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"The people of Manitoba are more than overjoyed with the result of the disallowance agitation," remarked Mr. H. S. Westbrook, ex Mayor of Winnipeg, to a *Star* correspondent. "Why," he added, "every face up there is hidden behind an eight by ten inch smile."

The prospectus of the Ontario, Manitoba & Western gives an estimate of \$25,000 a mile for the whole 580 miles of road, or about \$15,000,000 for the whole. The road will run through an exceedingly rich agricultural, mineral and timber region.

The Canadian Pacific Passenger department has issued a list of excursion rates which should increase the traffic this summer very largely. One can go from Montreal to San Francisco and return for \$140, or from Port Arthur to Victoria, Tacoma and Portland for \$80.

There is a provision in the railway bill now before the Canadian Parliament which renders any one selling or giving intoxicating liquor to

railway employees of the Dominion, while on duty, liable to a severe fine or imprisonment.

Similar legislation on this side of the boundary might have a very salutary effect. It would certainly be in the line of greater safety to person and property, and so is commendable. *Railway Register*

An exchange says: "There is every indication that more cars will be built in the United States this year than ever before in one year. As it requires two tons of bar iron and three tons of wheels and axles for each car, the demand for the products of the mills, foundries and forges will be very heavy for this purpose alone. It is estimated that 200,000 cars will be built. This number would require 400,000 tons of bar iron and 600,000 tons of forged and cast iron, making a total of 1,000,000 tons."

One would think, to read some of the daily papers, that the Government of the United States was a despotic monarchy, and that the said newspapers were the reprint of royal decrees. One of them tells how a little "judicial thunder" from some petty judge out West scared a lot of U. P. engineers from thinking of striking to help the Burlington men. According to them, there is, and should be, a law to prevent a man from stopping work if he wanted to. Such stuff is nonsense, pure and simple; such utterances are calculated to do a world of harm in widening the breach—already too wide—between labor and capital. —*Locomotive Engineer*.

The Canadian North-west Division of the Railway Station Agents Association was held in Winnipeg on the 28th of March, President Kellet in the chair. The reports of the President and Secretary showed a most favorable state of affairs. The latter report included the following statement: "This leaves us to-day with same number of members as at date of organizing—forty-five. I have now twenty-two applications for membership, of whom fifteen or sixteen, perhaps more, will be admitted to-day. This shows you that we are making rapid work of the eligible agents in our jurisdiction, and I have no hesitation in

saying that by end of next quarter we will be without pret for our mill.

The *Montreal Star* of April 21st says: "It was reported round the Windsor Thursday that the Canadian Pacific Railway had purchased control of the Minneapolis, Sault Ste. Marie and Atlantic Railway, which forms one of its connections via the 'Soo' route to St. Paul. A high official of the C. P. R. denied the rumor to-day, but admitted that Sir George Stephen and Sir Donald Smith were probably largely interested in the road, to the extent of several millions of dollars, but whether the contract of the road had passed from the hands of General Washburn or not he was not in a position to say. One thing was certain, the two roads were on the closest and most friendly terms. The capital of the company comprises \$10,000,000 first mortgage, \$4,000,000 preference, and \$7,000,000 common stock. The system covers nearly five hundred miles and will, when completed, connect with the Northern Pacific at Bismarck.

The announcement is made from St. Paul that one of the features of the agreement recently made among the transcontinental lines is that all freight on eastern points secured by the Canadian Pacific Railroad and destined to Portland, Oregon, will be taken west by way of the St. Paul and Minnesota, transfer, and go over the Northern Pacific Railroad to its destination. While it has generally been supposed that the Canadian Pacific was granted a differential by all the American lines, as a matter of fact the Northern Pacific and the Canadian Pacific have the same differentials on Californian business, while there is no differential to Portland, Tacoma, Seattle, Puget Sound, and British Columbia points. The Canadian Pacific will take its California business over the Mount Shasta route through Northern California and the Northern Pacific track between Portland and Tacoma. From these facts it would seem as if the Northern Pacific had an even show with the Canadian road on passenger business. The Northern Pacific goes into San Francisco on even terms with other lines.