

SOTKER COMPANY ISSUES ATTRACTIVE CIRCULARS.

The Under-Feed Stoker Company, of America, with general offices in Chicago, have issued two of the most attractive marine bulletins that have ever reached Railway & Marine News. These bulletins cover the installation of Jones stokers in the hydraulic dredge "Francis T. Simmons," of Chicago, and the steamship "James E. Davidson," one of the most modern carriers on the Great Lakes. The installation of the Jones stokers in these vessels call forth from the operating companies strong endorsements, these endorsements being reproduced in the circulars. In both cases the companies congratulate the Stoker company on the efficiency and economy of the stokers, and highly recommend the same for marine service. People interested in the arrangement should address the Under-Feed Stoker Co., 834 Marquette Building, Chicago.

REPAIRS TO MORNING STAR.

One of the extensive repair jobs of the past two weeks was that to the steamer Morning Star, which was overhauled and placed on the Tacoma-Seattle and Vancouver route.

This work was done by John B. Mitchell, of Seattle. The work consisted of new staterooms, repairs to hull and new guards, and a new pilot house and Texas. This vessel was built on the Atlantic coast and fitted out for a missionary vessel. She is a well-built craft and has especially fine machinery. When the Morning Star first came out she was known as the Shoe City, and ran between Boston and Lynn.

JAPANESE LINE TO TEHUANTEPEC.

The announcement made in these columns some time ago regarding arrangements made by the Toyo Nisen Kaisha to connect with the Tehuantepec Railway, is substantiated by Charge d'Affaires P. A. Jay, of the American Embassy at Tokyo, in the following report to the Department of Commerce and Labor:

It is expected that the new route will eventually be able to compete profitably with other routes in carrying cotton from New Orleans and Galveston to Japan and in carrying certain classes of Japanese goods, and possibly Japanese emigrants, to America. I am informed by a member of the Toyo Kisen Kaisha that there is a good prospect of its receiving subsidies from both the Japanese and the Mexican governments. The Tokyo Asahi publishes the following:

The Tehuantepec Railway, by which the Mexican government means to compete with the Panama canal, was completed last year. This railway crosses the narrowest part of the Tehuantepec Isthmus. Its starting point on the Pacific side is Salina Cruz, where 60,000 tons of freight can be accommodated; while its Atlantic terminus, Coatzacoalcos, otherwise known as "Mexican Port," can accommodate as much as 70,000 tons. In building this broad gauge railway covering 189 miles as a semi-official enterprise, the idea of the Mexican government was to open an international thoroughfare connecting the two oceans, but scarcely any foreign steamship company has yet tried to arrange for connections with the Tehuantepec Railway. The American-Hawaiian Steamship Company, which has been employing eight ships for carrying Hawaiian sugar to New York via the Straits of Magellan, has arranged to use three or four of them for a Hawaiian-Mexican service. The eight steamers referred to are Alaskan (5,621 tons), American (3,643 tons), Californian (3,717 tons), Hawaiian (3,651 tons), Nebraskan (2,824 tons), Nevadan (2,824 tons), Oregonian (3,651 tons), and Texan (5,636 tons).

Negotiations Between Governments.

The Mexican government has approached the Japanese Foreign Office to enlist the latter's assistance in making

arrangements with Japanese steamship companies. In compliance with the request the foreign office has referred the matter to the Toyo Kisen Kaisha, which year before last dispatched its steamer, the Kasado Maru, to Salina Cruz with Japanese immigrants. At the time of the Kasado Maru's initial voyage to Mexico the Tehuantepec railway was still building, but since then the Toyo Kisen Kaisha, as the result of investigations of the locality, has come to realize the necessity of a new line besides the one to San Francisco. The company has, therefore, promptly taken up the matter and made some proposals. But it does not, of course, suppose that it can open a Mexican line, unless either the Japanese or the Mexican government subsidizes it.

The distance between Yokohama and Salina Cruz is about 6,000 miles, and that between Coatzacoalcos and New York about 1,500 miles, while the new railway is 189 miles long, so that the aggregate distance is about 8,000 miles. While in point of speed the new route would be unable to compete with the San Francisco line, it might profitably be used in the shipment of American cottons from New Orleans and Galveston, and of Japanese goods which do not require quick transportation. The Mexican people are proud of the Tehuantepec railway, because in connecting the two oceans it has an advantage over the Panama canal by 1,000 miles. Shipping in Mexico, however, is in a state of infancy, and the country has to depend upon foreign steamship companies. The Mexican government may, therefore, grant a subsidy; while, on the other hand, the Toyo Kisen Kaisha is contemplating two new lines, viz., a Pacific line between Yokohama and Salina Cruz and an Atlantic line between Tehuantepec and New York via Galveston. Director Shiraishi, of the Toyo Kisen Kaisha, who is now in London, may proceed to Mexico as the negotiations go on.

Line to South America.

Consul John H. Snodgrass, of Kobe, advises that a proposition is under consideration between the governments of Chile and Argentina and the Toyo Kisen Kaisha steamship line to open a regular service between Japan and South America, with a subsidy granted by the two countries mentioned.

C. P. R. TO SPEND \$30,000,000 ON WESTERN LINES.

The Canadian Pacific is reported contemplating the expenditure of \$30,000,000 on its western lines during 1909. The work, which has been in progress during the past summer, and which will be continued this year, running to Outlook and on toward Lacombe; the line from Sheho to Lanigan, which will probably be completed next year; the lines from Wilkie to Battle river, completing the direct line from Winnipeg to Edmonton; the Lethbridge and MacLead division, in connection with the great Lethbridge bridge; the Mowbray extension, and a number of smaller lines. Of the new lines which will be built this year the one most likely to secure the approval of the officials of the company is that from Stoughton to Wayburn. This line will without doubt eventually be built through to Lethbridge, as there is a long stretch of good farming country to be served. This year it is expected that from 80 to 100 miles of track will be built.

CAR FERRIES FOR C. M. & P. S. RY.

Bids have been received by the Chicago, Milwaukee & Puget Sound Railway for the construction of two car ferries to be used in connection with this road on Puget Sound.

These new ferries, one of which will be used in Seattle and one at Tacoma, will handle 12 cars. The plans call for a vessel 191 feet 1½ inches long by 42 feet beam and 11 feet depth. They will have but a small house for the crew, and will be handled by tugs. The specifications state the ferries are to be delivered, one at Seattle and one at Tacoma, by June 5.