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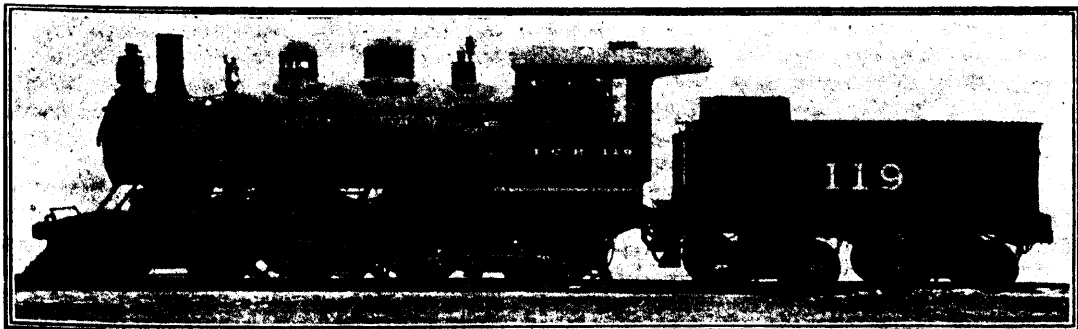
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RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Ry. and Irrigation Co.—E. T. Galt, of Lethbridge, Alta.; J. Galt, of Winnipeg; W. M. Ramsay, of Montreal; Col. K. R. B. Wodehouse, E. Waterhouse, W. B. Coates, J. H. Dodgson, of London, Eng., are making application at the current session of the Dominion Parliament for an act incorporating a company with this title to acquire the franchises and property of the Alberta Ry. Co., the Alberta Ry. and Irrigation Co., the Canadian North-West Irrigation Co., and the St. Mary's River Ry. Co. The head office is to be in London, Eng., and the capital is fixed at \$7,000,000.

Algonia Central and Hudson Bay Ry.—In connection with the re-organization of the Consolidated Lake Superior Co., the Ontario Legislature has passed an act guaranteeing the 4% bonds of the A.C.Ry. to the extent of \$2,000,000 for two years. The principal condition of the guarantee is that the line be completed immediately to the C.P.R. at or near White River, Ont. The present condition of the line is that steel has been laid on 91 miles, and 26 miles of sidings have been laid for the operation of the line; 110 miles in addition have been graded ready for tracklaying, but the bridge work, which includes a long steel bridge over the Montreal river, has not been completed; the construction of an additional 25 miles would give the required connection with the C.P.R. (Nov., 1903, pg. 389.)

Atlantic, Quebec and Western Ry.—The Dominion Parliament is being asked at its current session to grant an extension of time within which the projected lines may be commenced, for two years from the coming in force of the act. (Mar., pg. 73.)

Bay of Quinte Ry.—The report of the Ontario Commissioner of Public Works states that the nine miles of new main line from Deseronto to Napanee were opened for traffic in Aug., 1903. The extension from Tweed to Bannockburn, 19.45 miles, was also completed. The work on these extensions was first class in every respect. The rails are 70 lbs. to the yard; the bridges now under construction are of steel with substructures of concrete. The main line is now a continuous one from Deseronto to Bannockburn, 78½ miles. The line crosses the G.T.R. at Napanee and the C.P.R. at Tweed. Prior to the construction of the line from Deseronto to Napanee the Company operated its trains on a short line from Deseronto to Deseronto Jct., thence over the G.T.R. to Napanee. It also has a

branch line from Yarker to Sydenham, 12 miles, crossing the Kingston and Pembroke Ry. at Harrowsmith.

The extension of the B. of Q. Ry. from Tweed to Bannockburn was built under the supervision of J. W. Evans, Chief Engineer. The contractors were Wilford & McCoy and J. R. McQuigge, who had approximately 10-mile sections each. The road passes through a fertile though rough country. Careful location secured comparatively easy gradients and curvature, the maximum curve on the main

ses 120 and 140 ft. long. The piers are solid concrete blocks. Connection is made with the Central Ontario Ry. at Bannockburn. The B. of Q. Ry. crosses the C.O. Ry. on a level crossing at this point, and the station is conveniently located to the village. Bridgewater and Queensboro are the other two villages on the line. A station is established at what is known as Allan's Settlement. The road has been in operation since Dec. It is expected that cheese, cattle, forest products and minerals will form the bulk of the traffic.

An appeal to the Dominion Government was recently made against the decision of the Railway Commissioners, varying the decision of the former Railway Committee of the Privy Council as to the location of the crossing of the C.P.R. at Tweed. As a result the original decision was affirmed. The C.P.R. subsequently applied for an injunction to prevent the B. of Q. Ry. proceeding with the crossing, but this was refused. (Mar., pg. 73.)

Beersville Coal and Ry. Co.—Surveys have been made for extensions of this Company's railway, which now extends from Adamsville, on the Intercolonial Ry., to Beersville, N.B., seven miles. The first extension is from Beersville to the collieries of the Canadian Coal Co. at Mount Carlyle, a distance of 2 1-6 miles; and the second extension is from Beersville to Brown's landing on the Richibucto river, about 6 miles, where it is proposed to establish a shipping pier. (Mar., pg. 73.)

Berlin, Waterloo, Wellesley and Lake Huron Ry.—The town of Berlin recently passed a by-law voting \$10,000, and the town of Waterloo passed a by-law voting \$4,000 as a bonus to the Company in respect of the construction of that portion of the projected line, lying between Berlin and Wellesley, Ont. At the recent session of the Ontario Legislature an act was passed confirming these by-laws. Application is being made at the current session of the Dominion Parliament for an act of incorporation, and authorizing the company to enter into working agreements with the Galt, Preston and Hespeler Street Ry., and the Preston and Berlin Ry. (Mar., pg. 73.)

Bessemer and Barry's Bay Ry.—W. J. Sargent, M. L. Boldrich, of Bancroft, Ont.; H. O. Farnum and H. L. Bingham, of Detroit, Mich., are making application at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway, to be operated by steam or electricity, from L'Amable station, on the Central Ontario Ry., northerly to Barry's Bay, on the Canada Atlantic Ry., thence northerly to the C.P.R., not further west than Mattawa, Ont., with power to construct branch lines. Power is also asked to



CARL HOWE,
Assistant General Freight Agent, Michigan Central Rd., and
President Canadian Freight Association.

line being 6' and the maximum gradient with the traffic 1.25%. The extension crosses the C.P.R. at Tweed on a level crossing, to be protected by the latest developments of interlocking apparatus. The section of country through which it passes has been heretofore poorly served by railways, necessitating the haulage by wagon of cheese products from 4 to 12 miles. The road is substantially constructed with 70 lb. steel rails laid on standard cedar ties, approximately 3,000 yards of ballast to the mile. Four steel bridges are to be constructed, two of them being plate girders 60 and 90 ft. long; two of them through truss

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RAILWAY DEVELOPMENT.

(Continued from page 181.)

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bering and mining operations.

Boundary, Kamloops and Cariboo Central Ry.—Applica-
tion is being made at the current
session of the Dominion Parliament for an act
incorporating a company with this title to
construct a railway from Midway to Okana-
gan Lake and Grand Prairie, thence to Kam-
loops, to Hazelton and to the confluence
of the Hootalinqua and Yukon rivers; with
power to construct a branch from Kamloops

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W. W. Kinsey; Managing Director, W. H.
Brown; Secretary-Treasurer, R. P. Perry;
other directors: D. E. Bastedo, H. B. Bridge-
land. The President recently stated that he
was in communication with a person in New
York who is anxious to take hold of the pro-
ject, and had given all necessary information.
The promoters say it is expected that work
will be commenced and probably completed
this year.

Brandon.—C. Brandeis, of Montreal, re-
cently wrote the Brandon, Man., city council
asking what arrangements could be made
with a view of starting an electric railway
there.

Brantford and Hamilton Ry. (Electric).—
S. R. Ickes, W. R. Turnbull, C. Waterous.

H. H. Powell, of Brantford; Jas. Gamble, of Woodstock, Ont., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Brantford to Hamilton, Ont. Power is asked to make agreements with the Hamilton Radial Electric Ry., the Hamilton Street Ry., the Hamilton and Dundas Street Ry., and the Brantford Street Ry. The application was opposed before the Railway Committee of the House of Commons by the promoters of the Hamilton, Ancaster and Brantford Ry., and a clause was inserted to the effect that if the H., A. and B. Ry. constructed five miles of line this year, the B. and H. Ry. Co.'s charter will become inoperative. It was also authorized to amalgamate with the Grand Valley Ry., subject to the approval of the city of Brantford, but with no other company. (Jan., pg. 74.)

Brantford and Lake Erie Ry. (Electric).—E. L. Goold, R. H. Reville, Brantford, Ont.; H. F. Teeter, Waterford, Ont.; E. C. Carpenter, Simcoe, Ont.; R. A. Dickson, Delhi, Ont., were incorporated at the recent session of the Ontario Legislature with this title to construct an electric railway from Brantford to Port Dover, with a loop from Waterford through Delhi and Lynedoch to Simcoe, Ont. (Mar., pg. 73.)

British Columbia Electric Ry.—Work has been so far completed on the power plant of the Vancouver Power Co. that on April 2 the lines between Vancouver and New Westminster, and in New Westminster, were operated by power obtained from the plant at Lake Beautiful. It is expected that early in June the lines in Vancouver will be operated by electricity from the new plant. The tunnel between Lakes Beautiful and Coquitlam is expected to be completed by the end of the year, when there will be 9,000 h.p. available, which may be increased on short notice.

British Columbia, Northern and Mackenzie Valley Ry.—A special session of the B.C. Legislature has been called to be held during the current month, the Premier states, mainly for the purpose of considering railway bills. The B.C. Government proposes to submit for approval a bill providing for a subsidy for the construction of the railway projected by the B.C.N. and M.V. Ry. Co. One of the conditions of the granting of the subsidy is the deposit of \$26,000 with the Government as a guarantee.

Bruce Mines and Algoma Ry.—The Ontario Commissioner for Public Works, in his report for 1903, states that the total length of the line is 16.36 miles, an extension of 1.55 miles, from Bruce Mines to the shore of Lake Huron, having been placed in operation during 1903. (Dec., 1903, pg. 423.)

Campbellford, Lake Ontario and Western Ry.—J. B. Ferris, W. J. Crossen, G. M. Ferris, W. H. Floyd, H. Barrett, F. L. Fowke, E. R. Blow, J. J. Mason, H. J. Walker are applying at the current session of the Dominion Parliament for an act incorporating a Company with this title to construct a railway from between Blairton and Ivanhoe on the C.P.R., to a point on the same line between Locust Hill and Leaside Jet., Ont., passing through or near Campbellford, Cobourg, Port Hope, Whitby and other points. A number of the promoters of the Company were C.P.R. asking for the extension of that Company's line to lake front points. (Mar., pg. 73.)

Canada Southern Ry.—Recent press reports stated that it had been decided to double track this line between St. Thomas, Ont., and Buffalo, N.Y., and that work would be commenced as soon as the weather conditions permitted. We were advised April 13 that it was not contemplated doing any second track work in Canada this year.

Canadian Traction and Power Co.—Application is being made at the current session of the Dominion Parliament for an act incorporating a Company with this title to construct an electric railway from Montreal to Ottawa. L. Boyer, solicitor, Montreal, is acting for the promoters.

Cape Breton Ry.—The Nova Scotia Provincial Engineer, in his report for the year ended Sept. 30, 1903, states that the line from Point Tupper to St. Peter's, N.S., 31 miles, was opened for traffic in Aug., 1903. His inspection was made Aug. 14, when he found some small matters to be attended to before the line could be considered completed, and on Sept. 1 he recommended the payment of a further sum of \$20,000 on account of subsidy, and that \$23,600 be retained on account of work requiring to be completed. At that time he recommended that provided a desirable connection could be arranged with the Intercolonial Ry. at Point Tupper, trains could be operated at a speed not exceeding 15 miles an hour. (Nov., 1903, pg. 389.)

Central Ontario Ry.—Surveys have been made for an extension from the present terminus at Bancroft, Ont., to Whitney, on the Canada Atlantic Ry., about 40 miles. W. P. Wilgar was in charge of the survey. An injunction has been granted in the Ontario courts at the instance of T. G. Blackstock, acting for himself and other bondholders, restraining the directors from taking any further steps in regard to the proposed extension. (Dec., 1903, pg. 423.)

Central Trunk Ry.—J. A. Ellis, E. McMahon, of Ottawa; E. L. Lobdell, H. B. Richardson, E. L. Jacobs, of Chicago, Ill., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title for the purpose of acquiring the Atlantic and Lake Superior Ry. and all lines amalgamated or connected therewith. The A. and L.S. Ry. comprises the Baie des Chaleurs Ry., from Matapedia, on the Intercolonial Ry., to New Carlisle, Que., 100 miles; the Great Eastern Ry., from Yamaska to River St. Francis, Que., 6 miles; from Nicolet to St. Gregoire, Que., 7 miles; and from Yamaska to Sorel, 10 miles; total, 23 miles; and the Ottawa Valley Ry. from Lachute to St. Andrew's, Que., 7 miles. Of these lines only the Baie des Chaleurs Ry. was in operation during 1903.

Charlemagne Traction and Power Co.—Application is being made at the current session of the Quebec Legislature for an act incorporating a Company to construct a system of electric railways in the counties of Terrebonne, Montcalm, L'Assomption and Berthier.

Chicago, Soo and North Atlantic Ry. and Steamship Co.—Application will be made at the current session of the Dominion Parliament for an act incorporating a Company with this title to construct a railway from the International Boundary northeasterly to the east shore of Hudson's Bay, thence through northern Quebec and Ungava to Hamilton Inlet, on the Labrador coast. W. R. Grundy, Toronto, is solicitor for the promoters.

Chicoutimi and North-Eastern Ry.—Sir A. P. Caron, C. B. Powell, M.L.A.; J. Edgerley, R. V. Sinclair, J. A. Ellis, of Ottawa; J. G. Scott, W. J. Ray, B. A. Scott, E. J. Duggan, of Quebec, are applying at the current session of the Dominion Parliament for an act authorizing the incorporation of a company to construct a railway from Chicoutimi to Rigolet Bay or Hamilton Inlet, to the Gulf of St. Lawrence or to a point on the Atlantic coast, as may be found most convenient.

Crawford Bay and St. Mary Ry.—Application is being made at the current session of the Dominion Parliament for an act incorporating a Company with this title to con-

struct a railway, to be operated by steam or electricity, from Crawford Bay, on Kootenay Lake, through the Crawford Creek and St. Mary River valleys to Fort Steele, B.C. Power is also being asked to operate steamers on the navigable waters adjacent to the line, and to construct telegraph and telephone lines. Macdonald & Winn, Rossland, B.C., are solicitors for the promoters. (Mar., pg. 74.)

Detroit River Bridge.—C. M. Hays, 2nd Vice-President and General Manager, G.T.R.; F. W. Morse, 3rd Vice-President, G.T.R., were in Detroit, Mich., recently, with a view of consulting with the officials of the Michigan Central Ry., respecting locations for the projected bridge over the Detroit River. On returning to Montreal Mr. Hays stated that an engineer had been instructed to make a report upon the prospects of an International bridge between Detroit and Windsor. The engineers employed for this purpose are Boller and Hodge, of New York. Mr. Boller has been at Detroit recently making an examination of the river and of the proposed sites. (Mar., pg. 74.)

Du Lieve and Ottawa Ry.—J. F. Higginson, H. P. Brunell, of Buckingham, Que.; J. I. MacCraken, D. J. McDougall, D.A. MacMahon, of Ottawa, are applying at the current session of the Dominion Parliament for an act incorporating a Company with this title to construct a railway, to be operated by steam or electricity, or both, from Ottawa to Buckingham, Que., through the counties of Wright and Labelle; thence up the valley of the Lieve River to a junction with the projected line between Quebec and Winnipeg. Power is also asked to construct a branch line from Buckingham to the Ottawa River near Thurso, Que. (Mar., pg. 75.)

Duluth, Virginia and Rainy Lake Ry.—Press reports state that grading is being pushed between the present end of track at Pelican Lake, to Ashawa, 16 miles, and that surveys have been completed for the extension of the line from Ashawa to Koochiching, Minn., 70 miles. This point is opposite Fort Frances, Ont., on the Canadian Northern Ry., and a ferry service is operated connecting the Canadian and the U.S. sides of the Rainy River at this point. (Mar., pg. 75.)

Edmonton and Slave Lake Ry.—Application is being made at the current session of the Dominion Parliament for an act extending the time for the commencement and completion of the projected line from Edmonton to Slave Lake, Atha. W. Mackenzie, President, and W. H. Moore, Secretary of the Canadian Northern Ry., are respectively President and Secretary of the E. and S.L. Ry. Co. (Mar., pg. 75.)

Edmonton, Athabasca and Mackenzie River Ry.—Hon. H. J. Macdonald, D. C. Cameron, D. W. Bole, R. R. Sutherland, W. C. P. Heathcote, of Winnipeg; J. K. Cornwall, of Lesser Slave Lake, Atha., applied at the current session of the Dominion Parliament for an act incorporating a Company with this title to construct a railway from Edmonton, Alta., north to Fort McMurray, on Athabasca River, thence northwesterly to Fort Vermillion, on Peace River, and thence northerly to Slave Lake or Slave River. The application was rejected by the Railway Committee of the House of Commons. (Mar. pg. 75.)

Edmonton Street Ry.—Application is being made at the current session of the Dominion Parliament for an act authorizing the Company to supply power for motive purposes, to deal in land, and for other additional powers.

We were recently advised by Trethewey & Inglis, of Montreal, with whom an agreement has been entered into by the town council, which holds the charter, that they were

Galena-Signal Oil Company,

Franklin, Pa., and Toronto, Ont.

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CHARLES MILLER,
PRESIDENT.

not in a position to give any definite information as to their plans of construction. At a meeting held at St. Albert, a representative of the company was present and stated that the line would be completed to St. Albert by Nov. (Mar., pg. 75.)

Egerton Tramway Co.—A press report states that a contract has been let for machinery and materials for the electric railway to be constructed by this Company connecting Westville, Stellarton, New Glasgow and Trenton, N.S., and that work has been commenced preparing for the erection of a power-house at Stellarton. (May, 1903, pg. 147.)

Essex Terminal Ry.—Application is being made at the current session of the Dominion Parliament for an act extending for two years, the time within which the projected lines are to be commenced, and for five years, the time within which they are to be completed. It is further asked that the names of G. P. Porter and W. Pope be placed on the list of incorporators, and those of E. Guardot, R. Loveland and J. G. Watson, struck out. (June, 1902, pg. 190.)

Fort William.—J. Murphy and C. W. Jarvis, of Fort William, Ont., have applied to the town council for permission to construct an electric railway in the town from near the C.P.R. steamship landing, McTavish st., to West Fort.

Fraser River Bridge.—We were recently advised that all of the main spans of the bridge across the Fraser River at New Westminster, B.C., had been completed, and that a good portion of the flooring had been laid. There then only remained a small portion of the girder approach work on the New Westminster side and of the 225 ft. spread span to be completed, and this, it was expected, would be finished by May 31. (Mar., pgs. 75 and 76.)

Galt and Preston Street Ry.—Under the provisions of the Ontario Companies' Act the powers of the Company have been extended so that agreements may be made with any other railway, steam or electric street railway or tramway company for conveying or leasing any or all of the Company's lines, or for amalgamating therewith.

Grand Valley Ry. (Electric).—An agreement has been reached between the G.V. Ry. and the G.T.R. officials respecting the crossing of the latter's line between Brantford and Paris, Ont. (Dec., 1903, pg. 423.)

Great Northern Ry. of Canada.—In a recent interview D. B. Hanna, President, is reported as saying that it was intended to gain an independent entrance into Quebec by the construction of a line from near Shawinigan. It was formerly intended to construct a cut-off from Garneau to St. Catherines, Que., but this was abandoned, a more favorable line having been located from Shawinigan. It was also contemplated to construct a new line from Morin Flats, the present southern terminal of the Montford and Gatineau Ry., to St. Jerome, and thence in a straight line to Charlemagne, from which point the entrance into Montreal would be over the Bout de L'Île bridge of the Chateauguay and Northern Ry. This would enable the Company to operate its trains between Montreal and Quebec without going round by Joliette as at present. When the time comes, added Mr. Hanna, to extend the line further west than Hawkesbury it will be constructed up through the Ottawa district to Ottawa. We were advised, April 12, that H. J. Wicksteed, who had made a survey of the proposed line from Shawinigan to Quebec, had not completed his report and plans, and consequently it was not possible to give any definite information as to route, etc. The company is considering the adoption of electricity as a motive power for its Shawinigan branch. (Mar., pg. 75.)

Guelph and Goderich Ry.—The Railway Committee of the House of Commons has approved of the act incorporating a company with this title to construct a railway from Guelph to Goderich, and with power to construct branch lines. It was explained that this was not a conflicting concern with the Guelph Junction Ry., but was intended to ensure the construction of the line in the event of the G. J. Ry. Co. being unable to carry out the project. The act giving an extension of time for the construction of the extension from Guelph to Goderich was approved by the Railway Committee of the House of Commons. The company is also authorized to construct a branch line to St. Mary's, Ont. A Guelph despatch states that the right of way has been secured for the line from Guelph to Goderich, Ont., except in Elmira, and Woolwich township. It is also stated that preparations are being made for starting grading at a number of points on the route early in June.

We were officially advised May 18, that it was intended that the line should be built under the charter of the G. and G. Ry., which will have power under its charter to take over the authority of the Guelph Jct. Ry., and also the bonuses and rights of way granted to the latter company. The line is intended to run from Guelph via Elmira, Linwood, Millbank, Milverton, Monkton and Walton to Blyth and thence to Goderich, with a branch from somewhere about Linwood to Listowel and a further branch from Linwood to St. Mary's via Stratford, and from St. Mary's to Clinton. Subsidies have been voted towards the purchase of right of way in the following townships: Wellesley, \$7,000; Mornington, \$5,000; Elma, \$6,500; Grey, \$5,000; Morris, \$5,000; West Wawanosh, \$2,500; Colborne, \$6,000; Hullett, \$4,000; McKillop, \$6,000; and Logan, \$6,500; and by Goderich, \$20,000; Milverton, \$2,000; and Blyth, \$3,000. By-laws to grant bonuses are to be voted on in Elmira, Woolwich and East Wawanosh. The length of the line from Guelph to Goderich is about 82 miles. It is expected that construction will be commenced this year, soon after the consent of Parliament has been obtained. P. A. Peterson, formerly Chief Engineer of the C.P.R., is in charge of the engineering work. The G. and G. Ry. Co. is not yet organized, and the work in the meantime is being looked after by the Guelph Jct. Ry. Co. and by the C.P.R., which operates the G. J. Ry. A. H. Macdonald, K.C., Guelph, is Secretary of the Guelph Jct. Ry. Co. (Mar., pg. 75.)

Halifax and South-Western Ry.—We were advised May 4 that the masonry for the bridges between Halifax and Mahone, N.S., was being proceeded with, and was then about three-fourths completed. One of the two 72 ft. steel girders for the bridge at Gold River had been completed, and the steel for this as well as for the other bridges on the line was being delivered. One abutment and three piers for the bridge across the La Have have been completed. Track has been completed for 28 miles from Mahone towards Halifax, and the grading between these points was expected to be completed in about four weeks. The grading between Bridgewater and Liverpool has been completed with the exception of trimming. We were further advised May 13, that the bridge masonry had been completed from Mahone eastward 50 miles. The masonry on the La Have bridge is expected to be completed early in June. The steel is being placed on a number of bridges, and the erection of telegraph line, tanks and buildings has been commenced. Track has been laid from Mahone Jct. eastwards 28 miles.

The report of the Provincial Engineer for the year ended Sept. 30, 1903, contains a number of references to this railway. There are 97 miles of main line and 22 miles on the Caledonia branch, and location surveys have been made over the whole length, Halifax to

Barrington Passage. The progress of construction has been carried on with commendable energy between Halifax and Liverpool and on the Caledonia branch throughout the year. An approximate estimate of expenditure on general construction, including surveys and other incidental expenses connected therewith, up to Dec. 1, 1903, amounted to \$1,040,000. These figures are given as approximate only; they are taken from measurements and observations to ascertain the extent of progress being made and are more likely to be below the actual expenditure than above it. In Dec., 1903, an inspection was made of the Caledonia branch, from New Germany to Caledonia Corners, 22 miles, when it was found that there was some ballasting required; some 8 or 10 miles of fencing needed; farm crossings were in some cases without approaches to the rail crossings; signals were not provided and there were some cattle guards required. Track for the main line and sidings and all the stations was completed. The line was not so far completed as to warrant a closer inspection in relation to the completion of contract, but he recommended that the line be opened for passenger and freight traffic at a speed not greater than 15 miles an hour. There was ample rolling stock on the line for present traffic operation, and for any prospective traffic in the near future.

At the recent session of the Nova Scotia Legislature two acts were passed authorizing the city of Halifax and the town of Bridgewater to contribute money towards providing the right of way for the railway in their respective localities; and also an act amending in some of its details the act of incorporation and its amending acts. We were recently advised that nothing had been finally settled between the Company and the Government with reference to the location of the line between Liverpool and Barrington.

Reference is also made in the report to the work in progress on the Middleton and Victoria Beach section of the H. and S.W. Ry. The line is projected from Middleton, through the townships of Clarence, Bridgetown, Belleisle, Granville and Winchester, on the north side of the Annapolis river, and terminating at Victoria Beach, on Annapolis basin. A contract was entered into for the construction of the line June 25, 1902, plans and profiles being submitted the same day, and work was at once started. The work of grading is chiefly of a light, loamy nature, through shallow cuttings that cannot be constructed in the winter season without undue expenditure. Nothing was done from the fall of 1902, until Oct., 1903, when grading was started between Middleton and Bridgetown by Mackenzie, Mann & Co., who had meanwhile acquired the line in the interests of the H. and S.W. Ry. Work was commenced for the season April 25th, and about 100 men are at work grading the right of way. It is expected that construction will be completed during 1904. At the recent session of the Nova Scotia Legislature an act was passed authorizing some changes in the location of the line. (Mar., pg. 75.)

Halifax and Yarmouth Ry.—The Provincial Engineer of Nova Scotia, in his report for the year ended Sept. 30, 1903, stated that the condition of the railway and equipment was sufficiently satisfactory to warrant a final adjustment of the subsidy. After providing \$3,050.67 for outstanding claims, the balance remaining to be paid to the Company was \$8,476.91, which he recommended be paid. (Mar., pg. 77.)

Hamilton, Ancaster and Brantford Ry. (Electric).—In connection with the application of the Brantford and Hamilton Ry. to the Dominion Parliament K. Leslie, representing the promoters of the H.A. and B. Ry. stated that the granting of the charter to the applicants would practically revoke the charter of his company. He had obtained what was

practically a new charter for the H.A. and B. Ry. in 1902, had expended a considerable sum of money in surveys, etc., and was preparing to construct the first five miles of the line during the current year. A clause rendering the charter of the B. and H. Ry. inoperative in the event of the H., A. and B. Ry. going on with the construction of its line during the year was inserted in the act recognizing the B. and H. Ry. as a work for the general advantage of Canada.

See Brantford and Hamilton Ry.

Hamilton, Grimsby and Beamsville Electric Ry.—The clauses in the bill which the Company asked the Ontario Legislature to pass at its recent session, relating to the construction of branch lines, were struck out by the Railway Committee on the ground that no details as to locality, etc., were given. The remaining clauses in the bill related to finances.

The surveys have been completed for the projected extension from Vineland to St. Catharines, Ont., 7½ miles.

Application is being made at the current session of the Dominion Parliament for an act declaring the Company to be one for the general advantage of Canada. (Mar., pg. 77.)

Hamilton, London and Lake Erie Ry. (Electric).—L. Harris, C. Cook, of Brantford, Ont.; H. Osborne, G. L. Frost, of Toronto; A. C. Frost, of Chicago, applied at the recent session of the Ontario Legislature for an act incorporating a Company with this title to construct an electric railway from London to Hamilton, with a branch from Brantford to Port Dover. The Railway Committee rejected the application and the report was approved of by the Legislature. (Mar., pg. 77.)

Hamilton Radial Ry. (Electric).—An act was passed at the recent session of the Ontario Legislature giving this Company power

to exchange traffic at Mimico with the Toronto and Mimico Ry., and the time of completion was limited to five years. Existing agreements with municipalities were protected, and it was specifically declared that track cannot be constructed along any portion of Burlington Beach without the consent of the township of Saltfleet.

A double track is being laid between Sherman Avenue and Barton St., Hamilton, in connection with the extension to the International Harvester Co.'s works. (Mar., pg. 77.)

Herring Cove Ry.—An act was passed at the recent session of the New Brunswick Legislature incorporating a Company with this title to construct a railway from Alma to Herring Cove, N.B. C. J. Osman, Alma, was solicitor for the promoters.

Huntsville and Lake of Bays Ry.—At the annual meeting of the Huntsville, Lake of Bays and Lake Simcoe Navigation Co. it was reported that the Company's railway on the portage between Peninsula Lake and Lake of Bays, one mile, had been completed, and that the railway on the half-mile portage between Dorset and Hollow Lake was expected to be commenced early in the spring. The first section is expected to be operated by July 1, and the second section later in the year. A provincial subsidy of \$10,000 was voted by the Ontario Legislature for the line, and application is being made to the Dominion Government for further aid. (Mar., pg. 77.)

Huron and Ontario Ry. (Electric).—Application is being made at the current session of the Dominion Parliament for an act extending the time for the commencement and completion of the projected line, and giving power to the Company to issue bonds, debentures, or other securities to the extent of \$20,000 a mile, instead of \$10,000 a mile, as at present authorized. (Sept., 1903, pg. 306.)

Intercolonial Ry.—Tenders are under consideration for extensions to St. Michel's station, Que.; a new station and freight shed at St. Rimouski, Que.; a new freight shed at St. Michel's, Que.; a station and agents' house at St. Leonard Jct., Que.; and for the construction of about 4,000 ft. of line at Pictou Landing, N.S.

The grading, etc., on the double-track work between Richmond and Rockingham, N.S., was all completed before winter caused a cessation of work. The rails were ready for tracklaying as soon as weather permitted, and it was expected that the second track would be in operation by the end of May.

H. Jardine, of the I.C.R. engineering staff, Moncton, is engaged making surveys at New Glasgow, N.S., with the object of securing additional yard accommodation.

The car repair shop at Sydney, N.S., now under construction, is a wooden building 176 ft. long by 45 ft. wide. It has a trussed roof and covers two tracks, giving a clear floor space the full size of the shop. There are windows on each side of the building and also on the roof. The tracks run through the building and cars can be admitted at either end. The shop is intended for repairing freight cars only, and is expected to be completed by Aug. 1. It will cost \$20,000 when completed. The contractor is F. L. Dixon.

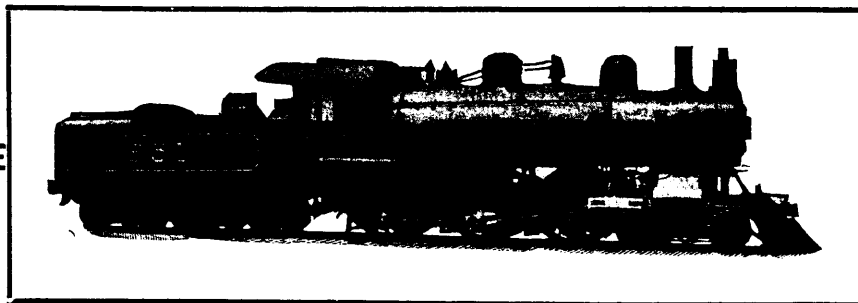
The Truro, N.S., town council has passed a resolution asking the Government to consider the question of providing a subway under the railway in place of the present level crossing.

International Traction Co.—The car barns of this company, which operates lines in Canada near Niagara, at Cold Springs, N.Y., together with 34 cars have been destroyed by fire. The damage is placed at \$200,000.

International and Southern Ry.—Application is being made at the current session of

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RICHMOND WORKS, Richmond, Va.

COOKE WORKS, Paterson, N. J.

RHODE ISLAND WORKS, Providence, R. I.

DICKSON WORKS, Scranton, Pa.

MANCHESTER WORKS, Manchester, N. H.

MONTREAL WORKS, Montreal, Canada.

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the Dominion Parliament for an act incorporating a company with this title to construct a railway from the C.P.R. between Port Arthur and Savanne, Ont., through or near Kashabowie on the Canadian Northern Ry., to the International Boundary near Hunter's Island, Ont. Power is also asked to operate steamers, to construct branch lines, to generate electric power, and to use the same for the operation of its line. D. Mills, Port Arthur, Ont., is solicitor for the promoters.

International Ry. Bridge Co. of New Brunswick.—Application is being made at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway bridge or a combined railway and highway bridge across the Restigouche River from Campbellton, N.B., to Mission Point, Que.; to construct a railway across the same and to effect a junction with the International Ry. of New Brunswick at Campbellton, and with the Atlantic and Lake Superior Ry. in Que. A. I. Truman, Ottawa, is solicitor for the promoters, among whom is T. Malcolm, Edmundston, N.B., the principal promoter, and the contractor for the construction of the International Ry. of New Brunswick from Campbellton to the St. John river near Woodstock.

Interprovincial and James Bay Ry.—Application is being made at the current session of the Dominion Parliament for an act authorizing an extension from its present proposed terminus on Des-Quinze river to a point near Lake Abitibi. It is also asked that the name of the company be changed to the Temiscaming and Abitibi Ry. Co. F. A. Gendron, Ottawa, is secretary of the company.

Irontale, Bancroft and Ottawa Ry.—An act was passed at the recent session of the Ontario Legislature authorizing the I.B. and O. Ry. to sell its line and charters to the James Bay Ry. Co., in addition to those already mentioned in its act; and authorizing it to enter into agreements with the G.T.R., the Canada Atlantic Ry., the Pembroke Southern Ry., or the Toronto, Lindsay and Pembroke Ry. A clause was inserted to the effect that the terminal of the railway must always be maintained at Renfrew. (Mar., pg. 78.)

James Bay Ry.—Application is being made at the current session of the Dominion Parliament for an act extending the time for the commencement and completion of the company's lines between Toronto and James Bay, and authorizing the leasing, or purchasing or amalgamation with the Great Northern Ry. of Canada, the Chateauguay and Northern Ry., and the Irontale, Bancroft and Ottawa Ry.

The Ontario Legislature has passed an act authorizing the guarantee of the bonds of the company for 30 years to the extent of \$20,000 a mile at 3½% in respect of the construction of a railway from Toronto to Sudbury, about 250 miles. The line as projected will pass through Ontario county, east of Lake Simcoe and on the east side of York county and west side of Georgian Bay. It will cross the G.T.R. and Sudbury midway between the G.T.R. and Georgian Bay. It will cross the G.T.R. at one or two places, and the Canada Atlantic Ry. near Parry Sound. The company already has constructed a line 4.50 miles in length from Quebec siding on the C.A. Ry. into Parry Sound. Subsidies in cash and land have already been voted for portions of the line by the Legislature, but these are now cancelled. A Dominion subsidy was voted in 1903 in respect of the line from Toronto to Sudbury. The estimated cost of the line was \$3,000 a mile, with an additional \$2,000 or \$3,000 a mile for equipment. The act provides that work will be commenced at once, and completed within four years, and that the Government will hold as security for its guarantee a first mortgage on the line. The bill provides that running rights shall be given over the line to the C.P.R. from Sudbury to

Toronto, and it was hoped by the Government that the C.P.R. would facilitate a reasonable business arrangement for running rights for the J. B. Ry. over the C.P.R. west of Sudbury.

H. K. Wicksteed, who is in charge of the surveys of the line, in an interview at Parry Sound stated that the engineers were out on survey at various points between Parry Sound and Toronto, but that their work was being very much hampered by bad roads. The location surveys will be gone on with as fast as possible. Generally the projected route would follow the Don river leaving Toronto, and would pass Richmond Hill somewhat to the east, thence to Ballantrae, crossing the Sutton branch of the G.T.R. near Stoffville, thence swinging round to the east side of Lake Simcoe. Thence through Orillia and northerly on the west side of Lake Couchiching, northward to Bala, and then on to a junction with the company's existing line. From Parry Sound to Sudbury the line has been practically located. A plan and profile of the line as located from mileage 72.13 to mileage 109.68 from Parry Sound northerly has been approved by the Board of Railway Commissioners. The sharpest curve is 6° 40'—860 ft. radius—and the steepest gradient 1%. (Mar., pg. 98.)

Joliette and Lake Manuan Colonization Ry.—Application will be made at the current session of the Dominion Parliament for a change of name, and providing for the construction of branch lines, and for an extension of its projected line to Montreal. C. Piche, Montreal, is solicitor for the applicants. (Dec., 1903, pg. 425.)

Kettle Valley Lines.—Surveys are being made for the projected extension from Grand Forks up the north fork of the Kettle River for about 50 miles, to Franklin, which extension was authorized at the last session of the B.C. Legislature. S. A. Davis is engineer in charge. (Jan., pg. 3.)

Kingston and Dominion Central Ry.—Application is being made at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Kingston to Newboro and Westport, Ont.; thence westerly to a point on Georgian Bay between Parry Sound and Midland, with power to construct branch lines, and to acquire wharves, docks, etc., in connection therewith. W. Barwick, Toronto, is solicitor for the promoters.

Lac Seul, Rat Portage and Keewatin Ry.—At the recent session of the Ontario Legislature an act was passed authorizing the construction of a branch from the projected line near Rat Portage, Ont., northwesterly, to intersect the proposed National line from Winnipeg to Quebec. Power was also given to conduct a general navigation business on the lakes and rivers adjacent to the line of railway. The L.S., R.P. and K. Ry. was incorporated in 1903 by the Ontario Legislature to construct an electric railway from Lac Seul via Rat Portage and Keewatin to Shoal Lake, Ont., with power to construct 12-mile branches. C. W. Chadwick, A. M. Hay, A. H. Edmison, C. E. Neads, A. M. Rose, J. R. Bunn and A. J. Parsons are incorporators and provisional directors.

Lake Erle and Detroit River Ry.—Application is being made at the current session of the Dominion Parliament for an act authorizing the construction of a branch line from near Walkerville to the navigable waters of the Detroit river at or near Sandwich, Ont. Power is also asked to construct wharves and operate ferries on the river. (Mar., pg. 78.)

Leamington and St. Clair Ry.—Application is being made at the current session of the Dominion Parliament for an act declaring this line to be for the general advantage of Canada, and to consolidate the same with the Canada Southern Ry. The railway extends from Leamington to St. Clair, Ont., 15.95

miles. It was constructed under an Ontario charter, and has been operated under lease by the C.S. Ry., which in its turn is controlled by the Michigan Central Rd.

Lindsay, Bobcaygeon and Pontypool Ry.—Tracklaying was commenced towards the end of May, and is expected to be completed in June. Grading in Lindsay, to the station and yard, was completed early in May, and work on the sidings, 2,700 ft. in length, was then gone on with. Station buildings at Lindsay and Nestleton, a water tank, five miles north of Burketon, were about completed, and the decking of the bridge across the East Creek, about five miles south of Lindsay, had been completed. It is expected to have the line completed ready for operation by July 31. (Feb., pg. 61.)

London Belt Line.—Arrangements have been completed for the construction of the necessary lines for the interswitching of freight between the G.T.R. and the C.P.R., and work will be started on laying the tracks at an early date.

London Street Ry. (Electric).—The company decided not to contest decisions in the recent action, and has relaid the line on Rectory Street, and will take up that laid on Beaconsfield Avenue. (Mar., pg. 78.)

Malbou and Gulf Ry.—The Nova Scotia Provincial Engineer in his last annual report stated that on Oct. 29, F. R. Page, Chief Engineer, wrote to say that construction had been stopped for the season, and would not be restarted until spring. Eight miles of line has been constructed from the coal mines to the shipping pier, and to a crossing of the line of the Inverness Ry. and Coal Co. Plans have been submitted for a further section of the line from the crossing of the I. Ry. and Coal Co.'s line, to Orangedale, on the Inter-colonial Ry. (Jan., pg. 3.)

Melita, Regina and Edmonton Ry.—Application is being made at the current session of the Dominion Parliament for an act incorporating a company for the purpose of constructing a railway from Melita, Man., northwesterly to Regina, Assa., thence to the Elbow of the South Saskatchewan River, thence by the most direct route practicable to Edmonton, Alta., and from Melita southerly to the International Boundary in tp. 1, range 25, west of the first principal meridian, with power to construct branch lines. Crerar & Campbell, Melita, Man., are solicitors for the applicants.

Middleton and Victoria Beach Ry.—See Halifax and South-Western Ry.

Midland Ry. of Nova Scotia.—At the annual meeting recently held it was decided to apply to the Nova Scotia and to the Dominion Governments for subsidies in aid of the proposed extension of the line westward from Windsor to a point on the Halifax and South-Western Ry. between Middleton and New Germany. Arrangements are being made for the surveys on this extension. It was also reported a draft contract with a contractor had been prepared for the construction of the proposed line from Truro to Northumberland Strait, but no action was taken thereon. The contractor's engineers are going over the route, and when they have completed their surveys the matter will be taken up again by the directors. (Jan., pg. 5.)

Moncton.—An application has been made by C. Brandeis, of Montreal, to the city council of Moncton, N.B., with a view of opening up negotiations respecting the construction and operation of an electric railway there.

Montreal, Nipissing and Georgian Bay Ry. J. H. Kennedy, of St. Thomas, Ont.; J. Peterson, A. E. Osler, of Toronto; J. H. Taylor, of York township, Ont.; R. L. Dillon, of Montreal, are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to con-

struct a railway from the east end of Lake Nipissing south-easterly to Montreal, and westerly from the point of commencement, along the southern shore of the lake, to a point on Georgian Bay near the mouth of French River.

Montreal Terminal Ry. (Electric).—Application is being made to the city council for permission to lay tracks on a number of additional streets. The company is also making application to the Dominion Parliament for an act authorizing the construction of branch lines in Montreal Island, in Terrebonne, Montcalm, Joliette, L'Assomption and Berthier, and confirming the sale of a portion of its property to the Chateauguay and Northern Ry. (Oct., 1903, pg. 343.)

Mount McKay and Kakabeka Falls Ry.—An act was passed at the recent session of the Ontario Legislature incorporating a company to construct a railway from the Kakabeka falls of the Kamistiquia river to the summit of Mount McKay, Ont., and to operate the same by any motive power.

Napterville Jet. Ry. Co.—Application is being made at the current session of the Quebec Legislature for an act reorganizing the company and extending the time for the commencement and completion of its projected railway.

Nepigon Ry.—An act was passed at the recent session of the Ontario Legislature, authorizing the construction of a railway from the north shore of Lake Nepigon to a point where it will cross the projected G.T. Pacific line from Winnipeg to Quebec, thence to the English River at the boundary of Manitoba and Quebec. Power was also given to operate a railway ferry on Lake Nepigon to connect the 40 miles of railway, the construction of which is expected to be gone on with this year, from Nepigon Bay to the south shore of

the lake, with the northern section of the line, and to carry on a general navigation business. Power was also given to issue bonds to the extent of \$20,000 a mile.

Application is being made at the current session of the Dominion Parliament for an act authorizing the construction of a line from the Albany River to Fort Churchill on Hudson's Bay; authorizing amalgamation with the G.T. Pacific Ry.; extending the time for the commencement and completion of its railway, and "confirming an agreement for amalgamation with the Nepigon Ry. Co." Rowell, Reid & Wood, Toronto, are solicitors for the applicants. (Mar., pg. 79.)

New Brunswick Central Ry.—An act was passed at the recent session of the New Brunswick Legislature incorporating a company with this title, a capital of \$100,000 and head offices at Coal Branch, to construct a railway from Coal Branch towards Chipman.

New Brunswick Southern Ry.—Surveys are being made by M. Neilson, formerly Manager of the St. John Ry., with a view of securing a better location for the line between Lepreaux and Penfield, 14 miles.

Niagara, St. Catharines and Toronto Ry. (Electric).—A by-law granting a bonus of \$15,000 and exemption from taxation for 20 years, has been voted by the municipality of Niagara-on-the-Lake towards the construction of an electric railway from St. Catharines to Niagara-on-the-Lake, thence along the bank of the Niagara River to Queenston, Ont. Arrangements were reported to have been made by the N., St. C. and T. Ry. with a view to the early starting of construction on this extension, but we are advised that this is incorrect.

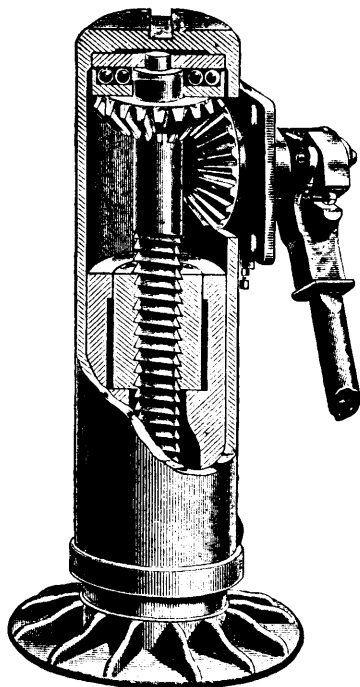
Nicola, Kamloops and Similkameen Ry.—Application is being made at the current session of the Dominion Parliament for an act

authorizing the company to enter into an agreement with the C.P.R. or any other company for the working of its projected railway or any portion thereof, or for leasing it to the C.P.R. or any other company, and authorizing the issue of debentures to the extent of \$35,000 a mile. (Mar., pg. 79.)

North Midland Ry. (Electric).—A. Hickling, London, Eng.; G. H. Westlake, G. Farnworth, A. E. Welch and T. H. Luscombe, London, Ont., were incorporated by an act passed at the recent session of the Ontario Legislature with this title to construct a system of electric railways in Western Ontario: (1) and through the following municipalities: (1) London, Biddulph, Blanchard, Downie and the city of Stratford; (2) McGillivray, Stephen, Osborne, Hay, Tuckersmith and Seaforth town; (3) McKillop, Hullet and Clinton town; (4) Hibbert, Fullerton, Logan and Mitchell town; (5) Grey, Morris, Howick, Turnberry and Wingham. A clause was inserted to the effect that the line shall not be constructed on any city highway except upon conditions agreed upon with any other street railway operating, or having an agreement to operate, in such city. The chief offices of the company are to be in London, Ont., and the capital stock is fixed at \$500,000. A. E. Welch is Managing Director and Secretary-Treasurer, and T. H. Luscombe is a director of the Southwestern Traction Co. (See Southwestern Traction Co.)

The Okotoks and High River Lumbering and Development Co. (Ltd.) is applying at the current session of the Dominion Parliament for an act authorizing it to acquire the business of the Okotoks and High River Lumbering and Development Syndicate, and among a number of other things power to construct tram and railway lines, to own and operate steam and other vessels, and to con-

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Sectional view of Norton Jack

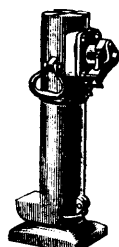
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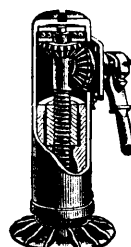
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struct telegraph and telephone lines. Hunter & Hunter, Ottawa, are solicitors for the applicants.

Ontario Electric Ry.—Meetings have been held at Brighton and other points along the route of this projected electric railway from Toronto to Ottawa. The various municipalities are being asked to take up first mortgage bonds in amounts from \$20,000 upwards according to area and population, and a number of them propose to ask for the passing of by-laws to enable the subscription to be made. (Mar., pg. 79.)

Orford Mountain Ry.—We were recently advised that it was expected that the extension of the line from Kingsbury to a point opposite Windsor Mills, Que., 10 miles, will be gone on with during the current season. The extension was fully located during 1903, and the right of way practically arranged for. (Mar., pg. 79.)

Ottawa, Brockville and St. Lawrence Ry.—Application is being made at the current session of the Dominion Parliament for an act authorizing an extension of time for the commencement and completion of the projected line from Ottawa to Brockville.

Ottawa and New York Ry.—H. M. Gays, General Manager, recently stated in an interview that it was proposed to remove the machinery from the shops at Santa Clara, N.Y., to Ottawa, and to employ 50 men in repairing and building rolling stock.

The engineers who have been going over the line with a view of reporting on the cost of changing the motive power from steam to electricity have nearly completed their work, and their report is expected to be laid before the directors at an early date. (Mar., pg. 79.)

Ottawa River Ry.—Application is being made at the current session of the Quebec Legislature for an act incorporating a company with power to construct an electric railway from Montreal to Grenville. T. Christie, M.P.; F. O. Dugas, M.P.; Hon. J. Donville, J. D. Wells, Hon. W. A. Weir, H. F. X. Mathieu, are the incorporators. At the last session of the Dominion Parliament an act was passed incorporating a company with the above named, among others, as provisional directors under the title of the Ottawa River Ry. Co., to construct an electric railway covering the same district. It is proposed to construct the line from Montreal to Grenville only at present, and it is expected that a start will be made with the grading at an early date. A preliminary survey has been completed by E. Berryman, Montreal. Starting from Montreal the line is projected to pass through Cartierville, Ste. Dorothy, St. Andrews and Carillon to Grenville. It is proposed to cross the Ottawa River at Grenville and run on to Ottawa, but the route through Ontario has not yet been determined. On the Quebec side bridges will be required to carry the line across three rivers—des Prairies, des Mille Isles and North. (Mar., pg. 80.)

Peterboro' and Ashburnham Ry.—We have been advised that plans are being prepared and estimates made for the reconstruction of the line in Peterborough, four miles, and for the construction of two miles of additional track. When this work has been completed and the six miles of line are in operation, the extension of the line to outside points will be considered. E. P. Burch, Minneapolis, Minn., is consulting engineer for the line. (Mar., pg. 81.)

Pontiac and Interprovincial Ry.—Hon. G. Bryson, Fort Coulonge, Que.; D. Gillies, Carleton Place, Ont.; W. J. Poupore, Montreal; C. A. McCool, M. J. Gorman, Ottawa; and T. Murray, Pembroke, Ont., are applying for an act incorporating a company with this title to construct a railway from the present terminal of the Ottawa, Northern and Western Ry. at Waltham to Ferguson's Point,

Que., thence across the Ottawa river to a point on the C.P.R. between Petawawa and Chalk river, Ont., and from Chapeau to Desjardinsville, Que., opposite Pembroke; with power to construct and operate tramways in connection therewith. (Mar., pg. 81.)

Preston and Berlin Street Ry.—Under the Ontario Companies' Act a supplementary charter has been granted authorizing the construction of a street railway from the present terminus in Berlin to and through the town of Waterloo, with power to enter into agreements with other similar companies. (Mar., pg. 81.)

Prince Edward Island Ry.—Tenders are under consideration for the construction of watertanks of 25,000 gals. capacity each at Georgetown, West Devon, Alberton, Summerside, Hunter River, Ashton, Harmony and Mount Stewart, P.E.I.

Replying to questions in the House of Commons the Minister of Railways recently stated that the Government had still under consideration the construction of a branch line from O'Leary to Cape Wolfe. It was intended to extend the Murray Harbor branch, and a survey had been made for such a line, but tenders had not been asked for its construction. A station, roundhouse, wharf and warehouse, etc., would be provided at Murray Harbor, at an estimated cost of \$75,000.

Work has been commenced on the straightening of the line at Curtis Creek for a distance of about 6,000 ft. Ballasting is also in progress on the Murray Harbor branch at the Southport end. The contractor is W. Kitchen. (Mar., pg. 81.)

Quebec Bridge and Ry. Co.—Work has been commenced on the right of way to connect the southern end of the bridge with the Intercolonial Ry. at Chaudiere Jet., about eight miles, and M. P. Davis, the contractor, says that he expects to have this line completed by the end of the year. The line to be constructed will be a double-track one, and the work will include a bridge 800 ft. long over the Chaudiere River. Work will also be gone on with during the year on a line from the north end of the bridge into Quebec. The erection of the steel superstructure will be commenced in 1905, and it will take two years to get this up. (Jan., pg. 7.)

Quebec Central Ry.—The question of the construction of the proposed extension to the Quebec Bridge, was to be finally decided at the annual meeting of shareholders held in London, Eng., May 18, which was attended by F. Grundy, the General Manager.

The Quebec Legislature at its current session passed an act authorizing the extension into Quebec, the acquiring of land in Quebec for the construction of terminals, and giving power to subscribe for stock in the Quebec Bridge and Ry. Co. The line is to be constructed and the terminal facilities provided within three years after the completion of the bridge. (Mar., pg. 81.)

Quebec Electric Co. A. R. McDonald, T. Migner, C. Bergevin, of Quebec; A. Girard, of Marieville, Que.; and J. Paquet, of Levis, Que., are applying to the Quebec Legislature for an act incorporating a company with this title to construct an electric power plant on St. Anne river in St. Fereol, and in connection therewith construct an electric railway into the city of Quebec, passing through St. Fereol, St. Joachim, Ste. Anne de Beaupre, Chateau Richer, Beauport and Limoilou.

Sarnia, Chatham and Erie Ry.—Application is being made at the current session of the Dominion Parliament for an act declaring this line to be for the general advantage of Canada, and to consolidate the same with the Canada Southern Ry. The S. C. and E. Ry. is 7.00 miles in length, and was constructed under an Ontario act. It has heretofore been operated under lease as a part of the C. S. Ry. by the Michigan Central Rd.

Sarnia Street Ry.—Press reports state that it has been decided to extend the line to and along the lake shore to a park which the company proposes to develop during the current season.

St. John Ry. (Electric).—A new generator is being installed in the power house at St. John. It is a 650 K.W. generator with a capacity of 500 volts. The generator, which weighs 120,000 lbs., will have direct connection with the new engine, the weight of which is 225,000 lbs.

St. Joseph and Stratford Electric Ry.—N. Cantin, D. Bissonette, T. Tombyl, of St. Joseph, Ont.; T. G. Coursolles, F. M. Hamel and A. A. Taillon, of Ottawa; were incorporated under an act passed at the last session of the Ontario Legislature with this title to construct an electric railway from Stratford westerly to St. Joseph, on the shore of Lake Huron. The capital is \$1,000,000, of which \$200,000 is to be appropriated to the lines in Stratford, and the balance for the line from Stratford to St. Joseph. The company may issue bonds to the extent of \$20,000 a mile, and preference stock may be issued. Surveys are reported in progress on the section of the line from Stratford to Hensall, the work being in charge of F. M. Hamel, engineer, and it is also reported that 80,000 ties have been purchased for the line. G. G. McPherson, K.C., Stratford, is interested in the line, and has been negotiating with a number of Ottawa and Montreal capitalists with a view of securing the necessary financial support for the company. (Mar., pg. 81.)

Schouberg and Aurora Ry.—An order has been issued by the Board of Railway Commissioners authorizing the S. and A. Ry. to cross the G.T.R. at a point north of King, Ont., the necessary protective devices having been provided.

South-Western Traction Co.—Track was laid for about nine miles from London to Lambeth, Ont., in 1902, but no further construction was done in 1903; to some extent owing to delay in making arrangements for an entrance into London city. During 1903 negotiations were opened with financial interests in London, Eng., with a view of carrying on construction of the different lines authorized. An arrangement has been completed with a British syndicate, and a company has been formed in London with the title of the Canadian Electric Traction Co. (Ltd.) The company has a capital of £120,000, of which £78,000 was offered for public subscription in £1 shares. The directors are: C. Steel, formerly General Manager Great Northern Ry.; H. E. Hoare, A. Hickling, S. A. Chambers, R. S. Portheim, of London, Eng., and F. G. Rumball, of London, Ont.; and the officers include: Sir W. Preece and Major Cardew as Consulting Engineers; Harper Bros. & Co., Engineers, and F. B. Fuller, Secretary; the temporary offices being 13 St. Helen's Place, London, E.C. The prospectus states that the company has been formed for the purpose of the development, construction and operation of lines of electric railways in various parts of the Dominion of Canada and elsewhere, and that as a first undertaking it has secured a contract to finance the construction of the South-Western Traction Co. This company has power to construct an electric railway from Hamilton, in the east, to Glencoe and Strathroy, in the west, via Brantford, Paris, Woodstock, Ingersoll, London and Delaware, and between London, St. Thomas, Aylmer and Port Stanley, a total of 159 miles. It has a capital of \$1,000,000, and is authorized to issue bonds to the extent of \$20,000 a mile. It is pointed out that the lines will traverse well populated counties, as well as a number of cities where there are large manufactories, and, as the line will carry freight as well as passenger traffic, large revenues are expected. A contract has been entered into

with the Midland Construction Co. of Ontario and Bruce, Peebles & Co. (Ltd.), Edinburgh, Scotland, for the construction and equipment of the line from London to Port Stanley, 30 miles. Under this contract the company will pay £119,570, of which £9,942 is in fully paid-up shares, and will receive \$600,000 of 5½% bonds of the South-Western Traction Co., and \$170,000 of its common stock, issued as fully paid up. Upon the completion of this 30 miles of line the company has the option of financing the whole of the balance of the authorized lines of the S.W.T. Co., or any

other portion of them, not less than 30 miles, for the consideration of \$20,000 in bonds and \$4,000 in shares per mile. The company has the option of terminating the contract when the first 16 miles are completed, in which event the cost of construction, estimated at \$58,000, will be payable in cash, and the company will be entitled to receive \$315,250 of bonds and \$78,810 of shares of the South-Western Traction Co. A. E. Payne, Engineer for the S.W.T. Co., estimated an average gross revenue of \$4,600 a mile, and average working expenses of 60%. On this

basis the prospectus sets forth that the net income from the first 30 miles of railway would be \$55,200. The interest on \$600,000 of 5½% bonds would be \$33,000, leaving available \$22,200 for administration expenses and to provide dividend on the ordinary stock. The arrangement with the S.W.T. Co. called for the opening of the line for traffic on the completion of 16 miles, and it was expected that this would be ready by Aug. 31. The prospectus contains copy of a letter from Preece & Cardew to the effect that "After making careful enquiry in America" they

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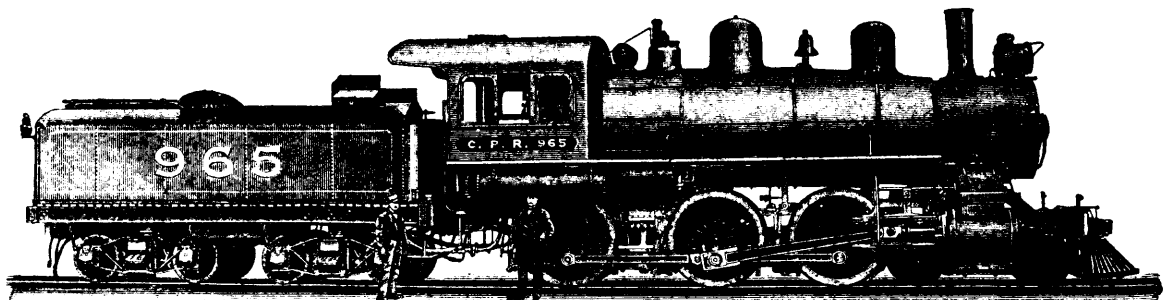
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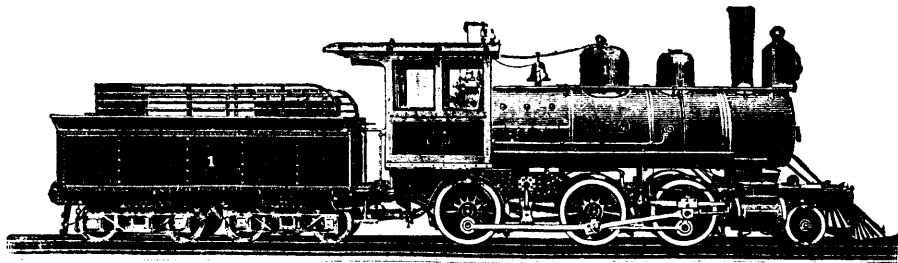
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The Saxon Engine Works, late Rich. Hartmann, Limited
CHEMNITZ (Germany),

Carry on the construction of **LOCOMOTIVES** of every description.

Number of Workmen, 5,200.



Capital, \$3,000,000.

were satisfied that the figures in Mr. Payne's report, upon which the statements in the prospectus are based, might be accepted as reliable. Harper Bros., Engineers, a member of which firm visited Canada in 1903 in company with R. S. Portheim, wrote stating that the Midland Construction Co. and Bruce, Peebles & Co. (Ltd.) had offered to construct and equip the line complete for £3,986 a mile.

The directors and officers of the South-Western Traction Co. are: President, F. G. Rumball, London, Ont.; Vice-President, Lieut.-Col. McEwan, Byron, Ont.; Secretary-Treasurer, A. E. Welch, London, Ont.; Solicitor, T. H. Luscombe, London, Ont.; other directors: A. McKay, Ingersoll, Ont.; G. C. Elliott, Appin, Ont.; L. E. Robson, London, Ont.; H. M. Rumball, London, Eng. We were advised May 10 that the surveys had been practically completed on the line south from Lambeth to St. Thomas, and grading had been commenced. The electrical and power equipment, including the power-house, station and rolling stock equipment, will be supplied by Bruce, Peebles & Co., Ltd., Edinburgh, Scotland. The contract for equipment does not stipulate where the equipment is to be manufactured, but it is safe to say, we are advised, that the electrical equipment will be manufactured in Edinburgh and brought out, while the car bodies and trucks and all certain other lines will be manufactured in Canada.

The Electrical Review of London, Eng., speaking of the lines says: "We are informed that the Ganz system has been adopted, because the guaranteed figures in comparing continuous current, single-phase and three-phase estimates showed a saving of 30 per cent. both in first cost and in running cost in the Ganz three-phase system. The power will be transmitted at 10,000 volts, 25 periods, and will be transformed down to 1,000 volts for the motor cars, of which there are 10, each motor car being designed to go at a speed of 30 miles an hour on the level, and 15 miles an hour up grades of 1 to 25. Each car hauls freight or passenger trailer in addition. The line is built partly across private right-of-way and partly across public roads, as is the case with urban railways in Canada and the United States, and considerable interest will await the results in practice, as the line is under contract to be completed in six months from date." (Oct., 1903, pg. 345.)

Strait of Canoe Bridge.—Application is being made at the current session of the Dominion Parliament for an act authorizing an extension of time for the commencement and completion of the bridge and railways authorized by the act of incorporation of 1901. (Mar., pg. 81.)

Stratford Radial Ry. (Electric).—The city council has passed a by-law confirming the agreement with Sloan, of Chicago, Ill., for the construction of a street railway within the city limits. (Jan., pg. 9.)

Suburban Rapid Transit Co. (Electric).—In 1902 grading was completed on about 3½ miles from Winnipeg to Sturgeon Creek, Man. Track was laid as far as Deer Lodge, about three miles, and the line was placed in operation in Aug., 1903. (Feb. 1903, pg. 47.)

Suburban Tramway and Power Co.—P. Galibert, J. L. Decarie, of Montreal; A. Weil, R. MacDuffie, of New York; C. Allard, Chambly, Que., are applying at the current session of the Quebec Legislature for an act incorporating a company with this title to construct an electric railway system in and through the counties of Terrebonne, Soulanges, Vaudreuil, Beauharnois, Chateauguay, Laprairie, Chambly, Hochelaga and Jacques Cartier. Power is also asked to acquire other companies having charters to construct electric railways in the same territory, or to amalgamate with such companies.

Temiskaming and Northern Ontario Ry.—The Commissioners, under the powers given

by an act passed at the last session of the Ontario Legislature, have called for tenders for the construction of an extension of the line northerly from New Liskeard to the Abitibi river, about 90 or 100 miles. Preliminary surveys were made for this extension during 1903, and W. B. Russel, Chief Engineer, in his report for 1903 states that the party started out Aug. 1 under T. S. Hay, and returned early in Sept., having followed the Wabis and Blanche River valleys over the height of land and down the White Clay and Black rivers, as a probable route for the line, and as an alternative route, from the Wabis valley into the valley of Long Lake and over the height of land towards Night Hawk Lake. As a result of the information obtained a preliminary location was made by Mr. Hay by the Blanche River valley to the valley of the White Clay River. The work done on this survey showed that a line could be located through this country with a maximum gradient of ½ of 1%, or 26 ft. a mile rising both ways, and a maximum curve of 4°. A location working to this standard was gone on with during the winter, and 40 miles completed. Location work is being gone on with, and an additional 30 miles is expected to be completed by June 30. The Chief Engineer's report shows that the line for the first 40 miles would be comparatively easy to grade, being mostly light embankment of clay with an occasional ravine from 20 to 100 ft. deep to be crossed. Three of the ravines met with will have to be crossed by steel trestles about 500 ft. long. A flat summit is reached at the 67th mile at an elevation of 1,010 ft. above the sea level. The Blanche River is navigable for small steamers for 25 miles from Lake Temiskaming.

The report of the Chief Engineer upon the work done on the line between North Bay and New Liskeard during 1903, is contained in the report of the Commissioners presented at the last session of the Ontario Legislature. At the end of 1902 location surveys had been finally completed from North Bay to Redwater Lake, 58 miles; a first location made to Lake Temagami, 14 miles further, and a preliminary survey for the remaining 50 miles to New Liskeard. The location from the 50th mile to Lake Temagami showed a profile extremely heavy in quantities with a large percentage of solid rock, heavy in gradients and a sharp continuous curvature. A new survey was made with the result that another location was adopted showing lighter gradients, easier curves, better alignment and reducing the distance by one mile. Considerable exploration was necessary before a suitable point could be decided upon for crossing Montreal River, by reason of the fact that the river lies in a valley considerably lower in elevation than the country immediately to the south. The outlet of Bay Lake was finally fixed upon as the most suitable point. There is a comparatively easy descent to it, and further, with the erection of a small dam at the outlet of the lake, the river can be made navigable for small steamers for 40 miles. Lake Temiskaming lies about 400 ft. lower than the country which the line had reached to the south, and the location adopted brings the line at the 101st mile to a point, from which it is possible to secure an easy slope to the lake level. The maximum gradient, which it was found necessary to use on the first 32 miles of 1.25%, rising north, and 1%, rising south, was reduced on the balance of 80 miles to a 1%, rising north, and a 0.75%, rising south, with compensation for all curvatures of 0.05% per degree, with advantage taken at some points of introducing steeper momentum grades, the maximum curve being a 6° and easement on all curves over a 3°, the steeper gradients being bunched on the first 32 miles, where extra power might be used on this portion of the road. This reduction in the gradients brought about an increase in the quantities and greater first

cost to the road than was first expected. Sidings, 2,000 ft. in length, have been graded every 10 miles, and extra land has been taken up at each siding for station buildings, yard, etc. A telegraph line was completed to mileage 57, provision being made for the stringing of a second wire when necessary. Track had been laid for 57 miles, grading an additional 19 miles had been done, and 37 miles had been fully ballasted. Nine miles from North Bay have been fenced with wire, and a further nine miles more will be put up this year to where the line enters the unlocated lands. At the northern end of the line about eight miles will require to be fenced. Town sites had been laid out and reserved by the Crown Lands Department at mileage 38, mileage 72, mileage 94, and at the crossing of the Montreal River.

During the winter about 30 miles of grading was done, thus practically completing the grading into New Liskeard. A contract has been let to the Dominion Bridge Co. for the erection of the steel bridge over the Montreal River. The bridge will consist of three spans of 125 ft. each. A contract has also been let for the construction of six water tanks of 40,000 gals. capacity each, three to be completed by Sept., and the remainder by Dec. 31.

The following engineering staffs are engaged on construction: Chief Engineer, W. B. Russel; Assistant Chief Engineer, E. E. Perreault; draughtsman, F. E. Blanchet; assistant draughtsman, F. W. Pearson; steel checker, A. Allison; tie inspector, S. W. Allison; office, North Bay. Section 6, C. L. Russell; section 7, C. W. Doherty; section 8, F. C. Jackson; Divisional Engineer, land lines, etc., R. Laird; track centres, ballast pits, etc., R. H. Harcourt; Montreal river section, A. McGougan. Haileybury section, Divisional Engineer, R. A. Galbraith; Assistant Engineer, R. Simpson. Telegraph construction, Superintendents, J. Judge and T. J. Carroll. Exploration—Engineer-in-charge, T. S. Hay; transitman, W. J. Clifford; leveller, J. M. Bourke. (Mar., pg. 82.)

Thunder Bay, Nipigon and St. Joe Ry.—An act was passed at the last session of the Ontario Legislature extending the time for the completion for five years from the current year.

Tillsonburg, Lake Erie and Pacific Ry.—Application is being made at the current session of the Dominion Parliament for an act extending the time within which the projected extension from Ingersoll to Collingwood is to be completed.

Tobique and Campbellton Ry.—An act was passed at the recent session of the New Brunswick Legislature incorporating a company with this title to construct a railway from the Tobique Valley Ry. between Reid's Island and Plaster Rock, to a junction with the Restigouche and Western Ry., now under construction from Campbellton. J. E. Foster, Andover, is solicitor for the promoters.

Tobique Valley Ry.—Application is being made at the current session of the Dominion Parliament for an act extending the time for the completion of the authorized line of railway. The line at present extends from Perth Jct., on the C.P.R. line from Fredericton to Edmundston, N.B., to Plaster Rock, and power was originally obtained to construct a line from Perth Jct. to a point on the Restigouche and Western Ry., near Nictaux Lake. (See Tobique and Campbellton Ry.)

Toronto and Hamilton Ry. (Electric).—Application is being made at the current session of the Dominion Parliament for an act authorizing the construction of an extension of the company's projected electric railway from Toronto to Hamilton, as far as the International Boundary near Niagara Falls; with power to construct branches, and, with the consent of the proper authorities in the U.S., to run through to Buffalo, N.Y. The com-

pany is reported to be acquiring its right of way at different points, and to be negotiating with the Hamilton Radial Ry. for running powers over its line along Hamilton and Burlington beaches. (Mar., pg. 83.)

Toronto Ry. (Electric).—Arrangements are being made for the erection of new power stations for the receipt and distribution of the power from Niagara. The receiving house will be west of the city limits and south of Bloor St., and will there be distributed to the present power house, and to a second one to be erected on Yonge St., south of Davenport Road.

Toronto Union Station.—The question of the enlargement and rearrangement of the Union Station, or the erection of a new one somewhat east of the present site is being discussed. It has been suggested that the city council make it a condition in connection with the expropriation of land between Front and Esplanade Streets, that a new station be erected. A conference between G.T.R. officials, the city council and representatives of the Canadian Manufacturers' Association and the Board of Trade, was held on May 20, when the matter of the expropriation of land and other matters were discussed.

Trans-Canada Ry.—Application is being made at the current session of the Dominion Parliament for an act authorizing the formal organization of the company as soon as \$1,000,000 of its capital has been subscribed and \$100,000 paid into a bank, and providing for the expenditure of \$1,000,000 on the lines within four years.

Walkerton and Lucknow Ry.—A. Shaw, K.C.; L. C. Benton, J. H. Scott, of Walkerton, Ont.; D. Knechtel, R. J. Ball, of Hanover, Ont.; A. H. Macdonald, K.C.; J. J.

THE CANADA SOUTHERN RAILWAY COMPANY.

NOTICE.—The Annual General Meeting of the Canada Southern Railway Company for the election of directors and other general purposes, will be held on Wednesday, the first day of June, 1904, at the hour of eleven o'clock in the forenoon, at the company's head offices in the City of St. Thomas.

NICOL KINGSMILL,
Secretary, C. S. Ry. Co.

Dated at St. Thomas, 6th May, 1904.

NIAGARA GRAND ISLAND BRIDGE COMPANY.

NOTICE.—The annual general meeting of the Niagara Grand Island Bridge Company, for the election of directors and other general purposes, will be held on Wednesday, the 1st day of June, 1904, at the hour of 11 o'clock in the forenoon, at the company's head office in the City of St. Thomas.

NICOL KINGSMILL,
Secretary, N. G. I. B. Co.

6th May, 1904.

NIAGARA RIVER BRIDGE COMPANY.

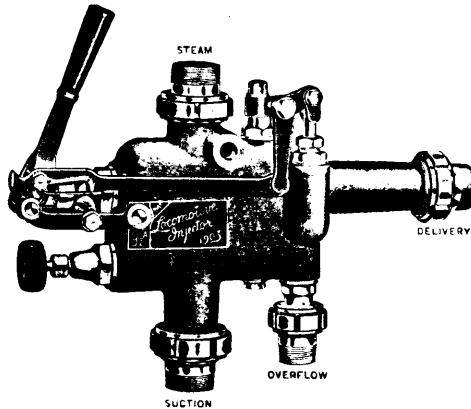
THE annual general meeting of the Niagara River Bridge Company, for the election of directors and other general purposes, will be held on Wednesday, the 1st day of June, 1904, at the hour of eleven o'clock in the forenoon, at the offices of the Canada Southern Railway Company, in the City of St. Thomas.

NICOL KINGSMILL,
Secretary, N. R. B. Co.

6th May, 1904.

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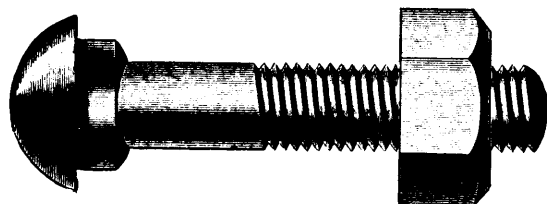
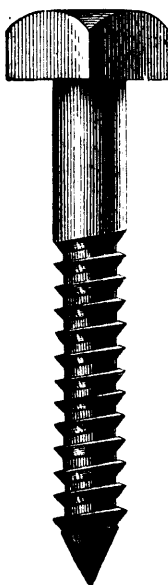
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- Boiler and Bridge Rivets**



TORONTO

CANADA

Drew, of Guelph, Ont., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Lucknow to Hanover via Walkerton. Power is asked to amalgamate with other companies, and to issue bonds to the extent of \$25,000 a mile. (Mar., pg. 83.)

Welland and Grand Island Bridge Co.—Application is being made at the current session of the Dominion Parliament for an act extending the time within which the company may construct its projected bridge.

Whitehorse and Alesk Ry.—B. B. Johnston, S. L. Howe, W. L. Newsom, T. McCaffray, A. E. Garrett, of Vancouver, B.C., are applying at the current session of the Dominion Parliament for an act incorporating a company with this title to construct a railway from Whitehorse to Alesk Creek, Yukon Territory, and from the International Boundary northward by the White River Valley to Dawson. The Railway Committee of the House of Commons struck out the clauses relating to the latter, and recommended the giving of power for the Whitehorse-Alesk Creek section only. (Mar., pg. 83.)

Whitehorse, Klwane and Northwestern Ry.—Application will be made at the current session of the Dominion Parliament for an act incorporating a company for the purpose of constructing a railway from Whitehorse to Klwane Lake, with power to construct branches and to carry on a general navigation business on the lakes and rivers of the Yukon Territory.

Windsor and Tecumseh Electric Ry.—C. M. Walker, E. F. Ladore, J. H. Coburn, of Walkerville, Ont.; F. McK. Ohi, W. F. Brown, of Toledo, Ohio, were incorporated at the recent session of the Ontario Legislature with this title to construct a railway from Windsor, passing through Walkerville to Tecumseh, Ont., and to operate the same by electricity, compressed air or other motive power. Power is asked to enter into agreements with the Sandwich, Windsor and Amherstburg Ry., the G. T. R., the C. P. R., the Lake Erie and Detroit River Ry., or the Ontario Traction Co. (Ltd.) for connections or running arrangements.

Windsor, Essex and Lake Shore Rapid Ry.—An act was passed at the recent session of the Ontario Legislature authorizing an increase of the capital stock from \$500,000 to \$1,000,000; confirming the franchise granted by the city of Windsor, and authorizing an extension from the present proposed terminus at Wheatley to Chatham. (Mar., pg. 83.)

Winnipeg, Selkirk and Lake Winnipeg Ry. (Electric).—The balance of the rails for this line, which were on board the str. *Ad- vance* when she was burned near Sault Ste. Marie, Ont., in 1903, have been recovered and shipped to Winnipeg. The company proposes to go on with tracklaying, laying sidetracks and ballasting at once, and to complete the line. No arrangements have been made to secure an entrance into Winnipeg for the line. (Mar., pg. 83.)

Winnipeg Electric St. Ry.—The plans for laying tracks on Norwood bridge to connect the St. Boniface and the Winnipeg lines, and for the subway under the C. P. R. tracks on Portage Avenue, have been approved by the Winnipeg city council. (Mar., pg. 83.)

Yonge St. Bridge, Toronto.—The fire on Front St. and Esplanade St., Toronto, has resulted in a discussion as to the probability of securing a site for this bridge to the west of the Custom house building instead of on Yonge St. It is claimed that this site will not be so costly as the Yonge St. site. The C. P. R. has given notice that it will apply to the Railway Commissioners to have the whole question reopened. (Mar., pg. 83.)

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

Atlantic and Northwestern Ry.—The application of the C. P. R. for an extension of time for the completion of the lines authorized by the act of incorporation of the A. and N. Ry., has passed the House of Commons. (April, pg. 113.)

Piles Jet. to Grand Mere.—At the current session of the Dominion Parliament the C. P. R. is applying for an act extending the time for five years for the construction of a line between Piles Jet. and Grand Mere, Que. The measure has been passed by the House of Commons. (April, pg. 113.)

Toronto-Toronto Junction Double Track.—A gang of men are at work grading for a double track from between Toronto, Toronto Junction, and Weston, Ont. The work will include a new bridge at Black Creek.

Toronto to Sudbury.—Work has been commenced at Romford, on the transcontinental line 6.8 miles east of Sudbury, on the construction of a line southerly to or near Toronto. The objective point of the work at present is Byng Inlet, a point on Georgian Bay about 55 miles south of Romford. From this point the line will pass southerly through the Muskoka country, through Bala, and on to Barrie. From that point into Toronto the route has not been finally adopted. Three parties are in the field in connection with the surveys, under Messrs. Kemly, Killaly and Mockill, and the whole is in charge of F. S. Darling, Division Engineer of Construction. A route giving a gradient of 3-10 of 1% compensated has been secured, and the location is being proceeded with to this standard. The grading is being done by Foley Bros. and Larsen, contractors. The plans filed at Ottawa show a line from Romford via Byng Inlet to Parry Sound, thence via Muskoka, Bala, Fessenden, Coldwater, Mount St. Louis, Craighurst and Midhurst, into Barrie, thence via Newton, Robinson, Schomberg, Hollypark, Nobleton, to Kleinburg, on the line from Toronto to Owen Sound. Sir T. G. Shaughnessy, President, states that it is the intention of the company to construct the line until it is completed to a junction with the line in the vicinity of Toronto. It is impossible to state how much work will be done during the year.

Winnipeg Subway.—A contract has been let to Deeks & Co., Winnipeg, for the construction of the subway on Main Street, Winnipeg. The negotiations in connection with the arrangement of this matter have been going on between the company and the city for three years or more. The plans for the subway provide for carrying eight tracks across Main Street on a reinforced, concrete-grained arch structure, at an elevation of 5 ft. above the present level of the street. The total length of subway and approaches is 646 ft. 8 in., and the total width over sidewalks, 100 ft. The arch structure has a width of 140 ft. over copings. There are three main elliptical roadway arches of 23 ft. 3 in. clear span, and two semi-circular sidewalk arches of 11 ft. 10½ in. clear span, carried on four rows of reinforced concrete columns. Two street railway tracks are provided for in the centre archway, with a clear headway of 14 ft. over the centre of each track, while the side roadway arches are intended for vehicular traffic. The roadway will have a grade of 1 in 20 in the approaches and will be paved with wooden blocks, laid diagonally from centre to sides across the street, laid on six inches of concrete. Sidewalks will be granolithic, 3 ft. 6 in. above the roadway, and laid to same grade. The railway tracks which cross Main street on a skew of 86° 04' are laid in depressed ballast troughs, base of rail being 5 in. below tops of platforms and beams. The main longitudinal beams terminate in buttresses, and are reinforced with old rails, latticed to-

gether, making continuous trusses between buttresses of retaining walls. In addition to these rail trusses, other loose rails are provided on tops of beams over columns, and bottom of beams in centre of spans, all of which are joined together by additional shear bars hooked through holes punched in rail webs. The load is transferred to these beams by solid concrete floor, reinforced with rails and rods, the latter bent up and hooked in concrete beams at ends. The columns and footings are also reinforced with rails and rods. Platforms are 6 in. concrete slabs, reinforced with expanded metal, through which skylights are provided over each roadway and sidewalk. These skylights are removable to allow of snow being deposited and distributed on roadways below, so that sleighing will not be interfered with in winter time.

Winnipeg Station and Hotel.—Tenders for the construction of the new station and hotel at Winnipeg were received up to May 28, and are under consideration. The first work to be gone on with will be that section of the building to be devoted to the general office and station buildings. This is necessary in order that the present offices may be vacated, and the space utilized in track rearrangements made to facilitate the handling of the company's business. The architects for the building are E. and W. S. Maxwell, Montreal. (April, pg. 113.)

Portage la Prairie to Brandon.—The track between Portage la Prairie and Brandon, Man., 77 miles, is to be relaid with 80-lb. steel rails this season.

Weyburn to Stoughton or Heward.—Application is being made at the current session of the Dominion Parliament for an act authorizing the construction of a branch line from Weyburn, on the Souris branch, easterly to Stoughton or Heward, Man., on the Pipestone branch.

Manitoba and Northwestern Ry.—The Railway Committee of the House of Commons has approved of an act authorizing the construction of the following lines: from Sheho, southerly of Quill Lakes, westerly and northwesterly for about 100 miles; from Churchbridge southerly to a junction with the Pheasant Hills branch of the C. P. R. at Cut Arm Creek; and branch lines not exceeding 30 miles in length in any one case. (April, pg. 113.)

Saskatoon Bridge.—Two spans of the bridge across the South Saskatchewan River at Saskatoon, Assa., were washed away by floods, April 15. A temporary pile structure is being erected so as to enable traffic to be resumed, but it will be some weeks before this is completed. Whether the bridge will be reconstructed on its present site or not has not been determined. Surveys are being made with a view of determining what is best to be done. It is reported that the Saskatchewan river has changed its course into an old bed, but this cannot be determined finally until the floods have thoroughly subsided, and the engineers, who are now making surveys in the vicinity in connection with the extension of the company's lines to Saskatoon, will investigate.

Land and Irrigation Department Offices.—The new building which is about to be erected at Calgary will be the headquarters for the Superintendent of Irrigation and B. C. Land Commissioner, J. S. Dennis, and W. O'Toole, the Land Agent at Calgary, under F. T. Griffin, Land Commissioner at Winnipeg. The building is a two-story one of stone, 55 ft. long and 35 ft. wide, with metal roof, plate glass windows. The ground floor will contain offices for the general and B. C. Land Departments, and the second floor will contain offices for the Irrigation Department. The contract has been let to A. Pirie, of Calgary, Alta. (April, pg. 113.)

The Locomotive & Machine Company

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SINGLE EXPANSION AND COMPOUND LOCOMOTIVES

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Pintsch System Car and Buoy Lighting.

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

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

AUTOMATIC STEAM TRAPS.

STRAIGHT PORT COUPLERS

Pheasant Hills Branch.—A contract has been let to Foley Bros., Larsen & Co., for an extension of this branch from Jumping Deer Creek, to which point grading was completed in 1903, for a further distance of 40 miles. The contract includes grading, bridging and tracklaying. The work is being started at once. (April, pg. 113.)

Moose Jaw to Swift Current Gradient Reduction.—The work on reducing the gradient on the section between Moose Jaw and Swift Current, Assa., 112.3 miles, is being gone on with and is expected to be completed this fall. The present line has a maximum gradient of 1%, and it is intended to reduce this to a maximum of 0.4%. (April, pg. 113.)

Extension from Wetaskiwin.—A contract for the construction of a branch from Wetaskiwin, on the Calgary and Edmonton Ry., easterly for 25 miles, has been let to Foley Bros., Larsen & Co. The contract includes grading, bridging, and tracklaying, and it is expected the line will be completed this season. The work is under the control of J. G. Sullivan, Division Engineer of Construction. (April, pg. 114.)

Extension from Lacombe.—A contract has been let to Foley Bros., Larsen & Co., for the construction of the branch from Lacombe, Alta., on the Calgary and Edmonton Ry., easterly for 25 miles. The contract includes grading, bridging and tracklaying, and the work is being gone on with under the direction of J. G. Sullivan, Division Engineer of Construction. (April, pg. 114.)

Water Treatment Plants.—The company is constructing plants at a number of points in Manitoba and the Northwest with a view of treating the water so as to enable it to be used with satisfactory results in the engines, as well as for other purposes. The water is treated with chemicals in tanks, and the deleterious matter sinks to the bottom and is subsequently removed in the form of sludge.

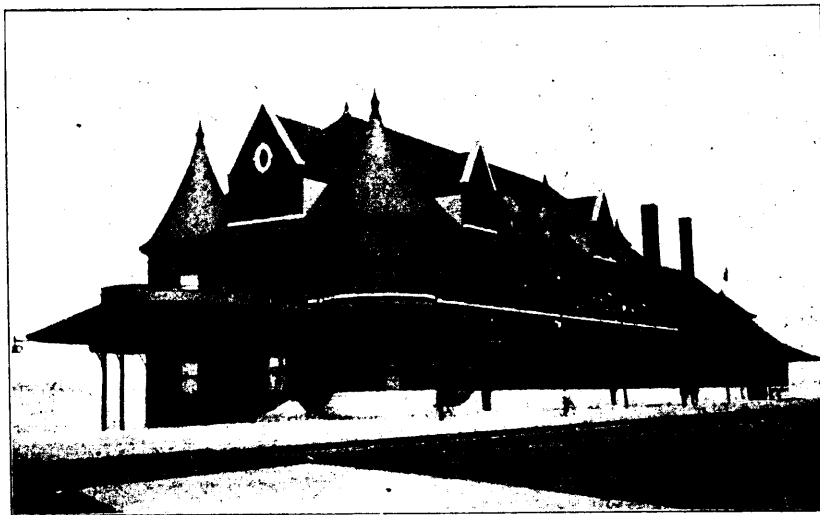
Extension at Banff.—An Order-in-Council has been passed authorizing the construction of a spur line from the main line near Banff, Alta., to the company's coal mines about two miles distant. This extension has been constructed by the Pacific Coal Co., a subsidiary company to the C.P.R., which is operating the coal mine—a semi-anthracite one. The line follows the course of Cascade Creek.

British Columbia Southern Ry.—The House of Commons has passed an act granting an extension of time for five years for the construction of the eastern section of the line. (April, pg. 113.)

New Westminster to Vancouver.—The House of Commons at the current session of Parliament has given a third reading to an act extending the time for a further period of five years within which the branch line between New Westminster and Vancouver, B.C., is to be completed.

Minneapolis, St. Paul and Sault Ste. Marie Ry.—Contracts have been let for the further extension of the Glenwood branch from the present terminus at Ottertail, Minn., to the International boundary at Emerson, Man. The line will run through Detroit, Erskine, Thief River Falls and Pelan. The work is light, the maximum gradient being 0.5%, and the greatest curvature 3°. Three steel bridges will be required on the route. Work is reported to have been started, and that it is expected to have the line completed by Aug. 1. Foley Bros., Larsen & Co., St. Paul, Minn., are the contractors. (Jan., pg. 25.)

The annual convention of the Master Car Builders' Association will be held at Saratoga, N.Y., June 22, 23 and 24, and that of the American Railway Master Mechanics' Association will be held on June 27, 28 and 29 at the same place.



G. T. R. NEW STATION AT DURAND, MICH.

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

St. Hyacinthe Double Track.—Some work, preparatory to doubling the track on the line between St. Hyacinthe, Que., and the St. Lawrence river, has been completed, and it is understood that further work with the same object in view will be gone on with at an early date.

St. Paul-Turcot Improvements.—The plans for the yard extensions and other improvements between Cote St. Paul and Turcot, Que., have been prepared. They provide for large shunting yards, tracks for storing cars, roundhouses, etc. The cost of the improvements is estimated at about \$1,000,000. It is expected that work will be started at an early date. (Dec., 1903, pg. 421.)

Bridge at Kingston Mills.—A new bridge has been built over the Rideau at Kingston Mills, Ont., to replace a lighter one erected where the line was double-tracked about 1890. The Dominion Bridge Co. had the contract.

Kingston Subway.—The Frontenac, Ont., county council has passed a resolution authorizing the company to proceed with the construction of the subway on the Montreal road, at the Kingston city boundary. The cost, \$10,000, is to be divided between the city, the county and the G.T.R. The county fought the question when it came before the Railway Committee of the Privy Council in 1903.

Toronto.—Notice has been given by the G.T.R. to the Railway Commission that it will apply for power to expropriate a considerable portion of the area occupied by the buildings burned in the recent big fire in Toronto. With the exception of a small portion belonging to the Crown, and another piece belonging to a private owner, the whole of the property is owned by the city, and is let on leases to different persons. The leases, which expire in 1907, contain provisions for a renewal on certain terms. The company desires to acquire the land for the purpose of laying additional tracks and providing more yard space.

Parliament Buildings' Yard, Toronto.—The Commissioner of Public Works for Ontario, answering a question in the Legislature, recently stated that the grounds of the old Parliament Buildings were leased Mar. 23, 1903, for 21 years, from April 1, 1903; the lease was made to the G.T.Ry. Co. at a rental of \$6,000 a year for the first 10 years, and \$7,000 a year for the remaining 11 years. The rental is payable half-yearly in advance. An option is given to the company to purchase the grounds before, or at expiration of five

years, for \$180,000; or at the expiration of 10 years for \$200,000. At expiration of lease it may be renewed upon similar conditions, except as to rent, for a further term of 21 years, the rent or purchase to be mutually agreed upon, failing which, rent or price to be settled by arbitration in the usual way. The area is 9.344 acres. Tenders were called for.

The erection of the outwards freight-shed at the yards will be gone on with at an early date. The office building is completed. (Feb., pg. 59.)

Hamilton.—We are advised that it is not the present intention of the company to erect a freight shed at Caroline St., Hamilton.

Hamilton-Sarnia Double Track.—We are advised that when the work now in hand is completed, which it is expected to be in the fall, there will be a double track from Hamilton to London, and from Kingscourt Jct. to Sarnia. This latter section was double-tracked in 1903 by Ross & McRae, who have been given a contract for the construction of a second track between London and Paris, 44 miles, and who expect to complete the section between London and Woodstock, 28.53 miles, this year. The cut-off, completed in 1903, between Lynden and Brantford, practically doubles the line between Lynden and Paris. A contract has been let to W. O. Johnson & Sons for the construction of a second track between Lynden and Hamilton, about 15 miles. The work to be done on the two contracts merely consists of widening the present roadbed to accommodate the second track, no change being made in the present gradients or alignment.

Durand Station.—The new station which has been erected at Durand, Mich., and of which a cut is given on this page, is 240 ft. in length by 48 ft. in width. Of the whole length about 170 ft. has been made two stories in height, the second story containing offices for the use of the G.T. Western Ry., and the Wabash Rd. At the north end, which is in the intersection point of the two routes, there has been erected a joint waiting-room, 46 by 59 ft., and with this is connected a large covered shed for use of passengers. The first story also contains a large dining-room, with smoking-room, ladies' room and other conveniences. At the south end are the baggage and express rooms. The building is constructed of rock face stone, up to the height of the window sill and above that of dark grey brick. The roof is covered with green slate. The main rooms on the first floor are wainscoted with Tennessee marble, and the wooden finish is in oak. The cost of the building, exclusive of the other improvements at the station, was \$50,000.

Central Vermont Ry. A conference took place May 11, between C. V. Ry. officers and the St. John's and Iversville, Que., town councils, respecting the construction of a railway and general traffic bridge across the Richelieu River, at St. John's. F. H. Fitzhugh, General Manager, stated that the company desired to raise the grade, and obviate the necessity of opening the draw for boats passing in and out of the harbor. The suggestions were approved and plans will be prepared for submission at a future meeting.

G.T. Pacific Ry.—The bill approving of the amended agreement respecting the construction of the G.T. Pacific Ry. has been given a third reading in the House of Commons. The G.T.R. is applying at the current session of the Dominion Parliament for an act amending the provisions of the act of 1903 incorporating the G.T. Pacific Ry. in so far as they

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PORTLAND TO AVONMOUTH DOCKS,
(Bristol and Antwerp.)

LEYLAND LINE.

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Sailing from Boston on Saturdays.

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Sailing from New York, Sat-
urdays, at 10.30 a.m.

WHITE STAR LINE

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Regular Weekly Service.

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BOSTON-MEDITERRANEAN SERVICE
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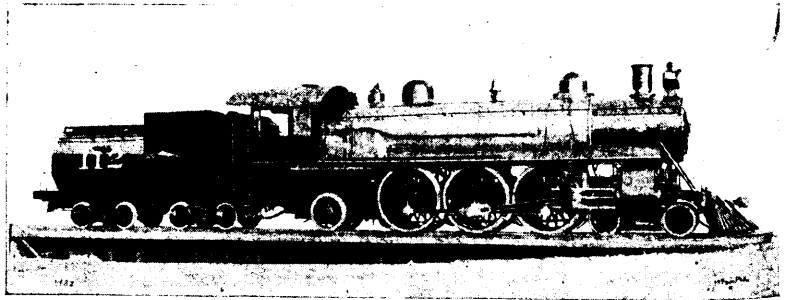
CANADA AND MICHIGAN BRIDGE AND TUNNEL COMPANY.

THE annual general meeting of the Canada and Michigan Bridge and Tunnel Company, for the election of directors and other general purposes, will be held on Thursday, the 2nd day of June, 1904, at the hour of one o'clock in the afternoon, at the Crawford House, in the City of Windsor.

NICOL KINGSMILL,
Secretary, C. & M. B. & T. Co.

6th May, 1904.

Baldwin Locomotive Works



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

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"All of the motormen who have used these brakes speak in highest terms of them, and the men very much prefer cars equipped with these brakes to those with the ordinary description of brake."

"Regarding cost of repairs, I do not think they will amount to \$5 00 per annum."

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9 Toronto Street

TORONTO,

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CANADA

relate to the powers conferred upon the directors, of issuing paid-up stock; defining the powers of the provisional directors and confirming the action of the said provisional directors in entering into an agreement or agreements on behalf of the said company, with the Dominion and other acts and proceedings of the provisional directors of the said company.

A number of reports are current as to the surveys for the line from Winnipeg to Quebec, which the Government is to construct. One report is to the effect that the Government will make the surveys on its own account, and that A. E. Doucet, at present Chief Engineer of the Quebec and Lake St. John Ry., will be in charge, and another is that the surveys will be made for the Government by the G.T. Pacific Ry. engineers. J. R. Stevens, Assistant Chief Engineer G.T.R., was recently in Quebec in consultation with A. E. Doucet, who has already made extensive surveys in Quebec in connection with the Quebec and Lake St. John Ry. and the Trans-Canada Ry., as well as for the Great Northern Ry. of Canada, with which he was formerly connected. Mr. Stevens states that Mr. Doucet gave him a lot of valuable information as to the various possible routes, and that he was of opinion that the valley of the St. Maurice River would be followed to the height of land, thence crossing the clay belt north of Lake Abitibi, the line would be built in as straight a line as possible to the Ogoki river. From this point a route would be obtained to Lac Seul, and thence southwesterly to Winnipeg. This route will give easy gradient and curvatures.

At the last session of the Ontario Legislature a land grant of 6,000 acres a mile was voted to the Grand Trunk Pacific Ry. Co. towards the construction of a line from Port Arthur or other point on Lake Superior northwesterly to a junction with the projected main line.

Canadian Northern Ry. Construction.

Northern Extension Ry. Co.—H. Sutherland, E. A. James, G. H. Shaw and J. H. Munson, K.C., Winnipeg, were incorporated under this title at the recent session of the Manitoba Legislature for the purpose of constructing a railway from Oakland station, on the branch of the Canadian Northern Ry., from Portage la Prairie to Delta, northerly or northwesterly to the provincial boundary, with power to construct branch lines to Mackinac, Ochre river, and Winnipegosis stations on the Canadian Northern Ry., and to the western boundary of the province, to lakes Winnipeg, Manitoba and Winnipegosis, and a line southerly from Winnipeg or from any portion of the above lines through the municipality of Springfield to the eastern or southern boundary of the province. The first three applicants are officers of the Canadian Northern Ry., and the fourth is the Company's solicitor in Winnipeg. An act was also passed under which an agreement made with the Company by the Manitoba Government guaranteeing the bonds of the Company in respect of the lines mentioned, is confirmed. It is expected that some construction work will be gone on with this season, but this has not been definitely arranged.

Application is being made at this session of the Dominion Parliament by the Canadian Northern Ry. for an act authorizing it to take over the charter of the N.E. Ry. Co., and to amalgamate the lines to be constructed with the lines of the C.N. Ry.

Manitoba Branches.—The plans for the year's work on the various branch lines call for the completion of the lines for which contracts were entered into in 1903 with the Manitoba Government. These include lines from Carberry to Brandon; Arizona to Carberry; branch from Greenway, extension of

the Carman branch from Learys to Somerset, 15 miles, Ridgeville branch; Swan River to Thunder Hill extension. The contract for the extension to Somerset has been let to G. H. Strevel, and that for the Swan River branch to J. Kennedy.

Prince Albert Extension.—The train service put in operation on the extension of the line from Erwood to Prince Albert, 180 miles, as far as Melfort, Sask., 106 miles, Feb. 29, has been withdrawn and ballasting is being gone on with. Station and other buildings are in course of erection. W. Mackenzie, on his return to Toronto from London, Eng., stated that he expected that the line would be got through to Prince Albert this year. Work on the extension is being proceeded with by Keith Bros. (Jan., pg. 25.)

Grand View - Edmonton Extension.—A train service has been placed in operation on the completed portion of this extension as far as Kansack, about 71 miles from Grand View. When work is resumed for the season on the main line from Grand View, Man., to Edmonton, Alta., the tracklaying gang will have 57.5 miles of grade ready to get to work on. Ballasting on the 92.5 miles of track laid in 1903 will be completed, and station buildings, etc., gone on with. Two towns have sprung up on the line, one at Goose Lake, 30 miles west of Grand View, and the other at Pelly, about 20 miles further west. The present end of track is at White Sand river, directly north of Yorkton, Assa. Work has been progressing all winter on the abutments of the bridge over the South Saskatchewan river, about four miles from Osler, so as to have it ready for the builders of the superstructure. The work for the year for the further extension of the line had not been laid out, but W. Mackenzie, President, stated on his return to Toronto from London, Eng., recently that work would be pushed, and that as much as possible would be done this year. A contract has been let to J. D. McArthur for the grading of the line from the present end of grade to Edmonton, about 500 miles. Sub-contracts are reported to have been let to McDonald, MacMillan & Co., D. Cameron, J. Setter and M. McCrimmon, for sections of this contract. (Jan., pg. 325.)

W. H. C. Mussen & Co., railway, miners', and contractors' supplies, Montreal, have removed their offices to 299 St. James St., retaining 763 to 765 Craig St. as warehouses. The new office site, facing St. James St. and Victoria Square, is one of the most prominent in Montreal, affording large window display, which will doubtless be utilized to good advantage. In the few years this firm has been in business it has shown great push and progressiveness and has secured a front rank position in its line.

The B. Greening Wire Co., Ltd., Hamilton, Ont., reports that there is a steady, growing demand for the wire barrel hoop in place of the old-fashioned elm hoop. Coopers find much difficulty in getting material suitable for wooden hoops, as not only has the price advanced too enormously, but it is practically impossible to get enough stock of suitable quality to supply the larger cooperage shops. The consequence is that in trying to use inferior stock there is a very serious loss of time and annoyance both to the cooper and shipper. The wire barrel hoop consists of a piece of no. 9, 10, 11 or 12 gauge steel wire with the ends twisted together, and the B. Greening Wire Co. claims that its hoops are made in a perfect circle, thus enabling them to slip down over the barrel into their place without binding at any particular point. The price is as low or lower than the wooden hoop. Wire hoops are being successfully used on flour, sugar, salt and apple barrels, and are coming into use on barrels for general merchandise.

TRANSPORTATION APPOINTMENTS.

Board of Railway Commissioners.—E. H. Primeau, Montreal, has been appointed Assistant Secretary. Office, Ottawa.

Canada Atlantic Ry.—J. W. Smith, heretofore Purchasing Agent, etc., has been appointed General Assistant. Office in Ottawa. He will have charge of the Purchasing and Car Service Departments, and will also perform such other duties as may be assigned him.

J. E. Duval, Car Service Agent, having resigned to accept a position with the Board of Railway Commissioners, the Car Service Department will in future be under the direction of the General Assistant.

Canadian Pacific Ry.—W. F. Tye, heretofore Assistant Chief Engineer, has been appointed Chief Engineer, succeeding E. H. McHenry, resigned. Office at Montreal.

W. F. Stevenson has been appointed Eastern Freight Agent, with office at 458 Broadway, New York.

F. W. Dudley has been appointed Eastern Passenger Agent, with office at 458 Broadway, New York.

W. S. Campbell, heretofore chief clerk in the commercial agent's office, Hamilton, Ont., has been appointed Soliciting Freight Agent there, succeeding J. McLerie, resigned.

F. J. Bowman, heretofore chief billing clerk Toronto, Hamilton and Buffalo Ry., Hamilton, has been appointed chief clerk to the Commercial Agent, Hamilton, succeeding W. S. Campbell, promoted.

W. K. Thompson, heretofore Superintendent at Moose Jaw, Assa., has been appointed Superintendent District no. 2, Lake Superior Division, vice G. Erickson, transferred. Office, White River, Ont.

R. H. Webb is reported to have been appointed manager of the company's Hotel Kaministiquia, Fort William, Ont., succeeding T. S. Smith, resigned.

E. Law, heretofore a conductor at Rat Portage, has been appointed Assistant Trainmaster, with jurisdiction over Fort William terminals and the trainmen on the Fort William section.

Consequent on the division of the Central Division into districts the following changes have been made in the positions of Roadmasters:—J. N. Baker, heretofore road foreman, has been appointed Roadmaster, with headquarters at Fort William, Ont. J. Esselmont, heretofore Roadmaster at Fort William, has been transferred to the Ignace section, with headquarters at Rat Portage, Ont., succeeding A. J. Megrund, transferred to District 2.

F. F. Busted, heretofore Superintendent at Nelson, B.C., has been appointed Assistant Chief Engineer of Western Lines. Office, Winnipeg.

R. Barnwell, heretofore Fuel Agent, Western Lines, has also been appointed Tie Agent for the same territory. Office, Winnipeg.

J. A. McGregor has been appointed Assistant Superintendent of Car Service for Western Lines, from Port Arthur, Ont., to Vancouver, B.C., with headquarters at Winnipeg.

The following changes were recently made in the territory of Roadmasters in District 2 Western Division:—Emerson branch, including St. Boniface yards, from La Riviere Jct. to Gretna, and Rosenfeld Jct. to Mileage 110, will be under the charge of R. M. Binney, headquarters at Winnipeg. Mileage 110, La Riviere section to Napinka, Wood Bay to Mowbray, and Deloraine to Lyleton, will be under the charge of W. Cooper, with headquarters at La Riviere. The Winnipeg terminals, and the Teulon and Winnipeg Beach branches, have been placed under the charge of P. E. Barry, who has been appointed Roadmaster, with headquarters at Winnipeg. A. J. Megrund, heretofore Road-

Drummond, McCall & Co.

IRON, STEEL AND METAL MERCHANTS

Branch Office: TORONTO

Montreal

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For Import:—English Rails, “Barrow” brand, all standard sections; also rails of best German manufacture.

IMPORTERS OF { Beams, Channels, Angles, Steel Plates,
Mild Steel Bars, Cold Rolled Steel
Shafting, Wire Rope, Tool Steel, Etc. } COMPLETE STOCK KEPT IN MONTREAL.

THE

INTERCOLONIAL RAILWAY

Calendar for June says:

THE SEA.

“How happy they, who from the toil and tumult of their lives Steal to look down where naught but ocean strives.”—BYRON.

The fishing in the streams and lakes of Quebec and the Maritime Provinces and the ocean bordering those provinces is the finest on the continent. Write for Intercolonial detailed pamphlets.

INTERCOLONIAL RAILWAY

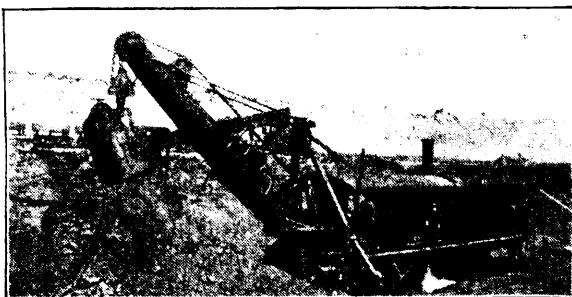
FAST FREIGHT TRAINS VIA



RUNNING DAILY BETWEEN

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

Give every satisfaction to shippers



MARION STEAM SHOVELS

BALLAST UNLOADERS

CARS, RAILS, SCRAPERS, BARROWS, TOOLS, Etc.

ESTATE LATE JAMES COOPER = MONTREAL

master at Rat Portage, Ont., has been appointed Roadmaster of the Brandon section, succeeding C. J. Panser transferred to the Souris section, in place of J. Ryan assigned to other duties.

A. Allan, heretofore Chief Dispatcher, old District 2, Western Division, will remain at Calgary as Chief Dispatcher of new district 1, extending from Swift Current to Laggan, and including the branches to Macleod and to Strathcona. A second set of dispatchers will be put on the first district, thus providing a night and a day staff. There will be no change made in the dispatching circuit on district 2, of which J. F. Scott is Chief Dispatcher.

W. H. Elson has been appointed Trainmaster, district no. 1, Pacific Division, succeeding T. Downie, recently killed in a snowslide. Office, Revelstoke, B.C.

G. Erickson, heretofore Superintendent District no. 2 Lake Superior Division, has been appointed Superintendent second district Western Division, vice J. G. Taylor. Office, Cranbrook, B.C.

Dr. O. Weld has been appointed, press reports state, medical officer of the Pacific Division, succeeding Dr. Lefevre. Dr. A. J. Stewart, of Mission, B.C., is reported to have been appointed Assistant Medical Officer on the main line, and Dr. R. Walker, of New Westminster, on the New Westminster branch.

C. F. Wenham's appointment as General Western Agent of the Company's Atlantic Steamship Line has been cancelled, and the agency has been transferred to A. C. Shaw, General Agent Passenger Department, 228 South Clark St., Chicago, Ill.

Canadian Northern Ry.—J. M. Horn has been appointed city freight agent at Winnipeg, succeeding R. Crawford, resigned.

Detroit and Toledo Shore Line Rd.—J. P. Main has been appointed Superintendent and Traffic Manager, succeeding S. W. Knapp, resigned. Office, West Detroit, Mich.

Grand Trunk Ry.—J. F. Jones, heretofore General Yardmaster at Chicago, Ill., has been appointed General Yardmaster, Point St. Charles yard, Montreal, succeeding H. H. Brewer, appointed Superintendent of Terminals, Toronto.

F. L. C. Bond has been appointed Acting Resident Engineer, Eastern Division, Montreal, P.Q., vice T. T. Irving, appointed Resident Engineer, Western Division. Office, Montreal.

J. J. Connolly has been appointed Acting Chief Train Dispatcher, 2nd district west of Richmond, Que., and 4th and 5th districts, succeeding A. J. Nixon, removed to Stratford, Ont. Office, Montreal.

H. H. Brewer, heretofore General Yardmaster Point St. Charles Yard, has been appointed Superintendent of Toronto Terminals, succeeding W. White, appointed Assistant Trainmaster at Palmerston, Ont.

P. J. Lynch, heretofore Assistant Trainmaster 15th, 16th, 20th and 21st Districts, at Stratford, Ont., has been appointed Assistant Superintendent in charge of transportation, stations and yard service 11th, 12th, 13th and 14th districts. Office, Allandale, Ont.

The jurisdiction of J. H. Dull, Trainmaster 22nd, 23rd and 24th districts, has been extended over the 15th and 16th districts (between Hamilton and Port Dover), the 20th district (between Buffalo and Goderich), and the 21st district, heretofore in charge of P. J. Lynch, Assistant Trainmaster, which position has been abolished. Office, Stratford, Ont.

W. White, heretofore Superintendent of Toronto Terminals, has been appointed Assistant Trainmaster, 22nd, 23rd and 24th districts, and will report to J. H. Dull, Trainmaster, Stratford. Office, Palmerston, Ont.

A. J. Nixon, heretofore Acting Chief Train Dispatcher at Montreal, has been appointed Day Chief Dispatcher at Stratford, Ont.

D. J. O'Connor has been appointed Night Chief Dispatcher at Stratford, succeeding F. Ryan.

The following station agents have been installed: Waterville, Que., A. Verville; Cardinal, Ont., W. J. Mallett; Brooklin, Ont., J. F. Brabazon; Agincourt, Ont., A. J. Wakeley; Markham, Ont., W. J. Smith; Haliburton, Ont., W. H. Stinson; Hawkestone, Ont., A. W. Andrews; Sundridge, Ont., L. N. Faulkner; Milton, Ont., S. E. Brandon; Queen Street E., Toronto, G. L. Sherlock; Malton, Ont., J. E. Brent; Guelph and Guelph Jct., Ont., J. Forbes; Breslau, Ont., W. V. Taylor (Acting); Stratford, Ont., R. E. Waugh; Simcoe, L.L., Ont., J. A. Crawford; Courtland, Ont., A. Harvey; Simcoe G.B. & L.E., Ont., J. A. Crawford; Preston, Ont., D. Johnston; Fergus, Ont., D. W. Hayes; Denfield, Ont., W. B. Sutton; Belgrave, Ont., W. G. McCulla.

T. T. Irving has been appointed Resident Engineer Western Division, succeeding C. C. Hill, transferred. Office, Detroit, Mich.

R. McC. Smith, Southern Passenger Agent, Detroit, Mich., having been appointed Special Representative in charge of G.T.R. Exhibit, Forestry, Fish and Game Building, World's Fair, St. Louis, Mo., where he will be located until the close of the Exposition, his territory (except as below) has been temporarily assigned to W. Robinson. Office, 506 Park Building, Pittsburg, Pa. M. J. Corcoran, Travelling Passenger Agent, office, 917 Merchants Loan & Trust Building, Chicago, Ill., will look after the following portions of Mr. Smith's territory, viz: Illinois, that portion of the State on and south of the line of the Wabash Railroad from Detroit, Mich., to St. Louis, Mo., Indiana, that portion of the State on and west of the main line of the Chicago & Eastern Illinois and Evansville & Terre Haute Railroads from Chicago, Ill., to Evansville; Ind. Kentucky, that portion of the State on and west of the line of the Illinois Central Railroad from Evansville, Ind., to Fulton, Ky. Louisiana, New Orleans. Mississippi, entire State. Tennessee, that portion of the State on and west of the line of the Illinois Central Railroad from Fulton, Ky., to Grand Jct., Tenn.

F. W. Hopper has been appointed Joint Passenger Agent, G.T.R. and Illinois Central Rd. Office in Illinois Central City Ticket office, 308 North Broadway, St. Louis, Mo.

Great Northern Ry. of Canada-Quebec and Lake St. John Ry.—J. M. O'Malley has been appointed Travelling Agent. Office, Quebec.

Intercolonial Ry.—H. A. Beck, heretofore chief clerk in the General Passenger Agents' office at Halifax, has been appointed city passenger agent at Halifax, N.S., vice R. F. Armstrong, deceased.

International Mercantile Marine Co.—W. M. McLeod, formerly C.P.R. station ticket agent at Winnipeg, has been appointed passenger agent for the American, Atlantic Transport, Dominion, Leyland, Red Star, and White Star steamship lines, with office at 210 Portage avenue, Winnipeg.

London Street Ry.—R. Griffith, heretofore conductor, has been appointed Assistant Superintendent, succeeding Thos. Reyecraft, resigned.

Milwaukee & Michigan Line & Grand Trunk Despatch.—A joint circular issued by the Traffic Manager New York Central Rd., the General Freight Agent, West Shore Rd., and the Freight Traffic Manager G.T.R., states that David Brown having resigned as Manager, the duties have been temporarily assumed by W. K. Evans, with the title of Acting Manager. Office, Brush st., Station, Detroit, Mich.

Montreal and Lake Superior Line.—Harry W. Cowan has been appointed city freight

agent at Toronto. Pending the alterations at Toronto Chambers, 1 Toronto st., where permanent offices have been secured, temporary offices have been opened at 56 King St. E.

Northern Navigation Co.—R. Crawford, heretofore city freight agent Canadian Northern Ry., has been appointed agent in Winnipeg, succeeding F. Belcher, resigned.

Pere Marquette Rd.—The office of T. Marshall, General Agent P.M. Rd., is at Walkerville, and not Walkerton, Ont., as stated in our last issue.

Quebec and Lake St. John Ry.—See Great Northern Ry. of Canada.

Rainy River Navigation Co.—Alex. Ross has been appointed freight and passenger agent. Office, Rat Portage, Ont.

Southwestern Traction Co.—Thos. Reyecraft, heretofore Assistant Superintendent London Street Ry., has been appointed to clerk of the works for the S.T. Co., London, Ont.

Sydney and Glace Bay Ry.—The reports that A. N. McLennan has been appointed Manager are incorrect.

June Birthdays.

Many happy returns of the day to—

Harry Abbott, President Vancouver and Lulu Island Ry., ex-General Superintendent C.P.R. at Vancouver, B.C., born at Abbotsford, Que., June 14, 1829.

F. F. Backus, General Freight and Passenger Agent, Toronto, Hamilton and Buffalo Ry., at Hamilton, Ont., born at Rochester, N.Y., June 4, 1860.

Archer Baker, European Traffic Manager C.P.R., at London, Eng., born at York, Eng., June 21, 1845.

Edgar Berryman, C.E., Chief Engineer Ottawa River Ry. at Montreal, born at Queenston, Ont., June 27, 1839.

C. R. Boucher, Engineering staff G.T. Pacific, North Bay, Ont., born at Southampton, Eng., June 4, 1847.

F. P. Brady, General Superintendent Lake Superior Division C.P.R., at North Bay, Ont., born at Haverhill, N.H., June 22, 1853.

J. E. Dalrymple, General Freight Agent, Central Vermont Ry., at St. Albans, Vt., born at Montreal June 1, 1869.

W. H. D'Arcy, Claims Agent, C.P.R., at Winnipeg, Man., born at Manorhamilton, Leitrim, Ireland, June 23, 1859.

A. E. Doucet, Chief Engineer Quebec and Lake St. John Ry., born at Montreal June 9, 1860.

W. F. Fitch, President and General Manager, Duluth, South Shore and Atlantic Ry., and Mineral Range Rd., at Marquette, Mich., born at Circleville, Ohio, June 28, 1839.

A. A. Goodchild, Auditor of Statistics, C.P.R. at Montreal, born at Peckham, London, Eng., June 3, 1866.

G. W. Hibbard, General Passenger Agent, Duluth, South Shore and Atlantic Ry. and Mineral Range Road, at Marquette, Mich., born at St. John's, Que., June 15, 1852.

L. R. Johnson, Assistant Superintendent of Motive Power, Eastern lines, C.P.R., at Montreal, born at Abingdon, Berks, Eng., June 22, 1855.

A. C. Lytle, Superintendent and General Freight and Passenger Agent, Orford Mountain Ry., at Eastman, Que., born at Hemmingford, Que., June 6, 1854.

W. R. MacInnes, Freight Traffic Manager, C.P.R., at Montreal, born at Hamilton, Ont., June 7, 1867.

E. H. McHenry, ex-Chief Engineer, C.P.R., at Montreal, born at Cincinnati, Ohio, June 25, 1859.

C. E. McPherson, General Passenger Agent, C.P.R., at Winnipeg, born at Chatham, Ont., June 7, 1861.

W. D. Matthews, director C.P.R., Toronto, born at Burford, Ont., June 22, 1850.

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SPRING HATS ALL IN.
EVERYTHING UP-TO-DATE.

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Ladies, now is the time to have your Furs repaired and remodelled. Fur Show Rooms open at all seasons.

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TORONTO and QUEBEC.

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— OVER THE WABASH —

to the great World's Fair, St. Louis. Come with us and see this the greatest exposition in the history of the world; new and elegant palace sleepers now running daily between Toronto and St. Louis—130 miles shorter than any other line, and by all odds the quickest and best route. All tickets good going via short line or via Chicago with stop-over privileges at Detroit or Chicago. The Wabash is the only line that owns and controls its own rails from Canada direct to the World's Fair gates. For time-tables and descriptive folder, address any ticket agent or

J. A. Richardson, District Passenger Agent
North-East Corner King and Yonge Streets,
TORONTO

THE VICTORIA ROLLING STOCK COMPANY
OF ONTARIO, LIMITED.

NOTICE is hereby given that a dividend of six per cent. on the paid-up Capital Stock of the Company for the half-year ending 31st May, 1904, has been declared payable 1st June next, to shareholders on record as on the 31st of May, 1904.

By order of the Board,

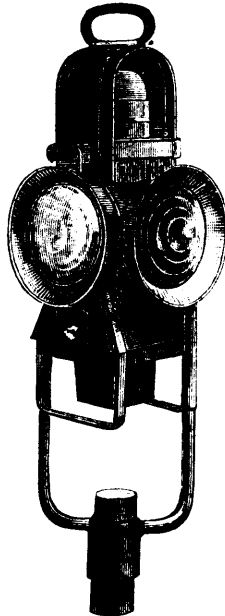
R. A. SMITH,
Secretary.

TORONTO, May 18th, 1904.

The HIRAM L. PIPER CO'Y

12 St. Peter St. - MONTREAL. LIMITED

PIPER Switch Lamps



Require no Chimney

Consumption of Oil reduced by half

Wick regulated from outside

Made of annealed iron, galvanized

Fittings copper and brass

Brass Oil Tank never leaks

A post card will bring to you our No. 30 Catalogue of Railway Signals and Supplies.

STORRS' "NEVER BREAK"

Mica Headlight Chimneys

Save 50 per cent. in cost of Chimneys alone.

Save Cleaning and Replating Reflectors



DOMINION WIRE MF'G. Co.

LIMITED

HEAD OFFICE, MONTREAL
BRANCH, TORONTO

IRON, STEEL, BRASS AND COPPER WIRE
FOR MERCHANTS' USE.

BARB WIRE, PLAIN TWIST, PLAIN GALV'D WIRE
FOR FENCING PURPOSES.

PURE COPPER WIRE

FOR

Telegraph, Telephone, Trolley AND Transmission Lines.

Wire Nails, Wood Screws, Bright Wire Goods, Cotter Pins
Bright and Galvanized Fence Staples.

WRITE FOR CATALOGUE

L. Mulkern, canvassing freight agent, C.P.R., Toronto, born at London, Ont., June 18, 1871.
 F. Price, Master of Transportation, G.T.R., at London, Ont., born at Montreal, June 11, 1864.
 Jas. Stephenson, ex-Chief Superintendent, G.T.R., Weston-Super-Mare, Somerset, England, born there June 2, 1837.

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

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

Earnings.	Expenses.	Net Profits.	Increase or Decrease.
July 1903	\$3,997,343.75	\$2,678,816.63	\$1,318,527.12
Aug. 1903	4,076,153.74	2,642,051.24	1,434,102.50
Sept. 1903	3,937,007.72	2,734,735.90	1,202,265.81
Oct. 1903	4,488,263.88	2,834,236.87	1,654,027.01
Nov. 1903	4,124,909.47	2,604,928.29	1,477,981.18
Dec. 1903	4,264,815.39	2,683,670.13	1,581,145.26
Jan. 1904	4,286,599.34	2,538,947.31	1,747,652.03
Feb. 1904	4,541,862.15	2,459,321.34	2,082,540.81
Mar. 1904	3,532,186.81	2,681,332.53	850,854.28
Apr. 1904	4,081,504.78	2,648,972.18	1,412,532.60
Total	\$37,928,641.03	\$26,567,012.43	\$11,371,628.60

against \$85,617.12 net earnings, \$85,617.12 against \$26,352.41 gross and \$79,795.26 net for Mar., 1902. Net earnings for nine months ended Mar. 31, 1903, \$75,088,715.08 against \$742,364.00 for the same period 1902-03. Approximate earnings for April, \$186,279, against \$215,190 for April, 1903.

MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RY.—Gross earnings for Mar., \$468,816.58; net earnings, \$168,490.59, against \$562,734.74 gross and \$278,492.26 net for Mar., 1903. Net earnings for nine months ended Mar. 31, \$2,580,198.41 against \$2,733,256.83 for the same period 1902-03. Approximate earnings for April, \$472,088 against \$533,455 for April, 1903.

MINERAL RANGE RY.—Approximate earnings for April, \$48,697, against \$45,960 for April, 1903.

Canadian Pacific Railway Land Sales.

Acres.	Amount.	
1903-04	1902-03	
July 1903	267,647.34	155,344.93
Aug. 1903	263,339.45	130,723.83
Sept. 1903	60,441.12	145,535.85
Oct. 1903	15,950.07	270,616.23
Nov. 1903	22,561.95	146,687.83
Dec. 1903	30,145.00	577,382.61
Jan. 1904	116,840.78	104,581.29
Feb. 1904	14,729.60	184,554.82
Mar. 1904	12,992.06	184,139.22
April 1904	24,064.44	207,344.12
Total	828,714.88	2,103,910.71

against \$3,666,433.34 for 1902-03, \$7,627,723.59

Grand Trunk Ry. Earnings, Expenses, &c.

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

1904.	1903.	Increase.	Decrease.
Jan.	\$2,253,578	\$2,634,090	\$380,822
Feb.	1,649,525	2,432,661	783,136
Mar.	2,649,779	2,067,408	317,629
April	2,838,946	2,787,054	51,892
Total	\$9,391,628	\$10,821,323	\$1,429,695

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

GRAND TRUNK RY. CO.

Revenue for April:

1904.	1903.	Increase.	Decrease.
Gross receipts	\$474,200	\$457,000	\$17,200
Working expenses	292,100	315,600	23,500
Net profit	\$182,100	\$141,400	\$40,700

Aggregate from Jan. 1 to April 30:

1904.	1903.	Increase.	Decrease.
Gross receipts	\$1,522,000	\$1,784,700	\$262,700
Working expen.	1,243,400	1,278,700	35,300
Net profit	\$278,600	\$506,000	\$227,400

GRAND TRUNK WESTERN RY. CO.

Revenue for April:

1904.	1903.	Increase.	Decrease.
Gross receipts	\$92,800	\$97,700	\$4,900
Working exp's	73,400	82,200	8,800
Net profit	\$19,400	\$15,500	\$3,900

Aggregate from Jan. 1 to April 30:

1904.	1903.	Increase.	Decrease.
Gross receipts	\$336,800	\$359,900	\$23,100
Working expenses	297,200	320,400	23,200
Net profit	\$39,600	\$39,500	\$100

DETROIT, GRAND HAVEN & MILWAUKEE RY. CO.

Revenue for April:

1904.	1903.	Increase.	Decrease.
Gross receipts	\$16,300	\$17,800	\$1,500
Working expenses	15,900	15,800	\$100
Net profit	\$400	\$2,000	\$1,600

Aggregate from Jan. 1 to April 30:

1904.	1903.	Increase.	Decrease.
Gross receipts	\$70,800	\$78,500	\$7,700
Working expenses	63,900	59,800	4,100
Net profit	\$6,900	\$18,700	\$11,800

TRAFFIC RECEIPTS OF THE SYSTEM.

Aggregate from Jan. 1 to April 30:

1904.	1903.	Increase.	Decrease.
Grand Trunk	\$11,522,073	\$11,784,876	\$262,803
G. T. Western	339,887	300,950	38,937
D. G. H. & M.	70,826	78,632	7,806
Total	\$11,932,786	\$12,223,558	\$290,772

The G.T.R. and Freight Increases.

A letter which C. M. Hays, 2nd Vice-President and General Manager, G.T.R., addressed to the company's Freight Traffic Manager, and which has been filed with the Dominion Railway Commission, has been published in part in a number of daily papers, and commented upon from various points of view. The letter, which we publish in its complete form, it will be noticed, deals specifically with an individual case—that of the appeal of the United Factories (Ltd.) of Newmarket, Ont.—referring to an advance in rates already made, and not to advances contemplated to be made in the future. There is no intention, we are officially advised, to make any general advance, but in the ordinary course of business, some advances may possibly be made in individual cases, where concessions have heretofore been granted of less than the tariff rate; but each individual case will doubtless be dealt with on its merits. The last paragraph of the letter simply means that it is a business impossibility to pay for expenses, taxes and interest more money than the company's income will justify. If the company's income is restricted unreasonably it must necessarily curtail expenses. In publishing the letter some papers have given incorrect figures, in addition to omitting portions of the letter that have a very decided bearing on the question:—i.e., the item of expense on account of snow removal; also the reference to taxes—making the increase appear as \$75,000 instead of 75% increase.

The letter is as follows: "The United Factories' complaint before the Board of Railway Commissioners is, I understand, a complaint against the raising of our rate on logs to the tariff of 4c. per 100 lbs., effective January, 1904. I desire to call especial attention to the reasons why, from our standpoint, increased freight rates should be made effective. I have had our expense statements analyzed, with the following result—these figures applying especially to our Northern Division, in which Division Penetang and Newmarket stations are included, the increases being proportionately the same on our lines in other parts of Ontario, and Canada generally:—

"For the month of Jan., 1904, as compared with Jan., 1900, the average cost of maintenance of way, road and bridges and buildings, and conducting transportation, increased 23.54%. These items of expense will show relatively the same per cent. of increase for the first three months of 1904, as compared with 1900. The expense of maintenance of equipment for the first three months of 1904, as compared with the year 1900, shows an average increase of 28.9%, while the year 1903, as compared with 1900, shows an average increase of 36.8%. Our increased cost of maintaining our cars only—on basis of car miles—for 1903, as compared with 1900, exceeds 62%, while for the first three months of 1904, as compared with 1900, the increase is 18.8%. We cannot look for any material

decrease in this expense in the future. The maintenance of way and equipment figures apply only to the G.T. Ry. of Canada, and do not include the lines composing our Western Division. From figures furnished by our engineering department, the increased expenditures on account of installing new bridges amounted to 42.2% for the year 1903, as compared with the year 1900.

"Another serious item of expense, showing large increases during the past two or three years, is in our fuel account. Our records show for the first three months of 1904, as compared with the year 1900, for our lines in Ontario only, an increase of 20% in our expenditures on this account, being an average price of \$2.62 per ton of coal, as compared with \$2.18 in 1900. For the year 1903, when prices were abnormal, due to the great anthracite coal miners' strike, our expenses increased on this account 45% for our Ontario lines, the average price being \$3.16 per ton of coal, as compared with \$2.18 in the year 1900. While this condition may not again occur, we have no assurance that it will not, and each experience of this character leaves us in a little worse position than was previously the case, so far as prices are concerned. The figures for all our lines in Canada for coal are relatively the same as those in Ontario.

"I attach a statement prepared by our purchasing department showing the comparative prices paid for lumber during the past four years, 1900 to 1903, and for the first three months of this year, from which you will note that we have been required to pay steadily advancing prices on all classes of lumber, except white oak, yellow pine car sills, yellow pine timber, Norway pine timber and Norway pine sheeting, all of which are imported into Canada. The balance of the lumber is almost all produced from native grown trees, and the increase in price ranges from 1 to 73%. This is evidence that cannot but verify our claim that the lumber manufacturers and dealers in wooden goods are amply able to pay the very small increase in the rates which we have made. I have no doubt that the United Factories, if required to produce their books, will be able to show a very handsome increase in their profits in the sale of their products for the past 15 months, as compared with the year 1900.

"In regard to the oils which we use in large quantities, I may say that our price figures show an increase, approximately, of 14% for 1903, as compared with 1900, for coal and signal oils, and 26% for fuel oil, due to increased duties which we have been required to pay for protection afforded the Ontario oil wells and refiners.

"The item of taxes is also another large expenditure which has, and will show material increases, as evidenced by the statement herewith, prepared and certified to by Mr. Donald, Tax and Land Agent. From this you will note the percentage of increase for the year 1903 amounted to 2.07%, as compared with the year 1900 for our Ontario lines; our taxes for the balance of Canada being relatively the same, no material increase in taxes having been imposed for our lines in Quebec. Our financial position in this respect, however, will be materially affected by the Act passed by the Ontario Legislature at its last session, assessing provincial taxes against all railways in organized counties in Ontario, effective 1904, of \$30 a mile on single track, and \$10 a mile additional, or \$40 a mile, on double track—the latter item bearing exclusively upon this company, we owning and controlling practically the only double track road in Ontario. This will increase our expenditure for taxes in Ontario to \$232,709.86, making an increase of 75% as compared with the year 1900.

"We anticipate our expenses during the current year will materially increase instead

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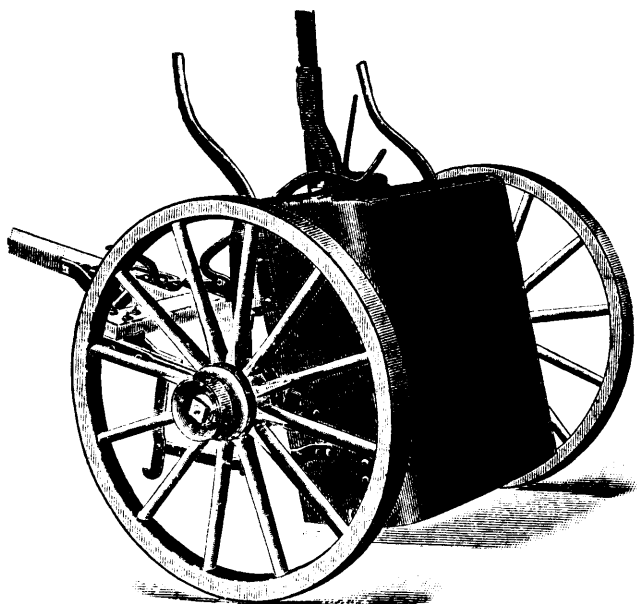
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of decrease, especially in the maintenance of equipment account and maintenance of way, concerning which there has been much complaint, during the past winter season, on the part of shippers in territory north of our main line, owing to the continued severity of the weather, the heavy snow storms, combined with the light weight of our engines, resulting in serious detention to our trains. In order to meet the pressing needs on this account, we must provide heavier engines, necessitating heavier roadbed and bridges. We must, therefore, increase our present income; this applies especially to all the lines north and west of Toronto in Ontario.

"Our actual expenses for snow removal, not including detention time of trainmen, etc., for the months of Jan., Feb. and Mar., 1904, for our lines in Ontario, composing the Northern and Middle Divisions only, as compared with the same three months of 1903, show an increase of \$242,399, or 870%; also \$231,013, or 586% as compared with 1900. It is, of course, possible we may have the same experience next winter.

"We cannot have our expenses and taxes increased so materially, also increase our capacity at great cost, and at the same time be unable to increase our income by raising our rates to a reasonable extent. We should maintain our position that the present rate on logs is a fair and reasonable one."

MEMO RE TAXATION.

	Ontario.	All Canada.
1900.....	\$132,639 37	\$191,894 38
1901.....	133,867 82	190,690 70
1902.....	137,092 05	197,720 86
1903.....	135,382 18	191,247 59

ESTIMATE UNDER NEW LEGISLATION.

1904.....	\$232,709 86	increase 75%	\$292,709 86
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The C.P.R. has moved its city ticket office in Quebec to the corner of Palace and John Streets.

The Grand Valley Ry. commenced operating its electric railway between Brantford and Paris, Ont., May 22.

The cars on the Port Arthur, Ont., electric railway are being operated on Sundays to the Fort William boundary.

The Canadian Freight Association's summer meeting will be held at the Royal Muskhoka Hotel on July 6 and 7.

The Safety Car Heating and Lighting Co. has issued a booklet giving some information about its system of lighting and heating railway cars, and lighting gas buoys, with special reference to its exhibits at the St. Louis exhibition.

H. R. Charlton, Advertising Agent, and J. D. McDonald, District Passenger Agent G.T.R., who accompanied the Canadian Press Association to the St. Louis Exposition in May, were each presented with a sterling silver bread tray and with a gold signet ring. The Quebec Press Association, which went at the same time, gave Mr. Charlton a diamond ring.

Thomas Tait, Chief Commissioner Victorian Government Railways, Melbourne, Australia, wrote under recent date: "I receive THE RAILWAY AND SHIPPING WORLD regularly, and by it am enabled to keep posted about Canadian railway matters. You are certainly to be congratulated as to the quantity and character of the railway information it contains."

A. E. Ryder, who has been appointed private secretary to President Tuttle, of the Boston and Maine Rd., was at one time in the C.P.R. service, which he left at the same time as Mr. Tuttle did, and entered the service of the New York, New Haven and Hartford Rd., and has remained with Mr. Tuttle ever since. He is a brother of J. W. Ryder, G.T.R. city ticket agent, Toronto.

Canadian Ticket Agents' Association.

The eighteenth annual meeting was held at St. Louis, Mo., May 16, the trip being participated in by a party of 206, of whom 75 were ladies. At Washington, D.C., in 1902, the party numbered 210, and at Sydney, N.S., in 1903, there were 175. The following members went on the St. Louis trip:—Jas. Adie, C.P.R., St. Catharines, and wife; G. J. Alexander, G.T.R., Richmond; A. H. Baird, C.P.R., Paris; R. A. Bennett, G.T.R., Smith's Falls, and wife; A. E. Berube, C.P.R., London; W. F. Bleeker, C.P.R., Marmora, and wife; E. R. Blow, C.P.R., Whitby; W. Booth, C.P.R., Trenton, and wife; J. L. Boyes, G.T.R., Napanee, and wife; W. Bunton, G.T.R., Peterborough; J. A. Burgess, C.P.R., Wallaceburg; S. Burrows, C.P.R., Belleville, and wife; W. J. Carling, C.P.R., Exeter; R. H. Carney, G.T.R., Sault Ste. Marie, Ont., and wife; J. Carter, C.P.R., Sundridge, and wife; R. R. Casement, C.P.R., Madoc, and wife; C. Casselman, C.P.R., Chesterville, and wife; B. Caswell, C.P.R., Smith's Falls, and wife; F. R. Chalmers, C.P.R., Morrisburg, and wife; Jas. Clark, C.P.R., Renfrew, and wife; W. J. Christie, Intercolonial Ry., North Sydney, and wife; R. Clanan, C.P.R., Glencoe, and wife; C. R. Coleman, C.P.R., Truro; J. D. Conway, G.T.R., Hespeler, and wife; R. Cox, C.P.R., Enterprise; R. J. Craig, C.P.R., Cobourg, and wife; A. C. Currie, Dominion Atlantic Ry., St. John, N.B., and wife; A. J. Davis, C.P.R., Port Perry, and wife; G. H. Doherty, Niagara Navigation Co., Toronto; E. de la Hooke, G.T.R., London, and wife; J. F. Dolan, Richelieu and Ontario Navigation Co., Montreal, and wife; M. C. Dunn, Bay of Quinte Ry., Yarker, and wife; A. W. Edgcombe, C.P.R., Fredericton, and wife; W. Ellis, G.T.R., Mount Forest; C. H. Foss, G.T.R., Sherbrooke, and wife; W. Fulton, C.P.R., London, and wife; J. Gray, G.T.R., St. Catharines and wife; A. E. Gregory, Kawartha Lakes Navigation Co., Lindsay, and wife; J. C. Greig, C.P.R., Seaford; W. Hall, C.P.R., Blenheim; J. P. Hanley, G.T.R., Kingston; M. A. Halliday, C.P.R., Chesley, and wife; A. M. Hare, Wabash Rd., Tillsonburg; F. M. Hawley, G.T.R., Cobourg; W. H. Haynes, G.T.R., Campbellford; J. D. Hill, C.P.R., Toronto Junction, and wife; W. H. Hurst, C.P.R., Gore Bay, and wife; F. R. Hodgins, G.T.R., Clinton, and wife; C. E. Horning, G.T.R., London, and wife; Jas. Houston, C.P.R., London, and wife; T. Howard, C.P.R., Hastings; J. H. Jackson, C.P.R., Georgetown; W. Jackson, C.P.R., Clinton, and wife; R. A. Jamieson, C.P.R., Arnprior; C. R. Jones, C.P.R., Tamworth; J. H. H. Jury, G.T.R., Bowmanville, and wife; J. F. Kellock, G.T.R., Perth, and wife; Jos. Kidd, C.P.R., Goderich, and wife; F. A. Knowlton, G.T.R., Knowlton, Que., and wife; G. D. La Course, G.T.R., Berlin; F. F. Lawrence, G.T.R., Goderich; F. J. Leaper, Lake Erie and Detroit River Ry., St. Thomas; W. A. MacCallum, Buckingham, and wife; R. MacFarlane, Jr., C.P.R., Durham; W. H. MacKay, C.P.R., St. John; W. H. McCaw, G.T.R., Port Perry, and wife; W. H. McFarlane, C.P.R., Paisley, and wife; W. H. McGannon, G.T.R., Morrisburg; W. McIlroy, C.P.R., Galt; Alex. McKean, C.P.R., Mount Forest, and wife; S. McMorine, C.P.R., Richmond; M. McNamara, G.T.R., Walkerton, and wife; J. T. McQueen, Intercolonial Ry., New Glasgow, N.S.; P. J. Maher, G.T.R.-Wabash Rd., Glencoe; A. Malcolmson, C.P.R., Moorefield, and wife; J. I. Martin, C.P.R., Pembroke; W. Maughan, C.P.R., Toronto, and wife; R. Middleton, Michigan Central Rd., Aylmer, Ont.; W. H. Montgomery, G.T.R., Galt, and wife; C. E. Morgan, G.T.R., Hamilton, and daughter; S. B. Morris, C.P.R., Rodney, and wife; R. L. Mortimer, G.T.R., Shelburne, and wife; T. B.

Nairn, Michigan Central Rd., Aylmer, Ont.; C. A. Nettleton, C.P.R., Penetanguishene; R. B. Owens, C.P.R., Newburg Jct., N.B.; P. Pare, Canada Atlantic Ry., Valleyfield; R. J. Parker, G.T.R., Forest, and wife; L. Peine, C.P.R., New Hamburg, and wife; Lieut.-Col. E. G. Piche, C.P.R., Joliette, Que., and wife; R. P. Perry, C.P.R., Bracebridge; W. W. Porte, C.P.R., Brighton, and wife; J. T. Rhind, Intercolonial Ry., Stewiacke, N.S., and wife; W. E. Rispin, G.T.R.-Wabash Rd., Chatham, and wife; J. C. Robertson, C.P.R., North Sydney, and wife; J. H. Rogers, C.P.R., Moncton, and wife; A. J. Roos, C.P.R., Berlin; J. W. Ryder, G.T.R., Toronto, and wife; W. J. Sedge, Michigan Central and Pere Marquette Rds., Fargo, and wife; G. W. Shannon, G.T.R., Valleyfield; J. H. Sherin, C.P.R., Lakefield; H. Simpson, G.T.R., Petrolia, and wife; T. C. Sims, G.T.R., Little Current; D. Smith, C.P.R., Tilbury, and wife; W. L. Smith, C.P.R., Shelburne, and wife; A. E. Street, C.P.R., Andover, N.B., and wife; W. H. Stephenson, Pere Marquette Rd., Blenheim, and wife; J. R. Tierney, C.P.R., Arnprior; C. S. Tinker, C.P.R., Bristol, N.B.; B. Travers, G.T.R., Paris, and wife; B. H. Turner, C.P.R., Little Current, and wife; C. L. Von Gunten, G.T.R., Blenheim, and wife; J. C. Whitcheo, C.P.R., Parry Sound, and wife; G. Wilder, G.T.R., Lindsay, and wife; F. W. Wood, C.P.R., Campbellford, and wife.

The following were guests of the Association: B. H. Bennett, G.A., Chicago and Northwestern Ry., Toronto; W. T. Dockrell, T.P.A., C.P.R., Toronto, and wife; H. G. Elliot, A.G.P.A., G.T.R., Montreal; C. Price Green, District Passenger Dept., C.P.R., Toronto; D. W. Hatch, T.A., Santa Fe Route, Montreal; C. W. Johnston, T.P.A., G.T.R., Montreal; J. B. Lambkin, A.G.P.A., Intercolonial Ry., Halifax, N.S.; J. S. La Trobe, T.P.A., Huntsville, Lake of Bays and Lake Simcoe Navigation Co., Huntsville, Ont.; M. G. Murphy, T.P.A., C.P.R., St. John, N.B.; A. H. Notman, A.G.P.A., C.P.R., Toronto; A. G. Rainnie, T.A., Time Table Distributing Co., St. John, N.B.; J. W. Shaw, M.D., Clinton, Ont., and wife; A. J. Taylor, C.F. & P.A., Chicago, Milwaukee and St. Paul Rd., Toronto; G. B. Wyllie, T.P.A., Illinois Central, Buffalo, N.Y., A. C. Turpin, Chicago, Rock Island and Pacific Ry., Toronto, and wife; and the Publisher of THE RAILWAY AND SHIPPING WORLD, H. E. Tupper, G.A.P.D., Denver and Rio Grande Rd., New York, and F. P. Fox, D.P.A., Delaware, Lackawanna and Western Rd., Buffalo, N.Y., joined the party at St. Louis.

The party assembled at London, Ont., on May 13, and after luncheon at the G.T.R. restaurant, went as guests of the London Street Ry. Co. to visit the city park at Springbank. The private car Victoria and two other cars were placed at their disposal and the ride along the Thames to the beautiful suburban park, which is owned by the city, was thoroughly enjoyed. The General Manager of the Street Ry., C. E. A. Carr, accompanied the party and was unremitting in his attentions. He was loudly cheered on the return to the G.T.R. station. H. G. Elliot, Assistant General Passenger Agent of the G.T.R., and G. B. Wyllie, Travelling Passenger Agent of the Illinois Central Rd., met the party at London, made the necessary arrangements for transportation, etc., and accompanied them to St. Louis. Their services were invaluable and were much appreciated. As usual Secretary de la Hooke had most carefully located the berths in advance. The special train, consisting of seven Pullman sleeping cars and a baggage car, left London at 3 p.m., proceeding via Sarnia and the tunnel. A splendid supper was served at 7 p.m. at the G.T.R. dining-room at Durand, Mich. Harvey Jct., Ill., was reached at 2.15 a.m., May 14, and the train transferred to the Illinois Central Rd. Springfield, Ill., was

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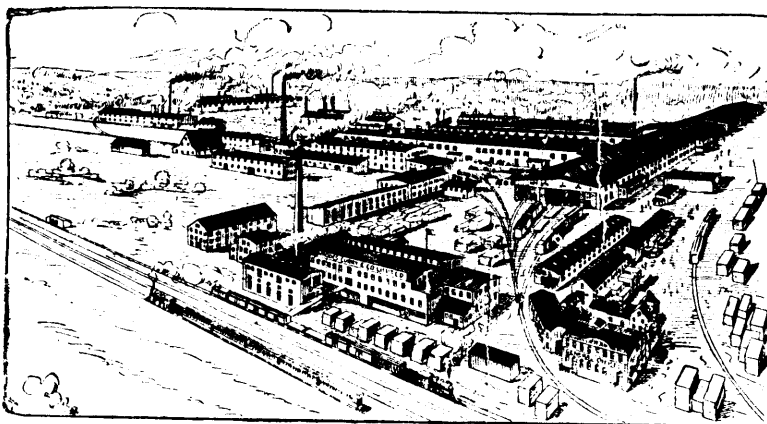
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- 160 acres at \$4.50 per acre, 1st instalment \$107.85 and 9 equal instalments of \$90.
- 160 acres at \$5.00 per acre, 1st instalment \$119.85 and 9 equal instalments of \$100.
- 160 acres at \$5.50 per acre, 1st instalment \$131.80 and 9 equal instalments of \$110.
- 160 acres at \$6.00 per acre, 1st instalment \$143.80 and 9 equal instalments of \$120.
- 160 acres at \$6.50 per acre, 1st instalment \$155.80 and 9 equal instalments of \$130.
- 160 acres at \$7.00 per acre, 1st instalment \$167.80 and 9 equal instalments of \$140.

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

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

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The Great Northern Ry., U.S., Toronto office, C. W. Graves, District Passenger Agent, has been removed from 6 King St. West to 10 King St. East.

reached at 7.35 a.m., the party breakfasting at the Leland House. Springfield was left again at 10.30 a.m., and the party disembarked at the Wabash World's Fair Station in St. Louis at about 2 p.m. They went into the exposition grounds by the main entrance and boarded the intramural railway for the Inside Inn, which is situated at the upper end of the ground, but, owing to an accident to the power, there was considerable delay, many walked and considerable time was lost before they were all located in the hotel. In the evening most of the party visited the grounds and enjoyed the magnificent illuminations. Sunday was spent quietly at the hotel, and although the exposition is not opened on Sundays, the guests at the hotel were allowed to go about the grounds and view the exteriors of the buildings, etc.

THE ANNUAL MEETING

was held on Monday, May 16, President McNamara in the chair. The Secretary-Treasurer, E. de la Hooke, reported that 48 new members had joined the Association, making the membership, after allowing for those who had withdrawn, 221, the largest in its history; of these 20 had not paid their current year's subscription. The financial statements showed the Association to be in a very satisfactory position, with a good balance in hand. Reference was made to the death of two members, J. S. Fleming, of Newcastle, N.B., and R. F. Armstrong, of Halifax, N.S. The President, in some interesting remarks pointed out that the first white men to visit the site of St. Louis were missionaries from Quebec.

A proposal to change the constitution so that not merely any ticket agent in charge of a coupon ticket office in Canada might be eligible for membership, but that any station agent, ticket agent or assistant in charge of a coupon ticket office might be eligible, was rejected. The constitution was amended so that the executive committee shall fix the date and place of the annual meeting each year, instead of having the place selected at the annual meeting.

M. McNamara, of Walkerton, Ont., was appointed to represent the Association at the meeting of the General Passenger Agents' Association at Old Point Comfort, Va., in Oct. next, and W. E. Rispin, of Chatham, Ont., was selected as an alternative, in case Mr. McNamara might not be able to attend.

On the order of business for the election of officers being called, W. H. C. Mackay, who as 1st Vice-President was in line for the Presidency, proposed as President C. E. Morgan, of Hamilton, Ont., who was unanimously elected. The other officers were elected as follows: 1st Vice-President, W. H. C. Mackay, St. John, N.B.; 2nd Vice-President, W. H. Harper, Chatham, Ont.; 3rd Vice-President, W. Bunton, Peterboro', Ont.; Secretary-Treasurer, E. de la Hooke, London, Ont.; Executive Committee, W. Jackson, Clinton, Ont., Chairman; W. McIlroy, Galt, Ont.; J. W. Ryder, Toronto; J. Hanley, Kingston, Ont.; W. Maughan, Toronto. Votes of thanks were passed to the retiring officers and to the railway companies whose guests the party were on the trip.

In the evening the male members of the party and a number of invited guests had a Dutch lunch and smoker at the Inside Inn, which was very enjoyable, and by many preferred to the usual annual dinner. President McNamara occupied the chair, and proposed the following toasts: the President of the United States; the King; Our Guests, responded to by C. S. Crane, General Passenger Agent Wabash Rd.; J. C. Clair, Industrial Commissioner, Illinois Central Rd.; F. P. Fox, District Passenger Agent, Delaware, Lackawanna & Western Rd., at Buffalo, N.Y.; C. W. Johnston, Travelling Passenger Agent, G.T.R. at Montreal; F. W. Hopper, G.T.R. Passenger Agent at St. Louis; and

M. H. Bohrer, District Passenger Agent, Mobile & Ohio Rd. at Chicago, who invited the Association to take a trip over that line to New Orleans next year; the Press, responded to by G. S. Johns, of the St. Louis Post Dispatch. C. S. Crane, of the Wabash, in proposing the health of E. de la Hooke, referred to him as the father of the Association, and paid a well-merited tribute to his long and honorable career as a ticket agent. C. Price Green, Toronto; S. Burrows, Belleville, Ont., and J. S. Hill, Toronto Jct., sang some capital songs and added very much to the enjoyment of the evening.

Tuesday, Wednesday and Thursday were spent by the party in doing the exposition and in trips to the city, and St. Louis was left on Thursday, May 19, by special train, starting from the Wabash World's Fair station at 7.19 p.m. A delay of 20 minutes occurred at the Merchants Bridge, and at Montpelier, Ohio, there was a crossing delay of 30 minutes, but Detroit, Mich., was reached at 7 a.m. Friday, May 20, the actual running time over the Wabash direct route, 481 miles, being 10 hours 51 minutes. Breakfast was taken in the Union station, Detroit; that city was left again at 10 a.m., and Toronto was reached at 4.30 p.m., where the balance of the party dispersed, a number having got off at London and other points east of Detroit, and some having gone from St. Louis over the Wabash via Chicago. J. A. Richardson, D.P.A., Toronto, and W. D. Wood, T.P.A., did the honors for the Wabash, and entertained the party most handsomely, a baggage car well equipped with refreshments having been put on the train at St. Louis. The thoughtfulness of General Passenger Agent Crane was much appreciated.

The railway officials who accompanied the party were assiduous in their attentions and courtesy. The G.T.R. was represented by H. G. Elliott, A.G.P.A., and the C.P.R. by A. H. Notman, A.G.P.A., who went through the whole trip. G. B. Wyllie, T.P.A. Illinois Central Rd., went from London to St. Louis, but was compelled to leave there suddenly for Buffalo, owing to the serious illness of his wife; S. G. Hatch, A.G.P.A., Chicago, and C. C. McCarty, D.P.A., St. Louis, both of the Illinois Central, joined the special at Springfield and travelled on it to St. Louis. On the return trip over the Wabash the party was in charge of that company's Canadian representative, J. A. Richardson, who had the assistance of W. D. Wood, T.P.A., from St. Louis, till the south bound train was met.

The following presentations were made on behalf of the party: J. A. Richardson, Wabash Rd., gold cuff links set with diamonds; H. G. Elliot, G.T.R., gold watch fob; A. H. Notman, C.P.R., cut glass decanter; G. B. Wyllie, Illinois Central Rd., travelling bag; sleeping car conductor Steele, silver match box.

President McNamara again proved an excellent presiding officer, Secretary de la Hooke was unremitting in his work, and the thoroughness with which he had attended to details was shown by the smoothness with which everything went off. The vice-presidents and members of the executive committee worked hard, and especial mention must be made of the chairman, W. Bunton, and W. Jackson, who visited St. Louis some time previously to make advance arrangements, and who are entitled to much of the credit for the success of the trip. Dr. Shaw, of Clinton, Ont., the honorary physician of the Association, as on previous occasions, looked after any of the party who suffered from minor ailments, but fortunately there was no serious case requiring his attention.

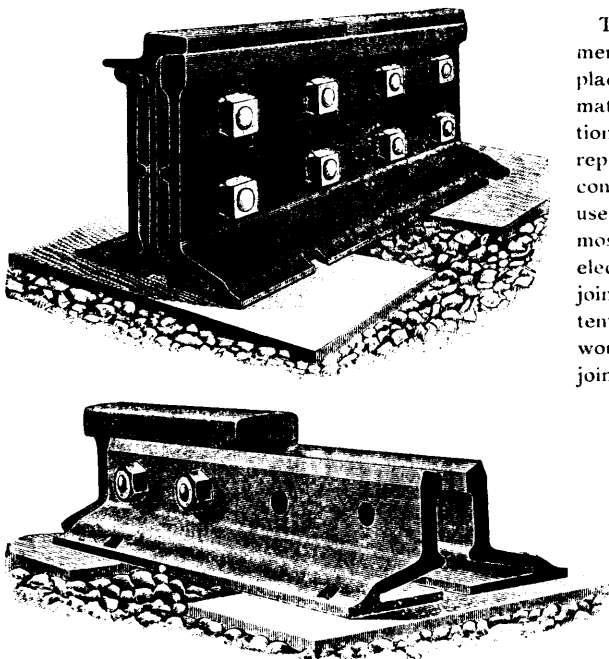
The Canadian and Quebec Press Associations, who visited the exposition as the guests of the G.T.R. and Illinois Central Rd., and a small party of Canadian pressmen who went as guests of the C.P.R. and Wabash Rd., were there at the same time as the ticket

agents, the combined parties making a large and representative Canadian gathering. On May 18 the Canadian Commissioner held a reception in the Canadian pavilion for the press party, which was also attended by a number of the ticket agents and their wives.

The Inside Inn, at which the party made its headquarters, is pleasantly situated in the upper part of the exposition site among one of the beautiful oak groves which are scattered over the grounds. It is 800 by 400 feet and contains 2,257 rooms, the restaurant having a seating capacity of 2,500. Rooms, European plan, are from \$1.50 to \$2.50 a day without bath, and from \$3.50 to \$5.50 a day with bath, these figures including admission to the grounds after the first day, but not readmission from outside. The rooms are comfortably furnished, the bath accommodation, etc., is very good and the meals are satisfactory. Of course, the hotel is merely a temporary structure, but it is well run and very convenient for those who do not wish to waste time getting to and from the city. Meals are served a la carte, or on the American plan, the rates for the latter being breakfast, 50c; luncheon, 50c.; dinner, 75c. Rooms and meals are also given on the American plan. For a temporary stay the average visitor to the exposition will doubtless find the Inside Inn the most convenient and satisfactory place to stay at.

It was naturally the desire of the railway companies who tendered the ticket agents and press associations special trains that they should visit the exposition early so as to be in a position to speak of it with authority, the result being that the visits were made before the exposition was ready. The exposition buildings are complete, but much remains to be done in finishing some of the foreign buildings and some of the Pike attractions, and in installing the exhibits, not more than 75 per cent. of which were in place in the third week of May. It will probably be the end of June before the exposition can be considered complete. That it will be well worth visiting is without question. The individual buildings are architecturally magnificent, and they are grouped in a well-considered and harmonious plan. The site covers 1,220 acres, against 733 acres of the Chicago Exposition, 336 acres for the Paris Exposition, and 300 acres of the Pan-American Exposition at Buffalo, all three of which do not much more than equal the area of the St. Louis grounds. Of total area actually roofed over by the various buildings, great and small, Chicago had 82 acres and Buffalo 15 acres under roof, while the main exhibit buildings at St. Louis cover 128 acres. The total cost will reach \$50,000,000, of which \$15,000,000 has been contributed in equal parts by the U.S. Government, by the city of St. Louis, and by private stockholders. This sum has been swelled by the appropriations of states and territories, and of the various foreign Governments, and by the expenditures by the various exhibitors and concessionaires. The response of foreign Governments has been most liberal, Germany and France spending over \$1,000,000 each, Brazil \$600,000, while Great Britain, Mexico, China and Japan each are spending over \$500,000. The individual buildings themselves are on a scale commensurate with the exhibition itself. The Liberal Arts and the Mining and Metallurgy buildings each cover a space of 750 by 525 ft. The U.S. Government building, conspicuous by its splendid burnished dome, covers 800 by 260 ft. The Palace of Manufactures and the Palace of Varied Industries are each 525 by 1,200 ft. The Transportation building is 559 by 1,300 ft., while to crown all in point of size, as is fitting, considering that the agricultural interests are the greatest of all interests in the U.S., is the building devoted to agriculture, 500 by 1,600 ft. It is very gratifying to be able to say that without question the best ex-

Railroad Essentials.



The day has passed when men of finance are willing to place their money into bad material in railroad construction only to be compelled to replace it by renewals or reconstruction after very little use. Many of the best and most successful steam and electric railroads use the rail joints of the Continuous patent type for standard track work, insulated joints, step joints, and electric bonding joints for the reason that experience has proven it to be the best appliance of its kind ever put upon the market, as evidenced by the fact that it is used in all parts of the world on over 20,000 miles of track.

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The Continuous Rail Joint Company of Canada

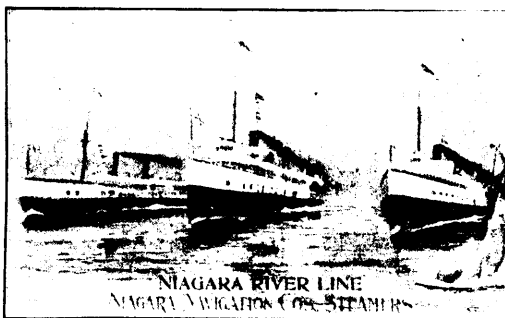
WM. E. CLARK, Manager.

216 Board of Trade Bldg., - MONTREAL, CANADA

Medals awarded at Paris and Buffalo Expositions.

NIAGARA RIVER LINE

THE NIAGARA-TORONTO ROUTE

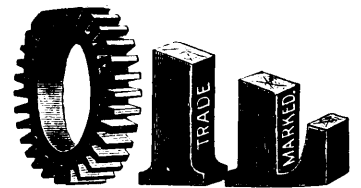


For Lewiston, Queenston, Niagara-on-the-Lake, Niagara Falls, Buffalo, New York, Boston, Philadelphia, Cleveland, and all points South, East and West.

DIRECT CONNECTING LINES:—At Lewiston, N.Y., New York Central and Hudson River R.R., and Great Gorge Road; Niagara-on-the-Lake, Michigan Central R. R.; Queenston, International R.R. Co.; Toronto, R. & O. Navigation Co.; Canadian Pacific R.R., Grand Trunk R.R.

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300 Fire Test, for Illuminating Purposes

THE QUEEN CITY OIL CO. LIMITED
TORONTO



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via ST. LOUIS.

Send your friends where a diversified route and to visit World's Fair is permissible without extra charge and inconvenience. This applies in either direction.

On Wednesday, via New Orleans, Through Tourist Sleeper to California.

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Canadian Passenger Agent,

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JOHN J. CARTSHORE,

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Railway and Tramway Equipment.

New and Second-hand Rails
(All Sections.)

Locomotives, Cars, Derricks,
Hoisting Machinery, etc.

Old Material Bought and Sold.

hibit in this building is the one made by Canada, which has also splendid displays in the Forestry, Fish and Game building and in the Mines and Metallurgy building. The G.T.R. has a very attractive exhibit in the Forestry, Fish and Game building, consisting of a handsome pavilion, decorated with deer and moose heads, and with large bromide pictures on the outside depicting shooting, fishing and summer resort scenes on the system. The interior has large photographic reproductions, mounted fish, oil paintings, a magnificent moose head, and two moving picture machines, showing views on the company's lines. The exhibit reflects great credit on the company's advertising agent, H. R. Charlton, under whose direction it was erected. It is in charge of the company's Southern Passenger Agent, R. McC. Smith.

Additional Transportation Appointments

The following additional appointments have been made since pages 197 and 199 were made up:

Canadian Pacific Ry.—J. S. Lawrence, heretofore Trainmaster, has been appointed Superintendent District 3, Pacific Division, at Nelson, B.C., vice F. F. Busteed, promoted. A. E. Stevens, heretofore Chief Dispatcher, has been appointed Trainmaster District 3, Pacific Division, at Nelson, B.C., vice J. S. Lawrence, promoted.

J. D. Fraser, heretofore first truck dispatcher at Vancouver, B.C., has been appointed Chief Dispatcher District 3, Pacific Division, at Nelson, B.C., vice A. E. Stevens, promoted.

Grand Trunk Ry.—R. W. Long has been appointed Division Freight Agent at Stratford, Ont., vice J. P. Gay, resigned to accept service elsewhere.

C. C. Hill, heretofore Resident Engineer at Detroit, has been appointed General Roadmaster at St. Thomas, Ont., vice P. H. McCooe, resigned.

E. J. Hilliard has been appointed Commercial Agent at Buffalo, N.Y., vice R. W. Long, promoted.

Great Northern Ry. of Canada.—I. L. Boomer has been appointed Trainmaster. Office, Montreal. He was formerly Chief Dispatcher of the Sydney and Louisburg Ry. at Glace Bay, N.S.

Milwaukee and Michigan Lino and G. T. Dispatch.—The Freight Traffic Manager of the G.T.R., the Traffic Manager of the New York Central Rd., and the General Freight Agent of the West Shore Rd., announce that J. P. Gay, heretofore Division Freight Agent of the G.T.R. at Stratford, Ont., has been appointed Manager of the M. and M.L. and G.T. Dispatch, vice David Brown, resigned. Office, Detroit, Mich. This cancels the previous circular appearing on pg. 199 of this issue.

Ottawa and New York Ry.—S. B. Beamish has been appointed Acting Superintendent at Ottawa, vice M. G. de Shaw, Superintendent, who has been granted an extended leave of absence on account of ill health.

The Lehigh Valley Rd.'s Canadian Passenger Agent, R. S. Lewis, has removed his office from 33 Yonge St. to 10 King St. East, Toronto. The Canadian Freight Agent's office remains at 33 Yonge St.

At its last session the Ontario Legislature voted \$3,000 towards the expense of a Commission to investigate the subject of taxation of railways. The decision to appoint a Commission was reached in the course of a discussion on a bill introduced by H. J. Pettypiece, M.L.A., C.P.R. ticket agent, Forest, Ont. H. J. Pettypiece, Professor Shortt, of Queen's University, Kingston, and Judge A. Bell, of Chatham, Ont., have been appointed members of the Commission.

MAINLY ABOUT PEOPLE.

W. Powell, C.P.R. yardmaster at Prescott, Ont., was killed there May 4 by being run over by an engine.

Dr. I. Ryder, who died in Toronto May 5, was father of Mrs. Smith, wife of J. M. Smith, Comptroller Toronto Ry.

R. H. Lowe, heretofore Roadmaster C.P.R. at Moose Jaw, Assa., has retired from railway service to engage in farming.

Jas. Reid has been appointed Western Agent of the Ontario Wind Engine and Pump Co., with office at Winnipeg, Man.

E. E. Ling, Third Vice-President Great Northern Ry. of Canada, has been visiting Vancouver and other B.C. points recently.

The will of the late Mrs. M. Ryan, widow of Hugh Ryan, railway contractor, Toronto, who died recently in Egypt, has been probated at \$61,640.

J. M. Egan, who was at one time General Superintendent C.P.R. at Winnipeg, has recently retired from the Presidency of the Central of Georgia Ry.

Alex. Duff, a retired Customs House officer, who died in Parkdale, Toronto, May 16, aged 84, was brother-in-law of R. F. Easson, of the G.N.W. Telegraph Co.

E. Marceau, superintending engineer of the Montreal Division of the St. Lawrence canals, has been appointed principal of the Montreal Polytechnic School.

Hon. W. Harty, M.P., President Canadian Locomotive Works, Kingston, Ont., has been re-elected one of the Governors of the Ontario School of Mining at Kingston.

C. F. Gildersleeve, President Dominion Marine Association, has been appointed a member of the Advisory Committee of the Ontario School of Mining, Kingston, Ont.

The marriage of Miss M. Playfair, daughter of J. S. Playfair, President Muskoka Lakes Navigation and Hotel Co., Toronto, to C. Lee is announced to take place June 4.

Thos. Bell, of the C.P.R. advertising department, Montreal, was presented with a case of cutlery May 16, by the staff of the department, on the occasion of his marriage.

I. B. Humphrey has been presented with a clock by the residents of Harcourt, N.B., on leaving that place, where he had been station agent for the Intercolonial Ry. for 22 years.

P. A. Peterson, engineer in charge of the Guelph Junction Ry. extension, has taken up his residence in Goderich, Ont., and Mrs. and Miss Peterson have joined him from Montreal.

J. Devine, heretofore Assistant Superintendent Northern Division at Allandale, Ont., has been absent for some time on sick leave and is not expected to be able to resume duty for some time.

J. Crerar, K.C., who died at Hamilton, Ont., May 8, was father of Mrs. G. McL. Brown, wife of the Superintendent of Sleeping, Dining and Parlor Cars and Hotels, C.P.R., Montreal.

W. B. Bulling, Assistant Freight Traffic Manager Eastern Lines, C.P.R., Toronto, and Mrs. Bulling, have returned from England, where they have been visiting since the beginning of the year.

H. I. McMinn has been appointed Agent and Storekeeper, Safety Car Heating and Lighting Co., in charge of storehouse and real estate in Jersey City, N.J., succeeding J. N. Andrews, resigned.

W. Pitts was presented with an address and entertained at dinner by residents of Rat Portage, Ont., on the occasion of his recent removal to become acting locomotive foreman at Moose Jaw, Assa.

R. R. Sutherland, recently appointed Superintendent El Paso Division, Chicago,

Rock Island and Pacific Rd., is a native of New London, P.E.I., and entered railway service in the U.S. as a messenger boy.

H. Archibald, who has been draughtsman and assistant to the Master Car Builder for Rhodes, Curry & Co. (Ltd.), Amherst, N.S., since 1895, has removed to Kentville, N.S., and is in the service of the Dominion Atlantic Ry.

W. Wainwright, Controller G.T.R., and R. S. Logan, Assistant to the 2nd Vice-President and General Manager G.T.R., are provisional directors of the Imperial Hotels Co. (Ltd.), recently organized under the Dominion Companies' Act.

O. O. Winter, who was recently appointed Assistant Superintendent in charge of the C.P.R. terminals at Winnipeg, was for some time employed as yard agent at Winnipeg, but latterly had been Acting Trainmaster at Souris, Man.

W. F. Egg, city passenger agent C.P.R. at Montreal, who has been in ill-health for some time, sailed on the Lake Champlain for England, May 9. He was accompanied by Mrs. Egg and expects to remain in England for some weeks.

G. L. Mattice, who was recently engaged on construction work for the C.P.R. between Fort William, Ont., and Winnipeg, has been appointed town engineer of Rat Portage, Ont., and manager of the corporation electric light plant and telephone system.

Jas. Phillips, who died at Rat Portage, Ont., May 7, was at one time a railway contractor, and constructed a portion of the C.P.R. line between Montreal and Ottawa as well as a number of sections of the transcontinental line westerly from that point.

C. R. Coutlee, who was engineer in charge of the construction of the C.P.R. tunnel at the Loop, B.C., in 1901-02, and recently practising as a consulting engineer at Vancouver, has been appointed instructor in roadmaking for the province by the Government of Nova Scotia.

J. A. L. Waddell, consulting engineer, Kansas, Mo., who is engineer for the bridge over the Fraser River at New Westminster, B.C., and is preparing plans for the bridge over the Strait of Canso, N.S., has been granted the degree of D.Sc. by McGill University, Montreal.

Harry W. Cowan, who has been appointed city freight agent at Toronto for the Montreal and Lake Superior Line, was born at Hamilton, Ont., and entered the G.T.R. freight service in Sept., 1901, at Hamilton, and remained with that company until his present appointment.

L. J. Ferritor was recently presented with an address and entertained at dinner by the railway men of St. Thomas, Ont. He recently moved to Peru, Ind., as Superintendent Wabash Rd., having previously been joint Superintendent at St. Thomas for the G.T.R. and Wabash Rd.

The Imperial Coal and Coke Co. (Ltd.), recently organized to operate in British Columbia, has on its directorate: J. W. Pyke, Montreal, as Vice-President; C. W. Spencer, General Superintendent of Transportation Eastern Lines C.P.R., Montreal, and Randolph Macdonald, contractor, Toronto.

H. Calderwood, Manager Collingwood Shipbuilding Co., Collingwood, Ont., was married at Boston, Mass., to Miss J. Harrison, daughter of the late Chief Justice of Ontario. The office staff and foremen of the works presented Mr. Calderwood with a grandfather's clock in connection with the event.

M. J. Haney, formerly President of the Locomotive and Machine Co. of Montreal, returned to Toronto from Texas, early in May, considerably improved in health. He has

since gone on a trip to New York, and expects to go to Charlottetown, P.E.I., early in June to look after the completion of the contract for the Hillsboro' River bridge.

Miss B. Mackenzie, daughter of the President of the Canadian Northern Ry. during a visit to Winnipeg, was on April 30 thrown from her horse and dragged for a distance of a hundred yards before her riding habit became freed from the horse. She sustained a fracture of the arm, and some severe scalp wounds as well as a general shaking up.

L. G. Scott, Secretary Great Northern Ry. of Canada, who was recently married in Montreal, was presented with a purse of money by his friends in the offices of the company, Quebec, and by the officers of the Quebec and Lake St. John Ry., with which he was formerly also associated. L. G. Scott is a son of J. G. Scott, Manager Q. and L. St. J. Ry.

Subscriptions are being collected with a view of erecting a monument to the late Sir Jas. Hector, who was engaged in the Palliser

The N. L. Piper Railway Supply Co.
314 FRONT ST. WEST LIMITED
TORONTO CANADA

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LOCOMOTIVE HEADLIGHT

LAMPS AND SIGNALS



DEPARTMENT OF AGRICULTURE AND IMMIGRATION

MANITOBA

NOTICE TO FARM LABOURERS

There are now daily arriving in this province numbers of young men from Eastern Canada and Great Britain who desire employment on Farms. Many of these are experienced farm hands and others are anxious to learn.

ALL SUCH ARE ADVISED on arrival in Winnipeg to call upon the undersigned when all possible assistance will be given **WITHOUT CHARGE** in securing employment at farm work. A register is kept of farmers wanting men and of men wanting employment. This is a **GOVERNMENT AGENCY** and no charge of any kind is made for its services.

J. J. GOLDEN,
Provincial Government Immigration Agent
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RICHELIEU AND ONTARIO NAVIGATION COMPANY.

"Niagara to the Sea."

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Leave Toronto (from June 1st to 15th) Mondays, Wednesdays and Saturdays; thereafter daily, except Sunday, for Rochester, Kingston, Clayton, 1,000 Island Points and intermediate ports (running all the Rapids) to Montreal, where connection is made with steamers for Quebec, Murray Bay, Tadousac and points on the famous Saguenay River.

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(Fine Iron Steamers)

Plying between Hamilton, Toronto, Montreal and intermediate ports, passing through the picturesque scenery of the Bay of Quinte, 1,000 Islands and Rapids.

Steamers leave Hamilton and Toronto east bound, Tuesdays, Thursdays and Saturdays and Montreal west bound, Mondays Wednesdays and Fridays. For further particulars apply to—

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2 King Street E., Toronto.

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128 St. James Street, Montreal;

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THOS. HENRY, Traffic Manager, Montreal.

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Unique Registration. Cannot be tampered with undetected. Watchman's alarm attachment found only in the Wagoner. Simple in mechanism, easily examined and adjusted. Indispensable to factories, warehouses, mercantile establishments. Reduces insurance. Saves time, trouble and money. Guaranteed for five years.

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General line of modern office supplies. Write us for prices.

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Capital authorized	\$4,000,000
Capital paid up	2,983,896
Reserve	2,636,312

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D. R. WILKIE - - - General Manager.
E. HAY - - - - - Asst. General Manager.
W. MOFFAT - - - Chief Inspector.

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exploration expedition from 1857 to 1860, and after whom the Hector pass is named. The monument will take the form of an obelisk or other structure to be erected over the grave of his son Douglas Hector in Revelstoke, B.C., cemetery.

Hon. Jas. Sutherland, Minister of Public Works, together with a number of officers of the department, was on board the Dominion str. Eureka May 13, when she collided with a dredge and a steamer belonging to the Dominion Coal Co., in Lake St. Frances, between Montreal and Quebec. No one was injured by the collision, although all three vessels were damaged.

W. Maughan, city ticket agent C.P.R., Toronto, was presented by the railway and steamship ticket agents located in the city with a secretary, chair and other articles of study furniture, and by the staff of the C.P.R. city office and the C.P.R. passenger staff at the Union Station with a mahogany wardrobe and dresser on the occasion of his marriage to Miss G. Rymal, May 12.

R. F. Armstrong, city ticket agent Intercolonial Ry., at Halifax, N.S., died there May 5, aged 62. Mr. Armstrong was a native of Kentucky, and was an officer on board the Confederate cruiser Alabama, and took part in the engagement with the U. S. cruiser Kearsage, off Cherbourg, France, in 1864, when the Alabama was sunk. Prior to joining the I.C.R. service he was city ticket agent at Halifax for the G.T.R.

W. N. Dietrich, who was recently appointed Electrical Engineer of the C.P.R., was born at Perth, Ont., in 1872. He has had a varied experience in electrical matters and has invented a number of electrical devices, among which is a safety switch. On his way to Winnipeg, May 22, he jumped off a rapidly moving train near Keewatin, Ont., to the rescue of an infant who had fallen off the train. The child was not much injured and was taken on to Winnipeg to its parents by section 2 of the transcontinental train.

E. H. McHenry, who recently resigned his position as Chief Engineer C.P.R., has been appointed Fourth Vice-President New York, New Haven and Hartford Rd., with office at New Haven, Conn. This is a new office and the Fourth Vice-President will have supervision of construction and will also represent the company in electric roads in which it has an interest. C. S. Mellen, President N.Y., N.H. and H. Rd., was formerly President of the Northern Pacific Rd., of which E. H. McHenry was Chief Engineer.

J. W. Smith, who has been appointed General Assistant Canada Atlantic Ry., was born in St. Alban's, Vt., some 38 years ago. For a number of years he was Chief Clerk to General Manager Chamberlin, of the Canada Atlantic, and also acted as Purchasing Agent. In April, 1902, he was appointed Purchasing Agent of the Rutland, and Chief Clerk to the General Storekeeper were added; but in Oct. of the same year he returned to the Canada Atlantic Ry. as Purchasing Agent, General Storekeeper and Chief Clerk to the General Manager, remaining in that capacity until his present appointment.

J. F. Jones, who has been appointed General Yardmaster, G.T.R. at Point St. Charles, was born at Prairieville, Ill., June 4, 1851, and entered railway service 1871; since which he has been consecutively to 1872, freight brakeman, Milwaukee division, Chicago and Northwestern Ry.; 1872 to 1874, freight and passenger brakeman Missouri Pacific Ry.; 1874 to 1876, yardman, Terminal Ry. Association of St. Louis, Mo.; 1876 to 1882, yardmaster, same company; 1882 to 1890, General Yardmaster, same company; 1890 to 1892, Superintendent of Terminals, Missouri Pacific Ry., St. Louis, Mo.; 1892, to May, 1904, General Yardmaster G.T.R., at Chicago, Ill.

J. M. Horn, who has been appointed city freight agent, Canadian Northern Ry. at Winnipeg, was born at Shotts, Lanarkshire, Scotland, April 12, 1880, and entered transportation service with the Northern Pacific Ry. July, 1899, in the local freight office at Winnipeg, his record being: 1899 to 1900, abstract clerk and biller; 1900 to 1901, checker; May, 1901, to 1902, rate clerk in local freight office Canadian Northern Ry., successor to the Northern Pacific Ry. in Manitoba; 1902 to April, 1904, chief clerk to local freight agent same company. On leaving the local freight office he was presented with an address, ring and pocket-book.

A. H. N. Bruce, who has been appointed Chief Engineer Lindsay, Bobcaygeon and Pontypool Ry., was born at Ballyscullion, County Derry, Ireland, June 18, 1854, is the eldest living son of Col. H. S. B. Bruce of Ballyscullion House, and grandson of Admiral Sir H. Bruce, late commander at Portsmouth dockyard. After studying engineering at college, and taking a practical course at a Glasgow steel works, came to Canada and entered railway service in 1889, since which his record has been: 1889 to 1890, on construction of Canada Atlantic Ry. bridge over the St. Lawrence at Coteau, Que.; 1890, assistant engineer on location and construction St. Lawrence and Adirondack Ry.; fall of 1890 to 1898, chief assistant engineer on location and construction of Ottawa and Parry Sound Ry.; 1899, on location survey of Manitoba South-Eastern Ry.; 1900, on location and construction of 30 miles of Great Northern Ry. of Canada between St. Jerome, Que., and Hawkesbury, Ont., including the bridge over the Ottawa river; 1901 and 1902, chief engineer, Whitney and Opeongo Ry.; 1903 to Mar. 31, 1904, Divisional engineer on location and construction Lindsay, Bobcaygeon and Pontypool Ry.

W. F. Tye, who has been appointed Chief Engineer, C.P.R., was born at Haysville, Ont., Mar. 5, 1861, and was educated at Ottawa University and the School of Practical Science. He entered railway service in 1882, since which he has been consecutively to the autumn of 1885, rodman, leveller, transitman on location, and assistant engineer on construction, C.P.R.; 1886 to 1887, transitman on location and assistant engineer on construction St. Paul, Minneapolis and Manitoba Ry.; 1888 to 1889, engineer of track and bridges, Tampico branch Mexico Central Ry.; 1890, locating engineer Great Falls and Canada Ry. in Montana; 1891 and 1892, engineer in charge of location and division engineer Pacific extension Great Northern Ry.; 1893 and 1894, engineer in charge of change of gauge Alberta Ry. and Coal Co.; 1895, Chief Engineer Kaslo and Slocau, Ry. and Trail Creek Tramway; 1896 to Mar., 1900, Chief Engineer Columbia and Western Ry.; Mar., 1900, to April, 1902, Chief Engineer of Construction, C.P.R., at Winnipeg. In April, 1902, Mr. Tye's office was removed to Montreal, and subsequently, on the re-organization of the engineering department under E. H. McHenry, he was appointed Assistant Chief Engineer.

The Melbourne Age, in reviewing the political situation in Victoria, Australia, refers to the operations of the State Railway Commission, and says: "Mr. Thos. Tait's plain speaking to the members of the Railway's Standing Committee, marks a very welcome departure in railway thinking. It is not so much that he has condemned the construction of any further non-paying lines, . . . he lays down the proposition that Victorian railway construction is now well ahead of State requirements for developmental purposes. . . . What Mr. Tait asks is that the land through which the Victorian railways run should be made to contribute some return for that profit which the railways have conferred on the land. 'Let us develop what we

have first, and make our railways self-sustaining. There is quite sufficient to do in that direction to tax all our resources and keep us busy for years to come.' What a contrast there is in the wisdom of this plain-spoken advice compared with the statement of the first Railway Commissioner of unfortunate memory, who told Parliament that he was quite indifferent as to the choice of lines to be made. . . . Mr. Tait admits that railway development should be fairly ahead of settlement. Here he thinks it immensely in advance of requirements. There is a strong and sturdy note in this evidence. If our Premiers in esse and in posse have the insight to look into these suggestions, they may possibly discover quite a fruitful field of future policy—one that may cover Victoria with farms and Crown tenants, and feed our railways with a traffic that will be the chiefest and best warrant for railway extension."

Westinghouse Steam Turbines.—The Canadian Westinghouse Co., of Hamilton, Ont., has sold to the Northern Electric & Manufacturing Co., Montreal, who is a large manufacturer of telephone apparatus, a 300-kw. steam turbine unit, consisting of a Westinghouse-Parsons turbine and a Westinghouse turbo-alternator. The Westinghouse Co. reports numerous inquiries for these units, and anticipates a brisk demand for them in Canada.

The Continuous Rail Joint Co. of Canada has been organized with an authorized capital of \$49,000.00, for the purpose of developing throughout the Dominion the business that has proved so successful in the United States, where it has been managed by the Continuous Rail Joint Company of America. The Canadian company has secured all the patent rights for the Dominion on the entire products of the U.S. company, consisting of standard type of continuous rail joint for track work, insulated joints, step joints and a special electric bonding joint. We are informed that the enterprise has been so successful during the past 10 years that the U.S. company has placed its product on the market in various parts of the world on over 20,000 miles of track. The directors of the Canadian company are R. Gray, jr., L. F. Braine, F. T. Feary, W. E. Clark and F. C. Runyon. Mr. Clark has been appointed Resident Manager, with headquarters at 216 Board of Trade Building, Montreal. It is the intention of the company to manufacture in Montreal all its products to be used in Canada.

Economy in Switching.—G. J. Bury, General Superintendent C.P.R. Central Division, has issued the following circular: Switching is done more economically in divisional yards than along the road. Every time a train is held at way-station to switch, other trains are delayed, particularly where traffic is dense. Looking to an improved train service and economy, switching at way-stations should be limited to actual requirements. Working to this end (subject to the air-brake rules) the following is made the practice: Freight trains are to be made up with all loads short of next terminal together in station order, loads for next terminal behind these, followed by all other cars promiscuously. A sample train leaving Winnipeg westbound on Brandon section would be made up as under: Locomotive; 2 loads, Rosser; 1 load, Marquette; 10 loads, Portage la Prairie; 3 loads, Brandon; 1 load, Vancouver; 1 load, Prince Albert; 1 load, Moose Jaw; 2 loads, Kemnay; caboose. In lifting cars along the line, the order of marshalling prescribed is to be followed. Where switching engines are employed, yardmasters will be responsible for making up freight trains in this order. At terminals where road crews do the switching, conductors will be responsible for following the order of marshalling prescribed.



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G. R. CHESBROUGH,

West'n Pass. Ag't, Buffalo, N.Y.

Ontario Railway Committee.

The Ontario Government has appointed three of its members, Hon. F. R. Latchford, Hon. R. Harcourt, and Hon. J. Dryden, to be members of the Railway Committee of the Province. W. B. Wilkinson, heretofore assistant law clerk, has been appointed Secretary. At the first meeting of the committee, Hon. F. R. Latchford was elected chairman. Under the act respecting railways, passed in 1902, the Ontario Government was given power to appoint a Railway Committee, to consist of the Commissioner of Public Works, and two other members of the Government, of which any two shall form a quorum. The jurisdiction of the committee is defined in section 3, to be over "railways, electric railways and street railways, subject to the legislative jurisdiction of this province," and it is also authorized to exercise the jurisdiction and powers conferred upon the Lieut.-Governor-in-Council, and the Commissioner of Public Works, or either of them, by the general acts of the province or by any special act respecting railways, street railways or electric railways. The committee can hold sittings at any place in the province, and its orders may be made orders of the High Court of Justice, and shall be enforced in like manner as any rule or order of the court. The committee has power to state cases for the opinion of the Court of Appeal, on points of law. The principal work of the committee will be in connection with electric railways, for which the applications for charters of incorporation have increased largely within the last two or three years.

Recent Ontario Legislation.

The following acts affecting transportation interests were passed at the recent session of the Ontario Legislature:

- Respecting aid to certain railways.
- Respecting aid to the Algoma Central and Hudson Bay Ry. and associated industries at Sault Ste. Marie.
- Respecting amendments to the law in connection with the revision of the Assessment Act.
- Incorporating the Brantford and Erie Ry. Co.
- Confirming an agreement between Barrie and the G.T.R.
- Confirming by-law no. 291 of the city of Hamilton.
- Respecting the Hamilton, Grimsby and Beamsville Electric Ry. Co.
- Respecting the Hamilton Radial Electric Ry. Co.
- Respecting the Irondale, Bancroft and Ottawa Ry. Co.
- Respecting aid towards the construction of the James Bay Ry.
- Respecting the Kingston Street Ry.
- Respecting the Lac Seul, Rat Portage and Keewatin Ry. Co.
- Respecting the London, Aylmer and North Shore Electric Ry. Co.
- Incorporating the Mount McKay and Kabeka Falls Ry. Co.
- Respecting Municipal Taxation.
- Respecting the Muskoka Lakes Navigation and Hotel Co.
- Respecting the Nepigon Ry. Co.
- Incorporating the North Midland Ry. Co.
- Incorporating the Ottawa River Ry. Co.
- Incorporating the St. Joseph and Stratford Electric Ry. Co.
- Respecting the Sandwich, Windsor and Amherstburg Ry.
- Respecting the South-Western Traction Co.
- Incorporating the St. Catharines, Pelham and Welland Electric Ry. Co.
- Respecting the Strathroy and Western Ry. Co.
- Respecting aid by land grant to the Thun-

der Bay, Nepigon and St. Joe Ry., and respecting the Thunder Bay, Nepigon and St. Joe Ry.

- Respecting the township of Toronto and Toronto and Mimico Ry. Co.
- Respecting the Toronto Ry. Co.
- Respecting the Toronto Suburban Ry. Co.
- Respecting the Windsor, Essex and Lake Shore Rapid Ry. Co.
- Incorporating the Windsor and Tecumseh Electric Ry. Co.

Recent New Brunswick Legislation.

At the recent session of the New Brunswick Legislature the following acts affecting transportation interests were passed:

- Amending the act authorizing the granting of aid to certain railways.
- Incorporating the Citizens' Telephone Co.
- Incorporating the Herring Cove Ry. Co.
- Amending the act incorporating the Kent Northern Ry. Co.
- Amending the act relating to the foreclosure of mortgages upon railways.
- Incorporating the New Brunswick Central Ry. Co.
- Authorizing the issue of stocks and bonds by the Springfield Steamship Co. (Ltd.)
- Incorporating the Tobique and Campbellton Ry. Co.
- Incorporating the Twin Tree Mines Ry. Co.

An Ontario Freight Rate Case.

The complaint of the United Factories (Ltd.) of Toronto against the G.T.R. respecting an advance of the rate of carriage of logs from Penetang (ex water) to Newmarket, Ont., was heard by the Railway Commissioners at Ottawa April 28. The complaint was laid on behalf of the company by the Canadian Manufacturers' Association through its transportation officer, W. H. D. Miller. From the statement made to the Commissioners it appears that the W. Cane & Sons Mfg. Co., of Newmarket, now amalgamated with the United Factories Co., commenced taking logs from Penetang to the factory in 1894, for which the G.T.R. made a rate of 3½c. per 100 lbs. This rate, it was claimed, was excessive, and a new one of 2¾c. per 100 lbs. was made, which was continued in force during 1895, but in 1896 an advance was made to 3c. per 100 lbs., which rate continued in force until Jan. 15, 1904. On Nov. 15, 1903, the Division Freight Agent at Toronto notified the company that on Jan. 15, 1904, the rate would be increased to 4c. per 100 lbs., on account of the increased cost of operating. After some correspondence with the Division Freight Agent, the company took the matter up with the General Freight Agent at Montreal, who in a letter dated Jan. 27, 1904, stated that as the new Railway Act prohibits discriminations it was necessary to cancel the rate of 3c., and concluded: "We have been advised to advance your rates because we have been obliged to stop the former discriminations." The main point at issue is whether the rate of 3c. was a discriminatory rate within the meaning of the Railway Act, and if so whether the rate of 4c. is a fair one under all the circumstances. The company uses from 800 to 1,000 cars of logs annually, and the new rate means an increase in freight from Penetang of from \$3,600 to \$5,000 a year.

T. M. Kirkwood, of Kirkwood & McKinnon, owners of the Owen Sound, Georgian Bay-Soo Line, and also a director of the Central Ontario Ry., writes us: "I wish to give you credit for the full and complete information that you publish in your paper. The railway statistics for the year ended June 30, 1903, in your last edition, are in themselves worth a great deal."

Board of Railway Commissioners.

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

Bridge at St. Catharines.—Approving of plans for the construction by the city of a bridge over the G.T.R. and the Niagara, St. Catharines and Toronto Ry. tracks in St. Catharines, Ont., over which the Port Dalhousie, St. Catharines and Thorold Electric Street Ry. will have its tracks. (Mar. 17.)

C.P.R.—Toronto Ry.—Approving of the use by the Toronto Ry. of the west track crossing the C.P.R. on Avenue Road, Toronto, that track having been protected with derauling devices, etc., according to order, but stating that the east line of the Toronto Ry. shall not be used until a further order is made. (Mar. 25.)

C.P.R.—Approving of the construction of a spur track from the main line near Fonseca Street to Main Street, Winnipeg, and a spur track from such track to Maple Street. (April 10.)

Authorizing the construction of a siding in St. Boniface across Levis Street. (April 27.)

G.T.R.—Approving of the gates provided at the level crossing of the Cote St. Paul road, near Montreal, and ordering their maintenance and the provision of a watchman there by the G.T.R. (Mar. 25.)

Authorizing the construction of a branch to the Breithaupt Leather Co.'s Works, Berlin, Ont. (May 9.)

Authorizing the construction of a line from the station yard west of Stewart Street station, Hamilton, Ont., along Caroline Street to York Street, with branch lines across Caroline Street to several manufactories. (May 9.)

James Bay Ry.—Approving plan, profile and book of reference of location between mileage 73.13 and mileage 109.68 from Parry Sound northwesterly. (April 14.)

Lindsay Bobeaygeon and Pontypool Ry.—Authorizing the construction of an overhead bridge crossing Colborne and Caroline Streets, Lindsay, Ont., and approving plans of the bridge. (Mar. 29.)

Approving plans for swing bridge and trestle across the Little Bob River. (April 21.)

Approving of some minor changes in location of the line. (April 25.)

Schomberg and Aurora Ry.—Approving of interlocking, derauling and signal devices of the company's crossing of the G.T.R. at a point north of King station, and authorizing the operation of the line over the crossing. (April 15.)

Ordering that a junction be allowed with the G.T.R. at the expense of the S. and A. Ry., \$200 to be deposited with the Commissioners and paid out to the G.T.R. when the junction has been made, and further that the S. and A. Ry. Co. shall maintain the crossing and pay a watchman to look after the same. (April 18.)

Temiskaming and Northern Ontario Ry.—Approving of plans for the construction of a steel bridge over the Montreal River. (April 13.)

Vancouver and Lulu Island Ry.—Approving of the plans for crossing the B.C. Electric Ry. on South Granville Street, Vancouver, and ordering the construction of diamond crossings and derails, with the necessary signals, by the V. and L.I. Ry. (April 6.)

Winnipeg Electric Street Ry.—Approving of the construction of a subway on Portage Ave., Winnipeg, under the C.P.R. Pembina branch line, such subway to be erected by the W.E.S. Ry. Co. to the satisfaction of the Government Engineer. (May 9.)

The G.T.R. has rearranged the hours of work at the car-shops, London, Ont., making them 54 instead of 55 hours a week.

Railway Equipment Notes.

The Midland Ry. of Nova Scotia is in the market for additional locomotive equipment.

The Toronto Suburban Ry. has added a new motor car to the equipment on its Lambton line.

The Intercolonial Ry. has fitted up a special car for use as an instruction car for air brake machinery.

The Quebec and Lake St. John Ry. has received 14 box cars from Rhodes, Curry & Co. (Ltd.), Amherst, N.S.

The Nova Scotia Steel Co. has purchased

two locomotives for shunting and coal hauling purposes at North Sydney, N.S.

The Montreal Street Ry. has under construction at its shops 50 semi-convertible cars.

The Acadia Coal Co., New Glasgow, N.S., has added a new locomotive, purchased in the United States, to its equipment.

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The Canadian Northern Ry. has placed an order for six second-class coaches, and three baggage and mail cars with a Canadian firm.

The Cumberland Ry. and Coal Co. has added an express car, built by Rhodes, Curry & Co. (Ltd.), Amherst, N.S., to its equipment.

The Halifax and South-Western Ry. has ordered 40 flat cars, 60,000 lbs. capacity, and two cabooses from Rhodes, Curry & Co. (Ltd.), Amherst, N.S.

The Temiskaming and Northern Ontario Ry. has received two locomotives from the Canadian Locomotive Works, Kingston, Ont.; and 100 flat cars from Rhodes, Curry & Co. (Ltd.), Amherst, N.S.

W. Mackenzie, President Toronto Ry., recently stated that 90 new cars were to be built this summer for the line. We are informed that 35 trailers are to be constructed in addition to 45 motor cars.

The Winnipeg Street Ry. has received a number of new cars built by the Toronto Ry. Co. It is intended to make additions to the former company's plant so that it may build all its own cars in future.

The Hamilton, Grimsby and Beamsville Ry. is building additional cars, for which the electrical equipment has already been purchased. The first of the new cars is expected to be completed by July 1.

The Prince Edward Island Ry. has received four locomotives from the Canadian Locomotive Co., Kingston, Ont. A fifth locomotive, built on the same order, is on exhibition at the St. Louis Exhibition and will be delivered in the fall.

The Locomotive and Machine Co., of Montreal, has received an order from the Lakefield Portland Cement Co., Lakefield, Ont., for a 4-wheel tank switching locomotive, 12 in. by 16 in. cylinders, 33 in. driving wheels, and about 48,000 lbs. weight.

The C.P.R. between April 11 and May 14, received the following equipment: six 1st class and suburban cars, and eight tourist cars from its Hochelaga shops; 47 flat cars and 193 flat cars from its Perth, Ont., shops, and three vans from its Farnham, Que., shops, and four steam shovels.

Rhodes, Curry & Co. (Ltd.), Amherst, N.S., has completed nine auxiliary cars for the Intercolonial Ry. They are each 45 ft. in length, and are fitted up with kitchen, sleeping berths, compartments for carrying tools and wrecking appliances. Accommodation is provided for eight or ten men.

The C.P.R. between April 11 and May 14, ordered the following equipment: 10 freight locomotives from the Canadian Locomotive Co., Kingston, Ont.; 11 freight locomotives from the Locomotive and Machine Co., of Montreal; 10 baggage cars at its Hochelaga shops; 1,000 box cars at its Angus shops, Montreal; 131 box cars, 25 refrigerator cars, 100 stock cars, 85 flat cars, 2 coal cars and 50 ore cars at its Perth, Ont., shops, and four steam shovels.

The Quebec Central Ry. has ordered from the Locomotive and Machine Co., of Montreal, two 8-wheel passenger locomotives. The general dimensions are: cylinders, 18 in. by 24 in.; diameter of driving wheels, 66 in.; boiler pressure, 180 lbs.; no. of tubes in boiler, 245; diameter of tubes, 2 in.; length of tubes, 11 ft. 8 1/2 in.; total weight of engine, 110,000 lbs.; weight of tender, 85,000 lbs. in working order; water capacity, 4,000 gals.; coal capacity, seven tons.

The six switching locomotives building at the C.P.R. Montreal shops, for delivery during the current year and in 1905, are of the 0-3-0 type, and will use bituminous coal. The principal dimensions are:—

Wheel base of engine.....	10 ft. 0 in.
" " " " " " " " " " " "	16 ft. 8 in.

Wheel base of engine and tender.....	39 ft. 0 in.
Weight of engine in working order.....	102,740 lbs.
Weight of tender, light.....	42,000 lbs.
Weight of tender, loaded.....	85,000 lbs.
Length over all, engine and tender.....	54 ft.
Height.....	13 ft. 7 1/10 in.
Width.....	9 ft. 4 in.
Driving wheels, diameter.....	52 in.
Cylinders.....	18 in. x 24 in.
Boiler tube sheets.....	1/2 in.
" " back sheets.....	9-10 in.
" " roof sheets.....	9-16 in.
" " barrel.....	1/2 in.
Firebox.....	8 ft. 0 1/2 in. long x 2 ft. 11 in. wide.
Heating surface, firebox.....	110 sq. ft.
" " tubes.....	922 "
Tubes, no.....	192
" " diameter.....	2 in.
Boiler pressure.....	180 lbs.
Grate area.....	2,345 sq. ft.
Tender, water capacity.....	3,500 gals.
" " coal capacity.....	4 tons

Grain Elevator Notes.

A contract is reported let for the construction of the new elevator at Collingwood, Ont.

The Canadian Malting Co. is about to erect a large grain elevator at St. Henri, Montreal, in connection with its business.

It was recently reported to the Montreal Harbor Commission that the new elevator at that port would be ready for use on June 1.

The Columbia Flouring Mills Co. (Ltd.) offers to erect an elevator at Lethbridge, Alta., provided exemption from taxation for 15 years is given.

The Northern Elevator Co., Winnipeg, has issued a writ against the Lake Huron and Manitoba Milling Co., Goderich, Ont., for \$10,000 damages for the wrongful conversion of 18,000 bush. of wheat.

The G.T.R. elevator at Midland, Ont., which was burned April 24, was originally erected in 1882, and was enlarged in 1894. Some improvements in the structure had recently been completed. The elevator had a total capacity of 500,000 bush., but was practically empty at the time of the fire. The outbreak was caused by the building being struck by lightning during a thunderstorm. One man was killed by the falling timbers.

The C.P.R. elevator B at Fort William, Ont., built in 1888, and valued at \$250,000, was burned to the ground May 12. The elevator contained about 300,000 bush. of low grade grain, valued at \$250,000, at the time. As the structure was used merely as a handling elevator its destruction represents a greater loss than its actual cash value to the company. The company had in storage at the time of the fire at its various elevators about 4,500,000 bush. of grain, and at present has only a handling capacity of 20,000 bush. an hour. This will considerably handicap the company in shipping grain from the port. Such temporary loading facilities as can be made have been arranged for, and the company's engineers are making plans for the immediate rebuilding of the elevator.

The contract for the new G.T.R. elevator at Montreal has been let to the John S. Metcalfe Co., of Chicago, Ill. The concrete foundations were put in during the summer of 1903, the site being on the south side of the Lachine Canal locks, just west of the canal entrance. The foundations will be raised by an additional seven feet, so as to bring the floor of the main structure well above the flood level, thereby securing a dry building at all seasons of the year. The elevator will have a total capacity of 1,060,000 bush. The storage portion will consist of 132 rectangular bins 72 ft. in height, ranging in capacity from 2,500 bush. to 12,000 bush. each. The elevator will be fitted with ten legs and one marine leg, so that unloading from canal and rail, as well as loading into steamships for export, can go on simultaneously. A working house and a power house of ample capacity will be provided. It is expected that the structure will be completed by the fall.

SHIPPING MATTERS.

Notices to Mariners.

The Department of Marine has issued an index to the notices to mariners numbered 1 to 122, issued during 1903. It has also issued the following additional notices for 1904:

No. 22. April 8.—Alaska.—45. Revillagigedo channel entrance, Tree Point, light and fog signal to be established; temporary light to be withdrawn.

No. 23. April 11.—Ontario Lighthouse division.—51. River St. Lawrence above Montreal, Lake St. Louis, Soulanges Canal, lower entrance, south pier head light discontinued. 52. River St. Lawrence, Montreal to Prescott, characteristic of gas buoy lights changed. 53. River St. Lawrence, Thousand Islands, change in lighthouse illuminant.

No. 24. April 15.—Nova Scotia.—56. South coast, St. Margaret Bay, Indian Harbor, buoyage, uncharted rock. 57. Approach to Halifax, inner Sambro Island, light to be maintained all the year round. Prince Edward Island.—58. South coast, Bedique Bay, Summerside, color of lantern.

No. 25. April 16.—Quebec.—60. River St. Lawrence above Quebec, Pointe à Basile range, tower provided for back light. 61. Lake St. John, characteristic of lights.

No. 26. April 18.—Ontario.—62. A chart numbered 3,404, of the eastern end of Lake Superior, taking in the coast from Coppermine Point to Cape Gargantua, prepared from a hydrographic survey made in 1902 by W. J. Stewart for the Department, has been published by the British Admiralty.

No. 27. April 19.—New Brunswick.—64. South coast, Bay of Fundy, Quaco, buoys carried away by ice. On April 22 it was reported that the buoys had been replaced.

No. 28.—April 22.—British Columbia.—65. Kootenay Lake, west arm, change in name of light station.

No. 29. April 22.—Ontario.—72. River St. Lawrence, Hillcrest Shoal, change in characteristic of gas buoy light. 73. Lake Superior, east end, Coppermine Point light.

No. 30. April 28.—Quebec.—75. River St. Lawrence, ship channel between Quebec and Montreal, Grondines, changes in aids to navigation.

No. 31. April 28.—76. River St. Lawrence, Wolfe Island, gas buoy established off east end. 77. Lake Ontario, east end, middle ground off Simcoe Island, gas buoy established.

No. 32. April 29.—British Columbia.—83. Stuart channel, Telegraph harbor, rock.

No. 35. May 13.—Ontario.—92. Lake Erie, Port Colborne, fog alarm established at outer lighthouse.

The following notices have been issued by the U.S. Hydrographic Department:

No. 17. April 23.—Lake Erie.—605. Conneaut harbor, spar buoy marking position of hull of burned car ferry Shenango.

No. 19.—May 7.—Lake St. Clair.—687. Isle aux Pêches range beacon lights to be re-established.

Maritime Provinces and Newfoundland.

A new boiler has been placed on board the Dominion str. Lansdowne at St. John, N.B.

The tug Leader has been purchased by N. C. Scott for harbor service at St. John, N.B.

At the recent session of the Prince Edward Island Legislature acts were passed incorporating the Maritime Steamship Co. and the Island Tug Co.

The French str. Pro Patria is being repaired at Dartmouth, N.S. About 20 new plates will be required in her hull, and her engines require a thorough overhaul.

Capt. J. Kean has been appointed master of the str. Mary Hough, which has been placed on the Western coastal service of Newfoundland by Bowring Bros., of St. John's.

The Cape Breton Electric Co.'s ferry str. Peerless was given a complete overhaul and was redecorated before being placed in service between Sydney and North Sydney this season.

The act providing for the confirmation of the contract with Bowring Bros. for the provision of a new coastal steamship service was passed at the recent session of the Newfoundland Legislature.

The Bras d'Or Steamboat Co.'s steamers Marion and Weymouth have been overhauled and their accommodation re-arranged and improved during the winter. The Weymouth has been fitted for electric light.

D. J. Stevens, of the Dominion Government Steamship service, has been awarded a prize of \$25, given by a U.S. magazine for answers to questions given in a series of articles entitled "Pointers for Engineers."

The str. Lunenburg has been placed on a route between Charlottetown, P.E.I., and North Sydney, N.S., calling en route at Picton, Port Hood, Inverness, Margaree, Grand Etang, Eastern Harbor, Pleasant Bay and North Sydney.

The Tidal Survey section of the Department of Marine has issued a pamphlet on the currents on the south-eastern coasts of Newfoundland, and the amount of indraught into the larger bays on the south coast, based upon the investigations made during the season of 1903.

An arrangement has been completed with the Richmond Steamship Co. by which its str. Vega will make two trips a week between Marble Mountain and Mulgrave, calling en route at Irish Cove, St. Peter's, Paulsmond and D'Escouse; and four trips a week between Marble Mountain and Grand Narrows, N.S.

The str. Turret Bay, under charter to the Dominion Coal Co., while on a trip from Sydney, N.S., to Montreal struck on St. Paul Island, N.S., May 20, during a fog, and sank in deep water. Five of the crew died before reaching shore. The Turret Bay was owned by the Canadian Lake and Ocean Navigation Co.

The str. Garnet is reported purchased by the Plant Line for a run between Port Hawkesbury and Sydney, N.S., via the Bras d'Or Lakes. The Garnet was built at Valleyfield, Que., in 1885, and is a paddle-wheel steamer having the following dimensions: length, 124.7 ft.; breadth, 21.6 ft.; depth, 7.1 ft.; tonnage—gross, 152 tons; regular, 96 tons. She was owned in Cornwall, Ont., and hitherto ran between that port and Montreal.

A report is current in St. John, N.B., that the C.P.R. is considering plans for the erec-

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tion of wharves and sheds on its own property near Sand Point, for the use of its steamers at St. John during the winter months. At the present time the accommodation at the port is insufficient, and the negotiations between the company and the city have not resulted in an arrangement being reached for the provision of the necessary enlarged accommodation.

The Dominion Coal Co. owns five steamers, and will operate them during the season on the run from Montreal to St. John's, Nfld., calling at Charlottetown, P. E. I., Sydney and North Sydney, N. S., making fortnightly trips. The Bonavista, 837 tons register, is fitted to carry passengers in addition to freight. The following are freight steamers: Cacouna, 931 tons register; Coban, 689 tons register; Cape Breton, 1,109 tons register; Louisburg, 1,182 tons register. It also owns five barges, ranging from 400 to 1,900 tons capacity, which will be used in the coal trade between Sydney and Louisburg, and different ports in the Maritime Provinces. The D. C. Co. also has on time charter the following steamers, which will be engaged principally in the St. Lawrence coal trade; the figures given representing the dead weight carrying capacity: Thordis, 6,200 tons; Dominion, 5,750 tons; Catalone, 5,700 tons; Mystic, 5,700 tons; Peter Jeben, 5,600 tons; Tordenskjold, 5,600 tons; Turret Bay, 5,200 tons; Fridtjof Nansen, 5,100 tons; Otta, 5,000 tons; Sif, 4,800 tons; Olaf Kyrre, 4,650 tons; Britannic, 3,200 tons; Dania, 3,160 tons; Unique, 3,000 tons.

Province of Quebec Shipping.

The twin-screw str. Atlantic, 565 tons, is being offered for sale by tender by the Canadian Import Co., Quebec.

It is proposed to erect a new power-house for the purpose of supplying electric power for operating the lock gates on the Lachine canal.

A contract has been awarded to Messrs. Burns & Charleson, Ottawa, for the construction of a wharf at Paspebiac, Que., at a cost of \$19,000.

A steamer named Pocahontas was launched at North Hatley, Que., May 5. She is 80 ft. long, has a breadth of 15 ft., and will steam 15 miles an hour.

The str. Greetlands, heretofore on the Montreal-Prince Edward Island run, for Hy. Dobell & Co., Quebec, has been sold to Norwegian owners, and will be placed in the coal-carrying trade.

A company, which was in process of formation for the purpose of tendering for the Baie des Chaleurs service, has decided to abandon the project owing to its inability to procure a suitable steamer.

The Minister of Marine has taken over from the Harbor Commission the duties of the registration of the steamship inwards and outwards' records for port of Montreal, also the pilotage and other dues between Montreal and Quebec.

A deputation of Montreal shipping men waited on the Minister of Marine recently, and urged the construction of a dry dock, in addition to other works. The site recommended for the dry dock is between the Guard pier and Windmill point.

The Dominion Parliament is considering a bill constituting the Minister of Marine a pilotage authority for any harbor. While the object will be of general application, its special object is to overcome some difficulties that have arisen in connection with the navigation of the Saguenay River.

The Dominion Government has decided to provide two powerful steamships of special design to be used for breaking up the ice in St. Lawrence river and gulf, with a view of preventing floods and of rendering the river

open for navigation at an earlier date than is now the case. It is hoped to have the steamers ready for use in 1905.

The Quebec Steam Whaling Co. (Ltd.) has been incorporated under the Dominion Companies' Act to purchase steam and other vessels for the purpose of engaging in whaling and sealing. The capital stock is fixed at \$295,000, and the head office is at Montreal. The incorporators are: B. Sawyer, N. C. Smillie, P. McKenzie, of Westmount, Que.; T. Gauthier, W. D. B. Scott, J. P. Mullarkey, C. L. Papineau, R. B. Hutchinson, of Montreal.

The Montreal Harbor Commission has awarded the contract for the erection of the 14 two-story steel sheds on the wharves at Montreal to P. Lyall & Sons for the sum of \$2,305,000. The steel work for the sheds, which will cost about \$1,000,000, will be supplied by the Dominion Bridge Co. The contract for the elevated roadway to the upper story of the sheds was let to McClintock & Marshall, of New York, for \$259,000. Four of the sheds are to be completed this year, five in 1905, and five in 1906. The cost of the sheds and their equipment will be met out of the \$3,000,000 loan voted by the Dominion Parliament in 1903.

Ontario and the Great Lakes.

The Arthur Mac, a 75-ft. tug for A. McInnes, Owen Sound, Ont., was launched at that port May 6.

The Toronto Ferry Co.'s str. Luella was slightly burned while lying at Yonge Street wharf, Toronto, May 9.

The tug W. E. Gladstone, owned by J. H. Newman, was damaged to the extent of \$1,000 by fire at Wiarton, Ont., May 7.

The str. Algoma, built for the Rat Portage Lumber Co., was launched in Rainy River May 11. She is intended mainly for service on Rainy Lake.

F. A. Knapp, the inventor of the roller boat, is applying to Prescott, Ont., town council for dockage facilities for shipbuilding purposes there.

A tow barge 85 ft. long, 24 ft. beam, and 6 ft. depth of hold, has been launched at Penetanguishene for the bark trade between Parry Sound and Penetang.

The Dominion Parliament has under consideration a bill to place the harbors of Port Arthur and Fort William, Ont., under the control of Harbor Commissioners.

F. B. Polson, speaking to a Canadian press representative in London, Eng., expressed an opinion that future turbine steamers for Canada would be built in Canadian shipyards.

A telegram was received in Hamilton, May 15, stating that the Turbinia had made over 22¼ miles an hour on her trial trip in England, and would leave for Canada May 24.

The C.P.R. made a test of a 21-ft. pitch screw in place of an 18-ft. pitch screw hitherto used on its Upper Lake steamers, and has placed a new screw on the Alberta this season.

The tug Michael Davitt, of Buffalo, N.Y., ran on a submerged pile in the Welland river, at Montrose, Ont., and sank. A survey shows that a large hole has been stove in her bottom.

The Midland Towing and Wrecking Co. is suing the British America Assurance Co. and the Western Assurance Co. for \$3,500 each, insurance on the str. Reliance, burned at Owen Sound in 1903.

The str. Ojibway, better known in Toronto as the A. J. Tymon, which was run last season from Sault Ste. Marie to Thessalon and other points, will be placed on the Toronto-Oakville run this season.

The Minister of Marine, replying to a question in the House of Commons, stated that the Government had under consideration the use of an ice-breaker to test the winter navigability of Lake Superior and the Georgian Bay.

The str. Mazeppa, of Hamilton, has been sold to Capt. H. Oldfield, who proposes placing it on a run between Parry Sound, Point Aux Baril, Byng Inlet and French River. The Mazeppa has accommodation for 150 passengers.

Two tugs christened respectively the Leighton McCarthy and the Ethel Reid, were launched at Collingwood, Ont., May 7. The tugs are 68 ft. in length over all, with a beam of 14 ft., and are fitted with steeple compound engines and Scotch boilers.

The section of the Trent Valley Canal between Lakefield and Peterboro', Ont., which includes the hydraulic lift lock, will be opened for traffic early in June. When this section is opened the canal will afford continuous traffic from Balsam Lake to Hastings.

The Canadian Atlantic Transit Co. has notified agents not to accept consignments of freight for late shipment. The company is a member of the Lake Carriers' Association, with which organization the Masters and Pilots' Association has a dispute in regard to wages, etc.

The new steamer under construction at Ottawa for the Ottawa Forwarding Co. is 110 ft. long and 24 ft. wide over all, and has a cargo capacity of 200 tons. She has been named the Ottawa, and will trade on the Rideau canal, making her initial trip early in June.

A bill before the Dominion Parliament provides for the unification of the Canadian rules of navigation with those of the United States, with a view of doing away with the confusion now caused by directions contained in the rules of the two countries conflicting one with the other.

The Niagara Navigation Co.'s str. Chicora commenced running between Toronto and Niagara River May 16. She has been thoroughly overhauled, practically re-engined, re-decorated and generally improved during the winter. The work was done at Kingston by the Canadian Shipbuilding Co.

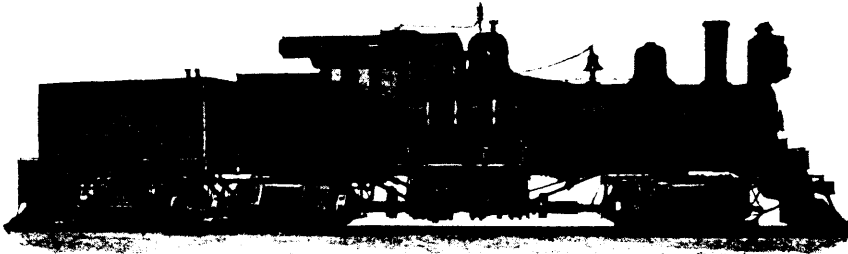
The str. Cariboo, for the Dominion Fish Co., was launched at Goderich, Ont., May 5. She is 150 ft. long, and has a breadth of 25 ft., and is fitted with fore and aft compound engines, built in Goderich, and boiler constructed by the Polson Iron Works, Toronto. The steamer has accommodation for 100 passengers, and is intended for service on Lake Superior.

The str. Oriole, belonging to the Muskoka Lakes Navigation and Hotel Co., capsized shortly after leaving Bracebridge, Ont., May 3, and the 40 passengers and crew were landed with some difficulty. There was a large cargo on board, the water on the river was very high and the current rapid. These circumstances combined gave the vessel a list, and when rounding a bend in the river she went over. The company is holding an investigation.

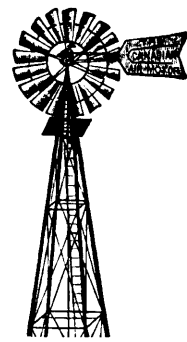
Replying to a question in the House of Commons, the Minister of Railways said it was not in the public interest to answer questions asked by Colonel S. Hughes. The questions asked involved the point whether the Government was aware that the main navigable channel between St. Joseph's Island and Sault Ste. Marie was now through United States territory via the Hay Lake channel; also if the Government had arranged through the British Government with the United States for the right of navigation of the Hay Lake channel for Canadian or British vessels carrying contraband of war in time of war. Mr. Emmerson also stated that the Government

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Southern Pacific Terminal Co.'s Elevator, Galveston, Texas	"	1,000,000 "
Erie R. R. Transfer & Clipping House, Chicago, Ill.	"	100 cars in 10 hrs.
Manchester Ship Canal Co.'s Elevator, Manchester, Eng.	"	1,500,000 "
Burlington Elevator Co., Peoria, Ill.	"	500,000 "
Canada Atlantic Railway Elevator, Coteau Landing, Que.	"	500,000 "
Northern Grain Co., Manitowoc, Wis.	"	1,350,000 "
Union Elevator, East St. Louis, Ill.	"	1,100,000 "
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was not aware that the dredging of the Hay Lake channel had been lowered two feet at the foot of the locks at Sault Ste. Marie.

Capt. P. M. Campbell, formerly in the employ of the Northern Navigation Co., has purchased the City of Windsor for \$3,700, and will place her on a run between Collingwood and Sault Ste. Marie, carrying package freight. The City of Windsor is a screw steamer built at Detroit, Mich., 1883, and was registered in Canada at Windsor, Ont. Her dimension are: length, 117 ft.; breadth, 24.8 ft.; depth, 11 ft.; tonnage—gross, 511 tons; register, 316 tons. At her inspection for the season of 1903 she was given a certificate to carry 207 passengers. The registered owner was D. L. McKinnon, Sudbury, Ont., who in association with T. M. Kirkwood, operated the Georgian Bay-Soo Line in the freight and passenger service. Press reports state that the steamer will be the first of a fleet which is to be got together by a company proposing to operate under the charter of the Northern Transit Co., one of the companies merged in the Northern Navigation Co. Among those reported to be interested are J. J. Long, Thos. Long, C. Cameron and Capt. Campbell. Other boats, the reports state, will be added, one of which will be a turbine steamer, which will make two trips a week between Collingwood and Sault Ste. Marie.

Discussing the outlook for shipping on the Upper Lakes for the current season, J. H. G. Hagarty, of the St. Lawrence and Chicago Navigation Co., recently said: "Vessel-men operating freighters on the Upper Lakes are not particularly anxious for an early opening. We are able to compress the business, so as to make it more profitable. Latest advices from the important iron ore ports indicate that there will be from 4,000,000 to 5,000,000 tons of iron ore less to carry this season than last year. This is borne out by the fact that at this time last year some 4,000,000 tons of ore had been brought down the lakes. At present there is not a very large amount of grain in the large elevators to come forward. At Fort William there is about 5,000,000 bushels of grain ready for shipment, but the quantity is not excessive in comparison with former years. In fact, we look for an extremely dull season till the fall. Our vessels will engage in the coal-carrying trade till August, when the harvest sets in. Otherwise there is practically no business for Canadian freighters to fall back upon. This is due to the fact that the increase of Canadian tonnage last year caused a slight depression. Some Canadian vessel-owners finding that the business did not produce the profits they had anticipated, carried grain and iron ore at decidedly low rates. This year, however, most of the lines will have all they can do to keep abreast of the freight and grain movement towards the latter part of the season."

Manitoba and Northwest Territories.

There have been added to the Saskatchewan river fleet ten scows built at Edmonton, Alta., for A. E. Dunn, of Battleford, Sask. They will trade between Battleford and Lloydminster, Sask.

Capt. H. S. Donaldson, who died at Whiteby, Ont., May 12, went to Fort Garry, Man., in 1864, and was engaged in river transportation in connection with Commodore Kittson, of St. Paul, Minn. Capt. Donaldson left Winnipeg in 1902.

The Dominion Government has chartered the sealing steamer Erik to take supplies to the exploration str. Neptune in Hudson Bay, and also for the str. Gauss, now on her way to the Arctic ocean from Germany. The Erik will sail early in June.

The Canadian Government purchased the Antarctic exploration str. Gauss from the German Government, and Capt. Bernier is bringing her over from Bremen to Halifax, N.S., where she is expected to arrive early in June. The Gauss is intended to be used on the Mackenzie river for fishery and customs protection purposes and for exploration among the Canadian islands in the Arctic ocean. Capt. Bernier, who desires to lead a Canadian polar expedition, will have command of the steamer permanently.

The Winnipeg Board of Trade has protested against the granting of a charter to a company for the purpose of constructing canals and improving the navigation between Lake Superior and Red River, Winnipeg River, Lake Winnipeg and the Saskatchewan River. The resolution of protest added that the necessary improvements in the waterways should be made by the Government from time to time as required. The title of the proposed company is the Great Lakes and North-West Transportation Co., and the applicants for the charter are J. Arbutnot, D. C. Cameron, of Winnipeg; W. Chaplin, W. D. Woodruff, of St. Catharines, Ont.; T. Conlon, of Thorold, Ont.; W. M. M'Gee, of Plainfield, N.J.; T. D. Dale, of Mountclair, N.J.; W. H. Dodd, C. D. Pullen, W. W. Jackson, of New York; C. E. Loomis, of Attica, N.Y.; J. S. Williams, of Glastonbury, Conn.; and T. W. Gleason, of Buffalo, N.Y.

B.C. and Pacific Coast Shipping.

The steel frame work for the floating dry dock at Vancouver, is under construction at London, Eng.

J. B. Kennedy has been appointed a Commissioner of the New Westminster Pilotage District of B.C.

The Puget Sound Navigation Co. is operating a night and morning service between Seattle, Wash., and Victoria, B.C., via Port Townsend.

Jas. McAllister, heretofore Master of the C.P.R. Upper Lake str. Alberta, has been appointed Superintendent of the ferry line between Vancouver and North Vancouver, B.C.

The North Alaska Steamship Co. has purchased the steamer Garonne for \$100,000, and will have her overhauled at the Esquimalt dry dock before placing her on the Cape Nome run.

The str. Forager, built for the Butler Freight and Towing Co., was launched at Victoria April 30. The Forager will be engaged in the freight trade between Victoria and Fraser river points.

The marine railway and dry dock for the Victoria Machinery Co. will be 264 ft. long and 65 ft. wide, with a carrying capacity of 3,000 tons. It is expected that the dock will be ready during the current year.

Current press reports that the C.P.R. Pacific steamers Tartar and Athenian have been sold to the Japanese Government, are declared by A. Piers, General Superintendent C.P.R. Steamship Lines, to be absolutely untrue.

It is stated that the C.P.R. will add three additional steamers to its Pacific fleet at the close of the Russo-Japanese war. It was definitely decided some time ago to make some additions to the fleet, but it was a matter for official consideration when the new steamers would be provided.

The Victoria Dock Co. (Ltd.) has been incorporated under the B.C. Companies' Act, with a capital of \$20,000, to construct a dock and to carry on a general wharfage business. It is proposed to erect a double deck wharf on James Bay, on which a frontage of 200 ft. has been secured for the company.

The Department of Marine has decided that all buoys required for future use in British Columbia waters shall be manufactured in that province, and an order has been given for the construction of three automatic whistling buoys, two U. S. pattern whistling buoys, three can buoys and three gas buoys.

The C.P.R. str. Princess Victoria made a record run between Seattle, Wash., and Victoria, B.C., April 21. The distance is 69 knots, and the run was made at an average speed of 20.2 knots an hour. Between Point Wilson and Brotchie Ledge, a distance of 30 knots, a speed of 21.1 knots an hour was maintained.

A proposal has been made to the C.P.R. to run a regular line of steamers from Canada to Swansea, on the Bristol Channel, England.

The Dominion Government has promised to consider the question of admitting free of duty cables for fishing craft in the same way as ships' cables are now admitted.

The C.P.R. has been directed to pay £2,850 to tugs, life-boatmen and pilots for services rendered to the Lake Michigan after collision in the English Channel Feb. 19.

Sir T. G. Shaughnessy, President C.P.R., who recently returned from Great Britain, stated that he did not go for the purpose of purchasing additional steamers for the company's Atlantic fleet.

The White Star liner Germanic, which sailed between New York and Liverpool for many years, has been transferred to the Dominion Line, and has been renamed the Labrador. She will in future sail from Montreal to Liverpool.

The contract for the Canadian-Australian line of steamers has been extended by the Dominion Government until May, 1905. As a better service is now being given, a further subsidy of \$45,000 has been granted, the total subsidy now being \$170,000.

At a conference between a representative of the Mexican Government and the Dominion Government it has been decided to operate two steamers, one on the Atlantic coast to a port in the Maritime Provinces, and another on the Pacific coast to Vancouver, B.C.

The Canadian Lake and Ocean Navigation Co. has arranged to put its steamers Turret Court, Turret Cape and Turret Chief on a route to carry iron-ore and other freight from Upper Lake points to Sydney, N.S., and to take return cargoes of coal. This will provide employment for the season until the grain begins to reach Fort William and Port Arthur. The round trip from Chicago, Ill., or Duluth, Minn., to Sydney, it is estimated will take about a month.

An act of the United States Congress provides that, except in districts on the northern, north-western and western boundaries of the U.S. adjacent to Canada, no merchandise of foreign growth or manufacture shall be brought into the U.S. in any other way than by sea from any foreign port, nor in vessels of less than 30 tons net register, under penalty of seizure and forfeiture of the vessels and goods. This act will operate against a large number of schooners in the Maritime Provinces.

The Canadian Lines (Ltd.) has been incorporated under the Dominion Companies' Act, with a capital of \$1,000,000, to purchase, lease or otherwise acquire steam and other vessels, or shares therein; and to carry on a general shipping and navigation business in Canada and elsewhere. The head offices of the company are to be in Toronto, and the provisional directors are members of the firm or clerks in the employ of Blake, Lash & Casseles, Solicitors, etc., Toronto. W. Mackenzie, President Canadian Northern Ry., is interested in the company.

Among the Express Companies.

N. J. Ross has been appointed chief clerk in the claims department, Canadian Ex. Co. Office, Montreal.

The Canadian Ex. Co. recently transferred by express as one consignment goods weighing 1,850 lbs. from Toronto to a Brantford, Ont., firm.

W. H. Stinson, heretofore agent of the Canadian Ex. Co., and G.T.R. station agent at Sundridge, has been appointed to like positions at Haliburton, Ont.

F. C. Salter, who has been appointed European Traffic Agent of the G.T.R. at

Liverpool, Eng., has also been appointed European Traffic Agent, Canadian Ex. Co.

The Canadian Northern Ex. Co. has opened eleven branch agencies for its money order business in Winnipeg.

The Dominion Ex. Co. has made arrangements with the Northern Navigation Co. for the transportation of merchandise from Owen Sound, Ont., to Georgian Bay points during the season of navigation.

Geo. W. Liddle, heretofore Acting Route Agent Dominion Ex. Co., with headquarters at North Bay, Ont., has been appointed Agent there. He is succeeded as Acting Route Agent by G. Parker.

When You Stop to Think

How much the success of your business and the comfort of your household depend on communication with others, you will appreciate the fact that telephone service is worth a great deal more than it costs.

METALLIC CIRCUIT SERVICE
EFFICIENT, RAPID, CONSTANT.

THE BELL TELEPHONE COMPANY
OF CANADA.

WIRE ROPE, "ACME" BRAND.



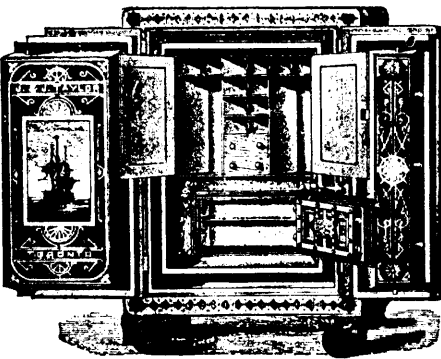
Extra tensile strength for heavy work. Should only be used on special large wheels and drums.

THE B. GREENING WIRE CO., Limited,
Hamilton, Ont. Montreal, Que.

Eugene F. Phillips Electrical Works, Limited,
MONTREAL, CANADA.

BARE AND INSULATED ELECTRIC WIRE
Electric Light Line Wire, Incandescent and Flexible Cords,
RAILWAY FEEDER AND TROLLEY WIRE

Americanite, Magnet, Office and Annunciator Wires,
Cables for Aerial and Underground Use.



J. & J. TAYLOR

(TORONTO SAFE WORKS)

TORONTO ———— ONTARIO

MANUFACTURERS OF

Express Safes Express Boxes
Bank Safes Fire Proof Safes
Etc., Etc., Etc.

ESTABLISHED 1855

"NOVO" Air-Hardening Steel

TWIST DRILLS, REAMERS, MILLING CUTTERS

High Speed and Durability. Producing Wonderful Results.

WM. ABBOTT, Agent, 334 ST. JAMES ST.
MONTREAL

READ!!
AULD MUCILAGE CO.
17 Bleury St., - MONTREAL

Premium Mucilage, best on the market. Lithograms and Lithogram Composition. Coal Saving and Smoke Consuming Compound, safe and effective. Acme Cleansing and Washing Powder, for Machinery, etc. English Boiler Purger and Belting Syrup preserves belts and increases power. English Patent Elastic Cork Cement, a most effective covering. All goods guaranteed.

GIVE US A TRIAL.

Arthur White
Insurance Agent

Canada Life Building, - - TORONTO
(Late Division Freight Agent G.T.R.)
Canada Life, Western Fire and Marine, Ontario Accident. Risks promptly covered on application by wire or otherwise.

The Accident and Guarantee Co.
of Canada, MONTREAL.

Capital, authorized, \$1,000,000.00
Subscribed - - - 250,000.00

Personal Accident, Sickness, Fraternal and Working Men's Benefit Insurance.

THE FIRSTBROOK BOX CO.,
LIMITED.

CROSS ARMS, TOP PINS,
AND SIDE BLOCKS,

✿ ✿ TORONTO. ✿ ✿

T. A. MORRISON & CO.

206 St. James Street, Montreal
New and Second-Hand Contractors' Plant.
Stone Crushers, Concrete Mixers.

1 Baldwin I. C. R. Standard Gauge Locomotive,
35 tons, size 14 x 22, 110 S.P.

30 Dump Cars, narrow gauge, 2½ yards.
— Boilers, Engines, Steam Shovels, etc. —

"JUST A HINT ON
YOUR PRINTING."

THE HUNTER, ROSE CO. Limited
TEMPLE BUILDING ———— TORONTO

R. Murphy, Route Agent, Central Division, Canadian Ex. Co., has had his authority extended to cover route 72, Madawaska to Kearney, inclusive, hitherto under E. Allen, Route Agent, Northern Division.

Resolutions have been passed by the boards of trade of Halifax, Canso, Pictou, N.S., and Summerside, P.E.I., in favor of the Dominion Ex. Co. being granted equal facilities over the Intercolonial Ry. with the Canadian Ex. Co.

The Alaska Ex. Co. has opened offices at Bettles, Circle, Eagle, Fairbanks, Fort Cudahy, Fort Egbert, Fort Gibbon, Forty Mile, Kayak, Kenai, Rampart, Seldovia, Seward, St. Michael, Tanana, Treadwell and Weare, Alaska; and has closed its office at Sunrise, Alaska.

G. H. Waterhouse has been appointed Assistant Route Agent, Canadian Ex. Co., of the following routes in the Central Division: nos. 3, 4, 10, 67, 68, 69, 70, 71, 72, Madawaska to Kearney, 73, 77, 78, 79, 80, 81, 82, 83 and 109. Headquarters temporarily at Montreal.

The Toronto Globe of May 3, 1854, had the following: "We are glad that a Canadian Express Company has been organized at Kingston on a most efficient footing. The President is William Ford, Esq., an old and respected resident of Kingston, and a most energetic business-man. The Board of Directors has on it the names of many of our leading merchants in different sections of the country. Offices are to be immediately opened in all parts of British America, and if the company is carried on with the energy fairly to be anticipated from it, its success cannot be doubtful."

Telegraph and Cable Matters.

C. Fox, an old-time telegrapher in Detroit and Chicago, and latterly working at Kingston, Ont., died there May 4.

The C.P.R. telegraph department has opened a direct wire connecting the Winnipeg Corn Exchange and the Montreal Board of Trade.

A number of residents of Kelowna, B.C., have proposed to guarantee \$900 of business a year if the C.P.R. telegraph department will extend a line to that point.

The Department of Marine has awarded a contract to the Marconi Wireless Telegraph Co. for the erection and equipment of six stations on the St. Lawrence River and Gulf.

The Ontario Legislature passed an act affecting the assessment of companies at its last session. The clause referring to telegraph companies as finally passed fixed the assessment at 50% of the gross receipts in cities, towns and villages, and at \$40 per mile of single wire in townships.

The Newfoundland Legislature at its recent session passed an act relative to the postal and telegraph services of the colony, providing for the taking over, on terms to be mutually agreed upon, of the Anglo-American Telegraph Co.'s lines on the island, and unifying them with the existing Government lines.

The U.S. War Department has accepted tenders for 600 miles of cable to be laid in Alaskan waters to complete the Valdez-Sitka line. The cable is to be manufactured in the U.S., and will be carried overland to Seattle, where it will be loaded on the cable str. Burnside. The section of the Seattle-Sitka cable will be completed early this season.

At a general meeting of shareholders of the Eastern Telegraph Co. in London, Eng., it was reported that a proportion of the traffic between Australia and Great Britain had been diverted by the Government to the all-British

Trans-Pacific line, but the actual loss of revenue was less than had been anticipated. The increased working expenses due to the increased staffs to meet competition amounted to £11,000.

The British Pacific Telegraph Co., which is being organized at Victoria, B.C., to take over the Dominion Government telegraph lines on Vancouver Island, will have among its officers T. W. Patterson as Secretary, and C. H. Gibbins as Manager. T. W. Patterson was formerly interested in the Victoria and Sydney Ry., which was sold in 1902 to the Victoria Terminal Ry. and Ferry Co.; and C. H. Gibbins was formerly editor of the Vancouver World.

The exclusive privileges of the Anglo-American Telegraph Co. in Newfoundland expired April 15. Referring to the matter the St. John's News said: "The Anglo has been fortunate in having had as its Manager here for nearly the whole period of its existence in the colony a gentleman so highly respected as A. M. Mackay, who has administered its affairs with such conspicuous success, and who has in private as well as business life earned general esteem."

An arrangement has been completed between the Marconi Wireless Telegraph Co. and the British post office by which the latter will receive and transmit messages to and from the Marconi stations in the same way as messages are handled for the cable companies. Signor Marconi states that as soon as the contract is completed the company will commence the transmission of messages between Canada and Great Britain via the stations at Glace Bay, N.S., and Poldhu, Cornwall, Eng. Signor Marconi arrived at Glace Bay from England May 17, to complete the final installation of instruments at that point.

The North American Telephone Co. (Ltd.), which is applying at the current session of the Dominion Parliament for an act to increase its capital stock and authorizing it to extend its lines to Manitoba and the Northwest, has its head office at Kingston, Ont., and operates lines from Kingston to Ottawa, with branches to Carp, Brockville, Westport and other points; from Renfrew to Eganville; from Perth to Middleville, Snow Road, Falkbrook and Oliver's Ferry; from Kingston to Flinton, and from Belleville to a number of points in Prince Edward, Northumberland, Peterboro' and Hastings counties. The officials and directors are: President and Treasurer, W. Bampfield, Kingston, Ont.; Vice-President, Watson Jack, Montreal; Secretary, S. A. Grant, Kingston; other directors: C. Archer, J. Beattie, Montreal; R. T. Riley, R. J. Whitla, Winnipeg; A. Hitchcock, Moose Jaw, Assa.

General Telephone Matters.

The Nova Scotia Telephone Co. is building a two-story brick addition to its offices in Salter St., Halifax.

There are at present 415 telephones connected with the Bell Telephone Co.'s exchange at St. Thomas, Ont.

Progress is being made with the construction of the local telephone line between Aylmer and Mapleton, Ont.

The Eastern Telephone Co. proposes stringing a second main telephone line between Sydney and Glace Bay, N.S.

The Bell Telephone Co. is asking additional facilities for the extension of its lines in Lindsay, Ont. There are now about 200 telephones connected with the exchange.

The Bell Telephone Co. is promoting extensions of its system in the rural districts round Belleville, Ont.; the latest point to which an extension is proposed is Ameliaburg.

The Eastern Telephone Co. (Ltd.), Sydney, N.S., has decided to increase its capital by the issue of a further \$30,000 of shares. Half of the issue will be taken up by the Nova Scotia Telephone Co.

The Brantford, Ont., city council has refused the offer of the Bell Telephone Co. for a franchise for two years, and has appointed a special committee to investigate the telephone question generally.

The American Machine and Telephone Co. has made a proposition to the Brantford, Ont., city council for a competitive telephone system, and promises, if given a franchise, to begin operations within three months after the contract is approved.

The Ottawa city council has, after considerable investigation, and a lot of negotiation with various interests, decided to give the Bell Telephone Co. an exclusive franchise for a period of two years. The contract has been accepted by the Bell Telephone Co.

The Bell Telephone Co. and the Owen Sound, Ont., town council have had a difference respecting the extension of the telephone system in the town, and the company has appealed to the courts to have the council restrained from interfering with the work.

The Central Telephone Co. (Ltd.) has been granted a supplemental charter under the New Brunswick Companies' Act, increasing its capital from \$10,000 to \$209,000, and its powers have been increased so that it may extend its lines to all parts of the province.

The North Bay, Ont., town council proposes to seize the switchboard at the Bell Telephone Co.'s local exchange on account of non-payment of \$75, taxes for 1903. The company's assessment for 1903 was \$2,500 and for the current year it was raised to \$2,750.

The East Grey Telephone Co. has been incorporated under the Ontario Companies' Act, with a capital of \$7,000 to construct a telephone system in Grey county. The provisional directors are: C. Knott, J. R. Fawcett, J. W. Ford, of Euphrasia township; W. Turner, W. J. Shortill, of Markdale, Ont.

Residents of Hintonburg, Ont., have asked the Bell Telephone Co., through J. E. MacPherson, its Ottawa representative, that the same charges for telephones be made as in other suburbs of Ottawa. At present the subscribers pay at Hintonburg \$40 to \$60 a year, according to the distance from the city boundary line.

At the annual meeting of the St. Martins Telephone Co. at St. John, N.B., it was reported that a satisfactory business had been done during the past year. The officers for the current year are: President, C. M. Bostwick; Vice-President, C. D. Trueman; Secretary, A. W. McMackin; other directors, W. H. Skillen, W. M. Jarvis, A. A. Stockton.

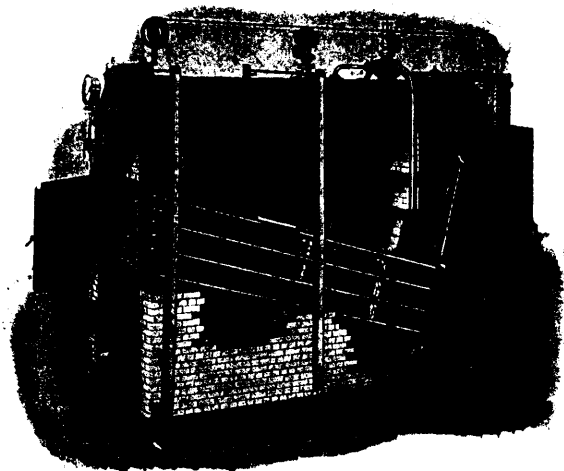
The negotiations which were in progress between the C.P.R., the Bell Telephone Co. and the Union of Canadian Municipalities respecting the connection of the municipal telephone system of Port Arthur, and Fort William, Ont., with the C.P.R. stations at these places, have fallen through, and the matter will have again to come before the Railway Commission.

PURCHASING AGENTS' GUIDE.

(Continued from third page of Cover.)

Printing	
The Hunter, Rose Co.	Toronto.
The Mail Job Printing Company	Toronto.
Pumps	
Rice Lewis & Son	Toronto.
Rail Benders, Roller	
Montreal Steel Works	Montreal.
Railway Supplies	
The Hiram L. Piper Co.	Montreal.
The N. L. Piper Railway Supply Co.	Toronto.

Rails (Lew) James Cooper..... Montreal. Drummond, McCall & Co..... Montreal. J. J. Gartshore..... Toronto. W. H. C. Mussen & Co..... Montreal.	Station Name Signs Acton Burrows Co..... Toronto.	Track Tools Canada Switch and Spring Co..... Montreal. James Cooper..... Montreal. Rice Lewis & Son..... Toronto. Montreal Steel Works..... Montreal. W. H. C. Mussen & Co..... Montreal. The Hiram L. Piper Co..... Montreal.
Rails (for relaying) James Cooper..... Montreal. J. J. Gartshore..... Toronto. T. A. Morrison & Co..... Montreal. W. H. C. Mussen & Co..... Montreal. Rice Lewis & Son..... Toronto. Jas. W. Pyke & Co..... Montreal.	Steamboats Canadian Shipbuilding Co..... Toronto. Polson Iron Works..... Toronto.	Tramway Equipment James Cooper..... Montreal. W. H. C. Mussen & Co..... Montreal. J. J. Gartshore..... Toronto.
Reamers W. Abbott..... Montreal.	Steamboat Signs Acton Burrows Co..... Toronto.	Trucks (Electric Car) Baldwin Locomotive Works..... Philadelphia, Pa. Montreal Steel Works..... Montreal.
Rivets, Boiler and Bridge Toronto Bolt and Forging Co..... Toronto.	Steam Couplers Safety Car Heating and Lighting Co..... New York.	Turnbuckles Montreal Steel Works..... Montreal.
Roof Trusses Dominion Bridge Co..... Montreal.	Steam Shovels James Cooper..... Montreal. W. H. C. Mussen & Co..... Montreal.	Turntables Dominion Bridge Co..... Montreal.
Rope Rice Lewis & Son..... Toronto. The Hudson's Bay Company.....	Steam Traps The James Morrison Brass Mfg. Co..... Toronto.	Valves, Iron and Brass The James Morrison Brass Mfg. Co..... Toronto.
Rubber Tiling, Interlocking The Gutta Percha & Rubber Mfg. Co. of Toronto.	Steel W. Abbott..... Montreal. James Cooper..... Montreal. B. J. Coghlin & Co..... Montreal. Wm. Jessop & Sons..... Sheffield, Eng. Rice Lewis & Son..... Toronto.	Valves, Rubber The Gutta Percha & Rubber Mfg. Co. of Toronto.
Safes J. & J. Taylor..... Toronto.	Steel Buildings Dominion Bridge Co..... Montreal.	Varnishes McCaskill, Dougall & Co..... Montreal.
Safety Valves The James Morrison Brass Mfg. Co..... Toronto.	Steel for Springs James Hutton & Co..... Montreal.	Vessels Polson Iron Works..... Toronto.
Screws, Coach and Log Toronto Bolt and Forging Co..... Toronto.	Steel Plate Jas. W. Pyke & Co..... Montreal.	Waste Rice Lewis & Son..... Toronto. N. L. Piper Ry. Supply Co..... Toronto. The Queen City Oil Co..... Toronto.
Semaphore Arms Acton Burrows Co..... Toronto.	Steel Tyres James Hutton & Co..... Montreal. Jas. W. Pyke & Co..... Montreal.	Water Softeners Babcock & Wilcox (Ltd.)..... Montreal.
Semaphores The Hiram L. Piper Co..... Montreal. The N. L. Piper Railway Supply Co..... Toronto.	Stop Cocks, Iron and Brass The James Morrison Brass Mfg. Co..... Toronto.	Wheelbarrows James Cooper..... Montreal. Rice Lewis & Son..... Toronto.
Shaking Grates Babcock & Wilcox (Ltd.)..... Montreal.	Structural Metal Work Dominion Bridge Co..... Montreal. Locomotive and Machine Co. of Montreal..... Jas. W. Pyke & Co..... Montreal.	Windmills Ontario Wind Engine and Pump Co..... Toronto.
Shipbuilders' Tools and Supplies Rice Lewis & Son..... Toronto.	Superheaters Babcock & Wilcox (Ltd.)..... Montreal.	Window Blinds The Hudson's Bay Company.....
Ship Lamps The Hiram L. Piper Co..... Montreal. The Holland Portable Light Works..... Montreal. The N. L. Piper Railway Supply Co..... Toronto.	Switches Montreal Steel Works..... Montreal.	Wines and Liquors The Hudson's Bay Company.....
Ships Canadian Shipbuilding Co..... Toronto. Polson Iron Works..... Toronto.	Switch Lamps The Hiram L. Piper Co..... Montreal. The N. L. Piper Railway Supply Co..... Toronto.	Wire and Wire Rope The B. Greening Co..... Hamilton, Ont. Rice Lewis & Son..... Toronto. W. H. C. Mussen & Co..... Montreal. The Wire and Cable Co..... Montreal.
Shipbuilders and Engineers Canadian Shipbuilding Co..... Toronto.	Switch Locks The Hiram L. Piper Co..... Montreal.	Wire Cloth The B. Greening Co..... Hamilton, Ont.
Shovels James Cooper..... Montreal. The Hudson's Bay Company..... Rice Lewis & Son..... Toronto.	Switch Ropes The B. Greening Co..... Hamilton, Ont.	Wire, Copper E. F. Phillips Electrical Works, Ltd..... Montreal. The Wire and Cable Co..... Montreal.
Side Bearings Simplex Railway Appliance Co..... Montreal.	Switch Targets Acton Burrows Co..... Toronto.	Wire, Electric E. F. Phillips Electrical Works, Ltd..... Montreal. The Wire and Cable Co..... Montreal.
Signal House Numbers Acton Burrows Co..... Toronto.	Tanks and Tank Fixtures Ontario Wind Engine and Pump Co..... Toronto.	Wire, Insulated Copper E. F. Phillips Electrical Works, Ltd..... Montreal. The Wire and Cable Co..... Montreal.
Signals The Hiram L. Piper Co..... Montreal. N. L. Piper Railway Supply Co..... Toronto.	Tarpaulins and Waterproof Covers Sonne Awning, Tent and Tarpaulin Co..... Montreal.	Wire, Telegraph and Telephone E. F. Phillips Electrical Works, Ltd..... Montreal. The Wire and Cable Co..... Montreal.
Signs Acton Burrows Co..... Toronto.	Telegraph and Telephone Office Signs Acton Burrows Co..... Toronto.	Wire, Transmission and Trolley The Wire and Cable Co..... Montreal.
Snow Ploughs Rhodes, Curry & Co..... Amherst, N.S.	Tents Sonne Awning, Tent & Tarpaulin Co..... Montreal.	Wrought Steel Piping Babcock & Wilcox (Ltd.)..... Montreal.
Spikes, Railway and Ship Toronto Bolt and Forging Co..... Toronto.	Tobacco and Cigars The Hudson's Bay Company.....	Yachts Polson Iron Works..... Toronto.
Springs Montreal Steel Works..... Montreal.	Toilet Paper The Hudson's Bay Company.....	
	Track Jacks James Cooper..... Montreal. Montreal Steel Works..... Montreal. W. H. C. Mussen & Co..... Montreal. A. O. Norton..... Coaticook, Que.	



Babcock & Wilcox Patent Water Tube Boiler with Superheater.

BABCOCK & WILCOX

LIMITED

Patent Water Tube Boilers and Superheaters

Economizers, Shaking Grates and Complete Boiler Room Accessories

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NEW YORK LIFE BUILDING, - - - MONTREAL

BRANCH:—114 King St. West, Toronto

Hudson's Bay Company

INCORPORATED 1670



THE COMPANY OFFERS FOR SALE

Farming and Grazing Lands in Manitoba and the North-West Territory

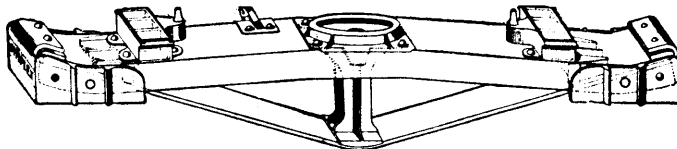
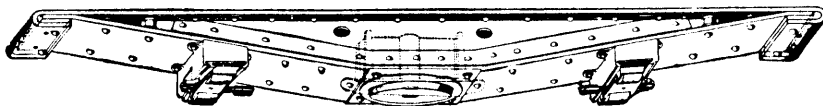
ON EASY TERMS OF PAYMENT AND WITHOUT ANY CONDITIONS OF SETTLEMENT OR CULTIVATION DUTIES.

Town lots for sale at Winnipeg, Rat Portage, Victoria, Ft. William, Edmonton, Ft. Frances, Portage la Prairie, Prince Albert, Ft. Qu'Appelle, etc.

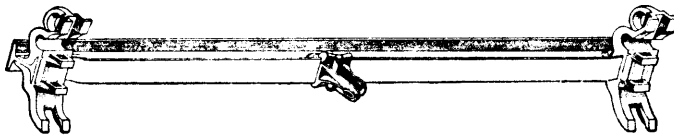
The Company has General Stores at Winnipeg, Vancouver, Victoria and other places where intending purchasers will find the best goods of every description at moderate prices.

Full information will be given at the offices of the Company in Canada, or at the London office, 1 Lime Street, E.C.

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BRAKE BEAMS



SUSEMIHL FRICTIONLESS SIDE BEARINGS

The **SIMPLEX RAILWAY APPLIANCE
CO. OF CANADA, Limited.**

OFFICE AND WORKS - ST. HENRI DE MONTREAL

NEW YORK OFFICE—141 BROADWAY

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The Purchasing Agents' Guide

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

Accident Insurance	Cross Arm Braces	Lager Beer, &c.
Accident & Guarantee Co. of Canada, Montreal.	Toronto Bolt and Forging Co. Toronto	E. L. Drewry Winnipeg.
Canadian Ry. Accident Ins. Co. Ottawa, Ont.	Crossing Gates	Lamps & Lanterns
London Accident & Guarantee Co. Toronto.	The N. L. Piper Railway Supply Co. Toronto.	The Holland Portable Light Works Montreal.
Aerated Waters	Crowbars	The Hudson's Bay Company Montreal.
E. L. Drewry Winnipeg.	Toronto Bolt and Forging Co. Toronto	Rice Lewis & Son Toronto.
Air Brakes & Fittings	Curtains	The Hiram L. Piper Co. Montreal.
Canadian Westinghouse Co. Hamilton, Ont.	The Hudson's Bay Company Toronto.	N. L. Piper Railway Supply Co. Toronto.
Ales	Cuts	Launches
E. L. Drewry Winnipeg.	Acton Burrows Co Toronto.	Polson Iron Works Toronto.
Anchors	Derrick Ropes	Lights, Contractors and Wrecking
Rice Lewis & Son Toronto.	The B. Greening Co. Hamilton, Ont.	James Cooper Montreal.
Awnings	Derricks	The Holland Portable Light Works Montreal.
Sonne Awning, Tent & Tarpaulin Co. Montreal.	James Cooper Montreal.	W. H. C. Mussen & Co. Montreal.
Axles	Door Signs	Lights, Dock
James Hutton & Co. Montreal.	Acton Burrows Co Toronto.	The Holland Portable Light Works Montreal.
Jas. W. Pyke & Co. Montreal.	Drills	Lights, Portable
Rhodes, Curry & Co. Amherst, N.S.	W. Abbott Montreal.	The Holland Portable Light Works Montreal.
Babbitt	Dry Goods	Linoleum and Floor Coverings
Rice Lewis & Son Toronto.	The Hudson's Bay Company Toronto.	The Hudson's Bay Company Toronto.
Belting, Rubber	Economizers	Locomotive Brass Work
The Gutta Percha & Rubber Mfg. Co. of Toronto.	Babeock & Wilcox (Ltd.) Montreal.	The James Morrison Brass Mfg. Co. Toronto.
Blankets & Bedding	Electric Car Route Signs	Locomotives (Compressed Air)
The Hudson's Bay Company Toronto.	Acton Burrows Co Toronto.	American Locomotive Co. New York, N.Y.
Block & Tackle	Electric Cranes	Baldwin Locomotive Works Philadelphia, Pa.
Dominion Wire Rope Co. Montreal.	Dominion Bridge Co. Montreal.	Locomotive and Machine Co. of Montreal
Rice Lewis & Son Toronto.	W. H. C. Mussen & Co. Montreal.	Locomotives (Electric)
Boat Fittings & Hardware	Elevator Belts, Rubber	American Locomotive Co. New York, N.Y.
Rice Lewis & Son Toronto.	The Gutta Percha & Rubber Mfg. Co. of Toronto.	Baldwin Locomotive Works Philadelphia, Pa.
Sonne Awning, Tent & Tarpaulin Co. Montreal.	Enameled Iron Signs	Locomotive and Machine Co. of Montreal
Boiler Covering	Acton Burrows Co Toronto.	Locomotives (Logging)
Mica Boiler Covering Co Montreal	Engineers' Supplies	Lima Locomotive and Mach. Co. Lima, Ohio.
Boilers	The Gutta Percha & Rubber Mfg. Co. of Toronto.	Locomotives (Rack)
Polson Iron Works Toronto.	The James Morrison Brass Mfg. Co. Toronto.	American Locomotive Co. New York, N.Y.
Boilers, Stationary	Engines, Stationary & Marine	Baldwin Locomotive Works Philadelphia, Pa.
Babeock & Wilcox (Ltd.) Montreal.	Polson Iron Works Toronto.	Locomotive and Machine Co. of Montreal.
Boiler Tubes	Engraving	Locomotives (Steam)
Jas. W. Pyke & Co. Montreal.	Acton Burrows Co Toronto.	American Locomotive Co. New York, N.Y.
Bolsters	Toronto Engraving Co. Toronto.	Baldwin Locomotive Works Philadelphia, Pa.
Simplex Railway Appliance Co. Montreal.	Express Office Signs	Canadian Locomotive Co. Kingston, Ont.
Bolts, Bridge	Acton Burrows Co Toronto.	James Cooper Montreal.
Toronto Bolt and Forging Co Toronto	Expanded Metal	Lima Locomotive and Machine Co. Lima, Ohio.
Bolts, Carriage and Machine	Expanded Metal and Fireproofing Co. Toronto.	Locomotive and Machine Co. of Montreal
Toronto Bolt and Forging Co Toronto	Feedwater Heaters	The Saxon Engine Works, Chemnitz, Germany.
Bolts, Track	Babeock & Wilcox (Ltd.) Montreal.	Machine Tools
Toronto Bolt and Forging Co Toronto	Fencing	W. Abbott Montreal.
Brake Beams	Canadian Steel and Wire Co. Hamilton, Ont.	The Saxon Engine Works, Chemnitz, Germany.
Simplex Railway Appliance Co. Montreal.	Page Wire Fence Co. Walkerville, Ont.	Manganese Steel Castings
Brass and Copper Cloth	Flags	Montreal Steel Works Montreal.
The B. Greening Co. Hamilton, Ont.	Rice Lewis & Son Toronto.	Marine BOLLERS
Brass Castings	The Hudson's Bay Company Toronto.	Babeock & Wilcox (Ltd.) Montreal.
St. Thomas Brass Co. St. Thomas, Ont.	Flour	Matches
Bridge Numbers	The Hudson's Bay Company Toronto.	The Hudson's Bay Company Toronto.
Acton Burrows Co Toronto.	Foghorns	Mats and Matting
Bridges	Rice Lewis & Son Toronto.	The Gutta Percha & Rubber Mfg. Co. of Toronto
Dominion Bridge Co. Montreal.	Gas and Electric Fixtures	Mechanical Draft Fans
Buoy Lighting	The James Morrison Brass Mfg. Co. Toronto.	Babeock & Wilcox (Ltd.) Montreal.
Safety Car Heating and Lighting Co., New York	Gates	Millpost Numbers
Cables, Electric and Feeder	Page Wire Fence Co. Walkerville, Ont.	Acton Burrows Co Toronto.
E. F. Phillips Electrical Works, Ltd., Montreal.	Gauges, Steam and Vacuum, etc.	Milling Cutters
The Wire and Cable Co. Montreal.	The James Morrison Brass Mfg. Co. Toronto.	W. Abbott Montreal.
Car Heating	General Supplies	Mohair
Safety Car Heating and Lighting Co., New York	The Hudson's Bay Company Toronto.	The Hudson's Bay Company Toronto.
Car Jacks	Grain Elevators	Numbers
James Cooper Montreal.	John S. Metcalfe Co. Chicago, Ill.	Acton Burrows Co Toronto.
W. H. C. Mussen & Co. Montreal.	Groceries	Nuts, Square and Hegan
Car Lighting	The Hudson's Bay Company Toronto.	Toronto Bolt and Forging Co. Toronto
Safety Car Heating and Lighting Co., New York	Hardware	Oakum
Carpets	Rice Lewis & Son Toronto.	Rice Lewis & Son Toronto.
The Hudson's Bay Company Toronto.	The Hudson's Bay Company Toronto.	The Hudson's Bay Company Toronto.
Cars	Headlights	Oils
Rhodes, Curry & Co. Amherst, N.S.	The Hiram L. Piper Co. Montreal.	Galena-Signal Oil Co., Franklin, Pa., & Toronto.
Car Wheels	N. L. Piper Railway Supply Co. Toronto.	The Queen City Oil Company Toronto.
Jas. W. Pyke & Co. Montreal.	Hose	Office Signs
Rhodes, Curry & Co. Amherst, N.S.	Rice Lewis & Son Toronto.	Acton Burrows Co Toronto.
Castings (Steel)	Hose, Air Brake and Steam	Packing
Montreal Steel Works Montreal.	The Gutta Percha & Rubber Mfg. Co. of Toronto.	The N. L. Piper Railway Supply Co. Toronto.
Rhodes, Curry & Co. Amherst, N.S.	Hose, Fire	Packing, High Pressure Sheet
Cement Machinery	The Gutta Percha & Rubber Mfg. Co. of Toronto.	The Gutta Percha & Rubber Mfg. Co. of Toronto.
Jas. W. Pyke & Co. Montreal.	Hose, Suction	Packing, Piston
Chains	The Gutta Percha & Rubber Mfg. Co. of Toronto.	The Gutta Percha & Rubber Mfg. Co. of Toronto.
Rice Lewis & Son Toronto.	Illustrations	Pinch Bars
Coal Haulage Ropes	Acton Burrows Co Toronto.	The Hiram L. Piper Co. Montreal.
The B. Greening Co. Hamilton, Ont.	Injectors	The N. L. Piper Railway Supply Co. Toronto.
Concrete Mixers and Rock Crushers	The James Morrison Brass Mfg. Co. Toronto.	Pipe Covering
W. H. C. Mussen & Co. Montreal	Interlocking Signals	The James Morrison Brass Mfg. Co. Toronto.
Contractors' Plant	Montreal Steel Works Montreal.	Mica Boiler Covering Co. Montreal.
James Cooper Montreal.	Iron	Pushes
T. A. Morrison & Co. Montreal.	Rice Lewis & Son Toronto.	The Hudson's Bay Company Toronto.
W. H. C. Mussen & Co. Montreal.	Iron Signs	Porter
Conveyor Belts, Rubber	Acton Burrows Co Toronto.	E. L. Drewry Winnipeg.
The Gutta Percha & Rubber Mfg. Co. of Toronto.	Japans	Portable BOLLERS
Cross Arms, Top Pins & Side Blocks	McCaskey, Dougall & Co. Montreal.	Babeock & Wilcox (Ltd.) Montreal.
The Firstbrook Box Co. Toronto.	Journal Bearings	
	Jas. W. Pyke & Co. Montreal.	
	St. Thomas Brass Co. St. Thomas, Ont.	

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