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TORONTO, CANADA, MARCH, 1899.

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The G.T.R. General Passenger Agent.

W. E. Davis was born in Niagara county, N.Y., 1850. He began work as office boy in the Hannibal & St. Joseph R.R., now a part of the Burlington System, at the age of 18, & his early railway education was obtained on Western roads. He came to what is now part of the Grand Trunk Ry. System (Chicago & Lake Huron R.R., now Chicago & Grand Trunk) Aug., 1877, in charge of the passenger business of that Co., which later on included the Detroit, Grand Haven & Milwaukee Ry., Toledo, Saginaw & Muskegon Ry., & Cincinnati, Saginaw & Mackinaw R.R.; & at the time of the consolidation of all the G.T. lines under the present management, he was removed from Chicago to Montreal April 1, 1896.

Missanabie to James Bay.

A measure is before the Ontario Legislature to change the name of the Sault Ste. Marie & Hudson's Bay Ry. Co. to the Ontario & Hudson's Bay & Western Railways & Navigation Co., to extend the time for construction, to authorize the Co. to build a waggon road as a stage route for a portion of its route in advance of railway construction, & to permit the Co. to amalgamate with other companies chartered to extend commercial transit from Ontario to points on the Mackenzie & Yukon basins. R. Kilgour, of Toronto, & other promoters of the Co., recently waited on the Ontario Government to ask aid. By means of several large maps they traced the route of the proposed railway & its proposed connections from Missanabie, on the main line of the C. P. R., by way of the Moose River Valley to the Hudson's Bay, thence by 1,500 miles of deep-water navigation across Hudson's Bay & up Chesterfield Inlet, thence by inland navigation through Great Slave Lake & Mackenzie River & its tributaries to the Yukon & Cassiar districts. Two short portages on the route would require short stretches of railway, not more than probably 60 miles in length, & possibly a third railway might be required to cross an unknown & unexplored tract of country, which, however, is believed to be watered by a navigable river. This route, it was asserted, is 800 miles shorter than that via the C.P.R. to the Pacific coast. The line from Missanabie to Hudson's Bay, it was represented, is by far the shortest of any which can be built connecting with the C.P.R., & it passes through good agricultural land, which presents no great engineering difficulties or more than usually expensive construction. The length of railway to be built is about 240 miles, & by following the valley of the Moose River easy grades could be obtained, which would enable the Co. to build the road for considerably less than by any

other route. It was represented that the construction of the railway would give to Ontario a seaport which would open up to her markets & make tributary all the rich mineral, forest, river & ocean wealth of that vast district. The whitefish, salmon, cod & whale fisheries of Hudson's Bay are, it was urged, the richest in the world, but unfortunately at present the cod & whale fisheries are in the hands of U.S. fishermen. The construction of the railway would afford facilities to control this trade. Lignite has also been found in the district through which the line runs, & on an island in Hudson's Bay is known to exist.

The Co. finds some difficulty in locating the

Works was read, stating that the steamers could be built, if the order was given at once, in time to take them in on the spring freshets. It was also stated that arrangements had been made by which, if the Government gave the required aid, parties were prepared to put up the money to carry through the scheme.

RAILWAY FINANCE, MEETINGS, &c.

The Atlantic & Lake Superior Ry. Co. made application to the Dominion Government, in 1895, to guarantee interest on its bonds for \$20,000,000 for 10 years. The Co. claims that on Sep. 26, 1894, it notified the Government that it was ready to issue bonds, & that on Jan. 15, 1895, it was agreed that the issue should be for £500. On this the bonds were floated & work commenced. Subsequently the Dominion Minister of Finance published a notice in England to the effect that no guarantee had been given. In consequence the Co. claims \$1,500,000 damages for which it is suing in the Exchequer Court. The case was set down for hearing Feb. 17, but was not heard then, therefore the time has elapsed & no new date has been set for the hearing.

Buffalo & Lake Huron.—The report for the ½ year ended Dec., states that the balance, including the amount brought forward from the previous ½ year, after providing for the interest on the bonded debt, is £14,209, which will allow of the payment of a dividend of 5s. 3d. a share, and leave a balance of £424 to be carried forward. The dividend will be paid early in Mar. The directors announce the retirement from the board of A. Ashton, who has acted as Chairman of the Co. since 1870, & that M. H. Maxwell, Jun., has succeeded to this office, while E. Ashton has been elected to the vacant seat at the board.

Canada Eastern.—This line, the purchase of which by the Dominion Government is spoken of, is 136 miles long. The ordinary share capital authorized & paid up is \$1,000,000. The bonded debt authorized & issued is \$1,854,174.60. It received in Dominion Government aid \$366,839.84, & from the Prov. of New Brunswick \$400,000 in addition to \$20,000 of municipal aid loaned. Capital from other sources is stated as \$320,425.21, making a total capital subscribed of \$3,961,539.65, & paid up of \$2,087,365.05, which figures are also given as the total cost of the railway & rolling stock. For the year ended June 30, 1897, the net earnings were \$44,541.14. The proposed purchase price by the Government is said to be in the neighbourhood of \$2,000,000, not \$1,000,000 as stated in our last issue. In speaking on the subject during the New Brunswick elections, the Minister of Railways said he had approached Mr. Gibson on the matter because he thought the purchase of



W. E. DAVIS

line, owing to the want of a waggon road through the district. It is proposed that such a road shall be first constructed, & that the Government allow \$500 a mile for that purpose, the amount to be deducted from its railway grant. This, it was pointed out, would secure a colonization road & a telegraph line this year, & open up means of transportation by which settlers might get into the country. It was stated that if the Government would intimate its purpose to grant such aid as the memorial asked for, arrangements had been made by which 2 steamers would be put on the Moose River & 1 on Hudson's Bay from Moose River to Churchill & Chesterfield Inlet this summer. A letter from the Polson Iron

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NEXT ANNUAL MEETING at Toronto, Sep. 20, 1899.

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

the C.E. would be a good thing for the I.C.R. (Feb., pg. 38.)

C.P.R. Annual.—The 18th annual meeting will be held in Montreal April 5 at noon.

C.P.R. vs. Toronto.—The City of Toronto has been ordered by the Master in Chambers at Toronto to pay the C.P.R. Co. \$16,396 in connection with the York Street bridge construction. The City refused payment on the ground that the C.P.R. owed it \$46,000 rent for the alternate station site on the Esplanade.

Dominion Atlantic net earnings for Jan. \$42,290, against \$33,135 for corresponding period.

Grand Trunk.—General Manager Hays will attend the half-yearly meeting in London Mar. 27, & give information at first hand as to the progress & condition of the system under the new management. He will be able to show a constant increase in the business done, a wonderful augmentation of the rolling stock, & a general advance auguring well for the future of the road. The report which will be submitted to the meeting will show a generally healthy condition, & evidence will be forthcoming illustrative of the beneficial effects of the policy of centralization which Mr. Hays inaugurated.

Great Northern (U.S.) stock has reached a price almost equivalent to 300 for the old stock, which a year ago was selling below 150. The Co. has thus accomplished something seldom heard of in railroading—doubled the price of its stock in a year.

Irontdale, Baneroff & Ottawa.—The Hudson Improvement Co. of Jersey City, N.Y., assert a claim against this Co. by reason of a contract entered into between the companies, under which the Improvement Co. claims to be entitled to the bonds & stock under this agreement in priority to all other persons, & claims that the present holders of the bonds are not legally entitled to them, & that the Improvement Co. is. (Feb., pg. 38.)

Kaslo & Slocan.—A special general meeting of the shareholders was called for Mar. 3, for the purpose of authorizing directors to issue bonds to the amount, including bonds issued, of \$30,000 per mile of railway.

Kingston & Pembroke.—In the case of Folger v. K. & P. Ry. Judge Price has made an order for the distribution of surplus moneys in the hands of the receivers amongst the stockholders. The amount to be distributed will be \$20,000. It is said the Co. will be placed in a solid condition, & new bonds will be issued under the Dominion statute passed last session.

At the annual meeting, Mar. 6, the old board & officers were re-elected. Gross earnings for 1898 were \$138,773, expenses, \$103,619, net earnings, \$35,154.

Lake Erie & Detroit River.—Action has been begun by a ratepayer of the Township of Aldborough, Elgin Co., to quash a township by-law, which gives a bonus of \$7,000 to this Co. The action is grounded on the failure of the Co. to extend its line from Ridgetown to St. Thomas, passing through that township, as it was to have done.

Northern Pacific.—Statement for 6 months to Dec. 31:

		Increase.
Gross earnings	\$14,787,043	\$1,411,381
Operating expenses	6,216,472	325,049
Net earnings	\$8,570,570	\$1,086,332
Taxes, rent, and imp.	2,469,860	803,645
Net oper. income	\$7,100,709	\$282,686
Mis. inc., not includ. land sales	241,780	116,684
Net income—		
Main system	\$7,342,490	\$399,371
Prop. lines	261,689	58,195
Total	\$7,604,180	\$457,567

Ogdensburg & Lake Champlain.—The Rutland R.R. took possession of the Ogdensburg & Lake Champlain R.R. Feb. 2. The price paid is said to have been over \$4,000,000. P. W. Clement has assumed charge of the O. & L. C. as President.

Ontario Railway Subsidies.—During 1898 the Province paid under the head of Railway Subsidy Fund \$125,649.50.

Ottawa & New York.—The City of Ottawa is applying to the Ontario Legislature for power to extend for a year the time limited by its by-law granting a bonus to this Co., in which the Co. was to comply with certain conditions therein contained.

Pembroke Southern.—A special meeting of shareholders is called for Mar. 20 to authorize the issue of bonds.

Quebec & Lake St. John gross earnings for 11 months to Nov. 30, \$265,348 against \$226,674 for corresponding period.

The Co. is asking the Provincial Government to extend the period for the guarantee of interest upon the Co.'s bonds, principally upon the ground that it keeps an unremunerative section of the railway open in winter for the benefit of settlers only.

Quebec Subsidies.—The report of the Commissioner of Public Works shows that there are 3,377 miles of railway in operation in the province. The following amounts were paid in land & cash subsidies in the past year: Quebec, Montmorency & Charlevoix, \$15,191; East Richelieu Valley, \$50,000; Great Northern, \$125,253; Baie des Chaleurs, \$9,555; Montreal & Lake Maskinonge, \$11,375. The obligations of the Government towards railways, due partly on Dec. 31, 1898, & partly on Dec. 31, 1899, amount to \$970,633. No subsidies will be granted this year. Premier Marchand, speaking on the matter recently, said the policy of the Government was first to restore the finances to a sound condition, & then it would see about the promotion of further railway construction. He recognized the importance of railways, & regretted the necessity of refusing the aid desired, but until the equilibrium had been restored in the finances, he had pledged himself to the people to add no new obligations to the already heavy liabilities of the province that could be at all averted.

St. John, N.B., Bridge & Ry. Extension Co.—At the recent annual meeting the following directors were elected: Judge Barker, J. H. Parks, Hon. T. R. Jones, W. H. Thorne, T. Williams (Moncton), H. H. McLean & P. Tucker.

Saskatchewan & Western Ry.—At the adjourned annual meeting at Winnipeg, Feb. 23, a statement was submitted of the affairs of the Co., & the following were elected directors: E. B. Os'er, H. C. Hammond, A. M. Nanton, J. R. Waghorn & H. W. Nanton.

The Tilsonburg, Lake Erie & Pacific having been extended from the G.T.R. loop line, south of Tilsonburg to the M.C.R. north of that town, a distance of 3.42 miles, and a station having been built, the bonus debentures for \$10,000 have been delivered to the Co.

Vanderbilt Clearing House.—The Vanderbilt lines intend to establish a clearing house at Buffalo to audit the accounts & clear the balance between the various roads on all traffic interchanged at Buffalo & Suspension Bridge. The clearing house will be in charge of W. Nicholson, now Auditor of the Fall Brook Ry. The earnings on all traffic interchanged will be accounted for through the clearing house, instead of through the auditing department of each road, as at present.

C.P.R. Earnings & Expenses.

The gross earnings, working expenses, net profit & increases or decreases over 1898, from Jan. 1, 1899, are as under;

	Increase or decrease.
Earnings	Increase.
Expenses	Decrease.
Net Profits	Increase or decrease.
Jan. \$1,864,570.36	\$1,247,036.50
Feb. \$1,752,000.00	\$1,488,000.00
1898	\$1,488,000.00
1899	\$1,752,000.00
Increase	\$264,000.00

SUBSIDIARY LINES.

DULUTH, SOUTH SHORE & ATLANTIC.—Approximate earnings for Feb., \$134,827, against \$108,453 in Feb., 1898, an increase of \$26,374.

Gross earnings for 1898, \$1,821,807; operating expenses, \$1,224,045; net earnings, \$597,761; total income, \$603,179. Interest on bonds absorbed, \$859,616, & taxes, \$41,754, leaving a deficit of \$298,191, against \$362,155 for 1897.

RAILWAY PROJECTS.

Algoma Lines.—Mr. Farwell, M.P.P., has introduced 5 bills in the Ontario Legislature to secure charters for roads to develop mining districts. The Bruce Mines & Rock Lake road is a 25-mile proposition, to run out of Bruce mines & tap a nickel district. The Thessalon & Grand Portage will be 20 miles long, to tap a copper mining country, & will pass through the placer gold mining district

Ashcroft to Glenora.—Gemmill & May, Ottawa, give notice of application to Dominion Parliament to incorporate a company to build a railway from or near Ashcroft or Kamloops, or some point between same, to Barkerville, thence to Glenora on the Stikkeen River.

Atlin Branch of W.P. & Y.—A deputation recently waited on the B.C. Government urging aid to the White Pass & Yukon Ry., to build a branch into the Atlin district. G. W. Mitchell, of Ottawa, who is interested in the line, said the Co. was constructing, entirely out of its own resources, 48 miles of railway & solving the transportation of the Yukon & incidentally aiding the Atlin district. This was a strictly commercial proposition, & his Co. wanted nothing from the Province, although 28 miles of the road was through B.C. territory; but when it came to building branches & developing an entirely new section he considered that the Province, which would largely benefit by the construction of a line to Atlin, should certainly share in the outlay & the risk. The Victoria & Vancouver members of the deputation set forth the following arguments in favor of the Province assisting the railway: The urgent necessity of certain & direct railway communication with Atlin City; the White Pass & Yukon Ry. people, who are behind this enterprise, are now building from Skaguay to Bennett without asking for any subsidy in cash or land; the Atlin country can be more easily reached from Log Cabin on the line of the W.P. Ry. than by any other route; the distance from Log Cabin to Atlin City is 51 miles, 29 miles of railway & the remainder by water; the W.P. & Y. Ry. Co. will construct this branch provided sufficient aid is granted either in the shape of a substantial subsidy or a guarantee. The line will cost \$255,000 a mile.

Atlin Transportation Co.—W. Tytler & E. C. Cargill give notice of desire to form a company under this name under the Tramway Co. Incorporation Act, to build a tramway from Taku Arm to Atlin Lake, & thence to Surprise Lake, Cassiar District, with branch lines.

Port Angeles.—There is a scheme on foot to construct a railway from Port Angeles, Wash., to a point on Puget Sound, where connection can be made with a transcontinental railway system. Towards the consummation of this scheme, the already overburdened taxpayers of Victoria—which by means of a ferry it is proposed to make the B. C. terminus—are to be asked to contribute \$150,000 as well as other considerations. The proposition is not received with very great favor by Victoria property owners.

J. W. Blabon, who has been Purchasing Agent of the Great Northern since 1891, has been appointed Western Traffic Manager, with headquarters at Seattle, Wash., succeeding W. L. Benham, whose title was Western Freight Manager.

Vice-President Shaughnessy's visit to Europe is believed to be mainly in connection with matters relating to the Co.'s financial matters & to meet some of the principal continental stockholders.

F. C. Bachelder, heretofore Superintendent of the Minneapolis, St. Paul & Sault Ste. Marie, has been appointed Superintendent of the Wisconsin & Peninsula division of the same road, with headquarters at Minneapolis, Minn., in place of D. Willard, resigned.

MINERAL RANGE, HANCOCK & CALUMET.—Approximate earnings for Feb., \$23,779, against \$19,809 for Feb., 1898, an increase of \$3,970.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—Approximate earnings for Feb., \$246,362, against \$244,083 for Feb., 1898, an increase of \$2,279.

Net earnings for 6 months to end of Dec., 1898, were \$1,096,731, against \$1,046,015 for corresponding period.

G. T. Earnings, Expenses, &c.

The Secretary informs us under date of Feb. 10 that subject to audit, the results of the accounts for the half year to Dec. 31, 1898, are cabled as follows:

Gross receipts	£2,140,500
Working expenses	1,428,000
Net receipts	712,500
Net revenue charges for the ½ year, less credits	485,300
	£227,200
Deduct—	
Chicago & G. T. deficiency for the ½ year payable by the G. T. Co. under traffic agreements	£14,500
D. G. H. & M. deficiency for the ½ year	3,900
	18,400
Surplus for the ½ year	£208,800

This surplus of £208,800 added to the balance of £2,200 from June, 1898, makes £211,000 available for dividend, which will admit of the payment of the full dividend for the ½ year on the 4% guaranteed stock, and a dividend of 3% on the 1st preference stock, leaving a balance of about £4,000 to be carried forward.

For the purpose of comparison the following figures for the corresponding previous ½ year may be given: Gross receipts, £2,247,151; working expenses, £1,434,804; net receipts, £812,347. This time last year the whole of the surplus, after paying debenture interest, was applied to the clearing off of the debit to revenue account. The year 1898 has fallen short of expectations. But it is very good as compared with former experience, & now that there is peace between the two great Canadian companies better results may be expected for 1899.

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

	1899	1898	Decrease	Increase
Jan.	\$1,956,281	\$1,916,332	.....	\$39,949
Feb.	1,824,434	1,674,453	.....	149,981

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

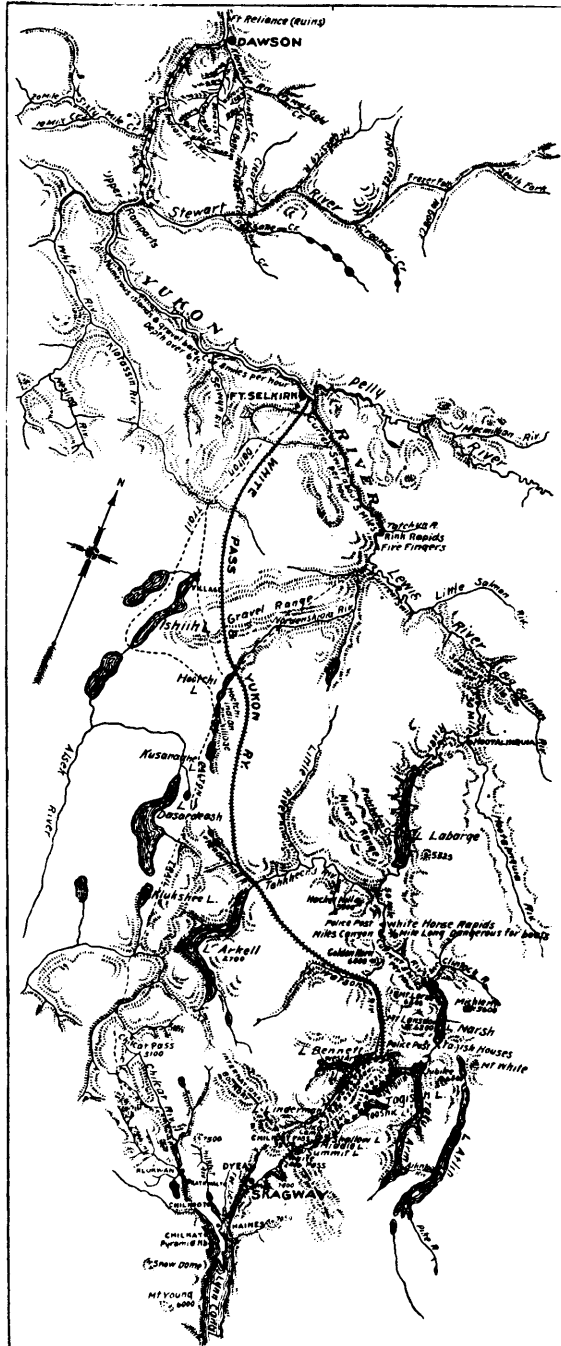
DETAILS OF GRAND TRUNK RECEIPTS.

Aggregate Jan. 1 to Jan. 31:

	1899.	1898.
Passengers, number	417,379	423,202
Passengers, amount	£ 70,829	£ 68,642
Immigrants, number	168	408
Immigrants, amount	£ 89	£ 270
Mails, express, &c.	£ 12,433	£ 12,371
Freight, tons	781,726	809,401
Freight, amount	£221,490	£232,721
Miscellaneous receipts	£ 10,582	£ 4,726
Total receipts	£315,423	£318,730
Decrease	£ 3,307	

W. L. Benham, Western Freight Manager for the Great Northern (U.S.), with headquarters at Seattle, has resigned. He is said to have received an appointment with the White Pass & Yukon Ry.

Lieut. G. D. Bowles, R.N.R., chief officer of R.M.S. Empress of China, was presented at Vancouver recently with a gold mounted & engraved walking stick, made from the wood of the Str. Beaver, on his leaving for England.



THE WHITE PASS AND YUKON RAILWAY.

on the Mississauga river. Another, to be named the Nickel Range road, will run from the Soo branch of the C.P.R., 6 miles to a nickel property, & is being projected by Mr. Clergue, manager of the pulp & nickel works. The Worthington & Onaping Ry. is proposed to develop nickel properties on Lake Onaping. It will be 25 miles long. The fifth & largest, the Algoma Central, will run from the Soo to Missanabie, & a branch will tap the Michipocoten gold district. It will be 100 miles long.

RAILWAY APPOINTMENTS, &c.

Canadian Pacific.—J. Cardell, whose appointment as Assistant Master Mechanic, was announced in our last issue, will have headquarters at Calgary, Alta. The position of trainmaster & locomotive foreman at Canmore, hitherto held by Mr. Cardell, has been abolished. The position of Acting Road Foreman, vacated by S. Phipps, appointed as Assistant Master Mechanic at Winnipeg, has been abolished. F. E. Hobbs' appointment as Assistant Master Mechanic of the Pacific Division, does not interfere with the position of Master Mechanic of the Division held by L. R. Johnson, who is now in Japan on steamship business, & who will return to Vancouver in the spring.

J. Osborne is expected to leave Montreal for Winnipeg, to assume his new duties as General Superintendent of the C.P.R. Western Division, shortly after Vice-President Shaughnessy's return from England.

C. Lawrence has been appointed storekeeper at Nelson, B.C.

Mainly About People.

F. Belcher, of the Northern Pacific's Toronto office, has been transferred to the Winnipeg ticket office.

A. J. Gustin, formerly of Toronto, & at one time Superintendent of the G.T.R. rolling mills east of the Don, died suddenly in Boston recently.

G. F. Evans, of the Westinghouse Mfg. Co., is expected to arrive in Hamilton, Ont., shortly from Russia, where he has been establishing works for the Co.

C. R. Hosmer, Manager C.P.R. Co.'s Telegraph, has been elected a director of the Merchants Bank of Canada, to succeed the late T. H. Dunn, of Quebec.

J. Buntsen, General Manager B.C. Electric Ry., who has been in poor health for some time, leaves for England Mar. 18, intending to be absent 3 or 4 months.

C. R. Hosmer, Manager C.P.R. Co.'s Telegraph, has returned to Montreal from Paris, where he was called owing to the illness of his daughter, who has recovered. Mrs. Hosmer is still abroad.

A. C. Henry, C.P.R. purchasing agent, who has been in Bermuda for his health for the past month or so, expects to leave for home March 16. At last accounts he was much better, though still suffering slightly from rheumatism.

R. Brydone-Jack, who was engaged on the White Pass & Yukon Ry. as trustees' engineer, being the representative of the English bondholders of the road, died in Alaska recently, aged 36. His family was awaiting his return in Vancouver when the body arrived. He was a son of the late Dr. Brydone-Jack, president of the University of New Brunswick.

A prominent official of the C.P.R., in recently discussing the report of Sir Wm. Van Horne's resignation, stated that it was a rumor of annual occurrence & was not given any consideration in railroad circles. The news whenever it did come would be from Montreal & would most likely be announced at the annual meeting of the shareholders & not through a private cablegram.

In a recent article in the London (Eng.) Review on "The Newer Forces of Canada," Sir Wm. Van Horne is referred to as a person hardly less influential than the Premier. As the guiding spirit of the C.P.R. he would naturally be a great factor in the country's progress, but the man's strength of character, his numerous activities, says the writer, are daily influencing thousands throughout the country. He has a mighty talent for inculcating sound business methods, & he has a constant stimulating effect on the commercial & industrial heart of the Dominion.

White Pass & Yukon Railway.

In response to a request we have been furnished with the following interesting official information about this line, under date of Feb. 24:

Active operations on construction work were begun about June 1, 1898, & have been continued, without a break, since then. The summit of White Pass was reached with the rails on Feb. 15, 1899, & the Co. is now operating 2 miles beyond White Pass, making a total distance of rail opened for traffic of 22 miles from the Co.'s wharf at Skaguay. From Log Cabin to the summit, about 7 miles, will be completed by the end of Feb., ready for the steel. From 3 miles out of Skaguay to the summit of the Pass has been continuous rock-work, upon which has been consumed nearly 350 tons of dynamite. One familiar with this class of work & the use of explosives can form a very fair idea of the magnitude of this class of construction.

The deepest open cut is 16 ft. at Porcupine Hill, some 7 miles from Skaguay by rail. The balance of the rock-work has mainly been

side-hill work, with the exception of one tunnel of about 500 ft. in length, which is about 16 miles from Skaguay by rail & was bored through a spur to avoid a sharp curve. The maximum grade of the road is 3-9/10ths%, which holds almost continuously for about 13 miles. Ballasting material, up to the present, has been obtained from the bed of Skaguay River, near Skaguay, but now that the line is beyond the summit, vast quantities of the finest kind of gravel for ballasting will be hauled down grade & distributed from the summit to Skaguay, to put the bed in first-class condition. The major portion of the ties is sawed ties of fir from the mills of Puget Sound. Only a small portion of the timber adjacent to the line of the road was suitable for ties. The rails are 56 lbs. T steel, which is an unusual heavy rail for a narrow gauge (3 ft.) railway, & will thus enable a first-class alignment & grade to be maintained throughout the year. Sufficient rails are on hand to complete the laying of the line almost to Caribou Crossing.

About 1,650 men are now employed on construction, which is the largest number in the service of construction since work was begun. About the end of last July approximately 1,500 were on the pay roll of the construction force, but the discovery of gold on Pine Creek, resulting in the stampede to Atlin Lake, pulled down the force in 10 days' time to less than 500, & from that date until the first of the year it has been a struggle to get over 1,000 men upon the work. The question of labor has been a very serious one on all of this work. A higher price of wages has been paid for common labor than has probably ever been paid on any railway construction work of a similar class in the world; but, notwithstanding this fact, the allurements of gold seeking have been such as to make it extremely difficult to keep good men on construction. Had the Co. been able to maintain a force of 1,500 men from July through the fall the line would undoubtedly have reached the summit before Dec. 1, & the work would now have been well on towards its completion to Lake Bennett. However, if the present force can be maintained the Lake will undoubtedly be reached with the rail by the opening of navigation, or about June 1.

In an effort to expedite the work the Co. purchased 3 second-hand, narrow gauge locomotives in Seattle, which were formerly used on the Oregon Improvement Co.'s road from Seattle to its mines. These locomotives were thoroughly repaired & forwarded to Skaguay & have done excellent service in handling con-

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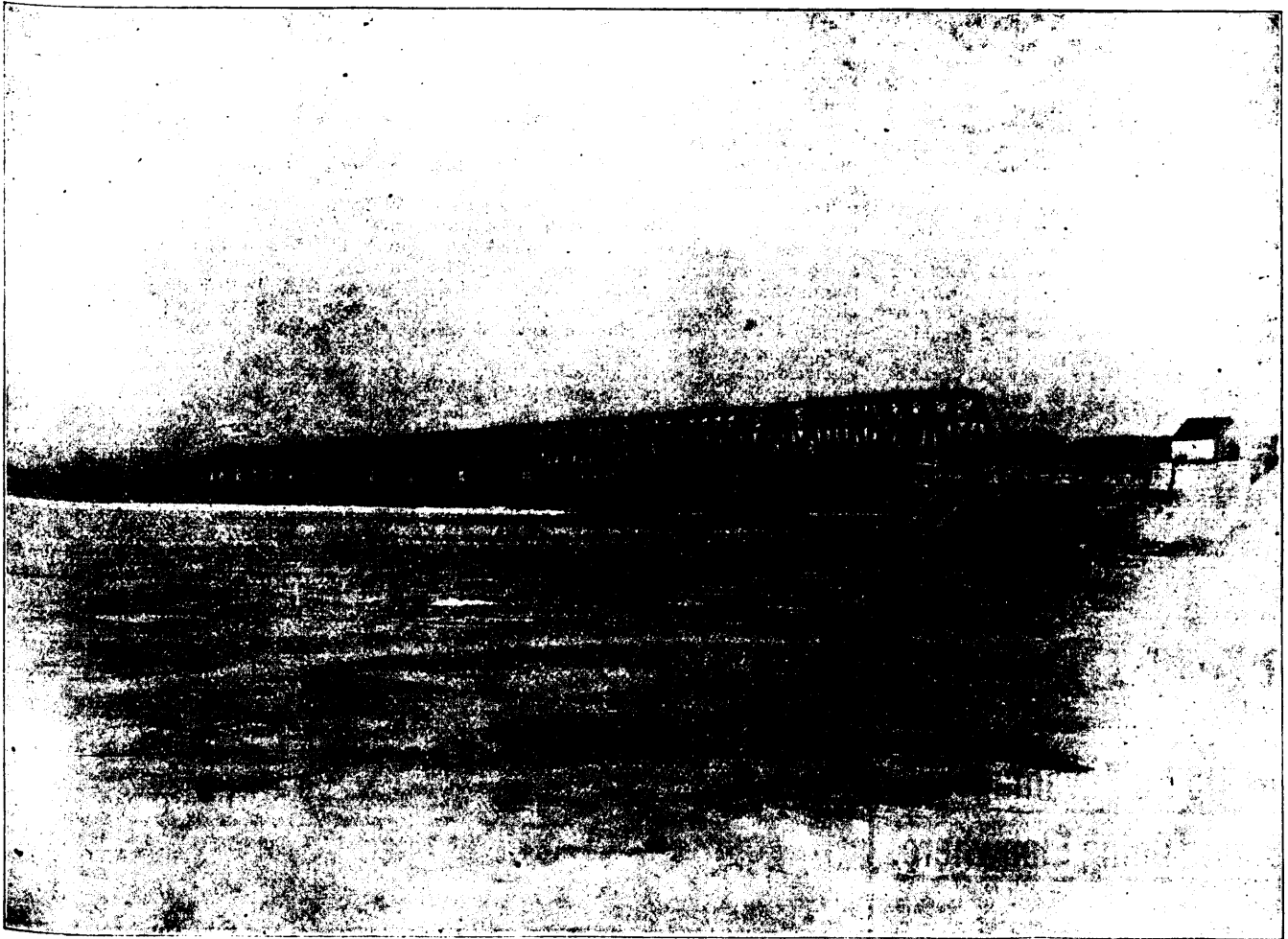
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struction material. In July the Co. purchased 2 more second-hand locomotives, which were in first-class repair, making 5 in service until Feb. 1 when a 50-ton "Climax," geared locomotive, (that was second-hand, although but 6 months old), was purchased & is now just about in service. In Dec. an order was placed with the Baldwin Locomotive Works, of Philadelphia, for the construction of two 45-ton, compound locomotives, equipped with the most modern appliances & of a consolidation type. The Baldwin Works turned these locomotives out in less than 28 days from the time the order was received. These are now in transit between Seattle & Skaguay & will probably be in service by Mar. 1. The Co. has also in service 6 passenger coaches & 1 baggage car, 30 box cars & 40 flat cars. The box & flat cars were framed in Seattle & sent to Skaguay in a knocked-down condition &

The Co. has at Skaguay a large machine shop, equipped with the most modern & up-to-date type of machine tools, such as a 36 in. x 8 ft. bed planer, a 42 in. swing engine lathe, another 22 in. swing engine lathe, a mortising & post-boring machine, a wheel press, a 38 in. drill press, emery wheels, band saws, 25 h. p. boiler & engine to run the machinery of the shops; blowers & blacksmith's forges & a generally thoroughly equipped machine shop incidental to the requirements of a railway of this size. A large 2-story station has just been completed near the water front in Skaguay, the lower portion of the building being provided with ticket office, baggage room, waiting rooms, telegraph operator's office, etc., while the upper story has been designed for & is now occupied by the heads of departments & their assistants for the operating department of the road at Skaguay.

been completed for a branch line from Log Cabin to Atlin.

The road is already handling a vast amount of freight, there being at present over 600 tons in the warehouses at Skaguay awaiting transportation to the summit, where it is transferred from the end of the rail to 2-horse sleds, & by that means transported to Lake Bennett or to Atlin. The present general tariff, which is a special tariff for general merchandise, etc., in car-load lots, is \$2.50 per 100 lbs., from Skaguay to summit of White Pass, or the end of the railway. From the end of the rail to Lake Bennett, the rate is \$2 per 100 lbs. The Co. has appointed & located at Skaguay a customs agent who attends to the preparation of the customs papers incidental to the passage of bonded freight through Alaska territory, for which service a charge of \$1 is made for all papers



GRAND TRUNK RAILWAY SYSTEM.—VICTORIA JUBILEE BRIDGE OVER ST. LAWRENCE RIVER, MONTREAL.

there set up on trucks which had been purchased complete & ready for the car body. All the rolling stock is equipped with the Westinghouse air brake service, with all the latest improvements, also with automatic couplers. The Co. will thus have in service by Mar. 1, 8 locomotives & the above enumerated rolling stock, which will be ample equipment to handle the vast amount of freight now offering & also enable it to forward its construction supplies. The Co. has also a snow plow, which it constructed at Skaguay, & with which it has been enabled thus far to keep the entire line of track open. Next year it will probably be found expedient to provide a rotary snow plow, as also to construct at various points snow fences & a few snow sheds. The major portion of the road, however, is so located as to be but little troubled with snow slides.

On the Co.'s wharf at Skaguay it has a large galvanized, corrugated iron warehouse & is now constructing a second one. Having a bonded privilege with the U.S. Treasury Department, the Co. is thus thoroughly provided for the handling of bonded freight through Alaska for British Columbia & Northwest Territory points, & a vast amount of this freight is now being handled. The Co. is also providing for the erection of 2 large, corrugated iron warehouses at Lake Bennett for freight purposes.

The Co. has constructed & has now completed & in operation a telegraph & long distance telephone line from Skaguay through to Lake Bennett, with instruments located at various points along that distance.

The preliminary survey for the road from Lake Bennett onward to Fort Selkirk was completed early last fall. A survey has also

for a shipment of 1 ton or less, or \$1.50 for a shipment of over 1 ton. By this means no delay is occasioned in the handling of bonded goods through the U.S. Customs Department at Skaguay.

The Alaska portion of the road has been constructed under the incorporated rights of the Pacific & Arctic Ry. & Navigation Co. of West Virginia, while the British Columbia portion is being built under the charter rights of the British Columbia-Yukon Ry. Co., & the road is operated under the general title to the public of the White Pass & Yukon Route.

The following is a list of the general officers of the Co. as at present constituted.

S. H. Graves, President, Chicago, Ill.
 F. C. Elliott, Secretary, Chicago, Ill.
 J. W. Probert, Treasurer, Chicago, Ill.
 A. L. Berdoe, Auditor, Seattle, Wash.
 E. B. Hussey, Purchasing Agent, Seattle, Wash.

L. H. Gray, General Traffic Manager, Seattle, Wash.
E. C. Hawkins, General Superintendent & Ch. Eng., Seattle, Wash.
J. H. Hislop, Assistant Chief Engineer, Skaguay, Alaska.
F. H. Whiting, Divisional Superintendent, Skaguay, Alaska.

A Vancouver despatch, dated Mar. 8, says the laborers on W., P. & Y. Ry. construction have struck, the Co. having reduced wages from 35c. to 30c. an hour, & added another hour to the day's work.

Grand Trunk Betterments, etc.

The **Victoria Jubilee Bridge**, an illustration of which is given on page 69, is being rapidly pushed forward, so as to secure its completion by May 1. Work on the roadway and sidewalk for vehicular and pedestrian traffic is now being done. On the south side of the bridge the iron lattice work on the outer edge already extends to about the centre. Large consignments of the lattice work are arriving almost daily.

This bridge, which was designed by the Co.'s Chief Engineer, J. Hobson, was commenced in Oct., 1897, by the erection of the first span on the west end, the structure being built completely around the tube of the old bridge, the latter being cleverly utilized as a roadway on which a temporary steel span was moved out to the first pier, & the new structure then erected outside the temporary span. The progress of the work was delayed for 2 months during the winter of 1897-98, owing to very severe weather, & the actual time of construction has only extended over a period of about 8 months. During that time the enormous traffic was delayed but very little, practically nothing to speak of, the longest time, on any one occasion that the line was closed to traffic, being about 2 hours, & the total length of time closed during construction being about twenty hours. This is a very remarkable result, when the following facts are taken into consideration: While the old bridge, entire, weighed 9,044 tons, the new bridge weighs 22,000 tons. The total length of bridge is 6,592 ft., number of piers, 24, number of spans,

25, length central span, 330 ft., length side spans, 242 ft. While the width of the old bridge was 16 ft., the width of the new bridge will be 65 ft. The height of the old bridge was 18 ft., the height of the new bridge over all is 28 ft. The total cost of the new bridge, which provides double track for railroad trains, drive-ways for vehicles on each side, & foot-walks on the outside of drive-ways, will be about \$2,000,000. The contract price of the old Victoria Bridge was \$6,813,000. The flooring of the present bridge will weigh 2,800 lbs. per lineal foot, & each span has been so erected that it will carry not only a train on each track, moving in opposite directions, but going at a rate of 45 miles an hour, with a total weight of 4,000 lbs. to the lineal foot, moving at the rate of 25 miles an hour, as well as drive-ways & foot-walks crowded with vehicles & pedestrians. The new bridge will rank, from an engineering standpoint, with the foremost structures of the age, as the bridge which it replaced ranked the foremost, as a monument to the skill of the engineers & bridge builders of the period in which it was built. The opening of the double track on the new bridge marks an era in the handling of traffic over the G.T.R. system, for, whereas the old bridge could accommodate a maximum of but 100 trains a day, as they were required to travel at a low rate of speed, & one train could not follow another until the preceding one was out, thus losing a considerable amount of valuable time during a day, the present bridge has almost an unlimited capacity in this respect, as trains can be moved rapidly & follow each other in rapid succession, owing to the establishment of a modern electric block system, which will permit 2 or 3 trains on the bridge at the same time. This will enable the G.T.R. to handle with facility the large freight business passing through Montreal for export to Europe, which has heretofore been more or less hampered, owing to the limited capacity of the old bridge, as well as handling in a proper manner the large passenger business which annually comes to & through Montreal during the summer tourist season.

Entrance to Montreal.—In spite of statements to the contrary, no steps have been taken to advance the project for the abolition of the level crossings in Montreal. No thought of the new elevated road has been definitely shaped in the official mind; no plan exists on paper. The initiative must be taken by the Montreal civic committee which was appointed several years ago, & which has been renewed from time to time. The Co. is prepared to deal with the question in a liberal spirit; it will not make any advances. Mr. Hays would be glad to see the level crossings abolished; the urgency lies with the city.

Montreal General Offices.—A water color sketch of the new offices has been sent to the directors in London. This gives perspective, atmospheric effects, & the sense of color harmony. The idea of Architect Waite was to produce what is called monumental color, & in this he has succeeded admirably, for so delicately has the color scheme been blent that the shadings and graduations are seen to grow naturally out of the architectural design. This is what will actually be realized in the material—a colour harmony produced in stone—the shadings following a natural growth, which will give to the completed building the sense of a perfect harmony. Sir Charles Rivers-Wilson has great taste in architecture, while the members of the board are much interested in a building which will be one of the best of its character on this continent. The sketch will, no doubt, be examined by prominent English architects. Mr. Waite has given much care to the work, which presents certain new features & details, not shown in the original drawing. The street cars are seen running in front of the building, while in the centre is seen a great clock, which will be found to be a great convenience to business men & to others. The clock was added upon the suggestion of several prominent Montrealers, & Mr. Hays was heartily in favor of this addition, which will be an ornament & a convenience. Since the plans were prepared and the cost estimated, certain materials to be employed in the building have gone up in price. Iron, for instance,

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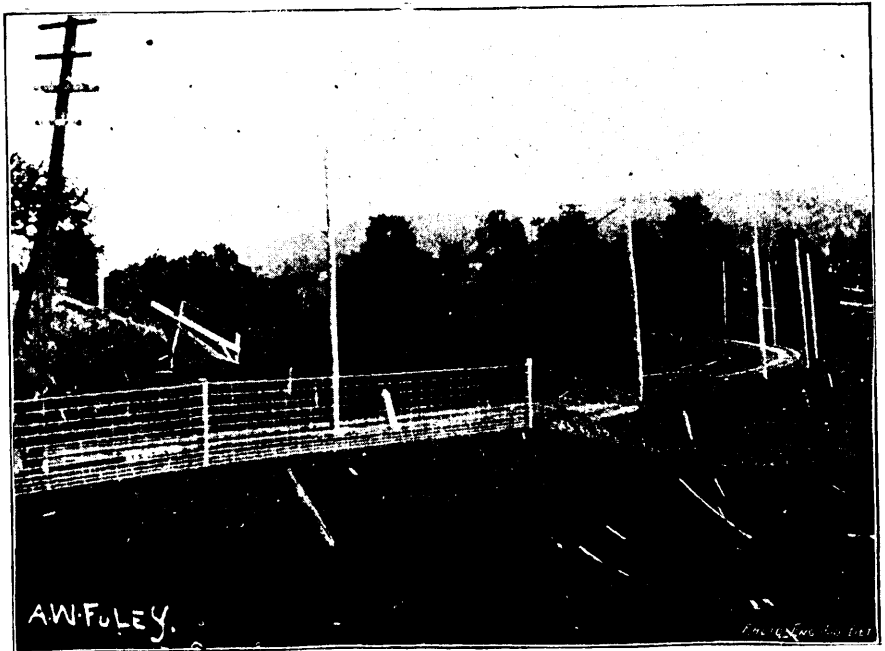
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For further particulars send to the Page Wire Fence Co., Ltd., Walkerville, Ont.

has taken an upward turn, & when it is considered that there will be several thousands of tons of iron in the structure, the difference in the total cost will be considerable. Steps are being taken to grant only monthly leases to the tenants of St. Ann's market, so that when the G. T. offices are completed the market site may be turned into a public square.

Middle Division.—A considerable quantity of work is in contemplation for this year. Last year on this division about 250 miles of track were changed, 120 being of new 80-lb. steel, & the other released steel. This year it is expected that the same amount of steel renewal will take place. Most of the new rails will be laid between Toronto & Hamilton, & the rest at various points on the Southern division, & on the main line west of Stratford. It is the intention to remodel the southern yard at York, & it is expected that this with contemplated extensions will give double the present car accommodation, which is too small at busy seasons. The yard at Niagara Falls will also undergo considerable alteration & extension, & coal chutes will be erected both there and at Fort Erie. Stations at various points will undergo alterations & additions, particularly between Toronto & Niagara Falls. Dundas, Grimsby, Port Credit,

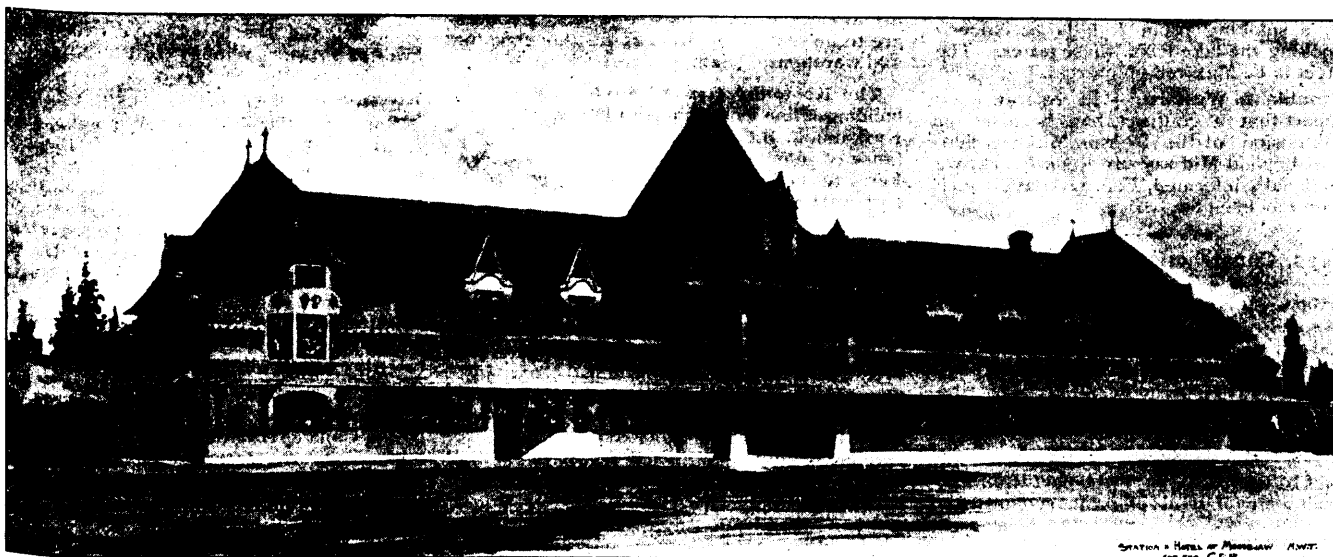
Canadian Pacific Betterments, Etc.

Atlantic Division.—In August last, page 153, we published a pretty full description of the deep water terminal facilities which the Company has provided at West St. John, N. B. We now give a plan of them on pg 73. All the tracks & structures shown on each are available for the handling of steamship traffic. The 4 buildings indicated by numbers & the 2 marked C. P. Ry., are freight warehouses. As the plan is on a scale of 450 feet to an inch, it will be seen these are of sufficient dimensions to fully accommodate the present requirements of the steamships & the railway. As shown on the plan there are track connections to all of these warehouses as well as to the buildings appearing in the rear of them. These last mentioned constitute enclosed and protected stock yards, in which accommodation is to be found for 600 cattle with provision for feeding. The stock yards being centrally located, the cattle are driven through temporary barricades direct to vessels without reloading on cars. A large horse barn has, by arrangement with the Co., been constructed by A. C. Smith & Co., this being one of the buildings shown at the upper end of the North Rodney wharf. The

but the business feature has its attractions & in this consideration alone the port is entitled to recognition. No doubt many who have not yet visited the Maritime Provinces, will avail themselves of the opportunity for a holiday trip next summer in order to obtain personally a more definite knowledge of the facilities than can be given in plans or in writings, & I believe they will be well received either individually or in numbers by the city corporation & the board of trade as well as the citizens generally of this enterprising community."

It is said the Co. has in contemplation the construction of a large extension or addition to the terminal facilities above mentioned at a cost of about \$150,000. Much depends on the result of the soundings & borings now being made off Blue rock. If the report is favorable a wharf at right angles to the present structures may be erected. One of the features will be a large coal pocket, the want of which has been much felt of late.

Montreal-Toronto Double Track.—The greater portion of the grading for the double track has been done between Western Jct., mileage 6.5 west of Montreal, & St. Ann's, mileage 20.4, & the work will be completed in the spring just as soon as the weather will



CANADIAN PACIFIC RAILWAY STATION AND HOTEL, MOOSE JAW, ASSINIBOIA.

& Oakville will be among the stations which will be rendered more up-to-date. Work on the station at Galt will be resumed as soon as the weather permits. Work on the round house at Sarnia is being pushed as fast as possible. When completed the building will hold 30 engines, which will be housed there instead of at Point Edward, as at present. Interlocking signals at various points will also probably be established. The double tracking of the single line between Hamilton & St. Davids, 39 miles, so as to make a continuous double track between Toronto & Suspension Bridge, has, it is said, been seriously considered, but it will not be done this year. The traffic over this line is growing very heavy, and the necessities of the fast passenger service seriously interfere with it.

The Newfoundland Ry. has 548 miles of main line, & with branches a total mileage of 629. The officers are: R. G. Reid, Proprietor; W. D. Reid, General Manager; H. D. Reid, Assistant General Manager; R. G. Reid, Jr., Superintendent; G. H. Massey, Chief Engineer; H. A. Morine, Freight & Passenger agent; H. McNeil, Auditor; H. S. Cormack, Treasurer, & H. Crawford, Purchasing Agent, all with offices at St. John's, Nfld.

barn contains 60 separate single stalls, as well as box stalls for horses, & the conditions required of the firm in caring for the horses are simply that the owners of the stock shall be satisfied, this being both brief & conclusive. The grain conveyers, as the plan indicates, reach all of the steamship berths, so that vessels may discharge & receive cargoes without changing their position, & while this arrangement permits of independent communication with each vessel it also allows the simultaneous delivery of grain to any three vessels of the five that occupy these berths. Of course the plan does not show it, but the cross conveyer from the elevator to no. 3 berth & from that to the angle between nos. 3 & 4 has a double belt, so that nos. 3 & 4 may be operated independently, as may also all the others. The works as shown on the plan are fully completed & in operation this season, & whatever extensions may hereafter be found necessary to provide for a future increase of traffic, it will be seen that St. John is already fairly well equipped for handling the winter port business. An official of the Co. at St. John writes us:—"It is gratifying to observe that the attention of western shippers is being more and more directed to St. John. The sentiment connected with the development of a Canadian winter port is a very good thing,

permit. It is not the intention to do anything towards double-tracking the line west of St. Anne's this year.

Fort William-Winnipeg Double Track.—As stated in our last issue all the long crossing sidings which have been put in during the last year or two have been so located as to form part of the permanent double track. The same policy will be pursued with the sidings to be put in this year. An engineer will go over the line between Fort William & Winnipeg this year & prepare an estimate of the cost for double tracking throughout, a work which will have to be done in the near future on account of the certain increase of traffic.

Moose Jaw Station & Hotel.—The illustration on this page shows the combined station and hotel which is being built at Moose Jaw & which was fully described in our issue of Nov. last, pg 236. The building, which is about finished, is constructed of specially made Victoria, B.C., brick, with trimmings of Calgary stone, similar to the material used in the Vancouver station. It is a very imposing building. The architect is E. Maxwell, Montreal.

Calgary Workshops, &c.—The Co. has, during the past year, erected at Calgary a 12 stall round house with car repairing shop ad-

joining 200x70 ft. & a blacksmith shop 60x70 ft. These are built throughout with Calgary sandstone & heated by steam. Adjacent to them are the coal pockets, water tank & cinder pit with depressed track. The store building & oil house will be located on a separate siding adjoining. The erection of these buildings means a large expenditure to the Co. in providing additional storage tracks & yards.

Tunnelling the Selkirks.—It is said surveys are contemplated with a view of doing considerable tunnelling in the Selkirk range so as to avoid maintaining some of the snow sheds.

Sicamous Station & Hotel.—The station at Sicamous Jct., B. C., which was burned last year, is being replaced by a combined station & hotel building, the track elevation & ground floor plans of which are given on page 75. The building is of frame covered with cedar shingles. The arrangement of the 1st floor can be readily gathered from the plan. The rear of the station faces Shuswap Lake, a splendid view of which will be obtainable from the wide gallery surrounding the building on three sides. In the basement will be situated men's lavatories, laundry, storeroom, fuel cellar & heating apparatus. On the 1st & 2nd floors will be 28 bedrooms, a drawing room, a smoking room & a large balcony overlooking the lake from these latter. The architect is E. Maxwell, Montreal.

Columbia & Western.—In reference to the report that a contract had been let for the extension of the Robson-Midway line, 15 miles beyond Midway to Rock Creek, we were officially informed, Feb. 14, that no such contract has been let.

Surveys, Construction, Betterment, &c.

Carlboo.—It is reported at the Pacific Coast that a survey for this line will be started at an early date. Work must be commenced by April or May next or the charter will expire. It is said the present holders purchased the charter for \$50,000 & paid \$15,000 in cash, the balance to be paid in stock in the railway. (Jan., pg. 11.)

The Chilcoot R.R. & Transportation Co. has built a steam road of ordinary construc-

tion from Dyea, Alaska, at the head of Lynn Canal, to Canyon City, 8 miles, & from that point an aerial cable way, 8 miles long, carries passengers & goods through the Canyon & over Chilcoot Pass to Crater Lake, whence water connection is made to Lake Bennett & to the Yukon River. The cable road is suspended on standards set at intervals, & rises 2,500 ft. in the first four miles. The tramway has capacity of 100 tons of freight a day.

Duluth, South Shore & Atlantic.—It is said a branch will be built from Newtonville, Mich., to the new copper range, following the Sturgeon river.

Great Northern.—The Quebec Harbor Commissioners have granted a site to this Co. for the erection of a grain elevator of a capacity of 1,000,000 bushels to be completed before May, 1900.

Intercolonial.—The terminal improvements at St. John, N. B., which have already been started, consist of a commodious wharf, with 27 ft. of water alongside at low tide, and berths for 3 large ocean steamers, with a large warehouse on the wharf & 500,000 bushel elevator to be built north of the passenger train shed. Grain conveyers will run from the elevator to the wharf. A number of additional tracks will be laid down. Connolly Bros., the contractors, are already at work on the wharf & tenders are to be sent in by Mar. 25 for the elevator and warehouse. (Feb., pg. 40.)

The Kootenay Ry. & Navigation Co. is building a line from Bonner's Ferry, Idaho, to Kuskanook, B.C., on Lake Kootenay, a distance of 50 miles. The portion from Bonner's Ferry to the international boundary line is incorporated under the name of the Kootenay Valley Ry., the portion in B.C. is incorporated as the Bedlington & Nelson Ry. On Feb. 14 we were advised that work was progressing generally the whole length of the line, and that about 1000 men were at work. There is nothing special in the physical features of the line. It runs along the foothills near the bottom land, & is being constructed just above the high water mark of the Kootenay River, along the easterly side. The valley from Bonner's Ferry to Kootenay Lake is very level, only falling a few feet in the entire distance. The bridge across the Kootenay River is the only structure of any consider-

able magnitude. There are no tunnels. The general average & total cost of the work will be heavy. (Jan., pg. 12.)

Lake Erie & Detroit River.—Plans are being prepared for a slip dock at Rondeau, which is expected to be built by May, to accommodate the car ferry Shenango No. 1. It is expected to cost about \$20,000. Particulars about the operation of the Co.'s ferries, &c., will be found under the head of Ontario & the Great Lakes, in the shipping department of this issue.

Manitoba & Southeastern.—On Feb. 20 we were informed that nothing definite had been decided in regard to the portion of the line to be constructed in Minnesota. As we previously stated, power will have to be procured from the Minnesota authorities. This line will go through Minnesota for about 45 miles. At War Road River, which enters Lake of the Woods near the boundary line, there is quite a settlement. It is expected large shipments of fish will be made there instead of at Rat Portage, on the completion of the line. The country is very flat south of the boundary line, as it is on the Manitoba side. Ties are already being delivered along the route & bridge lumber is being cut. (Feb., pg. 40.)

Midland, of Nova Scotia.—Contracts have been let for the steel superstructures of bridges between Windsor & Truro, including those across the St. Croix & Shubenacadie River, or about 17 spans. (Feb., pg. 40.)

Northern Pacific.—The Winnipeg station & divisional offices, recently destroyed by fire, will undoubtedly be rebuilt, & it is expected the hotel will also be rebuilt, though probably on a smaller scale. It is said plans are being prepared by a Winnipeg architect, but it is not expected the building will have as many stories as the original one. (Feb., pg. 49.)

Ontario & Rainy River.—A tote road is being made from Finmark station, C.P.R., to Lake Shebandowan, to take in supplies. (Feb., pg. 40.)

Ottawa Union Station.—President Booth, of the Canada Atlantic system, is said to be opposed to the terminal company scheme, mentioned in our last issue, & says he is anxious to proceed with the erection of a cen-

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tral station as soon as permission is given & plans approved. Sir William Van Horne has written the City Clerk that he is not personally in favor of the terminal scheme, & that he cannot see his way clear to endorse it. He suggests, however, if convenient, that the committee should leave the matter over until Vice-President Shaughnessy's return from Europe, as such matters come more within Mr. Shaughnessy's department.

Quebec Bridge.—Tenders have been received from 1 Canadian & 3 U. S. firms for both cantilever & suspension bridges. It is said a committee of experts will be appointed to decide which shape the bridge shall take, & that then the contract will be awarded. (Feb., pg. 41.)

Rutland-Canadian.—Chief Engineer J. W. Burke advises us from South Hero, Vt., that work has been begun. The contractors are O'Brien & Sheehan, of New York City. The line from Burlington, Vt., to Rouse's Point, N. Y., will be about 50 miles in length. The Railroad Gazette says the bids ranged from \$499,000 up to \$1,100,000. The contract does not include the building of 800 ft. of steel bridging with three spans.

The Toronto, Hamilton & Buffalo is said to be taking options on property for the building of its proposed spur in the north-east part of Hamilton. (Feb., pg. 40.)

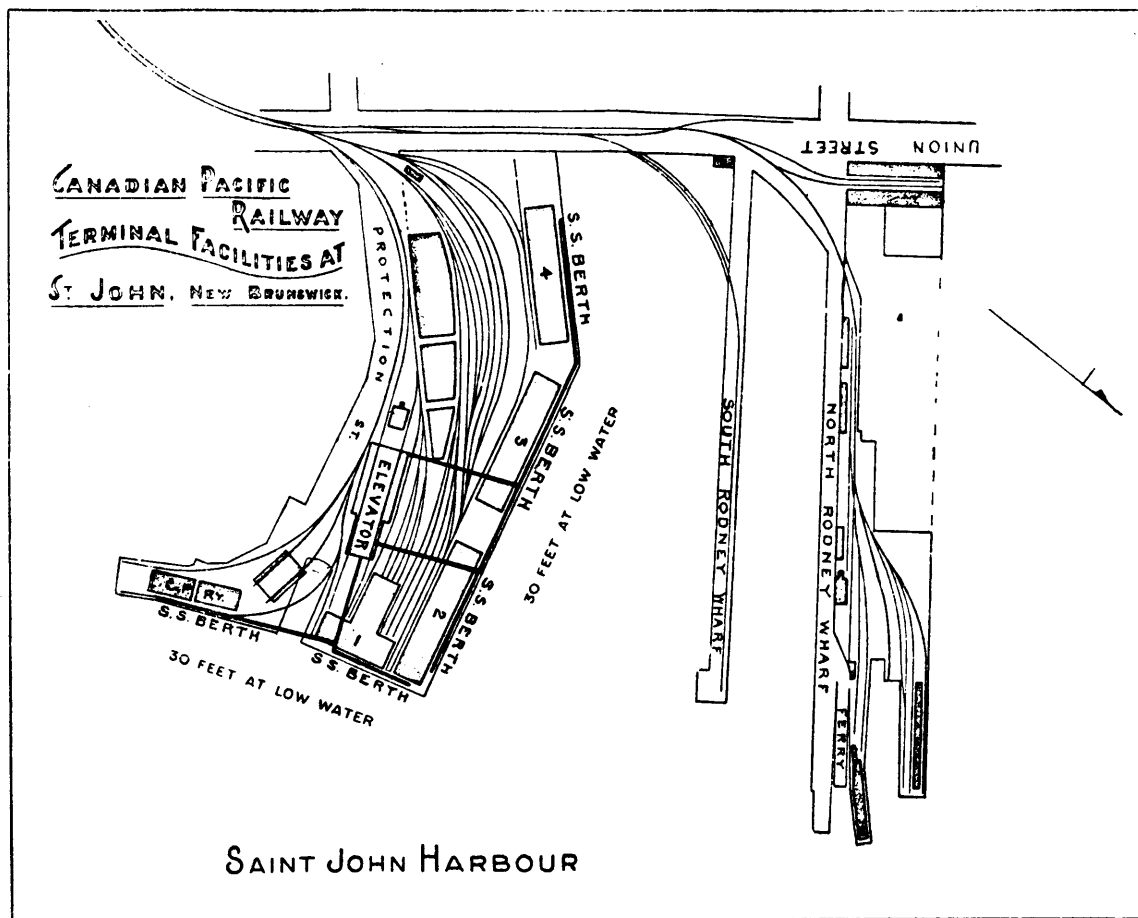
South Shore.—At a recent political meeting, A. A. Bruneau, M.P., said the Federal Government will next session grant a subsidy to this Co., & that the promoters are preparing to go ahead this spring with the work of connecting Sorel & Levis. The line now runs from St. Lambert, 6½ miles from Montreal, to Sorel, 45 miles. Mr. Bruneau also announced that it is proposed to erect 2 large grain elevators at Sorel.

Canadian Pacific Equipment.

Since Jan. 1 orders have been placed for building 10 heavy consolidation engines, 2 parlor cars, 4 first-class passenger coaches & 1 combination second-class coach & smoker at the Co.'s works in Montreal & for 500 30-ton box cars at the Co.'s Perth shops. An order has been placed outside for 120 stable cars for the transportation of Northwest cattle.

The locomotives are for freight service & will in all probability be the same as the lot just completed, & which were equipped with cast steel driving wheel centres, compound cylinders & 4,000 imperial gallon tanks, with steel tender frame, the weight of locomotives in working order being 152,000 lbs.

The passenger cars will be finished on the outside with mahogany and will be equipped with wide end vestibules, standard steel anti-telescoping platforms, Westinghouse air brakes, air signals & steam heating, & while it is rather early to speak of the inside finish it is quite safe to say that it will be first-class in every respect.



SAINT JOHN HARBOUR

The stable cars will be wider and higher than the ordinary stock car, & will be equipped with feeding racks so that it will be unnecessary to unload the cattle en route for feeding purposes. They will be sheathed on the ends and on the sides half way down from the top, so as to protect the cattle from the weather. Both stable & box cars will be equipped with Westinghouse air brakes.

At the annual meeting April 5 the shareholders will be asked to authorize the purchase of rolling stock to the value of \$1,000,000 as the traffic may require it.

Grand Trunk Equipment.

An order has been given to build 12 locomotives in the Co.'s Montreal shops, 6 of them being 10-wheel passenger engines & 6 moguls for freight service. The driving wheels of the passenger engines are to be 72 ins., & the total weight of each will be 166,000 lbs., making the total weight of engine & tender 268,000 lbs. Forty-three in. wheels will be used under the tender, & the tank capacity will be 4,500 gallons; the weight of the tender alone being 55,000 lbs. The mogul locomotives will be constructed with all the modern improvements & the latest devices known to mechanical skill, & will be some of the most desirable engines placed on any railway. They will be used exclusively for freight service, & will be distributed over the different divisions of the system. The driving wheels of the moguls will be 62 ins. in diameter, the total weight of the engine & tender being 253,000 lbs. Some idea of the hauling capacity of these locomotives may be gathered from the fact that the weight of these locomotives that rest on the drivers alone is in the neighborhood of 130,000 lbs.

The Co. has made a great improvement in its rolling-stock, which enables it to very considerably increase the carrying capacity of

freight cars, by replacing the small journals with heavier ones, in cars of 30,000 lbs. capacity. The device has enabled the General Superintendent to issue a circular giving authority for these cars to be loaded hereafter up to 10% above their marked carrying capacity, whereas the former regulations permitted an addition of only 5%. This will enable the load of each car to be increased 3,000 lbs. The Co. has, however, very few cars that carry less than 40,000 lbs.

Intercolonial Railway Equipment.

The illustration on page 77 shows one of the compound consolidation locomotives recently built for this line by the Baldwin Locomotive Works. The general dimensions are as follows:

CYLINDERS.—Diameter, high pressure.....	15½ in.
" Diameter, low pressure.....	26 in.
" Stroke.....	28 in.
" Valve.....	Balanced piston
BOILER.—Diameter.....	66 in.
" Thickness of sheets.....	11-16 in.
" Working pressure.....	200 lbs.
" Fuel.....	Soft coal
FIRE-BOX.—Material.....	Steel
" Length.....	114½ in.
" Width.....	41½ in.
" Depth, front.....	65½ in.
" Depth, back.....	62½ in.
" Thickness of sheets, sides.....	¾ in.
" Thickness of sheets, back.....	¾ in.
" Thickness of sheets, crown.....	½ in.
" Thickness of sheets, tube.....	½ in.
TUBES.—Number.....	236
" Diameter.....	2½ in.
" Length.....	14 ft. 0 in.
HEATING SURFACE.—Fire-box.....	161.1 sq. ft.
" Tubes.....	1934.6 "
" Total.....	2,095.7 "
" Grate area.....	32.69 "
DRIVING WHEELS.—Diameter, outside.....	56 in.
" Diameter of centre.....	50 in.
" Journals.....	8 x 12 in.
ENGINE TRUCK WHEELS.—Diameter.....	33 in.
" Journals.....	5 x 9½ in.
WHEEL BASE.—Driving.....	15 ft. 3 in.
" Total engine.....	23 ft. 6 in.
" Total engine and tender.....	49 ft. 0 in.
WEIGHT.—On drivers.....	145,000 lbs.

WEIGHT.—On truck.....	17,500 lbs.
“ Total engine.....	162,500 “
TENDER.—Tender, diameter of wheels.....	33 in.
“ Journals.....	4 1/4 x 8 in.
“ Tank capacity.....	4,000 gals.
SERVICE.—Freight	

Railway Equipment Notes.

The Duluth South, Shore & Atlantic has ordered 400 hopper-bottom ore cars to be delivered June 1. They will be 26 ft long; 8 ft wide, 7 ft high. They will be of 60,000 lbs. capacity, & will have 33-in. wheels, weighing 600 lbs., metal trucks, with Westinghouse quick-action brakes.

The Lake Erie & Detroit River has bought 15 cars for the use of its excursion business between London & Port Stanley. They are second hand but quite comfortable for excursion traffic. Two of the Co.'s passenger locomotives were destroyed recently by a fire in the Erie & Huron division roundhouse.

The Michigan Central has ordered material for 10 locomotives, two 10-wheelers & eight 6-wheel switchers. Of the latter 6 will be built at the Co.'s shops in Jackson, Mich., & the others at the St. Thomas, Ont., shops, as they are to be used on the Canada Southern division. The dimensions will be in general the same as the Co.'s present standard engines of those two classes.

Rhodes, Curry & Co., Amherst, N.S., have established branch works at Halifax. This consists of planing mills, lath mills, saw mills, shingle mills, brick works, car works, machine works & foundry. During the past year they made large additions to their car works, both in the way of buildings & machinery. They have orders on hand for about \$250,000 worth of rolling stock, including box & flat cars, postal & express & baggage cars & snow ploughs. They employ on an average 250 men at Amherst, 35 on their sawmill property at Little Forks, & 100 on building contracts in Nova Scotia & New Brunswick.

In 1898 the Baldwin Locomotive Works completed 760 locomotives, representing every service in which a locomotive is used. Much of the output was shipped to foreign countries, the larger part going to Japan & Russia. This record does not, however, reach that of 1891, when 946 engines were built, which very nearly reached the estimated capacity of the works. This year opened with orders for 200 locomotives, & they are still coming in. These orders are mostly for rapid delivery, & the works are running day & night in consequence. One order recently

received is for 71 locomotives for the Chinese Eastern, a part of the trans-Siberian.

When a train is rounding a curve, the ordinary locomotive headlight points off into the surrounding country, & is useless. A mechanical engineer of a Western railway has devised an attachment by means of which the light is maintained in line with the track. The light is mounted on a turnable which is rotated through the proper angle by a cable passing around pulleys & leading to the two piston rods of a small double-acting air cylinder. The motion of the piston is regulated by a valve in the cab, the air pressure being taken from the air brake system. The headlight turns on inclines so arranged that when the headlight travels up the incline it will have bearings on the two quarters on which it travels. The object of this is to return the headlight to its normal position automatically when the air is released. The device has been practically tested.

Automatic Couplings in Britain.

A bill recently introduced in the British House of Commons gives the Board of Trade power, five years hence, to compel British railways to supply the whole of their rolling stock with automatic couplings. In introducing the bill the President of the Board of Trade, Mr. Ritchie, paid a well-deserved compliment to the efforts of the two chief Canadian railway companies to minimise the loss of life among those of their employes who are engaged in shunting operations, & stated that the report presented by Mr. Hopwood, the head of the Railway Department of the Board of Trade, as the result of his recent visit to Canada & the U.S., proved that the use of automatic couplings had very greatly reduced the casualties among the men. But whereas in the U.S. the adoption of these appliances had been forced upon the railway companies by legislation, in Canada the C.P. & the G.T. Cos. had on their own initiative, & without any form of compulsion, applied them, "wholesale." They have had their reward in the much greater security of life & limb in the ranks of their employes.

The bill has aroused the ire of the British railway companies, & Lord Claud Hamilton, Chairman of the Great Eastern Ry., has seceded from the Conservative party in consequence of it. The British Railway Association has arranged to send five prominent railway officials to America to investigate the facts upon which the Government bases the bill. It is estimated that to supply the whole

to the rolling stock of the lines in Great Britain with this device will cost \$10,000,000.

Preparing for Summer Travel.

The G.T.R. & C.P.R. are making arrangements for spring and summer traffic. Schedules are being prepared, dealing with general & local business. The latter is receiving a goodly share of attention, seeing that it grows every year, & will, in the near future, when the suburban idea takes deeper root, become an important factor in the business of both companies. A great effort is to be made this season to attract tourists to the country. The G.T.R. is making a spirited bid for tourist trade in the Muskoka Lake region. It has spent a good deal of money in securing & distributing in the great U.S. centres views of the beauty spots in this vast region, so slightly known, comparatively speaking, & which may be considered one of the most attractive districts in Canada. Ontario, no doubt, has found out something of her own beauty, but Muskoka has been hitherto unknown to the great body of Canadians. Visitors from the United States have been, in considerable numbers, charmed with what they have seen; but the effort is to be made this coming season to popularize this resort all over Canada & the U.S. by the wide dissemination of literature & pictures.

The C.P.R. has always looked to the U.S. public for the patronage of the beauty spots it had to offer along its system, & while effort is to be made to bring a large number of people to the cities of Montreal & Quebec, & the rural parts of Quebec, a good deal of thought & labor has been given to the exploitation of the Temiscamingue region. This includes the scenery on either shore, in both Quebec & Ontario, & the lakes which stretch for many miles through a country which may still be truthfully described as a solitude—romantic in the extreme, soft with sylvan beauty, bold with jutting headlands & hills, & various with wood & open stretches which gives promise to the settler. A magnificent series of views has been prepared & issued, setting forth all the more attractive spots in this vast region, destined sooner or later to be the home of a thriving population. The lakes & rivers & islands are almost without number, game is abundant, & fishing offers constant & abundant reward. The difficulty of access may be to some a drawback; but there is no doubt that many U.S. tourists will make holiday in this region during the coming summer—those who tasted of its charms last year hav-

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CHOICE MALT FOR SALE.

Manufacturer of the Celebrated

Golden Key Brand . . . **AERATED WATERS.**

THE BARRETT TRACK JACK.

Recommended as a standard by the

Road Masters' Association of America.

These Jacks are made with Malleable Iron Frames, Steel Pawls, Machinery Steel Bearings and Pivots, forged Steel Rack. The wearing parts are removable and readily renewable at slight expense. The rectangular base gives great lifting strength and fits into close quarters better than other shaped stands. Adaptable to either high or low set loads.

The Barrett Jack is the safest, best and strongest known to the railroad world to-day.

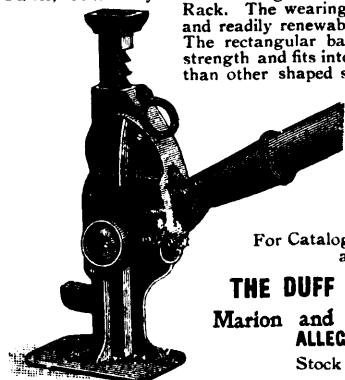
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No. 2 Automatic
Lowering.



No. 1 Trip.

ing spread the most glowing reports among their friends.—Witness.

Grand Trunk Tourist Literature.

The tourist publications, which have been issued by the General Passenger Department of the G.T.R. for the season of 1899, & which are being circulated throughout Canada & the U.S., are full of interest, the text giving graphic & concise descriptions of the regions in Northern Ontario, including the Muskoka lakes, the Lake of Bays, the Magnetawan river & the 30,000 islands of the Georgian Bay. The pamphlets are profusely illustrated with half-tone reproductions of river, lake & inland scenery with here & there a deer hunting picture or some fishing scene that makes one long for summer & the holidays. The publications are printed on the best paper, & by a somewhat new & novel process, which has been perfected after long & careful experiment with blending of colors & mix-

Passenger Traffic Notes.

The C.P.R. is making a big display at the New York sportsmen's show.

The Rutland, Fitchburg Ry. started, on Mar. 1, a vestibuled express train service between Montreal, Boston, Worcester & southern New England points via Lake Champlain & Burlington.

The G.T.R. City Ticket Office in Toronto was moved into its new quarters, northwest corner King & Yonge sts., Mar. 1. The new office is a great improvement on its predecessor. It is rumored the G.T.R. will lease the Canada Life offices in Hamilton when that company moves to Toronto.

The Northern Pacific railroad will, on Mar. 12, start double daily continental trains from St. Paul & Minneapolis to North Pacific coast points. One train, the Puget Sound Limited, will leave St. Paul at 8.55 a.m., the other, the Oregon Limited, will leave St. Paul at 10.30 p.m. Both will make equal time.

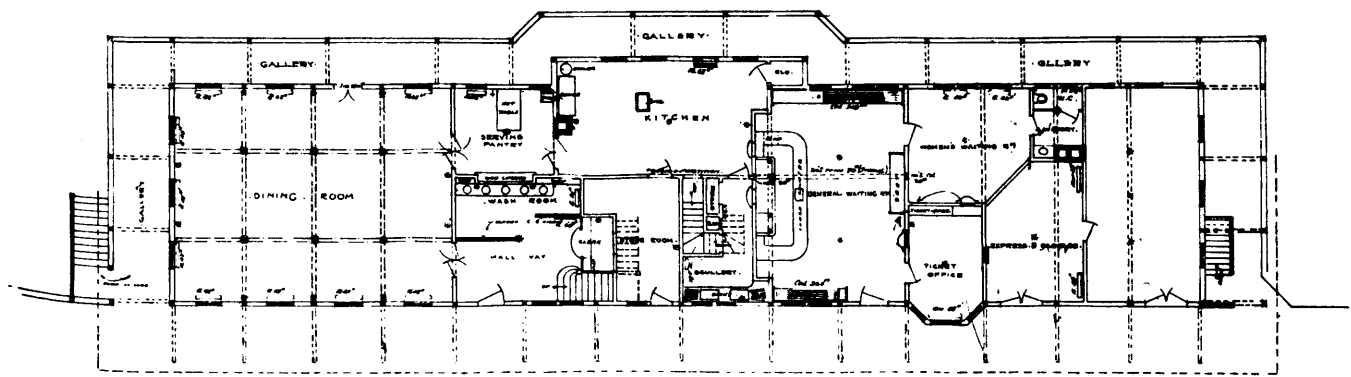
Grand Trunk & Canada Atlantic.

Arrangements have been completed whereby a through & efficient freight service will be inaugurated between Montreal & Ottawa, trains running solid between these two points, obviating the changing of engines & crews at Coteau Jct. This means that the freight service between Parry Sound & Montreal will be placed on precisely the same footing as the passenger service has been for years. This business will be centralized in Montreal & Ottawa, & Coteau Jct. will become a merely wayside station. As a point of grain shipment its history has closed.

The difficulty in regard to the interruption of the through passenger service between Toronto & Parry Sound has been overcome. The alteration which the G.T.R. had to make in its through service by reason of the resumption of its old relations with the C.P.R. at the close of the rate war dislocated the Parry Sound connection. Arrangements have been made between the companies by which the



TRACK ELEVATION, CANADIAN PACIFIC RAILWAY STATION AND HOTEL, SICAMOUS, B.C.



GROUND FLOOR PLAN, CANADIAN PACIFIC RAILWAY STATION AND HOTEL, SICAMOUS, B.C.

ing of ingredients, to get the very artistic & beautiful effect which they present. It is styled "Luxotype," & is entirely new from a printer's standpoint. Among the publications issued are "Muskoka Lakes—Highlands of Ontario"; "Lake of Bays—Highlands of Ontario"; "Mong the 30,000 Islands of the Georgian Bay"; and a special brochure entitled "Hay Fever," giving the cause of this annoying disease & how to avoid & cure it. The several pamphlets bristle with pointers for the tourist, camper, hunter & angler. A postal card to W. E. Davis, General Passenger & Ticket Agent, Montreal, will secure copies.

J. Bryce, Manager Canadian Express Co., Montreal, writes: "It is pleasing to note that THE RAILWAY & SHIPPING WORLD is keeping well up to date. Its construction & the information contained therein are certainly very creditable."

There is a good deal of talk about future service between Montreal & Ottawa. At present the C.P.R. makes it over the Montreal & Ottawa section in 2 hrs. 40 mins., the Canada Atlantic doing it in 2 hrs. 55 mins. via Coteau Jct. & G.T.R. It is said the C.P.R. will shorten up to 2 hrs. 15 mins., & that the Canada Atlantic will also shorten up its time, making the run in 2½ hours. The C.P. mileage is 111.04 & the Canada Atlantic—G.T.R.—116.06.

Business on the extension of the Lake Manitoba Ry. & Canal Co.'s line, which was built last year, is extending rapidly. It was thought one train a week from Sifton to Cowan would be sufficient, but the Co. has found the traffic sufficiently large to put on a second train with two passenger coaches. These coaches are occupied from week to week with settlers going in, & the country from Cowan, at the end of the track, to Swan River, is a regular beehive with people teaming in their effects.

daily through service by way of Scotia Junction will be renewed, a connection being made by the O., A. & P.S. Ry. at Scotia Junction with the G.T. express leaving Toronto at 3.15 p.m.

Freight Traffic Matters.

The Kaslo & Slocan Ry. is doing a heavy ore carrying trade.

Business on the Manitoba & Northwestern continues to keep up, & is considerably ahead of the corresponding period last year. A good deal of wheat is steadily coming out. Cattle have not yet commenced to move.

Recent negotiations between the War Eagle Consolidated Mining Co. & the C.P.R. have reduced the freight & smelter rates on Rossland, B.C., ore from \$7 to \$6 a ton, & efforts are being made to secure a still better figure. With the object of securing a lower rate by offering the railway more business,

it is thought ore will be shipped from the Centre Star in the course of two months.

The shipments of grain over the G.T.R. from the Midland, Ont., elevators have been light recently, although the general traffic movement over the entire system is very heavy. Most of the grain going out of Midland is for local consumption, there being practically no export movement from there. The Midland elevators are now pretty well cleared out, and grain dealers having stuff in elevator No. 2, the old elevator, will have to clear it all up by the middle of Mar., as the elevator will then close down for repairs.

General Freight Agent Wallace, of the I.C.R., has recently made contracts for westward bound coal freight, which will assure new business on the road both summer & winter. A contract has been made to haul coal from Picou county to Montreal, over almost the whole length of the line. The contract will average from 40 to 100 cars a week. A contract has also been entered into with the C.P.R. for the I.C.R. to haul from Springhill & Maccan to St. John about 150 cars a week. There is also an enormous expansion of freight business for Newfoundland from Montreal to North Sydney—all new business & diverted from New York. This is now equal to about 25 cars a week, & the trade is merely in its infancy.—Moncton Transcript.

In 1898 84,094 cars loaded with products from Michigan, Wisconsin, Indiana, Illinois & other Western States passed through the St. Clair tunnel for points in the Eastern States. This equals 4,200 trains of 20 cars, or 11½ trains a day, 9 cars an hour, or 1 car every 7

minutes during the 365 days of the year. None of this freight stopped in Canada. From these figures it will be seen that the Chicago & Grand Trunk is an important feeder to the G.T.R. Of the above through freight, 558,123 tons consisted of agricultural products of the above states, 260,781 tons of animals, 16,120 tons of mining products, 47,519 tons of the product of forests and 153,519 tons of manufactured goods. The total tonnage amounted to 1,142,164. When it is taken into consideration that nearly all of the different cars come back over the same line it will be seen that the average number of through cars passing through the St. Clair tunnel is about 1 every 3½ minutes during the year. The west bound tonnage is less than ½ of the east bound tonnage.

For 15 years the C.P.R. found an elevator of 250,000 bus. capacity, sufficient for their trade at Owen Sound. In 1897 it became necessary for them to put up an additional elevator of 850,000 bus. capacity with a marine leg of 10,000 bus. capacity per hour. Also, the largest flour sheds on the Canadian side of the great lakes were erected. During the first year of the operation of the new elevator 2,264,247 bus. of grain were handled, & last season this was increased to 3,184,102 bus. In addition to this, during the past season the Co. handled through its sheds at Owen Sound 103,161 tons of western flour, etc., & had return freights westward amounting to 67,904 tons. A largely increased amount of local freights were also handled by the C.P.R. during 1898. In 1897 the Co. opened up a new trade at Owen Sound by establishing a line of steamers with Gladstone, Mich., & Chicago. The

steamer Alice Stafford ran on this route, assisted by other steamers. Last season the Stafford alone took to Owen Sound 31,648 tons of merchandise, principally U.S. flour, sugar & gluten meal for export.

Canadian Freight Association.

A largely attended meeting was held in Montreal, Mar. 3.

Representatives of the Merchants Line reported following as their proposed fleet for the season of 1899:—Persia, Ocean, Arabian, Sir S. L. Tilley, Cuba, Lake Michigan, Melbourne & Myles.

The R. & O. N. Co. reported the Bohemian, Corsician, Spartan, Algerian & Hamilton.

Mr. Smith reported the Canada Atlantic Transit Co. with steamers to and from Depot Harbor. Names of vessels to be subsequently reported.

The Georgian Bay & Lake Superior Steamboat Line reported the City of Collingwood and Majestic to sail between Collingwood, Owen Sound, Fort William and Duluth, calling at principal ports en route.

Mr. Hepburn reported the steamer Alexandria on the St. Lawrence River & Bay of Quinte ports route.

Differentials in favor of boat lines.—The following differentials were proposed & agreed to (sugar in all cases excepted):—

To & from St. Lawrence River ports between Kingston & Montreal inclusive:—

1	2	3	4	5	6-to classes.	Special Commodities.
6	5	5	4	3	2	C.L. L.C.L.
						2 3c. per 100 lbs.

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 second two years from the date of purchase, the third in three years, and so on.

Interest on the outstanding purchase money is payable in one year, except in case of an actual settler who breaks up at least one-sixteenth of the land within that time. No rebate of interest is allowed on hay or grazing lands.

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

160 acres at \$3.00 per acre, 1st instalment \$71.90, 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.

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

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

Write for maps and full particulars.

L. A. HAMILTON, Land Commissioner,

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

WINNIPEG.

ENAMELED IRON SIGNS

For Railway, Street Car, Steamship, Express, Telegraph, Telephone and Advertising purposes.

Railway Station Names, Street Car Route Signs, Express, Telegraph and Telephone Office Signs, Semaphore Arms, Switch Targets and Advertising Signs of every description of size and color made to order.

Railway, Steamship and Ferry Signs

For doors, etc., 23 x 3½ inches, blue letters and border on white ground, carried in stock with following lettering.

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

The following are carried in stock, size 10 x 2½:—

Men Women Exit Fire Escape

Railway numbers for bridges, mile posts; signal houses, etc.; single figures on plates 8½ in. high.

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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29 Melinda Street, Toronto, Canada.

BRANCH OFFICES—197 Lombard Street, Winnipeg S. A. Erskine, Resident Agent;
28 Broad Street, Victoria, B.C., D. H. Macdowall, Resident Agent.

To & from ports west of Kingston in Lakes Ontario & Erie, also the Detroit & St. Clair Rivers (but not including Bay of Quinte ports):—

1	2	3	4	5	6-10 classes.	Special Commodities.
8	7	5	4	3	2	3
						4c. per 100 lbs.

The L.E. & D.R. to be allowed the following differential rates on business between Hamilton, Toronto & London & St. Thomas, on business lake & rail via Port Stanley, as compared with all rail.

1	2	3	4	5	6	7	8	9	10
4	4	3	2	2	2	2	2	2	2

Special Commodities, C.L., 2c., L.C.L., 3c. Bay of Quinte ports:

1	2	3	4	5	6-10 classes.	Special Commodities
8	7	5	4	3	2	3
						4c. per 100 lbs.

East & westbound, all water Lake and rail via Deseronto & Kingston

5	4	3	2	2	1	1
						2c. per 100 lbs.

The special commodities from Bay of Quinte ports, eastbound, to consist of apples in bbls., cheese, eggs, flour, mill feed, canned goods & evaporated apples. To & from other ports east & westbound & to Bay of Quinte ports westbound to consist of the articles in the G.T.R. & C.P.R. special iron, etc., commodity tariffs. It being agreed that no special

wharfage & insurance, &, as regards cartage, exactly the same arrangements to be in effect as in connection with the lake & rail lines. The local rates to Lake Superior ports to include wharfage, except to Sault Ste. Marie, Duluth & the "Superiors." The insurance to be equalized as against the lake & rail routes. The cartage arrangement same as lake & rail lines. This arrangement to remain in effect until July 1, 1899, subject to 15 days' notice to the Chairman, on the part of the all-water lines as to continuance or otherwise.

Basis of rates to Winnipeg & North-West Territories.—The basis of rates Montreal & points west in Ontario to Winnipeg rail & lake were adopted, same as last year, viz.:

1	2	3	4	5	6	7	8	9	10 classes.
143	123	103	87	72	70	55	55	—	47c. per 100 lbs.

The local rates from Fort William & Duluth to Winnipeg were announced to be:—

1	2	3	4	5	6	7	8	9	10 classes.
116	98	80	66	57	47	35	35	—	27c. per 100 lbs.

Rates to other points in the North-West to be on same basis as last year.

It was agreed that through tariffs should be published, & show precisely what is included in the rates—whether insurance, wharfage, etc., etc.

Traffic to & from connecting lines.—The Canadian Pacific, Grand Trunk & other com-

2 lb. Cans	.....	45 lbs. per case.
3 lb. Cans	.....	65 "
Gallon Cans, 6 cans per case	.....	45 "
Gallon Cans, 12	.....	90 "
Tomatoes, 3 lb. Cans	.....	70 "

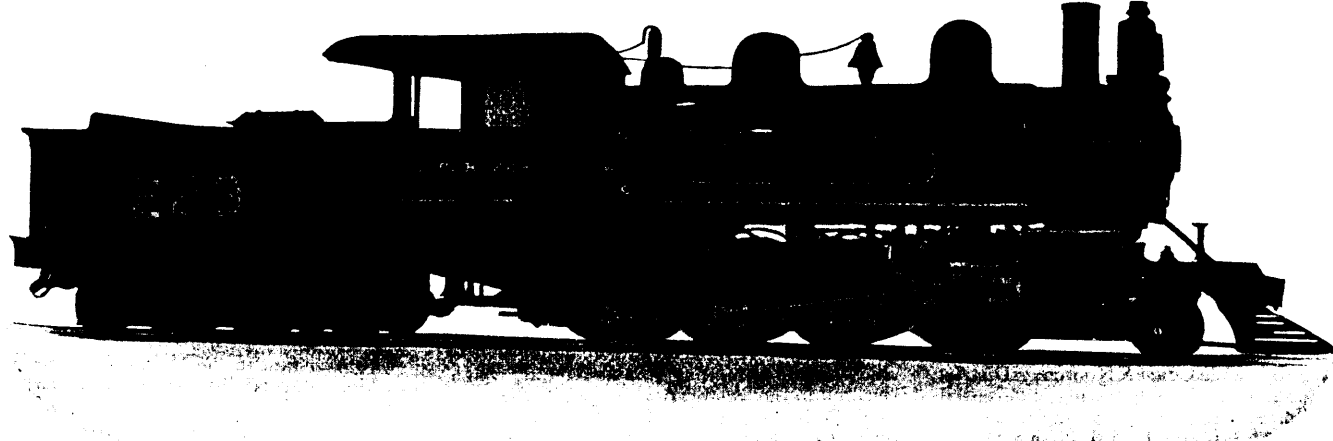
Blank books.—Including exercise, scribbling & practice books. Note books & writing tablets without printed matter, except on outside covers: in cases, L.C.L. To Winnipeg, Man.; Portage la Prairie, Man.; Brandon, Man., at 3rd class rates via lake & rail or all rail. Same articles to take 5th class rates when shipped to same points with paper, classifying 5th class, in carloads.

Boots & shoes.—Leather, rubber or felt, in freight or mixed carloads, to be taken at 3rd class rates, minimum 20,000 lbs. to Manitoba & Northwest.

Groceries & dried fruits.—Groceries classified 5th class, c. l., & dried fruits, mixed carloads, from all points, Montreal & west in Ontario, to points west of Fort William & Duluth in Canada, groceries 5th class, dried fruits, 4th class to Manitoba & Northwest.

Flour, oil cake, etc., ex Manitoba & Northwest.—That the minimum rate on flour & oil cake from Fort William & Duluth be 15c. per 100 lbs. to all direct points Montreal & west in Canada; the rate to Montreal to be exclusive of terminal charges at that point.

Other traffic eastbound ex Manitoba & Northwest.—Traffic other than grain, flour &



BALDWIN COMPOUND CONSOLIDATION LOCOMOTIVE FOR INTERCOLONIAL RAILWAY.

rates, east or westbound, are to be made without the concurrence of transportation co.'s interested. Wharfage included at railway competitive points on the Bay of Quinte—at other points wharfage to be added to the rates.

It is understood & agreed that in the application of the differential arrangement as proposed herein, the rates quoted by the boat lines shall be based on the gross all-rail rates, i.e., the all-rail rates plus the usual additional cartage charge at cartage points. The rates quoted by the boat lines shall be: westbound, exclusive of cartage at shipping point, & also insurance, but to include cartage on cartage freight & wharfage at destination, except as otherwise provided herein. Eastbound the boat rates shall include cartage at shipping point (if a cartage station), but shall be exclusive of insurance & cartage at destination.

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

Traffic to Lake Superior & the North-West.—It was agreed that no differentials be accorded the all-water lines on local or import traffic destined to Sault Ste. Marie, Lake Superior ports and points beyond. The all-water lines to quote the same through rates to points indicated as given in the tariffs printed by the Grand Trunk & Canadian Pacific Rys. The rates quoted by the all-water lines to points west of Duluth & Fort William, to include

panies interested to agree with lateral lines upon the arbitraries to be charged over & above junction point rates, same to be included in printed tariffs.

That with regard to local business to Georgian Bay, Manitoulin Islands, Lake Huron & Lake Superior ports, last year's tariffs be reaffirmed, including Parry Sound & French River. The steamers represented at this meeting will not take traffic from Montreal, St. Lawrence River, Lake Ontario or Lake Erie ports to or for Lake Huron or Georgian Bay ports. Lighthouse supply trip excepted. All commodity tariffs & special arrangements in force last season expired with the close of navigation, &, if not specially renewed by agreement, now or subsequently, would be inoperative this season.

Ale, beer & porter, in glass & wood, any quantity, local to Georgian Bay & Lakes Huron & Superior ports only, at 25c. per 100 lbs. from Toronto and West, and 30c. per 100 lbs. east of Toronto to & including Montreal. Returned empties to take same rates. This arrangement will not apply on through shipments destined to points beyond Fort William or Duluth. Mixed cars of doors & sashes, glazed or unglazed, & common mouldings, in the white, to Manitoba & North-West, to be taken at 7th class, minimum 24,000 lbs.

The following weights will apply on shipments of canned fruits & vegetables: all canned fruits & vegetables except tomatoes:—

oil cake, shall take the same rates eastbound as apply westbound, subject to the same conditions as agreed to on westbound business for the current season.

Flour, oatmeal, corn meal, rolled oats, malt, oats, corn, split peas & pot & pearl barley in packages (straight or mixed carloads), minimum 30,000 lbs. per car.—From Montreal & points west in Ontario & connecting lines to Winnipeg, Emerson & Portage la Prairie at basing rate of 21c. per 100 lbs. west of Duluth or Fort William, plus 8th class proportionate rates to Duluth or Fort William as per current lake & rail tariff if routed lake & rail, Brandon one cent per 100 lbs. additional.

Woodenware, indurated ware, brooms, brushes, washboards, clothes pins, wooden churns, paper & matches (mixed carloads, actual weight, minimum 20,000 lbs.)—To Winnipeg, Portage la Prairie & Brandon, at the carload rate on each article in accordance with Canadian joint freight classification. Should the actual gross weight be less than the minimum of 20,000 lbs., the weight of the lowest classed article will be increased so as to make up the minimum. (Brush & mop handles & step-ladders will be classed as woodenware under this arrangement & will take 5th class rates.)

Rates from & to points east of Montreal.—The usual agreed C.P.R. & G.T.R. arbitrary rates over the Montreal rates herein arranged, or hereafter agreed upon, to apply to &

from all points east of Montreal, except as otherwise provided for—same to be shown in printed tariffs.

Commodity rates from Montreal.—The commodity rates as per pages 5, 6 & 7 of minutes of meeting of March 3, 1898, were adopted for the season of 1899.

Mixed cars special commodities.—Lake & rail tariffs to provide that mixed carloads of commodities will take the same carload rating so long as they are under the same class & included in the same group. See pages 5, 6 & 7 of meeting of Mar. 3, 1898.

Iron commodities. - Iron & steel (bar, band, bundle, boiler & sheet), corrugated & galvanized iron in sheets, iron pipe & pipe fittings, iron boiler tubes, tacks, nails & spikes (iron & steel), wire (barb, fence or telegraph, & staples when part of shipment), horse-shoes, bolts, nuts & washers, rivets & putty, straight or mixed carloads, minimum 24,000 lbs., from Montreal & west. To Winnipeg 57½ c. per 100 lbs., Portage la Prairie 68c., Brandon, Man., 74½c.

Bark extract, c. l. to Winnipeg. At 5th class tariff rates.

Basis of rates, etc.—That the agents of all the boat lines shall adopt & use the Canadian joint freight classification & the rules governing the same, in connection with all freight carried under these arrangements, & shall also be subject to the rules governing the Canadian Bureau of Freight Inspection.

Cartage.—In connection with all the arrangements herein provided for the Canadian Pacific, Grand Trunk, M.C.R., & other railway companies' rates shall be understood as being subject to an extra charge of 1c. on 5th class & 1½c. on classes 1 to 4, inclusive, minimum cartage charge 10c., at all cartage points in Ontario & Quebec, & the steamboat companies agree to take these extra charges to account before applying the agreed differentials & to provide for these charges in all tariffs.

Manitoba & Northwest rates.—It is understood that the term Manitoba & Northwest does not include Kootenay, the Canadian B.C. or U.S. Pacific Coast points.

Rates to Pacific Coast & Kootenay District, westbound only.—The following differentials will be allowed on all water & lake & rail class & commodity rates via Fort William & Duluth, as compared with all-rail rates to Pacific Coast & Kootenay, B.C., points:—

1	2	3	4	5	6	7	8	9	10
classes.									
10	8	7	6	5	5	5	5	5	5
- 5c. per 100 lbs., as per Canadian joint freight classification.									

These differentials to be absorbed by the lines east of Fort William & Duluth on B.C. Coast traffic, & by the lines west of Fort William & Duluth on Kootenay traffic.

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

Grand Trunk Operating Notes.

An item has been going the rounds of the daily press to the effect that the G.T.R. management has posted notices in the round houses & car shops on the system that hereafter employes will get their monthly pay on Sunday, & that this is to obviate the loss of time involved by paying on week days. We are officially informed there is no truth whatever in the statement.

It is said the G.T.R. Co. has reached a settlement with the widow of Driver Brady, who lost his life at Murray Hill crossing disaster. The son & daughter of deceased will be given life employment at \$50 & \$25 each per month. The widow's portion has not been disclosed. J. McNamara, of Brockville, who was one of the most severely injured passengers, is said to have received \$2,400. He will be disgraced for life. The widow of W. Lunness, the Toronto cattle dealer, received \$6,750.

Arbitration as a means of settling disputes between railway companies & their employes has had another practical trial on the G.T.R. The dispute arose on account of the discharge of 4 locomotive firemen for failing, as it was claimed, to comply with the rules of the Co. when called upon to respond for duty. The men having failed to effect a settlement, it was proposed & accepted that the cases be referred to arbitration, one arbitrator to be selected by the Co. & the other by the men. In the event of these two failing to agree, then the third was to be called in. B. B. Osler, of Toronto, was selected by the G.T.R., & E. E. Clark, Grand Chief of the Order of Railway Conductors, was selected by the men. After submitting & reviewing the evidence in the case, an understanding was arrived at, which resulted in the restoration of two of the firemen, D. McGowen & J. Laing, to the service of the Co. Failing to agree upon the case of J. Burk, the third arbitrator, Chancellor Boyd, of Toronto, was called in, who, after listening to the arguments on both sides, as presented by Messrs. Osler & Clark, took the cases under advisement, & has made the final award, which was against the restoration of J. Burk.

The General Superintendent has issued the following circular to agents & conductors:—
"The present heavy demand for cars of every

description (especially large capacity box cars) requires the utmost vigilance & prompt movement of all cars in order to secure the greatest possible use of our equipment. Cars should be selected for loading all classes of heavy freight with strict reference to their suitability for character of load offered. Every car should, so far as possible, be loaded to its full stencilled capacity. Special attention must be given to the prompt loading & unloading of all long & large capacity cars. When suitable full load is not in sight for a car of large capacity, it should be immediately reported to the Train Master for distribution. Small capacity cars must be used for 'shed' or short haul freight, & every possible effort made by agents & conductors to fill up cars used in doing way work on local freights. Foreign box cars must be utilised so far as possible for shipment to points off the System in homeward direction. When suitable cars are not on hand agents should make special request by wire for them. Agents should also remember that a foreign car may be loaded to any point if freight is routed by the railway owning the car. This is imperative in all cases. When absolutely necessary, cars may be loaded 10% above their marked capacity, but never more, except by special permission. Agents should use the greatest care in making up daily car reports, & see that all cars on hand are properly shown under each head, also correctly entered in daily telegraphic car reports."

Canadian Pacific Operating Notes.

The Co. has, it is claimed, saved over \$300,000 in the amount of coal consumed over its system in the past year, as the result of a circular to firemen, giving specific instructions in regard to the use of fuel. The circular called attention to the necessity of economizing in the matter of fuel, & pointed out that large quantities were being needlessly consumed. The report that there was trouble between the Co. and the firemen on account of the circular is denied by the officials.

The Assistant to the Manager of the Western Lines has issued the following circular: "The practice of overloading this Co.'s freight equipment, box cars particularly, appears to be on the increase. The particular attention of all concerned is called to the serious results which may follow this dangerous practice. Agents at stations where there are no track scales must be careful to examine all cars after loading has been completed. Make sure that cars loaded with grain are not filled above the grain line. A careful examination will enable any agent to detect cars which are overloaded, & which must not be allowed to

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OTTAWA, ONT. A PURELY CANADIAN CO.

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Subscribed Capital - - \$175,000.

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HON. E. H. BRONSON, Treasurer.

JOHN EMO, General Manager.

JOHN P. DICKSON, Secretary.

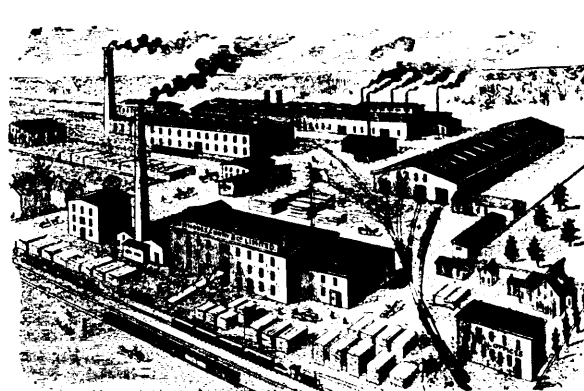
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Special Cars for Coal, Ore,
Lumber, &c., with Ball-
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Car Wheels, Castings, Forgings, &c.

AMHERST, NOVA SCOTIA.

proceed without the excess being removed by the shipper. Call the attention of all shippers at your station to the fact that the regulations of the Co. will result in the collection of double rates on anything in excess of the capacity of the car. Be careful to ascertain the stencilled capacity of box cars with numbers lower than 10,000, the majority of these being only 30,000 lbs. capacity. Also look out for C.P.D. cars 20,000 to 20,198, 20,548 to 20,638, which are only 30,000 lbs. capacity, & C.P. box cars 30,998 to 31,198 which, although 34 1/2 ft. long & 7 ft. high & closely resembling this Co.'s 30-ton equipment, are only of 40,000 lbs. capacity. Agents & trainmen must also be particular to see that the load in cars is evenly distributed, remembering that a car which is overloaded or loaded to the full capacity & not evenly distributed, is much more liable to derailment, & any agent who permits cars to leave his station in this condition, or any trainman, having occasion to open or load freight into such cars, allows them to go forward will be responsible for the results. The special attention of all agents & men at track scale stations particularly, is called to clause 2 in Freight Traffic Manager's circular 5, requiring the removal of excess weight when cars are found to be dangerously overloaded."

E. C. Hawkins, Chief Engineer & Superintendent of the White Pass Ry., has issued an order at Skagway prohibiting all Sunday work in the offices of the Co. Special attention is to be given to business during office hours, but late hours & Sunday work are to be avoided whenever possible.

The station agents on the Chicago Division of the Erie Ry. have been supplied with light wooden hoops, about 18 in. in diameter, for use in delivering train orders to engineers & conductors who do not stop at the station. The hoop is attached to a stick about 4 ft. long, & the station man can thus easily hold it where the trainman can run his arm through it at any ordinary speed.—Railroad Gazette.

Toronto, Hamilton & Buffalo Ry.

The bonds of this Co., amounting to \$3,280,000, have been placed on the market by Edward, Sweet & Co., of New York. The syndicate had the bonds underwritten in England at 98c., but that deal did not go through, & they are held at par. They call for 4% interest. The prospectus reads as follows:

The T. H. & B. Ry. has been built in pursuance of a contract made in July, 1895, between the New York Central & Hudson River R.R. Co., the Michigan Central Ry. Co., the Canada Southern Ry. Co., & the Canadian Pacific Ry. Co. The railroad which, in pursuance of the agreement made, was constructed, passes through a section of country possessed of unusual natural resources & terminates in a city of over 50,000 inhabitants, well supplied with manufacturing facilities. An extension of this line westwardly from Hamilton, through Brantford to Waterford—a station on the Canada Southern Ry.—also serves two large manufacturing towns & a rich agricultural region.

The contract, the term of which is 50 years, provides, among other things, as follows: That 70% of the stock be taken over by the allied companies, & that during the term of the contract voting power on this stock, giving control, be vested in the New York Central & Hudson River R.R. Co.—5 of the 7 directors of the company to be named by the allied lines. All traffic which the proprietor lines can control, destined to points on the new line & its connections, to be sent via that line. Twenty-five per cent. of the earnings of the proprietor companies, & their leased & operated lines, on all traffic inter-

changed with the new line, to be set aside in each 6 months' period during the term of the bonds as a guaranty fund from each to pay any deficit in interest on the bonds in that period. Through service, without change of cars, during the period of the contract to be maintained between the stations & terminus of the proprietor lines, at Buffalo, Suspension Bridge & Toronto. The C.P.R. Co. to pay to the T. H. & B. annually 4% upon 1/2 of the cost of the Hamilton terminals of the latter, such cost having been agreed upon between the companies interested at \$1,571,770.28. The C. P. R. Co. to pay annually to the T. H. & B. its proportion of the expenses of operation & maintenance of the Hamilton terminals of the latter, the amount payable to be determined on the basis of wheelage. The road to be built & equipped under the specifications of the Michigan Central R.R., & under the supervision of engineers appointed by the proprietor companies.

The road was built as required in the contract, in the most thorough, substantial & permanent manner. The line between Welland & the C.P.R. connection was laid with 80-lb. rails, & the balance with 70-lb. rails. The total issue of bonds secured by 1st mortgage upon the franchise & property, now owned & hereafter to be acquired by the Co., is \$3,280,000. On Aug. 1, 1898, new construction & expenditure for betterments were nearly completed, & since that time the net earnings of the Co. have been more than sufficient to pay the interest on the bonds. The results of operation under the agreement in the 5 months' period ended Dec. 31, 1898, are as follows:

Total net earnings of the Co.	\$55,587 31
Amount of guaranty fund.	75,784 68
Amount available for interest	\$131,371 39
Total amount of interest	54,666 65
Excess for 5 months over total interest charged.	\$76,704 74

C.P.R. ANNUAL REPORT.

The 18th annual report for the year ended Dec. 31, 1898, dated Feb. 27, 1899, & signed by the President, Sir Wm. Van Horne, has been addressed to the shareholders as follows:—

A balance sheet of the affairs of the Co. at Dec. 31, 1898, together with the usual statements & schedules, are herewith submitted.

The gross earnings for the year were.....\$ 26,138,977.13
The working expenses were..... 15,663,605.51

And the net earnings were..... 10,475,371.62
Add interest earned on deposits & loans & income from other sources..... \$ 87,966.86

Add interest due from D., S. S. & A. Ry. Co. on consolidated bonds held by your Co. against debenture stock issued.....\$604,280.00
Less advanced by your Co..... 395,280.00
209,000.00

Add interest from M., St. P. & S. St. M. Ry. Co. on bonds held by your Co. against debenture stock issued..... 126,400.00
423,366.86
\$10,898,738.48

Deduct fixed charges accrued during the year, including interest on land bonds..... 6,774,321.24

The surplus for the year was.....\$ 4,124,417.24
From this there has been charged off the 1/2-yearly dividend on preference stock, 2% paid Oct. 1, 1898..... \$ 235,546.67

And 1/2-yearly dividend on ordinary stock, 2% paid Oct. 1, 1898..... 1,300,000.00
1,535,546.67

Leaving balance.....\$2,588,870.57
From this there has been declared a 2% 1/2-yearly dividend on preference stock of 2% payable April 1, 1899.....\$ 237,162.50

And a 2nd 1/2-yearly dividend of 2% on common stock payable April 1, 1899.....\$1,300,000.00

The working expenses for the year amounted to 59.92% of the gross earnings, & the net earnings to 40.08%, as compared with 57.16% & 42.84% respectively in 1897.

The earnings per passenger per mile were 1.52c., & per ton of freight per mile 0.76c, as against 1.82 & 0.78c. respectively in 1897.

Although the gross earnings for the year were considerably beyond those of 1897, the net earnings show a comparatively small increase. This was due in part to the rate disturbances which continued during 9 months of the year, but in greater part to the long-continued rains following the harvest in the Northwest, which prevented the threshing & harvesting & marketing of grain until within a few weeks of the close of lake navigation, making it necessary to find employment for the Co.'s rolling stock in other traffic affording little profit.

The passenger rate difficulty which prevailed at the date of the last annual report continued until Nov., when it was terminated with results not unsatisfactory to your directors. This settlement resulted in a restoration of the North Bay arrangement with the G.T. Co. & in removing all visible causes of friction with that Co.

The Co.'s ocean & lake steamships, & its telegraph, express, sleeping cars & grain elevators, have continued to add largely to your profits, & together show a handsome increase over any past year.

Your property has been maintained in excellent condition throughout & has been much improved in the way of permanent structures & station & terminal facilities, & large additions have been made to its equipment. A detailed statement of the expenditures for permanent improvements & new equipment is appended.

Two hundred & eighty miles of your principal lines were relaid during the year with steel rails weighing 73 lbs. a yard in place of the original 56 & 60 lbs. rails.

The application of automatic couplers & air brakes to your freight equipment is well advanced, & the end of this heavy expense will soon be reached.

The Crow's Nest Pass line was completed to Kootenay Lake in Oct., too late in the year to affect your year's results as regards earnings.

The acquisition of the Columbia & Western Ry., which was authorized at your last annual meeting, has been carried out, & a formal lease has been entered into which you will be asked to approve. That railway is now in the possession of your Co., & its extension westward from Robson to the Boundary Creek mining district (100 miles), to which your assent was also given, is now well advanced, & is expected to be completed about midsummer. This extension, although unusually expensive in construction, is fully justified by the extensive developments in the districts it is intended to serve, & which are as yet without railway facilities. The Co. will acquire in connection with this line 1,600,000 acres of land from the Province of British Columbia; but it is probable that this grant will be converted into a cash subsidy.

The attractions of the Klondike drew away many prospectors & miners from Southern British Columbia early in the year, but the development of the mines of the latter district has continued & the shipments of ores have increased as rapidly as the means of transportation would permit. The much desired shipping facilities afforded by the new Crow's Nest Pass line & the facilities which will soon be afforded by the Boundary Creek line, will, without doubt, give a great impetus to ore shipments & to business generally in the Kootenay, Rossland & Boundary Creek districts.

Two extensions of branch lines in Manitoba were made during the year, one of the Stonewall branch northward to Foxton, 19.6 miles, & one of the Pipestone branch westward, 17 miles; the settlement of the country having made both of these necessary.

Your Co. expended a considerable amount, about the beginning of the year, in ocean & river steamers for the expected large movement towards the Yukon (Klondike) country; but, unfortunately, the steamers could not be got ready in time to take full advantage of such trade as there was; it is, however, expected that the present season will afford them profitable employment.

The Co.'s hotel at Quebec, the Chateau Frontenac, has been most successful, & a large addition was made to it last year to meet the requirements of the travel it had so largely stimulated. It has not only become profitable in itself, but has from its beginning added materially to your passenger earnings.

A final agreement for the sale of the Aylmer Branch, between Hull & Aylmer, 7.5 miles, for \$100,000, has been entered into, subject to your approval.

During the year \$919,000 of the 4% consolidated mortgage bonds of the Minneapolis, St. Paul & Sault Ste. Marie Ry.; \$717,500 of the 5% 1st mortgage bonds of the Montreal & Ottawa Ry., & £120,000 of the 4% 1st mortgage bonds of the Columbia & Kootenay Ry., in respect of interest upon all of which your Co. is liable as guarantor, were purchased with the proceeds of £412,191 4% consolidated debenture stock, your Co. thereby effecting a considerable annual saving.

During the year £2,285,000 of 4% preference stock was created & sold, & the proceeds have been applied to the purchase of the Alberta Ry., to the completion of the Crow's Nest Pass line, & towards the expenditures for additions, improvements & equipment already authorized by the shareholders.

The purchase price of the Columbia & Western Ry., the amount expended on its extension from Robson to Boundary Creek, & the cost of the extensions of the Stonewall & Pipestone branches, together with a portion of the amount expended on general improvements & equipment, have been temporarily advanced from the Co.'s surplus.

The Duluth, South Shore & Atlantic Ry., although still requiring assistance from your Co. is steadily improving in its earnings. The discovery of extraordinary deposits of cheaply mined iron in adjacent districts 6 or 7 years ago forced a heavy reduction in the rates of that railway on iron ore, which had been its chief source of earnings; but this loss is being made good by the development of a diversified traffic, & your directors are encouraged to believe that this line will soon be self-sustaining.

The Minneapolis, St. Paul & Sault Ste. Marie Ry. earned last year \$413,275 above all its interest & other fixed charges, but necessary expenditures for rolling stock and various ad-

ditions & improvements prevented the repayment to your Co. of any part of the advances made prior to 1897. You will be asked to approve measures for placing this important line on a proper financial footing, such as will admit of its healthy development & insure its continued profitable working.

You will be asked to approve expenditures for improvements of permanent way aggregating \$150,979; for additional station, yard & terminal facilities at Montreal, Vancouver & other points, \$788,187; for the completion of air brake & automatic coupler equipment, \$305,010; for branch lines to mines in connection with the Crow's Nest line, \$300,000; & to authorize the purchase of rolling stock to the extent of \$1,000,000, as the traffic of the Co. may require.

Your directors are glad to be able to report a continued & marked improvement in land sales, which for the year were 348,608 acres for \$1,121,744, against 199,482 acres for \$665,740 in 1897, & 87,878 acres for \$308,928 in 1896.

The satisfactory progress which has been made in the settlement of the Northwest is evidenced not only in the largely increased land sales of the Co., but in the number of homesteads taken up from Government lands in Manitoba & the Territories beyond, which, according to official returns, were 4,848 in 1898 as against 2,406 in 1897.

A much larger amount of grain from the Northwestern crops remains to be moved than ever before at this time of the year, & this, together with the most satisfactory agricultural & industrial conditions now prevailing in Canada, which are due in a great measure to good crops & good prices & to successful mining, gives promise of a large spring & summer traffic.

CONDENSED BALANCE SHEET, DEC. 31, 1898.

ASSETS.	
Cost of road—main line...	\$141,421,759.77
Lines acquired & held under perpetual leases...	27,183,317.85
Branch lines.....	15,342,782.60
Crow's Nest extension....	8,709,806.01
	\$192,707,666.23
Equipment—rolling stock...	\$19,113,974.04
Lake and ferry steamers.	1,135,874.23
Shops & machinery (Montreal, Hochelaga, Perth and Carleton Place)....	1,433,544.07
	21,683,392.34
Japan & China steamships & appurtenances.....	3,504,403.01
Coast steamships.....	529,249.62
British Columbia lake & river steamers.	679,479.96
Acquired securities held against debenture stock issued.....	25,696,681.77
Other acquired securities.....	2,192,161.94
Real estate, surplus lands at & near Montreal, available for sale.....	343,308.98
Hotels & other buildings at Vancouver, Fort William & Banff Springs hotel held by trustees for the Co.	916,218.30
	1,259,527.28
Balances due on lands sold, deferred payments.....	1,862,051.76
Balances due on townsites—deferred payments.....	209,294.73

Advances.

To Montreal & Atlantic Ry. secured by \$500,000 1st mortgage bonds.....	424,144.80
Interest to Oct. 1, 1894....	75,637.48
	499,782.28
To Minneapolis, St. Paul & Sault Ste. Marie Ry. car trusts, etc.....	467,817.89
To Duluth, South Shore & Atlantic Ry. car trusts, etc.....	236,213.19
Material and supplies on hand.....	2,541,410.12
Station & traffic balances & accounts receivable.....	3,565,638.38
Miscellaneous securities and advances.....	1,529,895.25
Imperial & Dominion Governments, amounts due for mail transportation (since paid).....	105,781.58
Dominion Government on account work on Crow's Nest extension & in British Columbia (since paid).....	622,529.66
Cash in bank.....	4,147,228.80
	\$264,031,205.79

In addition to the above assets, the Co. owns 17,154, 179 acres of land.

LIABILITIES.

Capital stock.....	\$ 65,000,000.00
Four % preference stock.....	20,951,000.00
Four % consolidated debenture stock.....	48,061,866.53
Mortgage bonds.	
1st mortgage bonds, 5%.....	£7,191,500 \$34,998,633.33
Canada Central.	
1st mortgage, amount of issue, £500,000.....	\$2,433,333
Sinking fund deposited with Government.....	1,500,000
	850,000.00
Balance at maturity.....	850,000.00
Canada Central 2nd mortgage, 6%.....	973,333.33
Due Province of Quebec on Q. M. O. & O. Ry., at 4 1-20%.....	3,500,000.00
Due Province Quebec on North Shore Ry., at 4 1-20%.....	3,500,000.00
Algoma Branch, 1st mortgage, 5%.....	3,650,000.00
North Shore Ry., 1st mortgage, 5%.....	616,119.67
	48,088,086.33

Land grant bonds, 1st mortgage.

Am't of issue, \$25,000,000.00	
Less amount redeemed & cancelled.....	20,585,500.00
	4,414,500.00
Amount held in trust by Dominion Government, not bearing interest.....	1,000,000.00
	3,414,500.00
Land grant bonds 3 1/2% interest guaranteed by Dominion Government.....	15,000,000.00
	18,414,500.00
Current liabilities, including Crow's Nest & Columbia & Western extensions & vouchers and pay rolls.....	4,566,231.34
Interest on funded debt & rental of leased lines—Coupons due Jan. 1, 1899, & including coupons overdue not presented.....	1,595,228.40
Accrued to date, not due.....	344,818.30
	1,850,046.70
Cash subsidy from Dominion Government.....	25,000,000.00
Subsidy earned on Crow's Nest extension.....	2,776,190.00
Bonuses from provinces & municipalities.....	1,350,188.07
	29,126,378.07
Land grant.	
3,921,756 acres sold, amounting to.....	12,784,846.25

Spokane Falls & Northern System. Nelson and Ft. Sheppard R'y Co. Red Mountain R'y Co.

THE DIRECT AND ONLY ALL RAIL ROUTE
BETWEEN THE

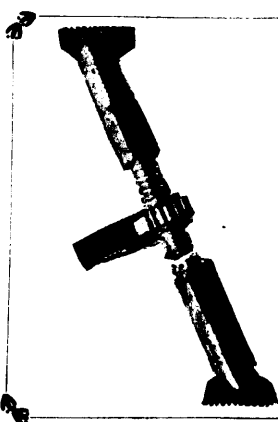
KOOTENAI DISTRICT

And all British Columbia Points, Pacific Coast Points, Puget Sound Points, Eastern Canada and the United States.

Connects at Spokane with Great Northern Railway, Northern Pacific Railway, O.R.R. & Nav. Co.

Maps furnished. Tickets sold and information given by local and connecting line ticket agents.

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



Pearson Car... Replacing Jack

Quickest Working and Most Popular
Device for Rerailing Cars.

Prominent R. R. Officials say: "Best device on the market for work intended."

Used on 200 Electric and 100 Steam Roads.

Send for list of Roads and Official Reports.

F. E. Came, 17 Place d'Armes Hill, Montreal

6,793,014 acres taken by Dominion Government.	10,189,521.00	
Less, expenses, cultivation rebate, & 10% on land grant bonds taken in payment.	22,974,367.25	2,872,790.26
Less, expenditure Col. & Kootenay Ry. lands. \$ 1,183.88		
Less, cancellation of M. S. W. C. Ry. sales.	28,181.58	29,365.46
		20,072,211.53
Town sites—Amount received from the sale of town sites, not covered by land grant mortgage.	3,271,875.35	
Less, expenditure improvements, grading, clearing, etc.	915,682.90	
	2,356,192.45	
Surplus receipts applied against advances on land bond interest.	992,967.76	1,363,224.69
Adjustment of interest on Montreal & Atlantic Ry. advances.		75,637.48
Surplus earnings account.		6,462,023.12
		\$26,031,205.79

EARNINGS FOR THE YEAR 1898.

From passengers.	\$ 6,538,589 58
“ freight.	16,231,444 93
“ mails.	609,974 57
“ express.	615,631 43
“ parlor and sleeping cars.	455,345 07
“ telegraph, grain elevators, and miscellaneous, including profit on Pacific steamships.	1,687,991 55
	\$26,138,977 13

WORKING EXPENSES FOR THE YEAR 1898.

Conducting Transportation.	\$ 4,014,178 20
Maintenance of Way and Structures.	3,274,642 90
Motive Power.	4,866,253 15
Maintenance of Cars.	962,263 83
Parlor and Sleeping Car Expenses.	86,197 99
Expenses of Lake and River Steamers.	413,195 02
General Expenses.	1,589,777 06
Commercial Telegraph.	457,097 36
	\$15,663,605 51

DESCRIPTION OF FREIGHT CARRIED.

Description.	1897.	1898.
Flour, barrels	2,911,072	3,292,450
Grain, bushels	37,756,201	35,443,084
Live stock, head	663,773	715,018
Lumber, feet	831,895,383	840,145,338
Firewood, cords	185,208	203,336
Manufactured articles, tons.	1,310,827	1,529,044
All other articles, tons.	994,813	1,119,087

FREIGHT TRAFFIC.

	1896.	1897.	1898.
No. of tons carried	4,442,055	5,174,484	5,582,038
No. of tons carried 1 mile.	1,769,958,865	1,955,911,006	2,142,319,887
Earnings per ton per mile.	0.75c.	0.78c.	0.76c.

PASSENGER TRAFFIC.

	1896.	1897.	1898.
Passengers carried.	3,029,887	3,179,589	3,674,502
Passengers carried 1 mile.	263,607,453	317,997,951	430,493,139
Earnings per pas. per mile.	1.83c.	1.82c.	1.52c.

TRAFFIC TRAIN EARNINGS, 1898.

Mileage.	Earnings.	Earnings per traffic train mile.
Passenger.	\$ 7,160,764	\$1 14
Freight.	15,682,335 29	1 49
Total.	22,843,100	2 63

The above earnings of traffic trains include earnings from mails, express and sleeping cars, but do not include Pacific steamships, lake steamers, river steamers in Yukon trade, British Columbia lake and river steamers, telegraph, elevators, rents, &c., the net earnings from which amounted to \$1,678,494.49.

EXPENSES PER TRAFFIC TRAIN MILE, 1898.

	Expenses per traffic train mile.
Maintenance of way and structures.	\$ 0.185
Motive power.	0.276
Maintenance of cars.	0.055
Traffic and general expenses.	0.322
Total.	\$0.838

The Packing of Frogs.

The case of the G.T.R. vs. Washington, which came before the Judicial Committee of the Imperial Privy Council recently, was an appeal from a judgment of the Supreme Court of Canada of Dec. 9, 1897, reversing a decree of the Court of Appeal for Ontario & restoring a judgment of Justice Street. The arguments were heard in Aug. last before a committee consisting of Lord Macnaghten, Lord Morris & Sir Henry Strong, when judgment was reserved.

Lord Macnaghten, in delivering on Feb. 25 for Sir H. Strong, their lordships' judgment, said the action was brought by the respondent against the appellants to recover damages for injuries suffered by him resulting in the loss of his arm in Jan., 1896, while in the discharge of his duties as a yardman in the Co.'s employ at Hamilton. At the trial before Justice Street the jury found that the injuries to the respondent were caused by his foot having caught in a "frog" in the Co.'s yard, & that the Co. had been guilty of negligence in not having the frog "blocked" or properly protected. Judgment was thereupon entered for the respondent for \$2,500, the amount at which the jury assessed the damages. That judgment, having been reversed by the Court of Appeal, was restored by the Supreme Court. The only question raised related to the proper legal construction of an act of Parliament imposing certain duties on railway companies. That enactment was sec. 262 of the Railway Act (Canada), 51 Vict., c. 29. It was in the following words:

"1. This section shall apply to every railway & railway company within the legislative authority or jurisdiction of the Parliament of Canada. 2. In this section the expression 'packing' means a packing of wood or metal, or some other equally substantial & solid material, of not less than 2 in. in thickness, & which, where by this section any space is required to be filled in, shall extend to within 1/2 in. of the crown of the rails in use on any such railway, shall be neatly fitted so as to come against the web of such rails, & shall be well & solidly fastened to the ties on which such rails are laid. 3. The spaces behind & in front of every railway frog or crossing, & between the fixed rails of every switch where such spaces are less than 5 in. in width, shall be filled with packing up to the under side of the head of the rail. 4. The spaces between any wing rail & any railway frog, & between any guard rail & the track rail alongside of it, shall be filled with packing at their splayed ends, so that the whole splay shall be so filled where the width of the space between the rails is less than 5 in.; such packing not to reach higher than to the under side of the head of the rail; provided, however, that the Railway Committee may allow such filling to be left out, from Dec. to April in each year, both months included. 5. The oil cups or other appliances used for oiling the valves of every locomotive in use upon any railway shall be such that no employe shall be required to go outside the cab of the locomotive while the same is in motion for the purpose of oiling such valves."

The Railway Committee of the Privy Council in Canada, on Nov. 19, 1889, in pursuance of the authority conferred on them by subsection 4, made an order that the appellants should be at liberty to leave out the packing or filling of frogs & other spaces from Dec. to April in each year. Their Lordships were unable to see that there was any error in the judgment of the Supreme Court in so construing the Act as to restrict the powers of the Railway Committee to the filling required by subsection 4. The words "such filling" in the proviso in their primary significance must mean the filling required by the immediately preceding part of subsection 4, & did not include that made obligatory by sub-

section 3. And that the ordinary grammatical construction ought to prevail unless it could be shown that there was to be found in the statute some context or provision making it imperative to enlarge the scope of the proviso so as to include the cases dealt with in subsection 3. Their Lordships were unable to find any such context, & were consequently of opinion that the judgment of the Supreme Court was right. If it had been intended to include in the proviso to subsection 4 the cases provided for by subsection 3, it would have been obvious that the plural word "fillings" should have been used; therefore, though not, of course, by itself conclusive, it was not immaterial to observe that the word "filling" in subsection 4 being in the singular number supported the construction adopted by the Supreme Court. The decision of the Court of Appeal seemed to have been influenced by contrasting the Act of Parliament with certain statutes enacted by the Legislature of Ontario for the regulation of Provincial railways. As those were enactments emanating from a different legislative body from that which passed the statute to be interpreted, & could not be said to be "in pari materia" with it, their Lordships were unable to see that they ought to have any influence upon the question to be decided arising exclusively upon the Dominion Act & relating only to Dominion railways. Their Lordships would humbly advise her Majesty to dismiss the appeal & to affirm the judgment of the Supreme Court. The appellants must pay the respondent's costs.

Canadian Pacific Railway Projects.

The latest map issued by the C.P.R. shows a large number of projected lines. Most of these have been shown in one or more former maps as follows:—

In Quebec, an extension of the Lake Temiscamingue branch northerly to Les Quenec.

In Ontario, from Kleinburg to Sudbury Jct.

In Manitoba, from Stonewall northwesterly via the Narrows of Lake Manitoba to connect with the L.M.R. & C. Co.'s Ry. at Dauphin.

In the Northwest Territories, from Estevan due west some 50 miles. From the terminus of the Pipestone branch west & north-west to Regina. From Moosomin southwest & west to join the last-mentioned line near the 50th parallel. From Saskatoon to Battleford. From Swift Current north-westerly to Sullivan Lake, Alberta.

In British Columbia, from the terminus of the Columbia & Western Railway, now under construction, at Midway via Penticton to a connection with the main line of the C.P.R. at Hope.

Two projected lines are shown for the first time on this year's map, one from Fort Steele Jct., on the Crow's Nest Pass line, along the valley of the Columbia River, to Golden. The other from the terminus of the Arrow Lake branch, at Arrow Head via Trout Lake to Kootenay Lake. A survey for the latter is now being made.

Canadian Pacific Railway Mileage.

Following is an official statement of the mileage on Dec. 31, 1898:

	MILES.
Mileage included in the C.P.R. traffic returns.	6681.2
Mileage of other lines worked.	732.4
Mileage under construction, including extension of Pipestone and Stonewall branches and a portion of the Crow's Nest Pass line, which although practically completed, were not in operation at the end of the year.	371.0
Mileage of Lines controlled:	
Minneapolis, St. Paul & Sault St. Marie Ry.	1245.0
Duluth, South Shore & Atlantic Ry.	589.0
	1884.0
	9618.6

Miscellaneous Railway Notes.

The Brown System of Discipline.—General Manager Pennington says this system is in use on the Minneapolis, St. Paul & Sault Ste. Marie Ry., & that it has proved in every way superior to the former way of handling men.

Calgary & Edmonton net earnings, Jan., \$7,694.79, against \$17,190.89 in Jan., '98.

The Canada Atlantic is building 500 box cars all of 70,000 lbs. capacity, equipped with steel trucks & Westinghouse air brakes.

Car Heating Couplers.—The Consolidated Car Heating Co. has taken action against F. E. Came, of Montreal, Canadian agent of the Gold Car Heating Co., alleging that that Co., through him, has sold its steam heating couplers to Canadian railways, & placing damages at \$15,000. The Consolidated Co. claims that the Gold coupler is an infringement of the Consolidated coupler. This is denied by the Gold Co., and Mr. Came informs us the latter Co. will protect all its customers.

Detroit River Bridge.—The bill introduced in the U. S. Senate, by Senator McMillan, to provide for the construction of this bridge, a summary of which was given in our Feb. issue, pg. 36, was not reported from the Committee on Commerce, and therefore failed to become law. The following paragraph in a Buffalo paper was doubtless written in the expectation that the bill would pass at the recent session of Congress: "Next winter the railways running into Detroit from Windsor will not be tied up with a blockade boat ferry, but will use the bridge if it is built in time. Everything is ready for work on the new bridge, & it will be located at the south bend of Belle Isle. The structure will be a high bridge, 117 ft. above the water, with a clear cantilever span of 1,300 ft. over the Canadian channel, & a total length of cantilever construction of 2,400 ft. There is also to be a steel viaduct 1,000 ft. in length, & 3 truss spans over the U.S. channel, each 335 ft. long."

Dominion Atlantic.—A special general meeting will be held in London, Eng., March 30, at which the report for 1898 will be submitted & directors elected. A resolution will be submitted authorizing the directors to issue £100,000 4% 2nd debenture stock similar to the existing £250,000 created by the trust deed of 1896.

G.T.R. Appointment.—J. Foley has been appointed Roadmaster of 22nd District from Guelph to Southampton, Harriston to Warrington, & Owen Sound Branch, vice T. Lockhart assigned to other duties.

Great Northern.—A Montreal despatch says: Ross, Barry & McRae have undertaken the contract of completing this line, ex-

tending from the end of the track at Shawenegan, Que., to Hawkesbury, 88 miles. All the bonds, subsidies & bonuses have been transferred to them, & they will finish the road in 18 months. (Jan., pg. 11.)

The Great Northern Ry. (U.S.) will move its Toronto offices to the northwest corner of King & Yonge Sts., on the 1st floor over the G.T.R. offices, on April 1.

Hamilton & Caledonia.—Walter Anderson, Hamilton, who is Secretary of this proposed railway company, for the incorporation of which application is being made to the Ontario Legislature, writes us that he has every reason to believe the construction of the road will be proceeded with as soon as the charter is obtained. (Feb. pg. 34.)

Inverness & Richmond.—In Nov. last, pg. 238, we gave particulars of the charter for this Nova Scotia line, & of its control by P. Ryan & R. H. Bowes, of Toronto. They have given an option on it to Mackenzie, Mann & Co., & it is expected that firm will take it over & build the line. D. D. Mann has been in Nova Scotia recently in connection with the matter, & made a deposit of \$2,000 with the municipality of Inverness in accordance with a resolution of council. It is said P. Ryan has secured nearly all the coal-mining properties at Port Hood, paying cash for options in almost every instance. This is taken as evidence of the bona fides of the undertaking. The I. & R. Ry. Co. has already several miles of the "shore road," so called, graded between Port Hastings & Port Hood. The county has paid \$7,000 for the right-of-way. It is expected that work will be commenced vigorously early this spring, so that the outlook in this connection is very fair. A meeting of the Co. will be held in Halifax, Mar. 16, to authorize the issue of 1st mortgage bonds for \$15,000 a mile from the Straits of Canso to Cheticamp.

Liability to Passengers.—In the Exchequer Court at Ottawa recently, in the case of Colpitts v. the Queen, the decision was in favor of the Crown, & dismissing the petition. The suppliant was one of those injured in the Palmer's Pond accident, on the I.C.R., near Dorchester, N.B., in 1897. Justice Burbidge held that railway companies are not liable to passengers they carry for injuries they may receive unless there be negligence of some kind. They do not insure the safety of their passengers; their obligation is to use reasonable care to carry their passengers safely. In other words, it is upon the suppliant to show that the injury of which he complains resulted from the negligence of an officer or servant of the railway. The Judge, therefore, declined to entertain the claim for damages against the Government in the present suit, & ordered that the action be dismissed with costs. The Colpitts case was a test one. If he had won

several other suits would have been entered against the Crown.

From Morris, Man.—Howell & Mathers, Winnipeg, give notice of application to the Manitoba Legislature to incorporate a company to build a railway & telegraph line from or near Morris, northwesterly to or near Portage la Prairie, with the right to build a branch line from the main line in Township C, Range 2 west, to or near Carman; thence westerly to or near the western boundary of Township 6, Range 10 west, thence northwesterly to or near Carberry; thence northwesterly to or near Neepawa; thence northwesterly to the western boundary of the Province; & also with the right to build a branch line or extension from the easterly terminus, easterly, northeasterly or southeasterly to the eastern boundary of the Province south of Township 10.

Ottawa & New York.—We were in error in stating in our Jan. issue, pg. 13, that the bridge over the north channel of the St. Lawrence River had been completed last fall. There remains to be erected the suspended arm of the north cantilever, a matter of a few days' work only. The plans for replacing the wrecked bridge over the south channel are not sufficiently complete to admit of any information regarding them being given now.

Qu'Appelle, Long Lake, & Saskatchewan net earnings, Jan., \$125.56, against \$3,091.39 in Jan., '98.

Saskatchewan & Western.—The following officers have been elected:—President, A. M. Nanton; Vice-President, H. C. Hammond; Sec.-Treas., W. R. Baker.

United Counties.—H. Upton has been appointed Traffic Manager of this Co. with headquarters at 22 St. John St., Montreal, & all matters appertaining to rates, divisions, &c., will hereafter be dealt with by him. He will continue to discharge the duties of Auditor & Freight Claim Agent.



F time has a commercial value:
promptness secures business
Immediate information is required:
an answer is wanted, and wanted quick:
you are not in business for exercise:

**STAY AT HOME
AND TELEPHONE.**

The Bell Telephone Company of Canada
will be pleased to furnish details.

HOTEL VANCOUVER

Corner GRANVILLE and GEORGIA STREETS,
VANCOUVER, BRITISH COLUMBIA.

Rates \$3 per day and upwards

The most comfortable and commodious hotel in the North-West.

Omnibus and Baggage Van meets all Trains and Steamboats.

CHAS. D. TAPRELL, Manager.

UNIFORM CAPS Manufactured by
W. H. CODDINGTON,
HAMILTON, ONT.
For Railways, Steamboat Officers,
Telegraph Messengers, Fire Brigades, &c.
Embroidery in Gold and Silver Bullion.

WHAT WE THINK.

—The idiotically placed railway swing bridge pier, which has been a serious interference with the successful use of the canal at Sault Ste. Marie, Ont., has been removed & the bridge replaced by one which extends across the whole width of the canal. The pier should never have been provided, and it would be interesting to learn who recommended it in the first instance.

—The railway traffic returns for the current year are, up to date, of a most satisfactory character. The C.P.R. leads with a tremendous increase, the approximate gross earnings for Jan. & Feb. showing an increase of \$455,000, the Grand Trunk figures for the same period showing an increase of \$189,930. Other lines, there is every reason to believe, generally show increases. With the absence of any rate disturbance the outlook for the year is very bright.

—Some opposition papers are attacking the Baldwin locomotives recently brought in for the Intercolonial, stating they are not working satisfactorily & that they are not what is required. The question of the importation of locomotives for a Government line may, perhaps, be a debatable question, but the quality of the Baldwins is beyond question. There is no better locomotive made, and we are inclined to think that Mechanical Superintendent Joughins, who is responsible for the specifications, knows what is required on the I.C.R. better than the political newspaper critics.

—The scheme for the consolidation of electric railway interests, with the Buffalo Railway as the central figure, & including the Niagara Falls Park & River Ry., particulars of which are given on pg. 89 of this issue, is, we have reason to believe, expected by the directors of the N.F.P. & R.R. Co. to go through. While we should be sorry to see the control of this line pass out of local hands they cannot be expected to refuse a good offer for a property which so far has not proved a remunerative investment, & which could undoubtedly be operated more economically & successfully as part of the consolidated system proposed.

—The fallacious idea that a reduction of passenger fares would produce such a large increase of travel as to more than compensate the railways was given utterance to at the recent annual meeting of the Toronto Board of Trade, when the President, referring to last year's rate cutting between the two principal lines, said that if the results were analyzed he thought it would be found that the railways were not sufferers to any material extent in consequence of the low rates which prevailed, as owing to the increased traffic any deficiency in net earnings must have been very largely overcome. The figures, however, tell a different story. The disastrously low rates prevailed during 9 months of last year. The Grand Trunk reports show that in 1898 that line carried 6,833,464 passengers, against 6,533,024 in 1897, & the passenger receipts for 1898 were £1,025,258, against £1,083,912 in 1897. So that in 1898 the G.T. carried 300,440 passengers in excess of the previous year, for which it received £58,654 less in cash. The handling of 300,440 more passengers required the use of more equipment, more train men, more clerical work, & involved other expenses, while \$285,410 less was taken in. The C.P.R. does not publish its passenger & freight receipts separately each month, & at the moment of writing its figures for 1898 are not available, though they will probably be received before this paper goes to press & room may be found for them elsewhere. They will probably be found to tell

a very similar story, though not perhaps to quite the same extent.

—The announcement from Ottawa that the Dominion Government has decided to build a telegraph line from the terminus of the Government system at Quesnelle, B.C., to Dawson City, Yukon, on the ground that the ministers have decided that the franchise is too valuable & too important to be allowed to go into any but Government hands, is hardly a surprise, as there have been strong rumors to that effect for some time past, but it is a curious decision in view of the record of the Government on the question. At the last Dominion session acts were passed incorporating the Dawson City & Victoria Telegraph Co., & the Northern Commercial Telegraph Co., both being empowered to establish telegraph communication between British Columbia & Dawson City. The latter Co. does not seem to have done anything under its charter, but the first mentioned charter was acquired by the Canadian, British Columbian & Dawson City Telegraph Co., which has been organized in England with a share capital of £300,000, & which recently issued £225,000 1st mortgage debenture stock. We were recently informed that this Co. had let a contract for the construction of the line, & that the Resident Engineer had been despatched to British Columbia to start the work, so that no doubt considerable expense has been incurred. When the prospectus of the debenture stock was issued we felt compelled to criticise it adversely on account of the visionary estimates it contained, but we want to see the Co. get fair play, & now that the Government has decided to build a line & ruin the franchise, the Co. is certainly entitled to liberal compensation. If there are reasons to-day for the line being built by the Government, they doubtless existed a year ago, & the two charters above mentioned should not have been granted. The fact that the C., B.C. & D.C. T. Co. was issuing debentures & preparing for work was given wide publicity, & yet it does not appear that the Government notified the Co. of its intention to render the charter valueless. This mode of procedure is unworthy of a Government, & is calculated to seriously prejudice Canadian interests in Europe. If capitalists once came to the conclusion that they are not to be treated honestly by the Government, & that after proceeding in good faith to carry out the powers unanimously given them by Parliament, their franchises are to be arbitrarily rendered worthless, they will leave such investments severely alone. The two charters granted last session provided for the rates for messages being subject to the control of the Governor in Council, a sufficient safeguard against excessive charges, & we fail to see any reason, "from the standpoint of the national safety" or otherwise, for the Government's action in this matter. Given a government control of rates, as provided by the statutes, there is every reason to believe that a line from Quesnelle to Dawson could be built & operated more economically & more effectually by a company than by the Government.

—Some extraordinary, & in our opinion unjustifiable, legislation was enacted at the recent session of the British Columbia Legislature, at the instance of the Attorney-General of that Province. The Railway Aid Act of 1890 provided that the Lieutenant-Governor-in-Council might grant aid to a line from Ashcroft to Cariboo, to an Okanagan line & to the Farwell branch of the C.P.R. No subsidy had been granted to any of these lines under the authority above mentioned, & an act was passed taking away the power from the Lieutenant-Governor-in-Council. To us this act seems to have been unnecessary & probably injudicious, as the want of such power by the executive might seriously delay construction,

but there is no other objection to it. But some other clauses of the act are of an altogether different character. By acts passed in 1897 & 1898, aid, not to exceed \$4,000 a mile was granted towards the construction of lines from Penticton to the Boundary Creek district, about 100 miles; from Robson to the Boundary Creek district, about 80 miles; from the Pacific coast, near Point Roberts, to Penticton, about 230 miles; from Bute Inlet to Quesnelle, about 230 miles, & from Teslin Lake to a seaport in B.C., not more than 400 miles. Under the authority of these acts the late Turner government, entered into contracts with Mackenzie, Mann & Co., for the construction of lines from Penticton to Boundary Creek; from Point Roberts to Penticton, & from Teslin Lake to a seaport in B.C. The act recently passed takes away the power to aid the lines subsidized in 1897 & 1898, & cancels the contracts with Mackenzie, Mann & Co. The only excuse the members of the Government & their supporters in the House could offer for the measure was the technical plea that the contracts were not binding, because their carrying out by Mackenzie, Mann & Co. was dependent on that firm's being able to secure Dominion aid also. On the strength of the contracts the contractors went to considerable expense for surveys, &c., & were endeavoring to secure aid from Ottawa. Ex-Attorney-General Eberts, in opposing the cancellation of the contracts, fittingly termed it repudiation, & remarked that capital being timid such action would have the effect of scaring it away from the Province. British Columbia is a magnificent field for investment, & has been brought so prominently before the world during the last few years that capitalists have been turning their attention to it to an extent previously unknown. But they will soon call a halt if they once get the impression that the Legislature is ruled by repudiationists, & that any contract they enter into—to which the Government is a party—is liable to cancellation. Unfortunately for British Columbia, its government at present is dominated by the Attorney-General, a carpet-bagger from Manitoba, who left behind him there a record for just the sort of legislation he has recently forced through the Victoria House. On becoming Attorney-General of Manitoba about 10 years ago, one of his first acts was to secure the passage of a bill cancelling two contracts with the Government, which were held by political opponents; among the clauses of the bill being one which took away the rights of the contractors to appeal to the courts for compensation! This is mentioned merely to show that he is capable of securing any legislation which may suit his purpose, no matter how arbitrary or outrageous it may be, & that no contractor or investor is safe in British Columbia so long as he is a member of its government.

Good Luck for a Good Fellow.—A recent Montreal despatch said: "'Charley' Hosmer has made half a million dollars in London. This statement was on everybody's tongue to-day on the stock exchange & other public resorts, & all appeared to be delighted to learn that the Manager of the C.P.R. Co.'s Telegraph had struck it rich, as mining men would say. It appears that while Hosmer was in London recently he was so successful in a deal that his profits reached the splendid sum of £100,000. From being a poor boy Hosmer has become a millionaire." We do not vouch for the accuracy of all the foregoing, though it is pretty well known that Mr. Hosmer has amassed a large fortune. His good luck is gratifying to everyone who knows him, for there is no better fellow made.

F. D. Anthony, Chief Engineer, Ottawa & New York Ry., has moved his office from Cornwall, Ont., to Ottawa.

Direct Taxation in Ontario.

Under the title of An Act to supplement the revenues of the Crown in the Province of Ontario, the Treasurer of the Province has submitted to the Legislature a measure to tax banks, insurance, loan & trust companies & a number of other corporations, including steam & electric railways, sleeping car, express, telegraph & telephone companies. In consequence of the emphatic protests against the measure, it has already been changed in many respects, & it is probable that before it gets through the house a number of other alterations will be made. Following we give a summary of the principal provisions of the bill as affecting the interests we specially represent, as they stand at the time of writing (Mar. 11).

The taxes provided for are to be paid on Nov. 1, 1899, & thereafter on June 1 in each year:—

Every railway company operating a line or part of a line of railway within the Province shall pay \$5 for each mile of railway from terminus to terminus operated or used by the company. The word "railway" or the words "railway company" shall not include an electric railway or electric railway company or a tramway or a tramway company.

Every street railway company in any city in the Province & every company working or operating a railway or part thereof entirely or partly by electricity in any city in the Province for carrying passengers shall pay \$20 for each mile of track when the same does not exceed 20 miles in such city, \$35 for each mile of track when the same exceeds 20 miles, but does not exceed 30 miles, \$45 for each mile of track when the same exceeds 30 miles, but does not exceed 50 miles, & \$60 for each mile of track when the same exceeds 50 miles. The mileage shall be computed on the single track, each mile of double track being counted as 2 miles of single track.

Every telegraph company which owns a line or part of a line of telegraph where the same or part thereof is operated or worked by others or by any other company other than the owners within the Province shall pay $\frac{1}{10}$ of 1% on the paid-up capital of such company, but where a company owning the line is taxable under the preceding clause, it shall not be taxable for an additional $\frac{1}{10}$ of 1% under this clause; & every company which operates or works in the Province a telegraph line or part of a telegraph line or one

or more lines or parts thereof under lease or agreement with the owners of such line or lines or parts thereof shall pay $\frac{1}{10}$ of 1% upon the paid-up capital of such company.

Every railway or other company which owns a line or part of a line of telegraph operated in the Province shall pay a tax of $\frac{1}{10}$ of 1% upon the amount of capital invested in the telegraph line or works.

Every telephone company working or operating a telephone line for gain in the Province shall pay a tax of $\frac{1}{10}$ of 1% upon the paid-up capital of such company.

Every gas company and every electric lighting company in any city in the Province shall pay a tax of $\frac{1}{10}$ of 1% on its paid-up capital, but this shall not apply to any gas or electric works owned by a municipality & operated for the purposes of the municipality.

Every express company or company doing express business or a general express business in the Province shall pay \$2,000.

Every company doing business in the province by either leasing or hiring sleeping cars or parlor cars to a railway company, or whose sleeping or parlor cars run upon or are used by a railway company within the Province shall pay $\frac{1}{10}$ of 1% upon the capital of the company invested in cars & rolling stock used in Ontario during the preceding year.

Street or electric railway companies in cities, telegraph companies, telephone companies, express companies & sleeping or parlor car companies which pay the taxes imposed by this act, shall continue to be assessable & taxable for municipal purposes as they were by law assessable or taxable on Feb. 1, 1899.

The assessment & taxation of railway companies shall continue to be made under & in accordance with The Assessment Act, sec. 31, & railways shall not be liable to municipal assessment or taxation in respect or by reason of the crossing of streets or highways by the tracks or roadways thereof.

Nothing in this act shall affect or interfere with any special assessment by a municipality upon property benefited by any local improvement for the cost of such local improvement.

On or before July 1, 1899, & thereafter on or before April 1 in each year every corporation or company on which a tax is by this act imposed & which is doing business in the Province shall without any notice or demand to that effect from the Government deliver in duplicate to the Provincial Treasurer a detailed statement in which shall be set forth the name of the corporation or company, its business, the amount of its capital stock, & the

amount thereof paid up; & in the case of companies under or within clause 13 of sec. 2 the amount of capital of the company used or invested in sleeping or parlor cars or rolling stock of such classes of cars used in the Province during the preceding year, & in the case of railways, street railways or railways operated by electricity & other companies paying a mileage rate the number of miles in operation in any city or cities within the Province. Such statement & the information required by this section shall be made & furnished by & under the oath of the president & manager or of the manager & vice-president having personal knowledge of the affairs of the company & in the case of extra provincial companies by the manager or chief agent of the company in Ontario & the accountant or secretary thereof or by such other person or persons connected with the company or corporation as the treasurer may require & shall be in accordance with one of the forms in the schedule to the act.

Every corporation or company which, & the agent of any company who, neglects to conform to the provisions of the preceding section shall each be liable to a penalty of \$20 a day for each day during which default is made & the company shall also be liable to pay a tax of double the amount for which it would have been liable under the preceding sections, & any penalty or such double tax may be recovered with costs in an action brought in the name of the Treasurer aforesaid to be tried by a judge without a jury.

Dominion Railway Legislation.

No less than 56 applications have been made for legislation in regard to railways at the current Ottawa session.

An application will be made for a charter for a railway from Edmonton via Athabasca Landing & Lesser Slave Lake to Peace River, & to navigate the Athabasca River from Athabasca Landing to the mouth of Little Slave River & onward to Lesser Slave Lake. An extension of time is sought on behalf of the Northern Pacific & Manitoba Ry. Co. for the completion of its undertaking. A company asks power to build from Edmonton to Victoria, & thence by Beaver Lake to South Edmonton. The Saskatchewan Ry. & Mining Co. seeks the right to construct branch lines prior to the construction of the main line. The Red Deer Valley Ry. & Coal Co. asks an extension of time to fulfil its charter. The Bran-

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don & Southwestern Ry. asks power to build west to the boundary of the province.

Among some of the Yukon schemes which will come before the House, the following may be mentioned:—The British Yukon Ry. Co., which has already constructed a line over the White Pass, & operates the same under authority from both Canada & the U.S., seeks power to continue to Fort Selkirk, & on to the international boundary; also to build from Cariboo Crossing or Tagish House to Teslin Lake or river, & branches anywhere in the Yukon, not exceeding 50 miles in length. Three applications are in for charters over the Dalton trail. One project is known as the Alaska & Northern; another is the Pacific & Yukon Ry. & Navigation Co. The last-named company proposes building through the Chilcoat Pass to Dalton's Post on the Alek River, & thence by the most feasible route to a point on the Lewes River below Five Finger rapids. Another concern proposes locating a line by the Stickeen River route, & southerly from the Stickeen to a point on the coast of B.C. They also propose the alternate route by way of the Lynn canal to Dawson, & power to build "branch lines & lines of railway along or near any creek or watercourse in the Yukon district." In the Yukon itself several charters are sought. One is for a road from Dawson City along Klondike River to Hunker Creek, Dominion Creek, Indian River & back to the Yukon, from which the route would lead back to Dawson. Another is from Klondike City along Bonanza, & across to Sulphur Creek & Dominion River, with branches along Hunker, Dominion & Quart creeks, & along any other creek & watercourse, or to any other place in the Yukon district. A third proposes operating a road from Dawson to the forks of the El Dorado & Bonanza creeks, & from Dawson to the divide of Dominion & Sulphur Creeks, with power to build branch lines of 30 miles. The Ashcroft route, which has found many advocates, will be utilized for a railway project, if the application for the right to build a line from Ashcroft to Dawson City, & from Ashcroft southward to the international boundary line, is granted.

Applications are not lacking from other portions of Canada to provide & improve existing means of communication. Among the most important of these is that of the Corbin syndicate, which last session put up such a fight against the C.P.R. for access to the Boundary Creek region of B.C. The application is renewed almost in the same terms as last year. The B.C. Southern Ry. Co. will ask for an extension in time for the completion of its eastern section, & power to connect with the C.P.R. at Golden. The Bedlington & Nelson Ry. Co. will make application for Federal incorporation. Another company proposes building from the C.P.R. main line, between Kamloops & Ashcroft, to Quesnelle, & following the route by the Telegraph trail to Hazelton, or alternately from the same starting point to Barkerville in the Cariboo country, & thence by the Telegraph trail to Hazelton.

While British Columbia & the Yukon will be the chief centres of activity in railway promotion, Manitoba & the Territories will not be overlooked, though the country is covered with charters for unbuild railways. The Edmonton District Ry. Co. has given notice of a bill authorizing it (in addition to the powers already conferred) to build a line from the line already authorized to the Yellow Head or Peace River pass, & on through the mountains by the most practical route to the Pacific ocean. An alternative proposition is that it be allowed to connect with the projected line of the British Pacific Ry. Co., & that authority be given to construct branch lines to the navigable waters of the Yukon river. It is proposed to change the name of the company to the Edmonton, Yukon, Pacific Ry. Co. The Nipissing & James Bay Ry.

Co. will have a bill before Parliament to extend the time for the completion of its undertaking. An application will come before Parliament for a charter for a railway from Lake Winnipegosis to Edmonton.

Recent British Columbia Legislation.

At the session of the British Columbia Legislature just closed, the following acts relating to transportation interests were passed:—

To incorporate the Kamloops & Atlin Ry. Co.
To amend the North Star & Arrow Lake Ry. Act, 1898.

To incorporate the Vancouver, Northern & Yukon Ry. Co.

To incorporate the South Kootenay Ry. Co.
To incorporate the Atlin Short Line Ry. & Navigation Co.

To incorporate the Big Bend Transportation Co.

To amend the Kitimaat Ry. Act, 1898.
To amend the Kootenay & Northwest Ry. Co.'s Act, 1898.

To incorporate the Cariboo-Omenica Chartered Co.

To amend the Columbia & Western Ry. Subsidy Act, 1896.

To incorporate the Atlin Southern Ry. Co.
To grant a subsidy to a railway from Midway to Pentiction.

Respecting the Canadian Pacific Navigation Co.

The Yukon Telegraph Line.

F. Richardson, heretofore Inspector of the Eastern Division of the C.P.R. Co.'s telegraph, has left with a number of assistants for the Pacific coast under instructions from the Dominion Minister of Public Works to construct a telegraph line from Skagway to Dawson as a Federal work. The estimated cost of the line for the distance of 600 miles between the points named is \$150,000, on the basis of \$250 a mile. It is expected that the line will be in operation by Nov. 15, & when it is completed Dawson will be brought within 6 days' communication of Ottawa. Whether the sea link will subsequently be connected by a cable between Vancouver & Skagway, or whether the Government line from Quesnelle in the Cariboo country will be extended northward to connect with the Skagway-Dawson line, has yet to be determined. Mr. Richardson was sent out by the Government last year to report upon the feasibility of a line by the old telegraph trail from Quesnelle, his estimate of cost being \$350,000. This line could not well be completed before the end of 1900, & it has been decided to construct the shorter line first.

Nova Scotia Transportation Questions.

A conference of representatives of the boards of trade throughout N.S. was held at Halifax in the middle of Mar. Among the subjects for discussion were, "Subsidies to trans-Atlantic freight steamships," "Freight rates on the Dominion Atlantic Ry.," "Winter mail service between Canada and England."

In the discussion on the subsidies to trans-Atlantic freight steamships much difference of opinion was expressed. It was, however, pretty clearly established that cheaper ocean freight rates can be obtained from New York, Boston & other U.S. ports, than from Halifax—one delegate showing that the rate on apples from Halifax to London is 75c. a barrel, against 48c. from Boston. It was also pointed out that for 20 years the Dominion Government had subsidized steamers to call at Halifax, & that they then proceeded to Portland to load Canadian products. A resolution against the granting of subsidies was carried.

The discussion on D. A. Ry. freight rates was enlivened by a tilt between P. Innes, ex-Superintendent of the line, & P. Gifkins, the present Superintendent, in which the former charged that the rates were excessive & the latter maintained that they were as low as on any line in Canada, & in some cases lower. The meeting passed a resolution asking the Dominion Government to appoint a railway commission with judiciary powers, on the lines of the English Railway Commission, or the U.S. Interstate Commerce Commission, which would hear & adjudicate upon the complaint of individuals or localities & which would authoritatively fix reasonable rates.

On the question of the winter mail service it was resolved that until the initiation of the fast Atlantic service, the winter mail service between the United Kingdom & Canada should have its winter terminus at a port on the Atlantic coast of N.S., & that in the contract for the performance of each service to be entered into by the Government & a steamship company, while it should be stipulated that the western terminal port should be in Canada, there should be no provision obliging the Company's steamships to proceed to any port other than that at which the mails are to be landed.

Delegates from Sydney brought up the question of improved passenger train service on the I.C.R. in Cape Breton, stating the necessity for fast express trains and alluding to the present trains as "express" merely so as not to hurt the feelings of I.C.R. officials. It was stated that no satisfaction could be obtained from General Manager Pottinger. A resolution demanding an improved service was passed.

A resolution was passed urging the Dominion Government to build a coal shipping pier & provide terminal facilities for handling coal traffic at Pictou.

Railway Committee of Privy Council.

An important session was held at Ottawa, Feb. 22, when a number of cases came up for hearing. The principal one was the complaint of the Sun Oil Refining Co. of Hamilton, associated with which were The Gall Schnieder Oil Co., Montreal; The Atlantic Oil Refining Co., Montreal, & The American Oil Co. The complaint was as follows:

"Your complainants necessarily import from the U.S. & sell in Canada large quantities of U.S. petroleum & its products. According to the uniform classification of freight, prescribed by the Governor-in-Council under the Railway Act & now in force, illuminating oils & lubricating oils in wood are classed as 5th-class for car lots & 3rd-class for less than car lots. The railway companies, by their tariff issued Oct. 1, 1898, have advanced the through rate per 100 lbs. from Toledo to Montreal upon these goods from 29½ to 46½c.; from Buffalo to Montreal, from 17½ to 35½c.; & from Buffalo to Hamilton, from 10½ to 16½c. This advance is unjustifiable & unreasonable, and is made indirectly against manufacturers or dealers in these products in Canada in favor of the Standard Oil Trust of the U.S., which owns & operates large industries for the manufacture of oil in Canada. The associated railway companies, by their tariff issued 16 Jan., 1899, have advanced local rates in Ontario on U.S. petroleum & its products over 50%, while the local rate on Canadian petroleum & its products remains the same as it formerly was. Your complainants cite the following instances in support of the statements contained in the preceding paragraphs, lastly mentioned, under the tariff from Hamilton to the following places: 23¼ miles, Hagersville rate, Canadian 15c., U.S. 25¼c.; 18 miles, Harrisburg rate, Canadian 11c., U.S. 21c.; 12 miles, Copetown rate, Canadian 9c., U.S., 19½c.;

37 miles, Dunnville rate, Canadian 15c., U.S. 24c.; & the rates to all other local points are advanced in the same proportion. Under the later tariff the charge on the Canadian product has remained the same as it formerly was, & the advance has been on the U.S. product only. The tariffs of Oct. 1, 1898, & Jan. 6, 1899, have been issued & put into force without the previous revision & approval of the Governor-in-Council, & no order in Council has been passed altering the tolls previously fixed, as required by the provisions of the railway act. By reason of the facts herein complained of your complainants have sustained loss, & are greatly impeded in the transaction of their business." It was submitted that these tariffs were illegal, & the complainants asked that they be disallowed.

After argument by G. L. Staunton for the petitioners, by G. M. Clark for the C.P.R., & by B. B. Osler for the G.T.R., Mr. Osler announced that the G.T.R. would absolutely withdraw its tariff of Jan. 6. Mr. Clark followed suit for the C.P.R., & the Minister of Railways announced that the Committee would consider the question of the Oct. tariff at a later date, when the question of what is through traffic will have to be decided.

Intercolonial Ry. & St. John Ry. Co.—Counsel for the St. John (street) Ry. Co. strongly opposed the application on behalf of the Intercolonial to compel the electric railway company to assist in the maintenance of protection at Mill street. He claimed that the St. John Co. was the successor & owner of the People's Street Ry. charter granted in 1866., & that 3 of the I.C.R. tracks at the point in question only had been put down in 1883, thereby making the steam road responsible. Moreover, part of the arrangement between the city & the I.C.R. was that the latter road should protect the crossing. Deputy Minister Schreiber asked the Committee to order an interlocking switch to be put in to guard against accident in case the street railway car broke loose on the hill. Decision was reserved.

The Montreal Island Belt Line Ry. Co. applied for permission to construct a branch line from their main line to the Dominion Cotton Mills Co.'s works in Montreal. The line is quite a short one, being but 2,100 ft. in length. Counsel for the Montreal St. Ry. Co., took the ground that the case did not come within the jurisdiction of the Committee & claimed that the City Council had not sanctioned the extension. After argument it was decided that the case stand over till the City Council expresses itself thereon.

Kootenay Ry. & Navigation Co.—Application was made on behalf of this Co.'s subsidiary, the Bedlington & Nelson Ry. Co. for running powers over some 15 miles of the C. P.R.'s Crow's Nest Pass line from or near Creston to Kootenay Landing, the application being based on the statute 60-61 Vic., cap. 5, sec. 1, sub-sec. f, which reads as follows:

"That the Railway Committee of the Privy Council may grant running powers over the said line of railway & all its branches & connections or any portions thereof, & all lines of railway now or hereafter owned or leased by or operated on account of the Co. in B.C. south of the Co.'s main line of railway, & the necessary use of its tracks, stations & station grounds, to any other railway company apply-

ing for such grant, upon such terms as such Committee may fix & determine, & according to the provisions of the Railway Act & of such other general acts relating to railways as are from time to time passed by Parliament, but nothing herein shall be held to imply that such running powers might not be so granted without the special provision herein contained."

J. A. Gemmill, in supporting the application, asserted that the applicant had prior right to the portion of the route required, & that the C.P.R. Co. had taken possession of part of route which had been laid out for the B. & N. R. The physical difficulties rendered the construction of a separate line under present conditions almost prohibitive. The cost would average \$30,000 a mile. G. M. Clark, for the C.P.R., opposed the application & submitted there were no physical difficulties justifying the Committee giving running powers. The Minister of Railways referred to the subsidy given by the Dominion to the Crow's Nest line on the understanding that other roads were to be given running powers. Mr. Clark contended the C.N.P. line had cost far more than the estimate on which the subsidy was based. The case was adjourned to give the parties a chance to come to an understanding on the question of cost before the making of an order by the Committee.

The Brandon & Southwestern Ry. Co. applied for permission to cross with its proposed line the C.P.R. Southwestern Branch near Carrol, Man., & the C.P.R. Pembina Mountain Branch near Deloraine, Man. The hearing was adjourned in order to allow the applicant to put in plans & profiles showing the crossings proposed.

The Maritime Electrical Association will meet in Halifax on or about April 18.

E. L. Drewry, Proprietor of the Redwood & Empire Breweries, Winnipeg, Man., always issues a very handsome calendar. For many years he has used English productions of great merit, but this year he has put out a local work, which is of special interest in Western Canada, as it accurately represents a member of each of the three principal corps—the Royal Canadian Dragoons, the Northwest Mounted Police & the 90th Manitoba Rifles, over the title, "Western Soldiers of our Queen."

The C.P.R. will this season undertake the handling of grain cargoes directly at Owen Sound as it does the other lines of freight arriving there, instead of letting the work out to contractors. For some years past the grain shovelling in the vessels' hold, has been under contract.

COAST & INLAND SHIPPING.

Cheap Transportation on the Lakes.

Statistics for the past year just closed, show that on the Great Lakes, at least, there is still a very wide difference in favor of the water lines. The railroads have charged 1c for carrying 1 ton of coal 4 miles under the conditions which produced the lowest freight rates on American railways. It is well known that the cost of shipping such coarse freight is often brought down below the level which would be practicable if the profits on other merchandise & on passenger traffic did not

pay the fixed charges of the railroad companies. Against this minimum of 1c for every 4 miles 1 ton of coal is carried on land, where the competition between railroads is most severe, there must be placed an average charge of transportation on the Great Lakes which is not over 1c. for every 20 miles for similar freight. That is, the cost of shipping coarse merchandise by water on the chain of inland seas which stretches 1,000 miles through the richest part of North America is only about 20% of the lowest rate for such service on the railroads. Improvements in railroad equipment & methods of operation are offset, from year to year, by equal progress in cheapening water transportation. The result is that the lakes are still of enormous economic value. They not only afford means of transporting many million tons of merchandise at rates much below the lowest which could be had on land, but they keep the cost of moving freight by rail far under the level which would be maintained if it were not for the tremendous force of water competition.—Cleveland Leader.

Fort William Navigation.

President Muir, of the Winnipeg Grain Exchange, in speaking at the recent annual meeting, said: "Your Secretary was directed to interview the Dominion Minister of Public Works, asking the Government to provide means to extend the season of navigation to Fort William, by keeping the river there clear of ice to the last possible date. The result was disappointing, as the Minister failed to grasp the idea outlined in our representations that at a small expenditure the river could be kept open until the date that the Sault river & canal freeze up, thus allowing large quantities of grain to go forward by boat which otherwise must remain at Fort William until the following May, or be shipped all rail to the seaboard at a heavy loss to shippers. Our members were anxious to have Fort William harbor kept open as long as the harbor of Duluth. The Minister seemed to think it was contrary to the will of providence that any such attempt should be made. A proposition is under consideration by which millions of dollars would be spent to improve harbors & railways in Ontario for the purpose of retaining the grain trade to Canadian ports; yet the small amount required for improvements at Fort William has been refused. I trust the Dominion Government will deal with the matter during the year in a more practical way than they have dealt with it in the past."

Winter Navigation of the Lakes.

F. B. McCormick writes from Pelee Island, Ont., to the Marine Record: "For many years this very important question has been discussed with more or less intensity & then suffered to drop into indifference again. I think I may opine that in the minds of practical men its entire feasibility is fully admitted. Since Capt. W. Clinton, of Windsor, Ont., nearly 30 years ago built the ferry steamer Victoria, after which the other Detroit River ferries have been modeled & improved, the fact of winter navigation has been fully established. But with the enormous growth of the lake marine, new & extended necessities have

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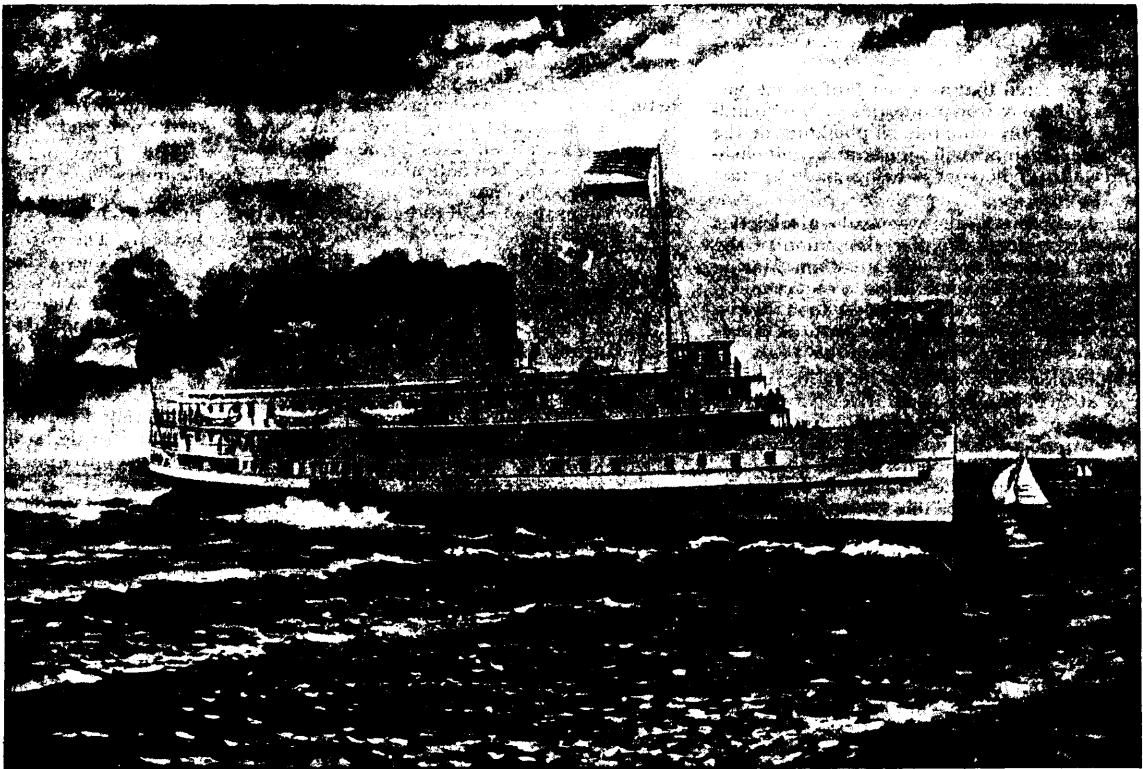
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TORONTO.

arisen, & the imperative need of such service is conceded. If there existed across or through the Great Lakes natural winter channels like that which is open to-day from Wheatley, Ont., via Point Pelee, Pelee Island & Kelley's Island to Sandusky, Ohio, to the eastward of the Islands, entirely free of ice all winter long, simply because the ice is held up the lake by the chain of islands, then this winter navigation would be but a simple problem. If, then, we may say that this question is no longer a matter of doubt, the only question remaining is the financial one, 'Will it pay?' I think so. By the building of a few powerful steamers, with bows very like the ordinary whaleback, but especially strengthened to stand the strain of ice-breaking, & with a beam somewhat greater than her consorts, so as to give room for their ready passage in her wake, a steamer



RICHELIEU AND ONTARIO NAVIGATION CO.'S STEAMER TORONTO.

or heavy steamers can be built which will head the van & be the pilots of their fleets. As all the nautical world knows, the modern ice-breaker does not cut, she simply rides the ice down by & under her receding stem, as she glides over & bears it down beneath her. The ponderous hulls which crowd our waters, with only slight modifications, can be made to work both winter & summer, & the additional expense, especially if these vessels lead fleets of freighters, will not be a bar to success."

Richelieu & Ontario Navigation Co.

At the meeting of directors, Mar. 8, Capt. H. Esford was appointed commanding officer of the new steamer Toronto. The new vessel was naturally a prize which was looked on with envy by a great many of the old commanders in the fleet, & there has been a good deal of rivalry as to who would secure it. Capt. Esford was the choice of the committee of management, & the directors endorsed the decision. Capt. Esford was commanding officer of the Corsican, & has been in the employ of the Co. as pilot & officer for a good many years. Capt. McGrath, who commanded the Bohemian last year, will take the Corsican, while the Bohemian will be under Capt. Dunlop. Capt. Esford is a resident of Barriefield, a suburb of Kingston, & is well known, particularly at the ports touched by the Western line, as he is the oldest captain in the Co.'s employ on that line. We mentioned him last July as the man who would get the position and our forecast has been borne out.

The other appointments are as follows:— Capt. Boucher, for the str. Quebec; St. Louis, the Montreal; Gouin, the Berthier; E. Gouin, the Terrebonne; Raymond, the Cultivateur; Paulin, the Chambly; Dougal, the Canada; Riverin, the Carolina; Lapierre, the Saguenay; Grange, the Spartan; Crepeau, the Mouche-a-Feu; Berthiaume, the Sorel; & Faubert, the Riviere-du-Loup.

The time table for the coming season has been arranged. The mail steamers will this summer leave Toronto at 2.30 p.m. daily, instead of 2, which was the time during previous

seasons. The only boat making a call at Charlotte, N.Y., will be the Toronto. In Toronto she will dock at the Yonge Street slip side of Milloy's wharf, the old wharf being too short for her.

In January we published an illustration of the str. Toronto from a photograph taken in Toronto Bay. The illustration published on this page is from a drawing which the management has had made, & which is more of a broadside view.

L. E. & D. R. R. Co.'s Lake Erie Line.

The Lake Erie & Detroit River Ry. Co.'s car ferry Shenango No. 1, after being stuck in the ice on Lake Erie for 5 weeks, made Port Stanley on Mar. 1. W. Blanck, who went from Detroit to release her by the use of dynamite, said on his return: "When we tried to get out to the craft the first time she was about 15 miles out in the lake off Port Burwell. We made a trip toward her for 8 miles over the ice & then struck clear water & were forced to take to the open boat we had along with us. But the ice crushed in about the sides of our skiff & we were forced to turn back. We made the attempt again the next day, crossing the wide stretch of ice on skates & pulling behind us a flat boat fitted with runners. The ice we went over was firm & glassy, though only from 1 to 4 ins. thick. We reached the boat the next day & cleared away the ice around her with dynamite. Then we got the ferry to about 2½ miles below Clear Creek, but were again blocked at this point. We saw it was no use to make further efforts till the weather moderated & the ice in some measure cleared away. It is now piled up far higher than the gunwales of the craft, & I am not exaggerating when I say it is fully 40 ft. thick." It may be added that when the Shenangos, Nos. 1 & 2, were running for the former owners they met with similar difficulty. They are not high-powered car carriers of the kind that are used in the Straits of Mackinac, & in crossing a long stretch of open water on Lake Erie they are not able to keep up a regular service, even in the heavy weather of fall months

The Co. is overhauling the str. Flora at Sandwich, in fact she is practically being rebuilt & put in first-class shape. The old boilers & engine are being replaced by new ones. She is also being refurnished throughout with electric light. The improvements will cost from \$25,000 to \$30,000. She is expected to be ready for service by the end of May or middle of June, when she will run on the Cleveland, Rondeau & Port Stanley route in connection with the Co.'s railway.

In the railway betterment news on an earlier page of this issue mention is made of the slip dock to be built by the Co. at Rondeau. When it is completed, early in June, the Shenango No. 1 will call at that port in addition to Port Stanley. It is not the intention to abandon Port Stanley or Port Dover. When the arrangements are completed at Rondeau the Shenango, & perhaps other ferries, will be run between Conneaut & Rondeau & Sandusky & Rondeau.

E. C. Walker, Walkerville; F. H. & J. H. Walker, Detroit; Dr. S. A. King, Kingsville, & W. Woollatt, Walkerville, are applying for incorporation as the Lake Erie Navigation Co., Ltd., with a capital stock of \$40,000.

Dominion Notices to Mariners.

The Department of Marine has issued the following notices:—

No. 8, Feb. 24. North Atlantic Ocean, off Nova Scotia.—Dangerous wreckage.

No. 9, Feb. 27. New Brunswick.—1. Beaver Harbor whistling buoy. 2. Change in position of the back range-light on Pointe du Chêne railway wharf.

No. 10. Nova Scotia.—Buoyage of West Dublin Bay and Crooked channel.

General Shipping Notes.

The str. Pro Patria, which runs between Halifax & St. Pierre Miquelon, is being equipped with electric lights.

Capt. J. McGowan, last year on the Ottawa River Navigation Co.'s str. Duchess, will

command the steamer now being built in Toronto for that Co. to run between Ottawa & Thurso.

It is expected that as a result of recent purchases of coal & iron properties in Newfoundland & Cape Breton, iron shipbuilding in the Maritime Provinces will soon be an accomplished fact. An endeavour is being made to start it in Halifax.

Amalgamation of the various local societies of marine engineers, under the name of the National Association of Canadian Marine Engineers, was decided on at a recent meeting in Toronto. It was decided to hold the first convention in Montreal as soon as possible after the close of navigation this year.

Application will shortly be made for the incorporation of the Richelieu River Navigation Co., with headquarters at St. John's, P.Q., & with a capital of \$25,000, which it is understood has been subscribed. We gave on page 55 of our last issue a description of a steamer which is being built for this Co. by the Polson ironworks, Toronto.

Probably the most notable vessel built during the past year in the shipyards of the Ohio and Mississippi rivers is the str. Kate Adams, for the Memphis & Arkansas City Packet Co. It is more than probable the construction of the Adams will mark a new era in shipbuilding on rivers. She is the first steel hull side-wheel packet boat built for passenger & freight service on the rivers. As strength has been sacrificed in large wooden steamers of the river type to secure lightness of draught, particular attention has been directed to the results obtained from the adoption of steel for this hull. When this boat went into commission with complete outfit on board, her draught was only 3 ft. 3 ins., whereas 2 boats having wooden hulls, built at the same yard, of the same general dimension, & exactly the same engine & boiler power, each showed under similar conditions a draught of 4 ft. 4 ins.—Marine Record.

In British Columbia Waters.

Capt. Ford is having a steamboat built at Lulu Island.

A. Ansberg is having a steamboat built at Vancouver for Fraser River salmon business. She will be 92 ft. long & cost about \$16,000.

Mackenzie Bros., Vancouver, are building another steamer of the type of their present vessels, the Fingal & Staffa.

The str. Alpha, brought round the Horn last year & used in the northern B.C. trade, is advertised for sale at Vancouver, B.C.

The C.P.R. tug Ymir will be launched as soon as the ice has broken up. When she is afloat the str. Nelson will be laid up for repairs & the Ymir will ply between Nelson & Kootenay Landing with the Co.'s freight barge.

R. P. Rithet & Co., in their last monthly report, say: "During the first part of the month

grain freights improved appreciably, but as foreign markets made no response, exports could do little business & rates have weakened again. The close, however, still shows some improvement on our previous quotations. Weather conditions being favorable owners are asking advanced rates for new crop loading, & 30s. is the last indication. The course of lumber freights has been steadily forward, & quotations have had to be marked up for every destination. Vessels continue so scarce as to justify an opinion that rates are likely to continue on a comparatively high level for some time to come."

Ontario and the Great Lakes.

The str. Alexandria is undergoing an extensive overhauling at Picton.

It is said R. O. & W. B. Mackay will take over the propeller Myles next season.

M. McInnis, of Meaford, is having a tug 60 ft. long, 13 ft. beam, 6 ft. deep, built at Owen Sound.

Capt. T. Donnelly, Kingston, has been appointed inspector for Lloyds, & will resign his position as Government steamboat inspector.

Maitland, Rixon & Co., Owen Sound, are having a tug built, to replace the burned Ainslie. She will be 93 ft long, 18 ft. beam & 10 ft. deep.

The statement recently published in a Niagara Falls paper to the effect that the Niagara Navigation Co. intends building another steamboat is without foundation.

W. J. Poupore, Ottawa, is having built at Kingston a steam launch 43 ft. long, 8 ft. beam, with a 6 x 6 high pressure engine, for use on the Ottawa River from Pembroke.

The owners of the steamers that rescued the schooners Melrose & Minnedosa on Lake Huron last fall, & took them to Alpena, are suing the Montreal Transportation Co. for \$13,000 salvage.

It is said the Hamilton Steamboat Co. is negotiating for the purchase of Oaklands, across Hamilton bay. If a deal is made the Co. proposes to build an hotel & a wharf & make other improvements.

Capt. Melancthon Simpson, formerly one of the best known of Lake Ontario captains, died in Toronto recently, aged 72. He was also a ship builder & a large number of the lake schooners were turned out under his superintendence.

Efforts are being made by people in the localities interested to get one or more good boats, carrying passengers & freight, to run between Windsor & Sault Ste. Marie, along the eastern shore of Lake Huron, calling at Sarnia, Bayfield, Goderich, Kincardine, Port Elgin & Southampton.

Capt. J. Malcolmson died Mar. 4, aged 83, at Hamilton, where he had lived for 60 years. In 1855 he sailed the John Hensen, in 1856 the

John Ray, in 1857 the brig Orkney Lass; from 1860 to 1868 the barque Malta and from 1868 to 1881 the schooner New Dominion. He had a wide reputation as a careful navigator, and in all the years of his sailing was never wrecked. He retired in 1881.

The Thousand Island Steamboat Co.'s steamers New York, Empire State, St. Lawrence, America, New Island Wanderer, Pierrepoint & Jessie Bain are being overhauled. The business will be conducted on the same lines as last season. The New York & Empire State will run from Clayton to Montreal, & the America will connect with them from Kingston. It is expected that the improvements being made to these boats will increase their speed.

Capt. Craig, of Port Arthur, Ont., is contemplating a trip to Thunder Cape & probably to Isle Royale, at any rate for a distance toward the latter point, in order to ascertain the condition of the ice between the Cape & Island, for a firm of Buffalo vessel insurance agents who are desirous of inspecting the steamer Harlem, which was wrecked on the outer side of Isle Royale last fall. The wreck lies about 20 miles from Passage Island.—Marine Record.

The 14 ft. navigation through the St. Lawrence system of canals for 1899 is now regarded as an impossibility. The contractors who are unable to push the Galop rapids canal have laid the cause of delay before the government & have been granted an extension of time until the spring of 1900 to complete the work. The deep water steamboat line between upper lake & seaboard must transfer to barges at Kingston, Prescott & Ogdensburg as formerly.

A meeting of representatives of the shipyards on the great lakes was held in Cleveland, Ohio, recently, to discuss the proposed consolidation of shipyard interests. It is stated that the deal will undoubtedly be consummated, & that by the end of April the new organization will be in working order. Practically all the yards on the lakes will be in the combine. It is proposed to purchase outright the Wheeler yard at Bay City. The consolidation will involve millions of dollars invested in shipyard plants & put an end to competition in vessel-building on the lakes.

Ice has been giving the Windsor-Detroit car ferries a lot of trouble. One day recently a M.C.R. ferry attempted to cross the river with a passenger train on board. The powerful steamer made good headway until she got within a few feet of her slip on the Detroit side & then she stuck. The ice had anchored to the bottom. The other car ferries attempted to push her into the slip, but the combined efforts of the 3 steamers failed to get her any nearer. Cables were attached to the ferry & carried ashore, and 2 powerful locomotives were given the task of pulling her into the dock. The combined efforts of the ferries & locomotives finally succeeded in getting her in.

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BURN
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MATCHES

Two lake charts have just been published by the U. S. army engineers. One of them covers, on a large scale, the St. Mary's River from the canals down to Twin islands in Mud lake, & the other is a general chart of Lake Michigan on one sheet. The engineers have been at work on resurveys connected with the making of these charts for several years past, & they are corrected in every detail up to date. The river chart will be known as St. Mary's River chart no. 2. It takes in both channels, old & new. The Lake Michigan chart extends well across the Straits of Mackinac.

The grain merchants of Montreal are eagerly looking forward to the opening of navigation. It seems, however, now pretty certain that the canals will not be opened until May 1 or after, & in this, as in other respects, the auspices are different from those of last year. Last year the canals were opened about the middle of April, & grain was able to meet some of the first boats, but this year the barges will not be able to get into Montreal until May 5 or 6. Steamers will leave Great Britain for Montreal about April 15, arriving here about April 25, so that there may be 10 days between the arrival of the ships & the advent of the grain-laden barges, unless the Minister of Railways & Canals becomes awake to the importance of the situation. The Kingston Board of Trade has protested against the order of the Government to keep the canals closed until May 1. If the opening is delayed until that date much of the Western grain to come east will be diverted to routes other than the St. Lawrence River.

Yukon & Northern Navigation Matters.

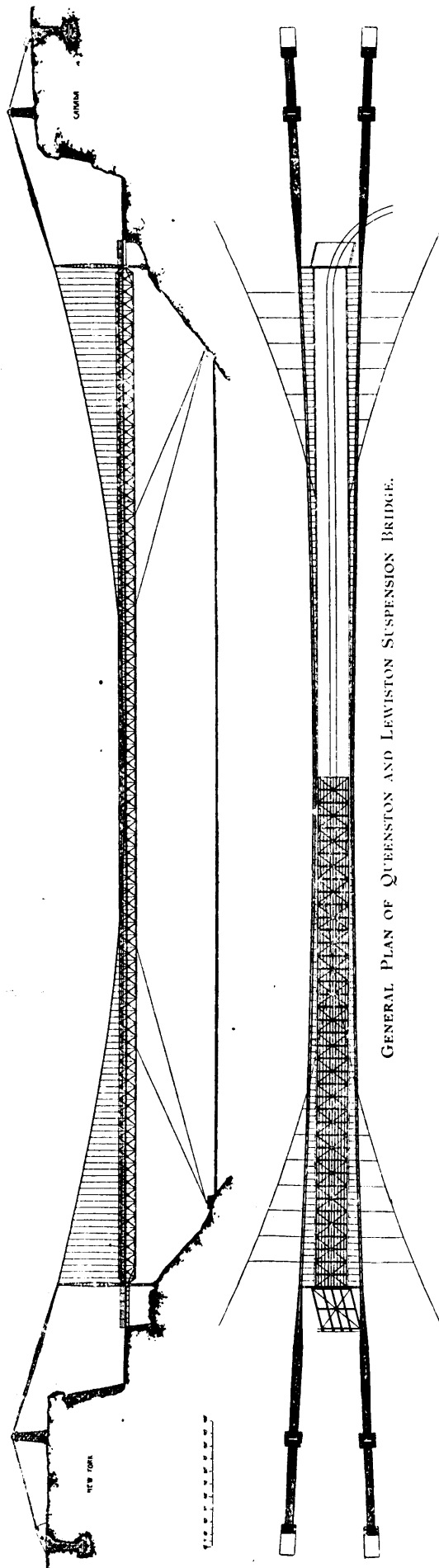
It is said the Alaska Trading & Transportation Co. will place a new line of boats on the lower Yukon this summer.

Large quantities of supplies have been sent north from Victoria for the Bennett Lake & Klondike Navigation Co.'s steamers on the northern lakes.

The str. Willie Irving, though a stern wheel-er only 80 ft. long & 20 ft. beam, made \$23,000 on one round trip last year. She made 10 trips during 4 months of last season, & is the boat that shot the Five Finger rapids 2 miles in length in 2½ minutes.

The latest Klondike flotation in England is the Bennett Lake & Klondike Navigation Co., with a capital of £100,000. Mr. Lowles, M.P., is Chairman. The flotation excites some adverse comment. The Westminster Gazette says the new shares will be left to gamblers, who have underwritten them upon terms the directors do not find convenient to disclose, making use of the obnoxious waiver clause to hide the contracts from those whose money they seek.

It is expected there will be at least 3 steamers on the Skeena river this year—2 to be operated by the Hudson's Bay Co., & 1 to be under the management of an English syndicate. From the manner in which northern traffic is now shaping itself, it would seem as though there will be quite a rush into the Omineca country this year, several large parties having already started out with the intention of going into the country over what is known as the Greece trail, leading inland from the Naas river. Port Simpson business men have big expectations of what a mining excitement will do for them this coming season, & are looking forward to early navigation on the river, basing their calculation on a mild & open winter, which they regard as a hopeful sign of the ice all disappearing with the first blush of spring. At Cunningham's a start has been made to provide increased wharf accommodation for the steamer belonging to the syndicate referred to.



ELECTRIC RAILWAYS.

Queenston-Lewiston Bridge.

We published last month, page 59, a brief description of the suspension bridge building across the Niagara river near Queenston, Ont. The illustration now given shows the general design and construction of the bridge & tells about all that there is to be told now about this structure. It will be noticed that it is built without stays, thus conforming to the views of many of those who have recently written about the New York and Brooklyn Bridge. It will be noticed also that the cables are spliced for a considerable length at either end with eyebars. This was done, as we explained last month, because the cables taken from the upper suspension bridge at Niagara Falls were not long enough to carry the whole length of the span and yet were long enough and good enough to be used so far as they would go.

The peculiar location of this bridge, by which the towers are founded so much higher than the landings, permits and requires a novel construction, namely, the use of the rocker bents at each end of the stiffening truss. These bents support the cables at that point. They are hinged at the shoe, at the end of the truss, and at the top, and they act in themselves as towers.

The principal dimensions of the bridge and of these bents can be taken off the engraving. The bridge is 1,040 feet between towers and 800 feet between rocker bents and 28 feet wide between trusses.—Railroad Gazette.

Work on the bridge has been suspended owing to the dangerous condition of the ice-covered cliffs on both sides of the river. Nothing further will be done on the bridge until the weather makes the conditions better. There is no possibility of having the bridge ready for use until the spring. The retaining walls on both sides of the river have been finished and the pier work is practically complete. As soon as work is resumed the superstructure will be put in its place.

Consolidation of Electric Lines.

On Feb. 27, the Buffalo, N. Y., Commercial said: "The most stupendous business deal in the history of Buffalo, both in point of public & private interests concerned & in the amount of capital involved, is about completed. It involves some \$25,000,000 of capital. Briefly, it is the sale of the entire street railway system of Buffalo & a number of suburban lines. The deal includes the properties of the following companies: The Buffalo Ry. Co., the Buffalo Traction Co., the Buffalo, Bellevue & Lancaster Ry. Co., the Buffalo & Niagara Falls Ry. Co., the Buffalo & Lockport Ry. Co., the Niagara Falls Park & River Ry. Co. (running along the river bank on the Canadian side), the Niagara Falls & Clifton ridge Co., & the Lewiston & Queenston Heights Bridge Co. This immense combination of interests has been sold to a syndicate composed of New Yorkers & Philadelphians, & all of the interests named are to be consolidated under one management. A summary of the capital stock & bonded indebtedness of all the corporations involved, with the exception of the capital stock of the Niagara Falls & Clifton Bridge Co., which could not

be obtained, is as follows: Buffalo Ry. Co. (including Bellevue & Lancaster road), \$15,215,000; Buffalo & Niagara Falls Ry. Co., \$2,250,000; Buffalo Traction Co., \$3,858,000; Buffalo & Lockport Ry., \$1,500,000; Niagara Falls Park & River Ry., \$1,000,000; Lewiston & Queenston Heights Bridge Co., \$285,000, making a total of \$24,105,000."

An Electric Railway Decision.

One, Fraser, desiring to ride on a trolley car belonging to the London St. Ry. Co., & finding all the seats occupied, & the rear platform crowded, jumped on the foot board running alongside the car, while it was in motion. The car had to cross a bridge, on approaching which there was a curve. This caused Fraser to sway out as the car entered the bridge & strike a post thereon by which he was thrown out & injured as there was only 14 inches between the post & the side of the car. Held by the Ontario Divisional Court that the plaintiff must be taken to have been invited to occupy the footboard by the Co., & while there, should have been carried in safety, which could not be done on account of the manner in which the bridge was constructed, therefore there was negligence. The jury at the trial gave a verdict of \$3,300. The Divisional Court thought this excessive & ordered a new trial, unless plaintiff accepted \$2,000 & costs.

Galt, Preston & Hespeler St. Ry. Co.

The report presented at the annual meeting, Jan. 31, stated that the business of 1898 had been fairly successful, the earnings showing considerable increase. The passengers carried numbered 235,495, against 221,674 in 1897. The freight carried was 12,716 tons, against 12,973 in 1897. The increase in earnings from all sources was \$1,191.99. The drop in freight tonnage is owing to the fact that during half of 1897 a freight business was done with Berlin, which ceased Dec. 31, 1897.

A number of additions and improvements to the plant were made during the year. The financial statement is as follows:

RECEIPTS, 1898.	
Balance, Jan. 1, 1898	\$882 64
Earnings—Freight	\$5,643 43
Passenger	13,773 09
Miscellaneous	350 45
Demurrage	43 00
Coal sold	42 54
Supplies sold	579 08
Paid overcharges by C.P.R.	7 22
Cash from 6th call	3,617 50
Telephone	0 25
Cash from overdue freight	14 07
Bill payable	3,000 00
Cartage repaid	11 36
Ocean Insurance Co.	10 00
	\$27,974 63

EXPENDITURES, 1899.	
Refund overcharges freight	\$22 45
Refund passengers	7 30
Wages	9,367 84
Repairs	572 21
Fuel, oil and waste	2,619 09
Supplies	2,629 24
Insurance, fire and accident	710 47
Construction	1,287 41
Cartage account	147 49
Paid overcharges freight for C.P.R.	5 74
Maintenance	102 06
Equipment	217 76
Interest	4,419 35
Bills payable	3,692 16
Park attractions	57 00
Taxes	84 40
Horse killed	90 00
Postage	28 70
Telephone and telegraph	29 88
Rent of office at Hespeler	36 00
Directors' fees for 1897 and 1898	568 00
Sundries	438 25
Balance in bank	848 83
	\$27,974 53

ASSETS, DEC. 31, 1898.	
Plant, including real estate, machinery, rolling stock, etc.	\$121,611 59
Office furniture	111 35
Stationery, etc.	275 00
Unexpired insurance	386 34
Accounts debtors	331 39
Supplies as per inventory	5,950 00
Coal, oil and waste as per inventory	104 13
C. P. Ry.	1,051 35
Cash in bank and on hand	848 83
	\$130,759 98

LIABILITIES, DEC. 31, 1898.	
Shareholders	\$27,912 50
Bonds	100,000 00
Outstanding accounts	1,308 87
Interest accruing due	958 90
Balance	579 71
	\$130,759 98

The following directors were elected: H. McCulloch, President; M. A. Todd, Vice-President; J. W. Leonard, J. D. Moore, D. Spiers, F. Clare, W. H. Lutz.

Hamilton, Grimsby & Beamsville.

At the annual meeting, Jan. 23, the report showed an increase of \$760 over 1897. The Co. paid 5% dividend, & showed a surplus for the year of \$295.10. The heavy snowstorm in Dec. stopped operating for a week, which cut down the revenue fully \$1,200. The freight, fruit & express business is steadily increasing, & should the line be extended to St. Catharines—some 12 miles further—delivering C.P.R. freight & express cars to the centre of that city, no doubt it would be a great benefit to that district & increase the Co.'s revenue considerably.

ASSETS, DEC. 31, 1898.	
General construction account	\$265,232 46
Tools and implements	1,774 73
Material	2,017 03
Horse and wagon	268 00
Furniture—office and stations	752 20
Coal on hand	850 00
Outstandings—freight, milk, express, etc.	770 36
Insurance—unearned guarantee	232 50
Cash on hand and in bank	262 72
	\$272,160 00

LIABILITIES, DEC. 31, 1898.	
To the Public—	
Bonds	\$85,000 00
Mortgages on real estate	7,000 00
Bills payable	8,900 00
Open accounts payable	2,746 71
Bank of Hamilton loan	20,000 00
Sundry items—T. H. & B., C. P. R., etc.	140 60
Wages—accrued but not paid	596 57
Interest accrued—Bank of Hamilton	750 00
Interest accrued—mortgages	152 50
" " bonds	708 34
Dividend Jan. 1	1,416 25
	\$127,410 97

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Canadian Pacific Railway Company.

Dividends for the half year ended December 31st, 1898, have been declared as follows:

On the Preference Stock two per cent.
On the Common Stock two per cent.
Warrants for the Common Stock dividend will be mailed on or about April 1st to Shareholders of record at the closing of the books in New York and London respectively.

The Preference Stock dividend will be paid on Saturday, April 1st, to Shareholders of record at the closing of the books at the Company's London Office, 1 Queen Victoria Street, London, E.C.

The Common Stock transfer books will close in London at 3 p.m. on Tuesday, February 28th, and in Montreal and New York on Friday, March 10th. The Preference Stock books will close at 3 p.m. on Friday, March 10th.

All books will be re-opened on Thursday, 6th April. By order of the Board, CHARLES DRINKWATER, Secretary.

Notice to Shareholders.

The Eighteenth Annual Meeting of the Shareholders of this Company for the election of Directors and the transaction of business generally, will be held on Wednesday the fifth day of April next at the principal office of the Company at Montreal, at twelve o'clock noon.

The Common Stock transfer books will close in London at 3 p.m. on Tuesday, February 28th, and in Montreal and New York on Friday, March 10th. The Preference Stock books will close at 3 p.m. on Friday, March 10th.

All books will be re-opened on Thursday, April 6th. By order of the Board,

CHARLES DRINKWATER, Secretary.
Montreal, 6th February, 1899.

To the Shareholders—	
Capital stock.....	\$113,300 00
Profit and loss account.....	31,449 03
	144,749 03
	\$274,160 00

REVENUE ACCOUNT, 1898.

Passengers.....	\$34,060 15
Milk.....	922 58
Freights.....	5,521 66
Extra baggage.....	91 40
Express.....	1,628 13
Mail.....	438 00
Rents.....	74 50
	\$42,736 42
Wages.....	\$13,920 32
Car repairs.....	1,625 27
Power house expenses.....	1,028 54
Repairs to road bed and track.....	1,386 43
General expenses.....	2,157 77
Fuel—Coal.....	2,960 52
Lubricants.....	166 21
Water rates and taxes.....	574 10
Printing and stationery.....	651 16
Insurance—fire, guarantee and liability.....	1,203 46
Rents.....	238 00
Advertising.....	593 15
Repairs to buildings, etc.....	85 27
Interest—sundries.....	1,251 40
Repairs to overhead lines.....	100 06
Legal expenses.....	663 56
Repairs to telephones.....	30 66
Commissions, etc.....	6 50
Clothing.....	111 99
	28,751 31
Net earnings.....	\$13,985 11
Fixed Charges—	
Interest on bonds.....	\$4,250 00
" " mortgages.....	370 00
" " Bank of Hamilton loan.....	750 00
Dividends.....	5,665 00
	\$11,035 00
Balance to profit and loss.....	\$2,950 11

The directors & officers for the current year are:—President, C. J. Myles; Vice-President, W. J. Harris; other directors, L. Bauer, R. Ramsay, A. H. Myles, J. Gage; Treasurer, R. S. Martin; Secretary & Manager, A. J. Nelles.

Two of the Co.'s conductors were recently fined \$5 & costs each at Winona for charging fares in excess of those allowed by the Saltfleet Township by-law. The Treasurer of Saltfleet municipality was complainant. The Co. will appeal.

R. McCallum, Engineer of the Ontario Public Works Department, recently made an inspection of the line as directed by the trial judge in suit brought by Saltfleet municipality against the Co. Engineer Patterson has also been over the line, it being intended to compare his report with Mr. McCallum's at the trial.

Maritime Provinces Electric Lines.

The Bedford Electric Co., with headquarters at Halifax, is capitalized at \$250,000. It proposes to install an electric plant at St. Margaret's Bay, to transmit light & power to Halifax & other points in the vicinity, & to furnish power for the operation of an extensive pulp mill to be erected. The transmission line will be 18 miles in length, & the pipe line from the power house to the dam about 4,000 ft. in length. It is also proposed to operate an electric tramway to Halifax. M. M. Keefe, Halifax, is President, & A. E. Soulis, Manager & Secretary.

Halifax Electric Tramway gross earnings for Jan., \$16,559.07, against \$15,133.24 for corresponding period. The Co. at the beginning of the year began selling ticket-books of 25 for \$1.

Moncton St. Ry.—B. F. Pearson, a director, & F. A. Huntress, Manager of the Halifax Electric Tramway Co., who recently visited Moncton, have made their report to the owners of the railway in regard to the Street Ry. Co. obtaining the street ry. & municipal gas & electric light under one company, the City to turn over the works and business to the St. Ry. Co. for a certain number of years for cer-

tain compensations. The matter has been laid before the City Corporation for action & is under consideration.

Trenton to Westville.—A project is on foot to build an electric railway between Trenton & Westville, N.S., via New Glasgow & Stelarton.

Ontario Electric Railways.

Brantford St. Ry.—We were officially informed on Feb. 16 that the directors had not considered the rumored extension of the line to Cainsville. (Dec. '98, pg. 271.)

The Brantford Courier says it has seen some letters which have recently passed between one of the projectors of the electric road between Hamilton & Brantford & a leading resident of Cainsville. The correspondence states that the project is in capital shape & that it is expected that a start will be made in time to have the road "open for the summer business." The plan is to run along the Stone Road through Cainsville & to put a steel bridge over the G.T.R. crossing at that point. The structure will consist of a span 40 ft. wide & 20 ft. high. If the bridge over the T. H. & B. is not found to be wide enough to leave a carriage way on each side of the rails special provision will also be made to get over that line in a safe manner. One letter says: "We have raised most of the capital required to start with on our present charter."

Cornwall Electric St. Ry.—The work of getting the plant in running order has been found by the Sun Life Assurance Co. to involve extensive repairs & renewals to the machinery, & it will probably be a week or two yet before the service is in first-class shape. A quantity of the property of the Co. not covered by the mortgage has been sold by the sheriff, including material, the carroussel & boats at the park, &c. Mr. Bradley, formerly of the Hull Electric Co., has been placed in charge of the line.

The Hamilton, Chedoke & Ancaster Electric St. Ry. Co. is applying to the Ontario Legislature to change its name to the Hamilton, Ancaster & Brantford Ry. Co., to increase its capital stock from \$100,000 to \$300,000, & to empower it to build from its present proposed terminus, at Duff's Corners, to the city of Brantford, & a branch line to Sulphur Springs, Ancaster Township.

Hamilton Radial Electric Ry.—At the recent annual meeting the following directors & officers were elected: President, A. Turner; Vice-President, W. A. Wood; other directors—J. Dixon, A. Zimmerman, J. Moodie, jr.; Treasurer, J. Moodie, sr.; Secretary, S. E. Malloch. It is said to be possible that the Co. may extend its line to Oakville this year.

Hamilton St. Railway.—At the recent annual meeting the following were elected: President, E. Martin; Vice-President, J. A. Bruce; other directors—W. Gibson, B. E. Charlton, I. Beer, W. J. Harris, F. W. Fearman.

The earnings of the Co. in 1898 were \$112,965.63, on which it paid the city 6%. The mileage is about 16 miles, on which it pays the City \$400 per mile a year. The payments for percentage & mileage aggregated \$14,310.10.

The Co. recently asked the City for a rebate of taxes on personality & realty of \$64,610. In 1898 the Co. paid taxes on an assessment of \$128,360, & the assessment for this year was reduced to \$63,750 by the Board of Judges. Under the judgment of the Board of Judges the Co. claims not to be assessable for \$50,000 personality. The application was refused.

London St. Ry.—Following are comparisons of the past 2 years' business:

	1898.	1897.
Car earnings.....	\$109,627.52	\$98,931.08
Miscellaneous revenue.....	\$4,184.23	\$2,434.86
Operating.....	\$65,665.23	\$58,451.93
Net earnings.....	\$48,146.52	\$42,914.01

Passengers carried.....	2,811,558	2,585,480
Car miles.....	1,074,302	944,343
Earnings per car mile.....	10.59	10.73
Earnings per passenger.....	4.00	3.92
Earnings per cap. of popu.....	2.95	2.66
Operating per cent. of earnings.....	57.7	57.6

The earnings for Jan., 1899, were \$8,194.38, compared with \$7,705.18 for Jan., 1898.

Earnings for Feb., \$7,391.28, against \$6,657.85 for Feb., 1898.

The Board of County Judges, appointed to hear the appeal of the Co. from the decision of the Court of Revision against the assessment of its property, has given judgment. The reductions made amount to \$202,000. The assessment on rails, poles & wires was \$136,780, divided in wards. By expert measurement it was found that No. 4 Ward was assessed for 6,560 ft. too much, which, at the rate of \$7,000 a mile, took \$8,750 off the original assessment, leaving the assessment \$128,030. The bridges were assessed for \$19,220, & the assessment was reduced to \$9,000. The assessment on that portion of the asphalt pavement laid by the Co. was \$22,817, & the cars were assessed for \$50,000. Afterwards the assessment was amended by adding the value of streets the cars run on, \$132,000, & the decision reduces the amount to \$33,000. The board fixed the assessment on rails, poles & wires, making for 18 miles \$108,000.

Metropolitan St. Ry.—A switch was recently put in by the C.P.R. on its North Toronto line, near Yonge St., with the intention, it is said, of connecting with this Co.'s line, so as to provide a through freight service to points north of Toronto to compete with the G.T.R. The Toronto City authorities, with their usual hampering policy, objected to the connection being made & detailed policemen to prevent it.

Niagara Falls Park & River Ry.—At the annual meeting Feb. 7 the following were elected: President, E. B. Osler; Vice-President, W. Hendrie; Secretary, R. A. Smith; other directors, R. B. Angus, H. C. Hammond, A. R. Creelman, S. B. Sykes. The Co. does not make public its report & the latest figures available are up to June 30, 1897, as follows: Length of line 13.68 miles. Ordinary share capital, authorized \$1,000,000; subscribed \$600,000; paid up, \$592,630. Bonded debt authorized \$690,000; issued \$600,000. Capital from other sources subscribed & paid up, \$706,638.41. Total capital subscribed, \$1,906,628.41; paid up, \$1,298,988.41. Floating debt, \$706,628.41 at 4 & 7%. Total cost of railway & rolling stock, \$907,539.19. The net earnings for the year ended June 30, 1897, were \$11,372.78. No dividend has yet been paid.

The Co. has sued the town of Niagara Falls, to recover \$124.42, paid as taxes on a \$6,000 assessment on roadway. The Co. claims that the property is a public highway, & therefore exempt.

The Co. is building in its shops at Niagara Falls, 6 large open motor cars, each having a seating capacity of 75.

The annual report of the Niagara Falls Park Commissioners, just presented to the Legislature, states that the Canadian Niagara Power Co., in pursuance of its agreement with the N.F.P. & R. Ry. Co., has installed an electrical plant in the railway power-house, which, it is stated, will furnish about 1,000 electrical horse-power in excess of what is needed for operating the electric railway—of which amount about 600 h.p. has already been put into practical use.

Niagara Falls, Wesley Park & Clifton Tramway Co.—The management of this horse car line has asked the Niagara Falls town council that it be allowed to change from horse to electric power on the present line & to build a branch down Bender avenue to Mowat gate of Queen Victoria Niagara Falls Park, & up Clifton Hill to Center street.

Here the route would change, & instead of following Victoria avenue, as at present, it would continue out Center street to Ellen street & on to Ferry street. A line would also be built out to Lundy's Lane, & the right of way would be asked to Victoria & Culp streets, making a loop line to Falls View.

The Ottawa Electric Ry. Co.'s agreement, which expires in 1923, provides for no payment of percentage on receipts. A mileage rate of \$450 a mile per year for the first 15 years, & \$500 a mile for the second 15 years is paid on unpaved streets, & \$1,000 a mile for paved streets, with an initial bonus of \$1,000 a mile for any streets when paved.

Port Arthur—Fort William.—No action appears to have been taken by the Town of Port Arthur to carry out the requirements of the report made by W. Phillips for the Ontario Government, except to put the overhead construction in fairly good order. It is said the Port Arthur Council is holding off in the hope of making some new arrangement with Fort William or getting its act amended by the Legislature. It is contended the work required on the roadbed could not be done in any case in winter. (Dec. '98, pg. 273.)

The town of Port Arthur has been operating the line from Port Arthur to Fort William at a loss, & will likely adopt a new schedule of fares. The present rates are: Cash fares, 5c.; blue tickets, 6 for 25c.; morning & evening tickets, 8 for 25c.; school children, 10 for 25c. For one fare passengers are permitted to ride from end to end of the line—over 7 miles.

St. Catharines & Niagara Central.—D. S. Haines, who is the representative of the people now operating this line, says the roadbed has been extensively repaired already, & by July next the road from Niagara Falls to St. Catharines will be electrically equipped, & a splendid service in operation, with cars modern & up-to-date. The present roadbed will be retained this year, & next year many improvements will be made. Wherever possible the trestles will be filled in, & where this is not practical, steel trestles will replace the wooden ones. Through Merritton the road will run on the ground, doing away with the long stretch of trestle there, & the long curve in rear of the high school in Thorold will be done away with, & a direct line struck from the brow of the mountain. The idea is to get the road on the level as much as possible. Mr. Haines says the road will be running to Port Dalhousie by July 1, next.

Application has been made to the Niagara Falls, Ont., Town Council for permission to extend the line in that town to the Niagara River.

St. Thomas St. Ry.—J. E. Taylor has been appointed Manager. He was formerly connected with the Hamilton, Grimsby & Beamsville Electric Ry., also with the City & Suburban St. Ry. of Portland, Ore.

Toronto Railway.—The City has taken action against the Co. in connection with the overcrowding of the cars. The writ states that the claim is for damages for breach of agreement between the City of Toronto & the Co. providing for the operation of the street railways in the City, dated Sep. 1, 1891, & for a mandamus & injunction, declaration & interpretation as there set out. The City claims that the Co. has broken the terms of the agreement in that the Co. has from time to time overcrowded & still habitually overcrowds its cars & for an injunction to restrain the Co. from continuing to overcrowd the cars. The City claims that the Co. uses, in the operation of the system, cars which are not of the most approved design for service & comfort, as provided by the agreement, but which are dilapidated, worn out & dirty, & for an injunction restraining the use of such cars. The City claims that the Co. has neglected to furnish the City Engineer annually a statement of

tracks, cars & plants & appliances on hand, together with the value of the same, as provided by the agreement, & that special performance of the agreement be ordered by the Co. The City further claims that the Co. refused to give to & accept from passengers transfers, as provided; & the City claims an interpretation of the agreement & a declaration of the rights of passengers to be transferred from car to car on the system. The Co. has entered an appearance in the suit.

The gross earnings are as follows:—

	1899.	1898.	Increase.
Jan.	\$95,690.12	\$86,562.36	\$9,127.76
Feb.	91,860.30	82,402.19	9,458.11
			\$18,585.87

Quebec Electric Lines.

The Chateaugay & Northern Ry. Co. is applying for legislative authority to extend the time for commencing work & for power to sell its surplus electric power, to engage in electric lighting, to extend its railway to Berthier, by a branch line; & to own & operate hotels, restaurants, parks & places of amusement, & to increase its capital stock.

Hull Electric Co.—The Court of Review recently rendered judgment in the case of this Co. vs. the Ottawa Electric Co. & the Corporation of Hull intervenant. By this action the Co. plaintiff asked that the Ottawa Electric Co. be ordered to take away the posts placed by it in the streets of Hull, & it also claimed \$20,000 damages. The action was based on an exclusive privilege granted the plaintiff by a special by-law, afterwards sanctioned by the Legislature. The corporation of Hull having, by a resolution, authorized the Co. defendant to use the streets intervened in the case, protesting against the pretensions of plaintiff. The action was dismissed in the Superior Court, on the ground that the bill passed by the Legislature conferred upon the Hull Co. the exclusive privilege of selling electricity, & as such was ultra vires, being an infringement of the Dominion Parliament's exclusive right to regulate trade & commerce. In review the Court held that the by-law, as passed by the council, purely & simply conferred upon the Hull Co. the exclusive privilege to establish an electric system in the streets of the municipality, which did not necessarily imply an exclusive privilege to sell electricity, & as such it was valid & binding. For that reason the judgment of the court below must be reversed, & the Co. defendant must be condemned to remove its posts & pay \$200 damages.

The Montreal Island Belt Line Ry. Co. wants to extend its track from north of Duquette St. to the cotton mills, & has the support of the City Council in its application to the Railway Committee of the Privy Council in that behalf.

Montreal St. Ry.—The gross earnings are:

	1897-8.	1898-9.	
Oct.	\$133,419.69	\$116,093.09	\$17,326.60
Nov.	125,126.10	110,698.98	14,427.12
Dec.	127,678.00	113,029.33	14,648.67
Jan.	125,276.04	110,155.96	15,120.08
Feb.	113,838.02	102,425.99	11,412.03
			\$72,933.50

The City Surveyor has entered a number of suits against the Co. on account of the overcrowding of cars. General Manager Wanklyn admits that the cars are running irregularly, but says it is the fault of the city by-law more than the Co. The Co. has not enough cars, & cannot make up the deficiency at the moment, owing to the late fire at its shops, & to the clause in the by-law which prohibits it from buying cars built outside of Montreal. But for the latter provision it would buy the additional cars required at once. Forty cars are now being built & will soon be put into service, & 10 more will be put into service in the summer. As to the overcrowding of cars, Mr.

Wanklyn says that the overcrowding is to the Co.'s disadvantage, it being estimated that as much as \$800 a week is lost by conductors being unable to collect fares in overcrowded cars.

In regard to the extension of the Cote des Neiges line, Mr. Wanklyn says:—"This line is built to a point above Pine Avenue, & I cannot say at present that the Co. intends to build it any higher. The grade above Pine Avenue is very steep, & the Co. is convinced it would be unsafe under present conditions to continue it any further. It has been said the reason the Co. did not want to build the line to the city limits was because it would cost so much. Such a reason is a foolish one, as the cost would be but very small. The Co.'s only dislike to going to the top of the hill is simply on the score of safety. We have no doubt that the line would pay very well in summer time.

In the last annual report it was mentioned that a system of cast welding of the rail joints had been introduced which, judging from the results obtained elsewhere, was calculated to produce great benefit, & also to considerably reduce the expense of track maintenance. We are informed that nearly 1,000 of those joints were made last autumn, & so far the results have been thoroughly satisfactory, one joint only having broken during the severe winter weather. It remains, however, to be seen how they will stand the change of temperature in the spring.

Quebec Legislation.—A Quebec despatch of Feb. 14 says:—Few people have probably paused to contemplate the enormous interests involved in the legislation sought at Quebec this session by various electric railway concerns & in the opposition that is made to it. The array of legal talent upon the one side & upon the other the strong stand taken by the members of the House on either side of the question, & the keen character of the argument & of the lobbying that attends the slightest move in connection with the bills referred to, are undoubted indications of the vast interests that are at stake. The town of Longueuil possibly sees an opportunity of doing what the city of Glasgow does, & asks for power to build & operate & purchase or build all the rolling stock necessary for operating a single or double line of tramway, & to lease any railway already existing between Longueuil & St. Lambert; to acquire the lands necessary for constructing the tramway, stations & other buildings required, & to enter into any agreement necessary for running its cars over any other line of tramway to reach Montreal. On the other hand, a strongly worded petition against the powers asked by the town has been presented from residents of the territory between Longueuil & St. Lambert, who express the belief that the municipality cannot afford them an efficient service, & that the granting of the demand would simply shut them out from the benefits of a line likely to be constructed by a powerful Montreal company. Just what company the petitioners have in view is not made clear, but outside of the municipality of Longueuil there are likely to be two competing companies in the field on the south side of the St. Lawrence if present desires are gratified.

The Quebec, Montmorency & Charlevoix Ry.'s earnings for the last 3 months of 1898 were over \$79,000 & the operating expenses less than \$34,000. After deducting $\frac{1}{4}$ of the cost of removing snow in the winter, which is estimated at \$12,000, the net revenue for the 3 months was over \$42,000.

Sherbrooke St. Ry.—In reference to the press rumor that this line had been purchased by F. Thompson & Co., hankers, etc., Sherbrooke, we were informed on Feb. 15 that negotiations were in progress for the purchase of the property, but that nothing had been definitely decided. (Feb., pg. 61.)

It is said the Montreal & Southern Counties Ry. Co., which was incorporated by Dominion legislation in 1897 to build a railway operated by electricity or any other power except steam, from the northern limit of the county of Chambly to Sherbrooke, is intended to connect with the Sherbrooke St. Ry.

American St. Railway Association.—The annual meeting will be held in Chicago, Oct. 17-20 next. The subjects for discussion will be: Maintenance of car equipment—Modern street railway shops; their design, machinery & shop practice—Train service & its practical application—Construction & maintenance of street railway tracks—Investments in street railways; how can they be made secure & remunerative?

B.C. Electric Ry. Co.—The Vancouver City Council has granted leave for a double track extension on Davie Street to English Bay for 11 years on a percentage basis. Beginning this month, drawings will be made at the rate of £2,400 a year to redeem the registered bonds of 1897. Considerable additions are being made to the plant & equipment.

The Co. is having 6 motor cars built in the east.

The Gorge Line.—The Niagara Falls & Lewiston R. R. Co., otherwise known as the Gorge road, went into the hands of a receiver Feb. 16, on the application of a majority of the directors. Justice Childs granted an order appointing J. R. Megrue, of New York city, temporary receiver. All creditors are directed to show cause before G. G. Davidson, referee, in June, why the corporation should not be dissolved, as petitioned by the directors. In the schedules of the assets & liabilities filed the total assets are figured to be about \$1,125,000, & the liabilities about \$1,140,000. The principal assets are the construction account, \$537,801, & the value of lands & right of way \$532,295. The liabilities consist of notes, bonds, mortgages & smaller accounts. Capt. J. M. Brinker, one of the stockholders, & until recently President of the Co., said that the road did not make any money last year, & this fact, with heavy losses from damage suits, was responsible for the insolvency of the Co. It is said the Co. will be reorganized as soon as plan can be agreed upon.

Street Railway Mileage.—At the end of 1898 there were 673 miles of electric railways in Canada, against 510 in 1897. The no. of cars in 1898 was 1,711, against 1,245 in 1897.

Winnipeg Electric Street Ry.—At the recent annual meeting the following directors were elected: J. Ross, Sir Wm Van Horne, R. B. Angus, D. D. Mann, W. Whyte, F. M. Morse & A. M. Nanton.

It is said that, in consequence of recent fatal accidents, the Co. will equip its cars with fenders.

Another dynamo has been added to the Co.'s plant. The plant is also being improved by the addition of a vertical engine of the direct connected type, in the designing of which a number of novelties have been introduced. The engine is 30 ft. long, 15 ft. wide, 22 ft. high, & weighs 60 tons. The high pressure cylinder measures 13 ins. diameter, & 24 ins. stroke, the admission valve being of the pinion balance type, operated by a shaft governor. The exhaust valves are of the Corliss type, operated by a positive eccentric. The low pressure cylinder is 36 ins. in diameter & 34 ins. stroke. The valves on this cylinder are all of the Corliss type, the steam & exhaust being operated by separate eccentrics. The eccentrics & generator are driven from a reduced extension of the main shaft, by which system the eccentrics are reduced to the smallest possible diameter, thus reducing friction to a minimum, also reducing the distance between high & low measure cylin-

ders, & preventing all possibility of oil coming in contact with the generator. The fly-wheel is 15 tons in weight, & is designed with a solid rim and arms, cut separate at the centre & secured to a solid hub, by this means preventing internal strain. Its strength is 500 horse power; velocity, 150 revolutions a minute; initial pressure, 125 lbs. The engine, which represents \$10,000, stands on an iron base plate weighing about 8 tons.

TELEGRAPHS & CABLES.

Winnipeg Office C.P.R. Telegraphs.

On the evening of Jan. 26 the C. P. R. Telegraph Department at Winnipeg shifted its main office from the old quarters at 471 Main St. to the corner of McDermott & Main Sts. The interior of the building, which is a 4-story one, was entirely rebuilt & an extension added to the rear. The ground floor is occupied by the telegraph & ticket offices, the next 2 floors are divided up into offices & leased to outside parties. On the top floor is located the operating room & its adjuncts. On the ground floor the counter, partition & fittings are all quartered oak, the floor is laid with small tiles, the base & the tops of the counters & desks for customers are all of polished marble. The two offices are separated at night by a handsome metal iron gate. The lighting fixtures are arranged for both Auer & electric lights, & are of oxidized copper of a very handsome design. The ceiling is covered with pressed steel plates. It is really the finest office of any description in Winnipeg. Communication is maintained with the operating room by means of pneumatic tubes, the compressed air being supplied by means of a blower & electric motor in the basement. The messengers are located in the rear, having a separate entrance. The offices of B. S. Jenkins, Telegraph Superintendent, & Inspector S. Edwards, on the 3rd floor, are very tastefully furnished, & are connected by tubes & wires with the operating room & the public offices down stairs.

In the operating room the floor is of hard maple, polished & oiled. There are 9 quartette operating tables, providing space for 36 operators, equipped with 7 sets of duplex, 1 quadruplex, 2 half sets of single repeaters & 16 sets of single-line instruments. The tables are of white wood with cherry tops, & are cut so that a portion in front of each operator can be removed & placed at a lower level to permit of the use of a type-writer. All the operators in this office are expert typewriters, & the bulk of the business is received on that machine. Formerly the sound of the different instruments on each table was separated by means of glass partitions, & the instruments raised on small shelves, the top of the table being also cut in 4 parts so as to prevent it acting as a sounding board. This has all been done away with in the new office, the reading instruments (sounders) being placed in small boxes (resonators) elevated on an iron standard; these boxes have a curved top, & are open at the side next to the operator so that the sound is thrown out to him only, & does not become confused with that from other instruments. On the side of the resonators are brass straps for the purpose of holding received telegrams until the office boy collects them. Messages intended for transmission are hung in front of the operator on hooks supported by a brass standard; after being sent over the wire the messages are filed on a hook on the standard of the resonator, & are collected every half hour; they are then checked over carefully to see that they have been properly forwarded & sorted out in a set of pigeon holes.

The desk of the Chief Operator is placed on a raised platform beside the door, so that he

can oversee the whole of the operating room. Beside him is the cabinet containing the battery switches & motor-generators; next to this is the main switch case, which is extended up to the ceiling, forming a small room behind it, into which all the wiring of the office is concentrated. The outside wires are brought in through a window in 19 conductor cables; each conductor ends on a porcelain fuse block, to protect against any abnormal current which may be brought in the office by outside contact with electric light or power wires. These fuse blocks are connected by short wires with earth arresters, intended to intercept any heavy charge of lightning, & short cables connect the ground arresters with the main switch. By following this plan any changes made in the outside wires are straightened out by means of the short pieces between the fuse blocks & the earth arresters.

Each table is connected with a distributing board, by means of 2 cables of 7 conductors each. Underneath the tables these conductors end in a row of binding posts which are connected by short wires to the various instruments on the table. At the distributing board the conductors are arranged in rows of binding posts, one row for each table; these connections take up half of the distributing board. The other half is placed at right angles & contains similar rows of binding posts which are connected through cables with the local switch, main switch, lamp resistances, etc., etc., the terminals running in the same consecutive order at each end of all cables. Connection is made from the table cables by means of short wires bridged across the angle in the distributing board to the cables running to the switch or other desired connection. By the use of this distributing board all terminals are made permanent, & any changes that are required on the tables or switches are made by means of the short wires in the distributing board. The main switch is made specially for this office, all metal parts being separated from the wood work by non-combustible material. Connection is made from the various battery circuits, through a series of incandescent lamps placed at the top of the cabinet. The primary object of these lamps is to, electrically, lengthen out the lead to the battery, so as to avoid any chance of the same being short circuited. Incidentally the lamps are also an indication in case of 2 outside wires coming into contact with each other, or a wire becoming grounded, as they will light up if such happens within a distance of 50 or 100 miles, according to the nature of the wire. Normally the lamps do not show any light, as telegraph currents are not of sufficient quantity. Beside the main switch is the local switch, by means of which any two duplexes or single wires can be connected together in such a manner that they will work through. For instance, a duplex between Montreal & Winnipeg can be connected with a duplex between Winnipeg & Vancouver, so that the operators at Montreal & Vancouver work direct with each other. Over the local switch are a series of small lever switches which are used for the purpose of increasing or decreasing the force required on each duplex set. In the centre of the cabinet is the time transmitter, by means of which the time signals (transmitted daily from Montreal), are automatically given on all the wires radiating from Winnipeg. The usual testing instruments are placed on a cherry shelf in front of the switch.

Inside of the battery switch cabinet are placed 2 motor generators, transforming the 500 volt current down to 120 volts, for the purpose of charging the banks of main batteries. The other machine transforms the 500 volts to 7 volts, for charging the local batteries which are used for working the sounders, transmitters, etc.; these machines are practically noiseless. The face of the cabinet is provided with switches for chang-

ASSESSMENT SYSTEM.



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

The Magnificent Benefits Paid.

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

The Growth of the Membership.

Membership 1st July, 1881.....	369	Date of Reorganization.....	650
Membership 31st December, 1881.....	1,019	Increase in Six Months.....	49,412 73
Membership 31st December, 1886.....	5,804	Increase in First Five Years.....	4,785
Membership 31st December, 1891.....	32,303	Increase in Second Five Years.....	26,499
Membership 31st December, 1896.....	102,838	Increase in Third Five Years.....	70,535
Membership 31st December, 1897.....	124,685	Increase during Year 1897.....	21,847

The Expansion of the Surplus.

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

The Members and Their Assurance.

At 31st December Each Year.

Year.	Total Membership.	Insurance Carried.	Total Surplus.	Surplus per Capita.	Death Rate per 1,000.
1881	1,019	\$ 1,140,000	\$ 4,568 55	\$ 4 48	4.50
1882	1,134	1,276,000	2,967 93	2 61	11.00
1883	2,216	2,490,000	10,857 65	4 91	4.73
1884	2,558	2,925,000	23,081 85	9 01	4.23
1885	3,042	4,283,000	29,802 42	8 18	7.76
1886	5,804	6,764,000	53,981 28	9 30	4.85
1887	7,811	9,120,000	81,384 41	10 44	5.78
1888	11,800	13,714,000	117,821 96	9 98	6.43
1889	17,349	20,078,000	188,130 36	10 84	5.85
1890	24,604	28,498,000	283,967 20	11 54	5.18
1891	32,303	39,395,000	408,798 20	12 65	6.40
1892	43,024	53,243,000	580,597 85	13 49	6.25
1893	54,484	67,781,000	858,857 89	15 76	5.47
1894	70,955	86,506,500	1,187,225 11	16 94	5.47
1895	86,521	108,027,500	1,560,373 46	18 03	5.07
1896	102,838	128,791,000	2,015,484 38	19 60	5.50
1897	124,685	154,510,000	2,558,832 78	20 52	5.56

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

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

John A. McGillivray, Q.C., S.S., Toronto, Ont.

A. E. Stevenson, 6436 Kimbark Ave., Chicago, Ill.

Or Any Officer or Member of the Order.

ing the various banks of the battery from the charging circuit to the discharging circuits, etc. It is also equipped with automatic safety appliances, meters, etc.

The office is well lighted by windows on 2 sides, a light well on the 3rd, & a skylight in the centre, & presents a bright, cheerful appearance. Off the operating room is a small room for storing stationery & typewriters which are not in use, next to this are the women's toilet rooms.

Immediately in the rear of the operating room is the battery room. This is equipped with 301 small cells of chloride accumulator storage battery, divided into 7 equal banks. There are also 8 cells of a larger size working the sounders, 2 cells being in use while another bank of 2 are being charged, the remaining 4 cells are used for the purpose of extending the duplex circuits to the station, about 1 mile away. Although this room is only about 9x17 ft., this is sufficient space for double the plant now in use. In the old office the whole basement was filled up with gravity batteries, some 2,000 cells being required, while with the present plant at least double the number of wires can be worked. Next to this room is the men's cloak, lunch room & lavatories.

In the rear are the rooms of the C.P.R. Telegraphers' Institute. This is a small club formed amongst the operators, officered & run by themselves. There is a small reading room & bookcase, & a fair sized billiard room equipped with a combination billiard & pool table. The furnishing was done by subscription, the officials of the Co. assisting with contributions. It is the intention, as soon as funds warrant, to add a piano to the furniture.

The new office was fitted up & the transfer made under the personal supervision of the Co.'s Chief Electrician, W. J. Camp.

Great North-Western Telegraph Co.

On Mar. 1, the rate to Belgium and Holland was reduced to 25c. a word.

The Co. expects very soon to start gangs at work to make permanent repairs along the routes affected by the great sleet storm in December last, & lines will be put in better shape than ever before.

There is nothing new in regard to the proceedings instituted against the Co. by H. M. Morrow & W. A. Clark, which were fully detailed in our Jan. issue, pg. 29. The case has not been set down for hearing, & it may never go any further.

President Dwight says that the general increase in Canadian business has caused a marked improvement in the business of the G.N.W. Co. all over the country. People are busy, and in consequence are using the telegraph wires to a greater extent.

A line has been built along the Souris River extension of the Northern Pacific Ry. in Manitoba, & offices of the Co. will shortly be opened at Ninette, Dunrea, Margaret, Minto, Fairfax, Elgin & one or two other points. Poles along the route are planted 30 to the mile, with no. 9 gauge wire.

On Feb. 15 the rate to Havana, Cuba, was reduced to 30c. instead of 45c. a word. To Cienfuegos, Casilda & Tunas, Cuba, 20c. a word added to Havana rate. To Jucaro, Santa Cruz, Manzanillo, Santiago de Cuba, 25c. a word added to Havana rate. The Puerto Rico through rate is 75c. instead of \$1.17.

The following offices have been opened: Alberton, Ont.; Anson, Ont.; Bamberg, Ont.; Jonquieres, Que.; Renton, Ont.

The following offices have been closed: Barnston, Que.; Cap Chat Light, Que.; Chaudiere Basin, Que.; Little Metis L.H., Que.; Muskoka Wharf, Ont.; Myrtle, Man.; Oakville, Man.; Port Elmsley, Ont.; Roberval

Hotel, Que.; Rockliffe, Ont.; Rosebank, Man.; Seeley's Bay, Ont.; Tyrconnell, Ont.

The Co. has recently entirely renovated its offices in Montreal—re-arrangement of space has been made & new fittings of a handsome pattern have been placed throughout the offices, the result being that there is probably not a more complete & handsome telegraph office in Canada. The Winnipeg office has also lately been refitted, & is in better shape than ever before. New counters & other fittings of the latest design have been put in, & the office presents a most attractive appearance.

C.P.R. Company's Telegraph.

The C. P. R. Co.'s telegraph has now reached Fort Steele, B.C.

The railway telegraph line is being extended from Robson, B.C., west towards Midway.

Owing to increased business, another through wire has been completed between Montreal & Toronto.

The following offices were opened Feb. 1: Cowan, Man.; Makinok, Man.; Estevan, Assa.; Alexandria Station, Ont.; Corunna, Ont.; Millbridge, Ont.

The following changes in rates to Cuba and Porto Rico, via Bermuda, took effect Feb. 15: From all points in Ontario & east of Cienfuegos, Casilda, & Tunas de Zaza, 50c.; Jucaro, Santa Cruz del Sur, Manzanillo & Santiago de Cuba, 55c.; Porto Rico, 75c. a word.

A second wire has been completed through the Crow's Nest Pass—from Swift Current, Assa., to Nelson, B.C. The erection of this wire now gives a first-class telegraph service to Fort Steele, Cranbrook, Wardner, Fernie, etc., besides giving a first-class alternate circuit to Nelson & other Kootenay offices.

The Postal Telegraph Co. has begun proceedings in the U. S. Federal Court for an alternate writ of mandate directed against the Union Pacific Co., to obtain rights of way for its lines along the Union Pacific Ry.

The Commercial Cable Co. now allows names of persons, streets or places in addresses or signatures of all cables to be charged at the rate of 15 letters or fraction thereof to a word, instead of 10 letters as heretofore.

The Western Union Co. has completed the construction of a second wire into Victoria, B.C., from Seattle, Wash. The new line follows the same route as the other, going from Victoria to William's Head, thence to Port Angeles and from there to Seattle.

The London Times says that as an instrument designed to further the unity & prosperity of the empire, the utility of the proposed Pacific cable will many times outweigh the trifling cost to the taxpayers. The scheme only waits the sanction of the Imperial Government to be at once put in operation.

The President of the Charlottetown Board of Trade, in his annual report for 1898, says: "The question of improved telegraphic communication between P.E.I. & the mainland is still under consideration, but owing to the absence from Ottawa of Sir L. H. Davies, who has the matter in hand, no improvement has yet taken place, but I feel assured that some important changes will be made in the near future."

U. S. Attorney-General Griggs upholds the right of a military commander to cut a cable within the territorial waters of an enemy without making his country liable for damages. The question rose upon the cutting, by Admiral Dewey at Manila, of the cable of the British Eastern Extension, Aus-

tralia, Asia & China Telegraph Co., which filed a claim with the State Department for \$36,000 damages. Attorney-General Griggs contends that under the law of nations there is no ground for claim for indemnity.

It is announced from Ottawa that the Dominion Government has decided to construct a telegraph line to connect the Yukon territory with British Columbia. A party of engineers has left to commence the work. The plan of the Minister of Public Works is to construct the line between Lake Bennett & Dawson City at once. Surveyors will at once proceed to examine the country northward from Quesnelle, B.C., which is the terminus of the present Government system, the old Cariboo line, & see how to connect with the line to Dawson. It is said the ministers have decided that the franchise for the telegraph line to Dawson is too valuable & too important from the standpoint of the national safety to be allowed to go into any but Government hands.

TELEPHONE MATTERS.

The Bell Telephone Company.

At the annual meeting, Feb. 23, the following report was presented:—

1,637 subscribers have been added during the year, the total number of sets of instruments now earning rental being 32,082. The Co. now owns & operates 343 exchanges & 340 agencies. 666 miles of wire were added to the long distance system in 1898; of these 326 miles are in the Ontario Department & 340 miles in the Eastern. The long distance lines owned & operated by the Co. comprise 17,233 miles of wire on 6,096 miles of poles. In July the Directors, acting under the power conferred upon them, offered to the shareholders, at par, 7,920 shares of new stock, in the proportion of 1 share of new for each 4 of old, all of which, with the exception of 160 shares, were promptly subscribed for. The 160 shares referred to consisted principally of fractions of shares & of certain shares for which the parties had unintentionally omitted to subscribe. It being the wish of the directors that all shareholders should share equally in any advantage to be derived from the new issue, it was decided to sell those 160 shares & divide the premium pro rata among those for whose benefit they were sold. This was done, & with satisfactory results. The new building in Quebec is practically completed, & the new apparatus is now being installed. The new building at London is progressing favorably, & will be occupied early in the coming summer.

REVENUE ACCOUNT, DEC. 31, 1898.	
Receipts.—Exchanges ..	\$ 935,703 52
Long distance lines ..	264,455 49
Private lines ..	12,743 32
Miscellaneous ..	90,041 71
	\$1,302,944 04
Expenses.—Operating ..	\$ 897,138 73
Legal ..	9,582 22
Insurance ..	13,740 20
Bond interest ..	47,042 16
Miscellaneous ..	4,288 99
	\$ 971,792 30
Net revenue for 1898 ..	\$ 331,151 74
Less dividends (inc. Jan. 14, 99) ..	263,779 93
	\$ 67,371 81
Balance revenue from 1897 ..	82,364 17
Carried forward to 1899 ..	\$ 149,735 98

BALANCE SHEET, DEC. 31, 1898.	
Stock account ..	\$3,556,000 00
Bond account ..	941,000 00
Contingent fund ..	800,000 00
Revenue account ..	149,735 98
Unearned rental reserve ..	173,136 16
Insurance reserve ..	71,414 71
Accident reserve ..	17,603 76
Bond interest reserve ..	11,762 50
Sundry creditors ..	132,131 60
Bond premium ..	6,750 00
	\$5,859,534 71

Plant and patents, Dec. 31, 1897.	\$4,395,548	88
added in 1898.	180,727	47
Plant and patents, Dec. 31, 1898.	\$4,576,276	35
Stores on hand.	240,409	24
Real estate.	692,084	87
Stock in other companies.	257,731	59
Sundry debtors.	29,855	55
Due from agencies.	61,239	51
Cash.	1,877	60
	\$5,859,534	71

After the report was read J. Crawford asked several questions. The Secretary replied that the Co. had earned about 10% on the capital for the year. The expenses were about the same as for 1897. In reply to a question if the Co.'s properties to the number of 32,000 had been examined, President Sise replied that he had not personally examined them all, but those officials deputed for the purpose who were in charge of the Co.'s affairs in the different centres had given them thorough examination & reported to Head Office. The returns for long distance telephones had proved eminently satisfactory. The long distance of itself would not have paid, but in connection with the general system it was making gratifying returns. The revenue of this service for the year had increased nearly \$50,000.

B. A. Boas inquired concerning the issue of extra stock. The President replied that the \$5,000,000 original authorized capital was all taken up with the exception of about \$1,000,000. General satisfaction was expressed with regard to the management & direction of the Co. The old Board was re-elected as follows: C. F. Sise, President; Robert Mackay, Vice-President; J. E. Hudson, R. Archer, W. R. Driver, H. Paton, C. Cassils, T. Sherwin.

The Toronto Manager of the Co. has written to the City Engineer in answer to a request that new wires to be erected in the city should be placed underground. He says:—"While the Co. proposes to materially add to its underground plant during the coming summer it would be impossible both from a practical & commercial standpoint to substitute underground construction for overhead wires in the residential outskirts of the city. As the

city extends & new districts are opened up it will be necessary to erect poles if the residents of those districts are to be supplied with the service which they require. As the poles which we propose putting up on the streets mentioned in our application to the Council will be more than 45 ft. in height we respectfully request the consent of Council to their erection."

Tom Innitt: "What did the telephone girl say to you when she broke the engagement?"
Jack Potts: "Ring off."

Application has been made for the incorporation in New Brunswick of the Tracadie Telephone Co., capital \$2,000.

An interim dividend on the ordinary shares of the British Columbia Telephones, Limited, has been declared at the rate of 8% per annum.

The Victoria & Esquimalt Telephone Co. is putting in a metallic circuit, replacing iron wires with copper & making other improvements.

The Union Telephone Co., Ltd., has been organized at Taylorville, N.S., with the following officers & shareholders: E. Archibald, President; H. C. Taylor, Vice-President; S. Lindsay, Sec.-Treas.; W. Bentley, A. J. Reid, J. Annand, P. G. Archibald.

A. Dickie, a large lumber operator at Ship Harbor, N.S., proposes to build a telephone line from that place to Musquodoboit Harbor, where it will connect with the Nova Scotia Telephone Co.'s system. The distance is about 18 miles. It is expected the line will be completed by June next.

The injunction which was recently granted to the Chesapeake & Potomac Telephone Co. in Washington against the general use of the telephone by the guests of a Washington hotel, has been made permanent. The judge ordered that the telephone must be used only for legitimate business of the hotel and for the private business of the manager. It might also be used for the convenience or accommodation of guests in sending for a wagon to call for their baggage, but not for other purposes, such as calling for stock

reports, ordering theatre tickets, making social or business engagements, etc. In the course of the opinion, the judge said that the hotel guest does not have a telegram sent free of charge, nor does he receive messenger service free, or the use of carriages without pay; why should he, then, expect to have the use & service of the telephone without pay?

Express Companies Items.

The Dominion Ex. Co. has opened an office at the foot of Moyie Lake, B.C.

A special circular of the Western Ex. Co. states that notes, drafts, accounts or bills in amounts of \$100 or under may be received for collection between all offices of this Co., & offices of Great Northern, Northern Pacific & Dominion Ex. Cos. Notes, drafts, accounts or bills in amounts of \$100 or under may be received & forwarded to offices of American, Canadian, National, Pacific, Southern, United States, except to common points of United States with Adams Express Co. only, & Wells, Fargo & Co.'s Express, except to exclusive offices of Wells, Fargo & Co. west of Salt Lake, Utah, Albuquerque & Deming, New Mexico. An outward prepaid charge of 10c. upon each item will be made. If not collected there will be no additional charge.

The irregularities in the accounts of Sec.-Treas. Metcalf, of the Canadian Expressmen's Mutual Benefit Association, have not affected the status of the Association. According to a circular recently issued, "the Association proposes to pay every claim in full, & shall endeavor to do so without putting the members to the expense of an extra assessment; but should it be found necessary to do so, we trust that each & every member will pay the same & stand loyally to our Association. Under the management of E. Allen, President, & W. T. Murphy, Sec.-Treas., we feel satisfied that this Association shall prosper, & on their behalf, we appeal to every member to retain his membership, endeavor to get acceptable employes to become members, & success is assured."—Express Gazette.

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All kinds of... Limited.
PRINTING, BOOKBINDING,
OFFICE STATIONERY
AND ACCOUNT BOOKS.
Temple Building, • • Toronto.

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LaBELLE STEEL CO.
Pittsburgh, Pa.

MANUFACTURERS OF
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For Railway Purposes
Track Tools,
Punches, Dies,
Drills, Magnets, etc.

And all purposes where requirements are exacting.
Steel Forgings. Case Hardening Steel.
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Agent for Canada,
29 Melinda St. - Toronto

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Advertising on the C. P. R. is like every department of that Company's service, modern, up-to-date and reliable.

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197 Lombard Street, Winnipeg—S. A. Erskine, Resident Agent.

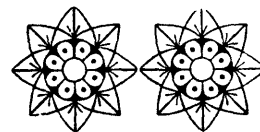
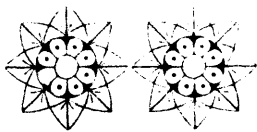
The Purchasing Agents' Guide

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

Accident Insurance	Foghorns	Rope
Canadian Ry. Accident Ins. Co. Ottawa, Ont.	Rice Lewis & Son Toronto.	Rice Lewis & Son Toronto.
Travelers' Insurance Co. Montreal.	Forgings	The Hudson's Bay Company
Aerated Waters	Rhodes, Curry & Co. Amherst, N.S.	Semaphore Arms
E. L. Drewry Winnipeg.	Gates	Acton Burrows Co. Toronto.
Air Brakes & Fittings	Page Wire Fence Co. Walkerville, Ont.	Shafting
Westinghouse Mfg. Co. Hamilton, Ont.	General Supplies	Rice Lewis & Son Toronto.
Ales	The Hudson's Bay Company	Shipbuilders' Supplies
E. L. Drewry Winnipeg.	Grease	Rice Lewis & Son Toronto.
Aluminum	Eureka Min. Wool & Asbestos Co. Toronto.	Ship Carpenters' Tools
Rice Lewis & Son Toronto.	Groceries	Rice Lewis & Son Toronto.
Anchors	The Hudson's Bay Company	Ships
Rice Lewis & Son Toronto.	Half Tones	Polson Iron Works Toronto.
Anti-Friction Metal	Acton Burrows Co. Toronto.	Shovels
Canada Metal Co. Toronto.	Hardware	Rice Lewis & Son Toronto.
Axles	Rice Lewis & Son Toronto.	The Hudson's Bay Company
Rhodes, Curry & Co. Amherst, N.S.	The Hudson's Bay Company	Signal House Numbers
Babbit	Headlights	Acton Burrows Co. Toronto.
Canada Metal Co. Toronto.	Noah L. Piper & Sons Toronto.	Signals
Rice Lewis & Son Toronto.	Hose	Noah L. Piper & Sons Toronto.
Beams	Rice Lewis & Son Toronto.	Signs
Rice Lewis & Son Toronto.	Illustrations	Acton Burrows Co. Toronto.
Bellows	Acton Burrows Co. Toronto.	Snow Ploughs
Rice Lewis & Son Toronto.	Iron	Rhodes, Curry & Co. Amherst, N.S.
Bells	Rice Lewis & Son Toronto.	Solder
Rice Lewis & Son Toronto.	Iron Signs	Canada Metal Co. Toronto.
Belting	Acton Burrows Co. Toronto.	Speed Indicators
Eureka Min. Wool & Asbestos Co. Toronto.	Jacks	Rice Lewis & Son Toronto.
Rice Lewis & Son Toronto.	F. E. Came Montreal.	Spikes
Blankets and Bedding	Japans	Rice Lewis & Son Toronto.
The Hudson's Bay Company	McCaskill, Dougall & Co. Montreal.	Springs
Block & Tackle	Lager Beer, &c.	Rhodes, Curry & Co. Amherst, N.S.
Rice Lewis & Son Toronto.	E. L. Drewry Winnipeg.	Station Name Signs
Blocks	Lamps	Acton Burrows Co. Toronto.
Rice Lewis & Son Toronto.	Rice Lewis & Son Toronto.	Steamboats
Boat Fittings & Hardware	Noah L. Piper & Sons Toronto.	Polson Iron Works Toronto.
Rice Lewis & Son Toronto.	The Hudson's Bay Company	Steamboat Signs
Boiler Covering	Lanterns	Acton Burrows Co. Toronto.
Eureka Min. Wool & Asbestos Co. Toronto.	Rice Lewis & Son Toronto.	Steam Whistles
Mica Boiler Covering Co. Toronto.	Launches	Rice Lewis & Son Toronto.
Boilers	Polson Iron Works Toronto.	Steel
Polson Iron Works Toronto.	Life Insurance	W. G. Blyth Toronto.
Boiler Tubes	Independent Order of Foresters Toronto.	Rice Lewis & Son Toronto.
Rice Lewis & Son Toronto.	Travelers' Insurance Co. Montreal.	Switch Targets
Bolts	Linoleum and Floor Coverings	Acton Burrows Co. Toronto.
Rice Lewis & Son Toronto.	The Hudson's Bay Company	Telegraph Office Signs
Bridge Numbers	Locomotives	Acton Burrows Co. Toronto.
Acton Burrows Co. Toronto.	Baldwin Locomotive Works Philadelphia.	Telegraph Spoons
Buckets	Lubricators	Rice Lewis & Son Toronto.
Rice Lewis & Son Toronto.	Rice Lewis & Son Toronto.	Telephone Office Signs
Bunting	Matches	Acton Burrows Co. Toronto.
Rice Lewis & Son Toronto.	E. B. Eddy Co. Hull, Que.	Tobacco and Cigars
The Hudson's Bay Company	The Hudson's Bay Company	The Hudson's Bay Company
Carpets	Mailpost Numbers	Toilet Paper
The Hudson's Bay Company	Acton Burrows Co. Toronto.	Rice Lewis & Son Toronto.
Cars	Mohair	The Hudson's Bay Company
Rhodes, Curry & Co. Amherst, N.S.	Lister & Co. Manningham, Eng.	Tools
Car Wheels	The Hudson's Bay Company	Rice Lewis & Son Toronto.
Rhodes, Curry & Co. Amherst, N.S.	Numbers	Track Jacks
Castings	Acton Burrows Co. Toronto.	Duff Manufacturing Co. Allegheny, Pa.
Rhodes, Curry & Co. Amherst, N.S.	Oakum	Track Tools
Chains	Rice Lewis & Son Toronto.	Rice Lewis & Son Toronto.
Rice Lewis & Son Toronto.	The Hudson's Bay Company	Trucks
Curtains	Oils	Rice Lewis & Son Toronto.
The Hudson's Bay Company	Eureka Min. Wool & Asbestos Co. Toronto.	Uniform Caps
Cuts	Galena Oil Co. Franklin, Pa.	W. H. Coddington Hamilton, Ont.
Acton Burrows Co. Toronto.	Office Signs	Valves
Door Signs	Acton Burrows Co. Toronto.	Rice Lewis & Son Toronto.
Acton Burrows Co. Toronto.	Packing	Varnishes
Dry Goods	Eureka Min. Wool & Asbestos Co. Toronto.	McCaskill, Dougall & Co. Montreal.
The Hudson's Bay Company	Pipe	Vessels
Electric Car Route Signs	Rice Lewis & Son Toronto.	Polson Iron Works Toronto.
Acton Burrows Co. Toronto.	Pipe Covering	Waste
Electric Car Trucks	Eureka Min. Wool & Asbestos Co. Toronto.	Rice Lewis & Son Toronto.
Baldwin Locomotive Works Philadelphia.	Mica Boiler Covering Co. Toronto.	Eureka Min. Wool & Asbestos Co. Toronto.
Enameled Iron Signs	Plushes	Noah L. Piper & Sons Toronto.
Acton Burrows Co. Toronto.	Lister & Co. Manningham, Eng.	Water Meters
Rice Lewis & Son Toronto.	The Hudson's Bay Company	Westinghouse Mfg. Co. Hamilton, Ont.
Engines, Stationary & Marine	Porter	Wheelbarrows
Polson Iron Works Toronto.	E. L. Drewry Winnipeg.	Rice Lewis & Son Toronto.
Engraving	Portland Cement	Window Blinds
Acton Burrows Co. Toronto.	Rice Lewis & Son Toronto.	The Hudson's Bay Company
Express Office Signs	Printing	Wines and Liquors
Acton Burrows Co. Toronto.	The Hunter, Rose Co. Toronto.	The Hudson's Bay Company
Fencing	Mail Job Printing Co. Toronto.	Wire & Wire Rope
Page Wire Fence Co. Walkerville, Ont.	Pumps	Rice Lewis & Son Toronto.
Ferry Signs	Rice Lewis & Son Toronto.	Yachts
Acton Burrows Co. Toronto.	Balls	Polson Iron Works Toronto.
Flags	Rice Lewis & Son Toronto.	
Rice Lewis & Son Toronto.	Rivets	
The Hudson's Bay Company	Rice Lewis & Son Toronto.	

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INCORPORATED 1870



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 MACLEOD
 MATTAWA
 MORDEN
 NELSON
 PINCHER CREEK
 PORTAGE LA PRAIRIE
 PORT SIMPSON
 PRINCE ALBERT
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