

Railway Operating Notes.

The Order of Railroad Telegraphers is making application to the management of the G.T.R. asking that the minimum rate of wages for operators shall be increased from \$38 to \$45 a month.

It has been decided by the C.P.R. and the I.C.R. managements that Atlantic time shall be adopted in the Maritime Provinces for operating the lines. The Dominion Atlantic Ry. is expected to join in this action.

The Minister of Railways has promised that the Government will ascertain what is the best and most effective cattle guard, and next session will introduce a bill compelling railway companies to adopt it. On this statement a bill dealing with the matter was allowed to stand over by the Railway Committee of the House of Commons.

An interesting question is being decided by the Newfoundland Courts in connection with the railway. In 1898 a second train a day was put on between St. John's and Carbonear, which the Co. now desires to cut off, but the Government declines to give permission for this to be done. The question has been referred to arbitration, but neither the Government nor the Reid Newfoundland Co. will open the proceedings, each claiming that the onus lies with the other, and the question has been carried to the Supreme Court for settlement.

The various questions on which there are differences between the C.P.R. management and the trackmen are to be settled by arbitration. F. P. Gutelius, C.E., of the Co.'s engineering staff, has been appointed arbitrator for the Co., to meet J. C. Wilson, President of the Brotherhood of Railway Trackmen, on behalf of the men of the eastern division. The third arbitrator is Sir John Boyd, Vice-Chancellor of Ontario. The arbitrators propose to take evidence on both sides and then discuss the whole matter. It is proposed that the differences on other divisions will also be settled by arbitration.

Passenger Traffic Matters.

The partnership known as Battersby's Tourist Agency, Montreal, has been dissolved, and N. L. Lusher has been registered as proprietor.

An association has been formed in Victoria, B.C., for the purpose of advertising the province as a resort for tourists on the lines of the Nova Scotia Tourists' Association.

The G.T.R. is sending round on exhibition to various centres in the U.S. the series of pictures, etc., shown at the Pan-American Exposition in Buffalo, in 1901. The object is to advertise Canadian shooting and tourist resorts.

The American Association of General Baggage Agents will meet in Chicago, May 21. The circular announcing the meeting is enclosed in a lithographed representation of a trunk in miniature, a neat and appropriate reminder to members.

Travel between Montreal and New England points has been cheapened. The Rutland Ry. Co., through its connections, the Quebec Southern and South Shore lines, made a cut, which was met by the C.P.R. and the G.T.R. The Rutland officials say they will cut the rate to Boston to 75 cents if necessary before the fight is through.

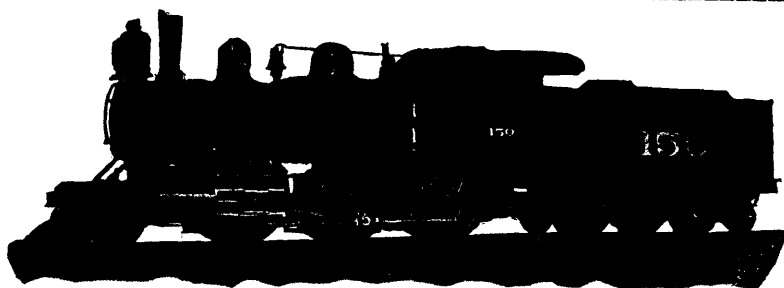
The C.P.R. and the G.T.R. have received from the Commissioners of the International Exhibition at Glasgow, Scotland, a commemorative diploma in recognition of the very handsome display made by these companies in the transportation department of the exhibition, held in 1901. The G.T.R. has also received the diploma awarded to it, in addition to the gold medal, for its exhibition at the Paris Exhibition.

In the summer of 1899 the C.P.R. started to run a daily train each way between Montreal and Vancouver, making the 2,906 miles in 100 hours. This train was run every day between early in June and the end of October, and was extensively patronized. During the rest of the year a train was run each way six days in the week, the running time being about 119 hours. The Co. proposes to continue this service throughout the summer, the train making a longer stay at Winnipeg, but making faster time between Winnipeg and Vancouver. In addition to this train, a new train will be put on, to which the name Imperial Limited, hitherto associated with the summer schedule of the daily train, has been given. Beginning June 15, the new train will leave Montreal Sundays, Wednesdays and Fridays, and Vancouver, Tuesdays, Thursdays and Saturdays, and will make the 2,906 miles in 97 hours. The details of the timetable have not yet been fully decided upon. The equipment of the new trains will consist of 2 first-class sleepers, 1 tourist sleeper, and 1 baggage car. A dining car will be attached to the train to and from Canmore, B.C., and a sleeping car will be run to and from Toronto and Winnipeg, joining or being detached from the train at North Bay.

The C.P.R.'s Latest Purchase.

The C.P.R. Co. has through friendly parties entered into an agreement to purchase the undertaking of the Ottawa Northern and Western Ry., under which title the old Ottawa and Gatineau Ry. had acquired the Pontiac Pacific Junction Ry., and the Inter-provincial bridge between Ottawa and Hull, and also secured power to acquire the Hull electric railway, on which it has an option. The transfer of the line will, it is understood, be made at an early date. The price paid for the property is said to be about \$4,500,000, but this is merely a conjecture. The total cost of the various undertakings, as given in the report of the Minister of Railways for the year ended June 30, 1901, is \$4,441,530.08, since which time the Pontiac Pacific Junction Line from Aylmer to Hull, Que., 8.50 miles, has been completed; and the same report shows that the stock, bonds and floating indebtedness of the several undertakings amounts to \$4,821,204.35. Some months ago a syndicate, composed of A. F. Gault, S. Finlay, S. H. Ewing, and Hanson Bros., was formed in Montreal to finance the undertaking, it being reported that the bonds to be issued were to cover \$3,800,000 of stock, \$1,000,000 each for the O. and G. Ry., the P.P. Jct. Ry., the Inter-provincial Bridge, and \$800,000 for the Hull Electric Ry. The O. and G. Ry. was arranging to extend its line to Miniwaki, and the Quebec Legislature has granted an extension of a year within which the balance of the bonus may be earned, and the P.P. Jct. Ry. has power to extend its line to Pembroke, for which an extension of time was granted in 1900. At the present session of the Dominion Parliament a bill amalgamating the several undertakings has been read a third time in the House of Commons.

The Ottawa and Gatineau Valley Ry. Co. was organized in 1885 under an act of the Quebec Legislature to construct a line from Hull in the direction of Desart; and was re-organized under a Dominion act of 1887, power being given to extend the projected line from the confluence of the Desart and Gatineau rivers to James' Bay, 10 years being allowed for the completion of the work. The line was completed to Wright, 51 miles, in 1894, and to Gracefield, 57.87, in 1896. In 1894 the name of the Co. was changed to the Ottawa and Gatineau Ry. Co., with enlarged powers, and in 1901 another change of name was made to the Ottawa, Northern and Western Ry. Co., and still further extending its powers for developing the resources of the district opened up, and increasing its bonding powers to \$25,000 a mile. The line is in



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