

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

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

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

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

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

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

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

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

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

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

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

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

COAST & INLAND SHIPPING.

Cheap Transportation on the Lakes.

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

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

Fort William Navigation.

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

Winter Navigation of the Lakes.

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

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