

U.S. concerns. The Railway Committee will probably meet in Sept. to hear evidence in the case.

The C.P.R. has introduced a barge for live stock shipping in Montreal harbor. It is similar to the one introduced by the G.T.R. 2 or 3 years ago. Two large scows have been planked together, after the style of a catamaran, & fittings like stock fittings on a steamer, are erected for about 400 cattle, & an upper deck for sheep. The newest feature is that the Company has initiated a stock-yard in the harbor just above the coal shoots in the east end, having about 300 ft. frontage, where large numbers of live-stock may be kept until wanted. Then the barge is brought into use, & the stock may be taken quickly to any steamer desired, thus avoiding the detention of cars on the docks.

Contracts which have been signed by the G.T.R., promise to give Portland, Me., a big shipping business, the schedule as it stands at present providing for a foreign steamer every

day in cold weather. The contracts include the following: Weekly boats to Liverpool, Allan & Dominion Line; to London, Thompson Line; fortnightly boats to Glasgow, Donaldson Line; to Glasgow, Allan Line; to Bristol, Elder-Dempster Line; to Hamburg, Hamburg-American Line; to Antwerp, Leland Line, & to Manchester, Manchester Line. The fortnightly boat to Antwerp & the boat to Manchester are entirely new to Portland. Other lines not mentioned here may sign contracts later.

The General Traffic Manager of the G.T.R. says:—"It is a fact that nearly every railway in the country is short of cars, & that makes it appear so extraordinary that the roads running east of Chicago should continue the unreasonably low rates that they have had in effect for the past four years. Further, it is doubtful whether the low tariffs have been strictly maintained by some of the lines. We have ceased sending empty cars west beyond the Canadian divisions for some time, as I am

glad to say that the business throughout Ontario & Quebec is keeping our rolling stock fairly well engaged."

The Board of Trade & Town Council of Meaford, Ont., have been in correspondence with the Botsford-Jenks Co., of Port Huron, Mich., with a view to erecting a 500,000 bus. grain elevator at Meaford. Having visited Meaford, the Port Huron people offered to build an elevator to handle not less than 10,000 bus. an hour & to have storage capacity for 500,000, with power & equipment sufficient for a house of 1,000,000 bus. capacity, should the business warrant an enlargement to that size, on condition that a site on the east side of the harbor, 300 ft. square, with harbor frontage, be given free; that there be no taxes levied on the house (except for schools) for 2 years; that the town guarantee to have the harbor dredged to sufficient depth & channel width & provide railway service to the elevator, & that the town pay the Co. a bonus of \$25,000 when the elevator is ready to receive & handle

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