798 20	12 65	6.49
1892	43,024	344,748 82	580,597 85	13 49	6.25
1893	54,484	392,185 93	858,857 89	15 76	5.47
1894	70,055	511,162 30	1,187,225 11	16 94	5.47
1895	86,521	685,000 18	1,560,783 46	18 03	5.67
1896	102,838	820,941 91	2,015,484 38	19 60	5.50
1897	124,685	992,225 60	2,558,832 78	20 52	5.56
1898	144,000	1,176,125 14	3,186,370 36	22 12	5.67
1899	163,610	1,430,200 33	3,778,543 58	23 09	6.30
1900	180,717	1,545,145 64	4,483,364 44	24 81	6.50

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The British America Express Co., operating over the Algoma Central Ry., Algoma Central Steamship Line, Northern Navigation Co., Arnold Line of Steamers and North-West Transportation Co., announces the opening of the following offices: Agawa, Algoma Mills, Aweres, Batchewana, Bellevue, Blind River, Brient, Bruce Mines, Brule, Byng Inlet, Cutler, Fort William, French River, Garden River, Gargantua, Gore Bay, Goulais, Helen Mine, Hilton, Jackfish, Josephine, Kagawong, Killarney, Lake Talbott, Little Current, Manitowaning, Michipicoten, Nepigon, Port Arthur, Port Coldwell, Port Findlay, Richards Landing, Rosspport, Sans Souci, Sault Ste. Marie, Spanish Mills, Sprague, Thessalon, Wawa and Wilde, Ont.; Duluth, Minn., Mackinac Island and Sault Ste. Marie, Mich.

Telegraph and Cable Matters.

A telegraph message is a despatch, not a dispatch.

Wireless telegraphy will be introduced on the lakes by the Pere Marquette line of boats.

A survey is being made for a route for the land lines to connect the trans-Pacific cable at Kelp Bay, Barclay Sound, B.C., with the C.P.R. wires.

The Newfoundland Government proposes to extend telegraphic communication to the Labrador coast as soon as the Legislature provides the necessary funds.

Wireless telegraphy is being used to signal the approach of vessels from the Nantucket shoals lightship. This enables vessels to be reported in New York 14 hours quicker than hitherto.

The S. S. Lake Champlain, which arrived in Montreal June 2, is fitted with apparatus for wireless telegraphy, and made use of it on the journey from Liverpool, communicating with the Holyhead lighthouse from a distance of 10 miles.

By an act passed at the last session of the Dominion Parliament the Governor-in-Council is authorized to guarantee payment of five-eighths of the principal and interest of £2,000,000 to be raised by the British Government for the laying of a cable from British Columbia to Australia and New Zealand.

The annual loss on the British telegraphs is £700,000, aggregating £8,300,000 since the Government purchased the lines. The Chancellor of the Exchequer recently said the reason for the loss was that the public was more eager for rapid communication and unproductive extensions than the revenue warranted.

The Old Time Telegraphers' Association and the U.S. Telegraph Corps will hold their next joint meeting in Montreal on Sept. 11, 12 and 13, the convention headquarters for both associations being at the Windsor Hotel. The president of the first-named association is L. B. McFarlane, of Montreal, and J. E. Hutcheson, of Ottawa, is the vice-president. This will be the first meeting of the association outside of the U.S.

The work of laying the Pacific Cable will be commenced early next year, the manufacture of the cable having been commenced at Silvertown, near London. The first cable-laying vessel will leave London in January, 1902, and will lay the sections from Queensland to Norfolk island, and from Norfolk island to the Fiji island. The second vessel will leave London in Aug., 1902, and will lay

the cable from Vancouver island to Fanning island and Fiji, a distance of 5,834.5 miles. The whole of the cable will be laid by Dec., 1902. The cable will be brought ashore through Barclay Sound, either to Port Renfrew or Alberni, B.C.

Sir Sanford Fleming read a paper on the "Development of the Imperial Postal Service and State-owned Cables" before the Royal Society of Canada, at Ottawa, May 22. Having dealt with the development of the postal service he remarked that before 1847 telegraphs had no practical existence. As early as 1852, however, it was suggested that the government should own all telegraphs which should be placed in all post offices. A parliamentary inquiry followed the agitation and in 1868 an act to provide for the acquisition of telegraph lines by the state was passed. Under this management great benefits resulted both as to quality of service and reduced rates. The greatest reform that could be effected in the service was a system of state-owned cables. It had long been suggested to connect Australia with Great Britain by cable via Canada, but the most persistent opposition had been forthcoming from existing companies. At last the project triumphed and on Dec. 31, 1900, the contract was signed. This movement Sir Sanford regarded as a great step towards the unity of the empire, of the vastness of which he drew an eloquent picture. By the establishment of a system of state-owned cables the diverse peoples of the empire would be brought within the quickest and easiest means of communication as though they were residing in one neighborhood.

Government Telegraph Lines.

The Dominion Government is building a telegraph line from Fort Simpson, at the south entrance from Portland canal, which separates British Columbia from Alaska, inland 180 miles to Hazelton, where it joins the Dawson-Ashcroft line. J. B. Charleson, superintendent of the northern telegraph construction, reported, May 12, that 90 miles of the line had been constructed, and that the whole work would be completed by July 15. The small gap in the Dawson-Ashcroft line, on the Atlin-Ashcroft section of the line, will be completed about the same time. When these portions of line are completed there will be in operation an all-Canadian telegraph route from Ashcroft, B.C., to Dawson, with a branch of 180 miles to the coast at Fort Simpson. The length of the different sections of the main line, as stated by the Minister of Public Works in the House of Commons, May 29, will be: Ashcroft to Atlin, about 1,250 miles; Atlin to Tagish, 75 miles; Tagish to Dawson, 518 miles; total, 1,843 miles.

Speaking of the revenue of the lines completed up to Dec. 31, 1900, the Minister of Public Works said 41,816 messages had been sent, and the revenue amounted to \$107,712. The average number of messages per month was 2,681 and the monthly revenue was \$7,302.87. He added that the cost of the line so far had been \$430,000, while the total estimated cost was \$460,000. (Aug., 1900, pg. 249.)

The Minister of Public Works stated in the House of Commons, April 22, that the \$18,500 voted for the extension of the Belle Isle telegraph line was for the section between the Bay of St. Paul and Belle Isle. Owing to the wrecking of the cable steamer Newfield, when on the way to Halifax to receive the cable for laying between Chateau bay and Belle Isle, this portion of the work has been delayed. A steamer is now being fitted up for cable laying purposes and the work will be completed by August 1. There will be 23 knots of deep sea cable and 2 knots of locked armour at the shore end. (Nov., 1899, pg. 341.)

Dominion Telegraph Service.

The following amounts were voted at the recent session of the Dominion Parliament:

CHARGEABLE TO INCOME.	
Land and cable lines, St. Lawrence Gulf.....	\$19,500
British Columbia.....	19,000
Salaries of staff.....	4,000
Repairs to Pelee and Port Rowan cables.....	8,400
Repairs to B.C. lines.....	8,050
" Gulf of St. Lawrence lines	20,100
" Magdalen Island cable..	4,000
CHARGEABLE TO COLLECTING REVENUE.	
Quesnelle and Atlin line, working expenses.....	\$40,000
Yukon District line, working expenses.....	47,500
Prince Edward Island cable, working expenses.....	2,000
Land and Cable lines of the Coast, working expenses.....	32,000
Lines in the N.W.T.....	20,000
" British Columbia.....	12,000
Telegraph service generally.....	2,750
Special operator at Father Point....	500
Gulf of St. Lawrence lines.....	14,920
Working expenses, Bennett-Dawson, Tagish, Atlin lines.....	29,260
Additional working expenses, B.C.: " " " Gulf of St. Lawrence.....	13,000
CHARGEABLE TO CAPITAL.	
Telegraph line, Quesnelle to Atlin..	\$30,000
" " Dawson to Fort Egbert.....	8,000
" " Yukon Telegraph....	11,176
Line Port Simpson to Hazelton....	40,000
Line Fort Fraser to Manson Creek..	48,000
C.P.R. for transportation of materials ..	2,238
C.P.R. for transportation of materials ..	3,879

General Telephone Matters.

The St. Maurice, Que., Telephone Co. has been incorporated.

A long distance line is proposed between Calgary and Edmonton, Alberta.

A movement is on foot to connect Bala, Port Carling and Bracebridge, Ont., by telephone.

The Rat Portage town council has offered the Citizens Telephone and Electric Co. \$30,000 for its plant.

It is said that negotiations are taking place for the absorption of the Eastern Telephone Co., in Cape Breton, by the Nova Scotia Telephone Co.

Paris telephone girls are ordered to discontinue the customary "Hello!" They are to say instead, "I hear you!" the new term being more polite.

The Inverness and Victoria Telephone Co. of Nova Scotia is about to extend its line from North Sydney to Port Hood and other points in Cape Breton.

The Victoria County Telephone Co. of Lindsay, Ont., is reported to have under consideration an offer from the Bell Telephone Co. for its franchise.

The Bell Telephone Co. is reported to be arranging to extend its long distance lines from Brandon to Souris and from thence to Hartney and Deloraine, Man.

The New Brunswick Telephone Co. is about to erect an office building on Chipman's Hill, St. John, N.B. It will be of brick with stone trimmings and 3 stories high.

J. B. Ford, who is applying for a telephone franchise in Buffalo, N.Y., offers, if given a franchise in Toronto, to provide a service at

\$36 a year for business telephones and \$24 a year for private residences, or \$50 for both.

Barrie, Ont., has given its telephone franchise to the Bell Co. The Co. gets a five years' monopoly with the right to increase the rates of office 'phones \$5.00 and of residence 'phones half a mile from the exchange \$10.00. For services more than half a mile distant any price may be charged. The town gets four telephones free.

The Nova Scotia Telephone Co. has completed laying a large number of its wires in Halifax, underground. The main section of the cables contain 2,400 pairs of wires, and the branches running east and west have 440 pairs of wires; in each cable there is 208 pairs of wires. A new relay switch board has been installed in the exchange with a capacity of 3,600 telephones.

The Italian Government has just completed a telephone line over the Alps making a connection between Rome and Paris. The work in the mountains has been several months under way, and has been done at a cost of \$140,000. The work is taken up at the French frontier by the French Government and the Paris connection established. The line will be in operation during the coming summer.

The bill of the Bell Telephone Co. for an increase of capital was withdrawn when it reached the order papers in the Senate for a third reading at the recent session. There were several long debates regarding it with a view of having clauses inserted restricting rates. A bill promoted by the City of Toronto in the House of Commons to restrict the rates which the Co. could charge was also withdrawn and matters are left where they have been since 1892.

A. T. Griffiths and J. Mitchell were incorporated as the District Power and Telephone Co., at the last session of the B. C. Legislature with a capital of \$500,000, with power to increase and sell at a discount, for the purpose of constructing and operating telephone lines in the electoral districts of Esquimalt, Victoria City, North Victoria and South Victoria, and to acquire the lines of other companies within the province; and for the purpose of supplying power within the limits of its district.

The Yukon Telephone Syndicate classifies its service as follows:—

143 phones in.....	Dawson.
21 phones in.....	Grand Forks.
14 phones in.....	Bonanza Creek.
6 phones in.....	Eldorado Creek.
1 phone in.....	Sulpher Creek.
2 phones in.....	Dominion.
3 phones in.....	Gold Run.
1 phone at.....	Dome Road House.

191 talking places.

In the House of Commons, May 20, the Minister of Railways gave the following information: The mileage of all telephone companies, other than the Bell Telephone Co., operating in the Dominion, is as follows:—

Miles of poles	13,607
Miles of wire	32,541

He had not been able to obtain the number of subscribers as asked, but the number of offices in each province is as follows:—

Ontario	229
Quebec	165
Nova Scotia	150
New Brunswick	79
British Columbia	38

Total, including Prince Edward Island and Northwest Territories 743

The Manitoulin and North Shore Telephone and Telegraph Co. (Ltd.) has its central office and local exchange at Little Current, Ont., with long distance connection

throughout Manitoulin Island, Birch Island and Whitefish River district, the following being the offices:—Birch Island, Gore Bay, Green Bay, Hilly Cove, Honora, Kagawong, Little Current, Manitowaning, Mindemoya, Michael's Bay, Providence Bay, Sheguiandah, South Bay Mouth, Sandfield, Slash, Tehkumamah, Whitefish River and West River. Its telegraph is operated in connection with the

C.P.R. Co.'s telegraph working direct with Montreal, Ottawa and intervening points.

The Montreal City Council is considering the question of compelling the electric companies to put their wires underground. The charters of all companies except the Street Railway Co. contain a clause compelling them to do this when required.

ENAMELED IRON PLATES

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

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

SMOKING ROOM

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

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

NO ADMITTANCE

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

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

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

No Admittance.

STICK NO BILLS

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

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

PUSH · PULL

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

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

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

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

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

ENAMELED IRON SIGNS.

For Steam & Electric Railways, Steamship, Express, Telegraph, Telephone & Advertising Purposes, of every description, size & color, made to order.

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

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

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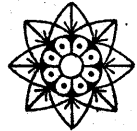
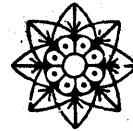
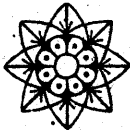
The Purchasing Agents' Guide

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

Accident Insurance		Hand & Push Cars		Semaphore Arms	
Travelers' Insurance Co.....	Montreal.	F. E. Came.....	Montreal.	Acton Burrows Co.....	Toronto.
Aerated Waters		Hardware		Shafting	
E. L. Drewry.....	Winnipeg.	Rice Lewis & Son.....	Toronto.	Rice Lewis & Son.....	Toronto.
Air Brakes & Fittings		The Hudson's Bay Company.....		Shingles	
Westinghouse Mfg. Co.....	Hamilton, Ont.	Headlights		The Haliburton Lumber Company.....	Toronto.
Ales		Noah L. Piper & Sons.....	Toronto.	Shipbuilders' Tools & Supplies	
E. L. Drewry.....	Winnipeg.	Hose		Rice Lewis & Son.....	Toronto.
Anchors		Rice Lewis & Son.....	Toronto.	Ships	
Rice Lewis & Son.....	Toronto.	Illustrations		Polson Iron Works.....	Toronto.
Axles		Acton Burrows Co.....	Toronto.	Shovels	
James Hutton & Co.....	Montreal.	Iron		James Cooper.....	Montreal.
Rhodes, Curry & Co.....	Amherst, N.S.	Rice Lewis & Son.....	Toronto.	The Hudson's Bay Company.....	
Babbitt		Acton Burrows Co.....	Toronto.	Rice Lewis & Son.....	Toronto.
Rice Lewis & Son.....	Toronto.	Japans		Signal House Numbers	
Blankets & Bedding		McCaskill, Dougall & Co.....	Montreal.	Acton Burrows Co.....	Toronto.
The Hudson's Bay Company.....		Lager Beer, &c.		Signals	
Block & Tackle		E. L. Drewry.....	Winnipeg.	N. L. Piper Ry. Supply Co.....	Toronto.
Rice Lewis & Son.....	Toronto.	Lamps & Lanterns		Signs	
Boat Fittings & Hardware		The Hudson's Bay Company.....		Acton Burrows Co.....	Toronto.
Rice Lewis & Son.....	Toronto.	Rice Lewis & Son.....	Toronto.	Snow Ploughs	
Boiler Covering		Acton Burrows Co.....	Toronto.	Rhodes, Curry & Co.....	Amherst, N.S.
Mica Boiler Covering Co.....	Montreal.	Iron Signs		Spikes	
Bolters		Acton Burrows Co.....	Toronto.	Rice Lewis & Son.....	Toronto.
Polson Iron Works.....	Toronto.	Japans		Station Name Signs	
Bolts		McCaskill, Dougall & Co.....	Montreal.	Acton Burrows Co.....	Toronto.
Rice Lewis & Son.....	Toronto.	Lager Beer, &c.		Steamboats	
Brake Shoes		E. L. Drewry.....	Winnipeg.	Polson Iron Works.....	Toronto.
F. E. Came.....	Montreal.	Lamps & Lanterns		Steamboat Signs	
Bridge Numbers		The Hudson's Bay Company.....		Acton Burrows Co.....	Toronto.
Acton Burrows Co.....	Toronto.	Rice Lewis & Son.....	Toronto.	Steam Shovels	
Buckets		N. L. Piper Ry. Supply Co.....	Toronto.	James Cooper.....	Montreal.
Rice Lewis & Son.....	Toronto.	Launches		Steel	
Building Material		Polson Iron Works.....	Toronto.	James Hutton & Co.....	Montreal.
Expanded Metal & Fireproofing Co.....	Toronto.	Life Insurance		Rice Lewis & Son.....	Toronto.
Carpets		Independent Order of Foresters.....	Toronto.	Steel Castings	
The Hudson's Bay Company.....		Travelers' Insurance Co.....	Montreal.	F. E. Came.....	Montreal.
Cars		Linooleum and Floor Coverings		Switch Targets	
Rhodes, Curry & Co.....	Amherst, N.S.	The Hudson's Bay Company.....		Acton Burrows Co.....	Toronto.
Car Wheels		Locomotives (Compressed Air)		Switches	
Rhodes, Curry & Co.....	Amherst, N.S.	Baldwin Locomotive Works.....	Philadelphia, Pa.	F. E. Came.....	Montreal.
Castings		Locomotives (Electric)		Canada Foundry Co.....	Toronto.
Rhodes, Curry & Co.....	Amherst, N.S.	Baldwin Locomotive Works.....	Philadelphia, Pa.	Telegraph Office Signs	
Chains		Locomotives (Steam)		Acton Burrows Co.....	Toronto.
Rice Lewis & Son.....	Toronto.	Baldwin Locomotive Works.....	Philadelphia, Pa.	Telephone Office Signs	
Cross Arms, Top Pins & Side Blocks		Richmond Locomotive Works.....	Richmond, Va.	Acton Burrows Co.....	Toronto.
The Firstbrook Box Co.....	Toronto.	Locomotives (Back)		Timber	
Curtains		Baldwin Locomotive Works.....	Philadelphia, Pa.	The Haliburton Lumber Company.....	Toronto.
The Hudson's Bay Company.....		Lubricators		Tires	
Cuts		Rice Lewis & Son.....	Toronto.	James Hutton & Co.....	Montreal.
Acton Burrows Co.....	Toronto.	Lumber		Tobacco and Cigars	
Door Signs		The Haliburton Lumber Company.....	Toronto.	The Hudson's Bay Company.....	
Acton Burrows Co.....	Toronto.	Matches		Toilet Paper	
Dry Goods		The Hudson's Bay Company.....		The Hudson's Bay Company.....	
The Hudson's Bay Company.....		Milepost Numbers		Tools	
Electric Car Route Signs		Acton Burrows Co.....	Toronto.	Rice Lewis & Son.....	Toronto.
Acton Burrows Co.....	Toronto.	Mohair		Track Jacks	
Electric Trucks		The Hudson's Bay Company.....		Duff Manufacturing Co.....	Allegheny, Pa.
Baldwin Locomotive Works.....	Philadelphia, Pa.	Numbers		A. O. Norton.....	Coaticook, Que.
Enameled Iron Signs		Acton Burrows Co.....	Toronto.	Track Tools	
Acton Burrows Co.....	Toronto.	Oakum		F. E. Came.....	Montreal.
Engines, Stationary & Marine		Rice Lewis & Son.....	Toronto.	James Cooper.....	Montreal.
Polson Iron Works.....	Toronto.	The Hudson's Bay Company.....		Rice Lewis & Son.....	Toronto.
Engraving		Oils		Tramway Equipment	
Acton Burrows Co.....	Toronto.	Galena Oil Co.....	Franklin, Pa.	J. J. Gartshore.....	Toronto.
Toronto Engraving Co.....	Toronto.	The Imperial Oil Company.....		Trucks	
Expanded Metal		The Queen City Oil Company.....	Toronto.	Rice Lewis & Son.....	Toronto.
Expanded Metal & Fireproofing Co.....	Toronto.	Signal Oil Company.....	Franklin, Pa.	Uniform Caps	
Express Office Signs		Office Signs		W. H. Coddington.....	Hamilton, Ont.
Acton Burrows Co.....	Toronto.	Acton Burrows Co.....	Toronto.	Varnishes	
Fencing		Packing		McCaskill, Dougall & Co.....	Montreal.
Page Wire Fence Co.....	Walkerville, Ont.	The Fairbanks Co.....	Montreal.	Vessels	
Ferry Signs		Pipe Covering		Polson Iron Works.....	Toronto.
Acton Burrows Co.....	Toronto.	Mica Boiler Covering Co.....	Montreal.	Waste	
Flags		Plushes		Rice Lewis & Son.....	Toronto.
Rice Lewis & Son.....	Toronto.	The Hudson's Bay Company.....		N. L. Piper Ry. Supply Co.....	Toronto.
The Hudson's Bay Company.....		Pneumatic Tools		The Queen City Oil Co.....	Toronto.
Foghorns		F. E. Came.....	Montreal.	Water Meters	
Rice Lewis & Son.....	Toronto.	Porter		Westinghouse Mfg. Co.....	Hamilton, Ont.
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Northey Manufacturing Co.....	Toronto.	Portland Cement		James Cooper.....	Montreal.
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The Hudson's Bay Company.....		The Mail Job Printing Company.....	Toronto.	Wines and Liquors	
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The Hudson's Bay Company.....		James Cooper.....	Montreal.	Yachts	
Half Tones		J. J. Gartshore.....	Toronto.	Polson Iron Works.....	Toronto.
Acton Burrows Co.....	Toronto.	Rice Lewis & Son.....	Toronto.		
		Rails (for relaying)			
		James Cooper.....	Montreal.		
		J. J. Gartshore.....	Toronto.		
		Rail Saws			
		F. E. Came.....	Montreal.		
		Rope			
		Rice Lewis & Son.....	Toronto.		
		The Hudson's Bay Company.....			
		Scales			
		The Gurney Scale Company.....	Hamilton, Ont.		

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