

through to Ft. Selkirk next year, as all of the heavy work is practically out of the way.

The company is now operating a pack train from White Pass to Bennett, having a train of 64 mules, & more are being purchased for this service. There is a large, warm warehouse at Log Cabin, & another at Bennett, with agents stationed at each. Every shipper sending freight over the line will have his goods cared for in these warehouses, storage free for any reasonable length of time.

Canadian Freight Association.

The following circulars have been issued :

"In order to overcome the difficulty existing at present in connection with the cartage in Canada on business to & from U.S. points, the rates upon which are governed by the official classification, the railways in Canada have decided that in the application of the cartage arrangement the Canadian Joint Freight Classification shall govern, excepting articles taking 6th class rates as per official classification which will be entirely exclusive of cartage. Also that the rates to & from U.S. points on commodities which classify 5th class or higher (official classification), but upon which 6th class or lower basis of rates may be authorized, shall be entirely exclusive of cartage. Also that the present arrangement covering a minimum charge of 25c. to or from the junction point on any shipment of freight consigned to or shipped from points in the U.S. shall continue, as also the exaction of a minimum cartage charge of 10c. for each cartage service performed. This to take effect Jan. 1, 1899."

MINIMUM CARLOAD WEIGHTS.

"The Canadian railways have agreed that on & after Jan. 1, 1899, the minimum carload weight of 5th & 6th class freight will be 24,000 lbs. instead of 20,000 lbs. as at present, with some exceptions of light & bulky goods as provided for in classification. This arrangement will apply on standard cars of 35 ft. long or under. The present improved car equipment of Canadian railways are capable of carrying this & greater weights, & the business public will no doubt appreciate this change, which will enable them to ship larger quantities in one car & thus extend their business in many directions."

Freight Notes.

The G.T.R. is making a change in its rates on pulpwood, basing the rate on weight instead of bulk, as at present.

The Dominion Atlantic Ry. has carried this year from different points of the Annapolis Valley to Halifax over 100,000 barrels of apples, which have gone to the English market.

One of the conditions under which the C.P.R. received a subsidy of \$3,500,000 from the Dominion Government for constructing the Crow's Nest Pass Ry., was a reduction of 3c. a bus. in the rate of freight on grain. This went into effect Dec. 5.

The Ways & Means Committee of the U.S. Congress has authorized a favorable report upon a bill to remove the restrictions which at present prevent the shipment of goods in bond to interior points in less than carloads. Under the terms of the bill, goods can be shipped in less than carloads under regulations to be prescribed by the Treasury.

The new Parry Sound route, may or may not "revolutionize" grain transportation from the Northwest to the seaboard, but when, as we are informed was the case, a shipment of grain to Montreal from Toledo recently took that route in preference to the Buffalo route, it is clear that Parry Sound cannot be ignored by the routes which have questioned its ability to compete with them.—American Elevator.

The Lumbermen's Association of Ontario has asked the railways for the equalization of freight rates on hardwood & pine lumber. There is a difference of from 1c. to 2½c. per 100 lbs. in the rates charged from different points in Canada, & as the export trade in hardwood is increasing, it is contended that it would be a distinct advantage to the country generally to have all hardwood worked up closely, in place of being often wasted. Lumbermen think that the discrimination against hardwood in freight rates should be done away with.

The Rate War Settlement.

The G.T.R. & C.P.R. having settled their differences, rates were restored Nov. 26, & C.P.R. northwest traffic was resumed between Toronto & North Bay. The officials will not give the text of the agreement, but enough is known of it to give a fair idea of how the difficulty was settled. The C.P., it is understood, agrees to pay the G.T. on all business originating on C.P. points the full fare for the haul between Toronto & North Bay, that is, \$6.85. On all business for the west, originating at G.T. points, the latter road is to receive the proportion it would obtain were it to send the business by way of Chicago, & over the U.S. lines into Manitoba. In return for this, the G.T. agrees to restore rates on 2nd-class business to what they were previous to the rate war, which gives the C.P. its old differential of \$5.45 over the U.S. route. By this means the C.P. forces the business over the Canadian route, which, it has always claimed, is the way it should go, while the G.T. obtains as much out of the haul as it would had it routed the business by way of Chicago. The extra the C.P. pays the G.T. in this way is expected to be made up by the increased business the line will receive. The losers under the new arrangement will be the Chicago-St. Paul lines, & the Northern Pacific & Great Northern Rys. The G.T. routing its Manitoba business over the C.P. will deprive those lines of a large amount of 2nd-class business which they enjoyed while the rates were equal.

Under the previous arrangements, the C.P. paid the G.T. about \$80,000 a year for passenger business over the North Bay route; under the new agreement the latter road will receive very much more than this. It is under-

stood also that the G.T. agrees to give C.P. agents the privilege to issue tickets over the North Bay line, so that they will be able to sell through tickets from all C.P. points to the West, an arrangement that will facilitate business. Under the old arrangement the C.P. was required to send all its transcontinental business from points east of Peterboro' by way of North Bay, instead of sending their passengers round by way of Smith's Falls. Some such division of territory is probably included in the new agreement which also includes the running of freight trains again over the North Bay line.

A number of railway men from the U.S. met the officials of the C.P.R. & Grand Trunk in Montreal, Dec. 14, for the purpose of adjusting a number of matters, some action in reference to which was necessitated by the recent re-arrangement regarding traffic by the G.T.R. & C.P.R. upon the termination of the rate troubles between those two lines. All the details dealt with were of a technical character & were satisfactorily arranged. Several of the Western officials gave an unqualified denial to the report that their lines had charged the G.T. with disloyalty in connection with the recent resumption of traffic relations with the C.P.R. A Star reporter in the course of an interview with P. S. Eustis, General Passenger Agent of the Burlington System; A. F. Merrill, Assistant General Ticket Agent of the Milwaukee System, & J. W. Lee, representing Mr. Caldwell, the Chairman of the Western Passenger Association, was informed that the recent newspaper reports that the Western lines were charging the G.T. with disloyalty, were entirely unfounded, that there was not now nor had been at any time any lack of confidence in the present relations heretofore existing between the G.T. & the Western lines, & the amiable settlement of grievances between the G.T. & the C.P.R. had their full approbation. The reports arose out of the fact that by the new arrangement with the C.P.R., considerable Western traffic originating on the G.T.R. is now handed over to the C.P.R. at North Bay, instead of being handed over to the Western roads at Chicago.

L. L. Stenseth has been appointed Route Agent of the Western Express Co., with headquarters at Marquette, Mich., vice H. E. Gilmore, resigned.

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