

### Government Railway Literature.

The Press & Advertising Agent of the Intercolonial Ry. has issued a "Souvenir for Tourists, Sportsmen & Invalids," which contains some interesting reading matter, though hardly sufficiently in detail to be of much value in furnishing information. The pamphlet, printed at the Government Printing Bureau in Ottawa, has a number of good half-tone illustrations, but its general appearance is marred by the use of several old alleged wood cuts, some of which have the appearance of having been engraved with a jack-knife. Another pamphlet, "Rod & Gun in New Brunswick, along the Line of the Intercolonial Ry. & its Connections," is very well prepared as far as the writing is concerned, but is poorly got up with an unattractive type cover, with poor paper, & with a cheap-looking & indistinct map of the Province. Neither of the publications mentioned are at all up to the standard used by the Grand Trunk & Canadian Pacific for their advertising matter, & consequently will not attract the desired attention. As with other advertising matter, that used by railways must be first class & up-to-date, or the money spent in it will be largely wasted.

In none of the publications got out at Moncton does the Prince Edward Island Ry. receive fair play. In the Souvenir above mentioned it is not named on the cover or title-page, though several inside pages are devoted to it. The summer climate, surf-bathing, & other attractions of the north shore of P.E.I., are not surpassed by those of any point on the I.C.R., & are equalled by very few, & the Island should be given more prominence.

Whatever mistakes A. H. Harris may have made during his short term as General Traffic Manager, he scored in the adoption of the title, "Canadian Government Railway System," & in showing the division of it into the I.C.R. & the P.E.I. R. on all literature. We think a mistake has been made in dropping the comprehensive title.

### Military Rates from the Pacific.

Military rates are causing trouble to the lines west of Chicago, & the agreement on this business is likely to go up in the air. The bulk of the westbound movement has gone to the Chicago & Alton, & its competitors are suspicious. The Wisconsin Central has been ousted from the division arrangement on Chicago-Missouri River business because it was suddenly discovered that this system had no Missouri River line. When the agreement was first entered into the Wisconsin Central was guaranteed a percentage of the total westbound soldier business regardless of the fact that it had no Missouri River line. East bound Central Pacific officers are complaining of the methods employed by the Missouri River-Chicago roads in capturing the business from the coast. The Central Pacific people say that eastbound soldier rates must be adhered to as laid down or it will adopt drastic measures to bring the Eastern roads to time.

A San Francisco despatch says the California Passenger Association, which represents all roads having offices in San Francisco, has decided to route home discharged volunteers over the most direct line, charging the fare of \$37.50 to Missouri River points. This same fare has been announced from Tacoma. The C.P.R. is after the traffic, & has announced the same rate. The northern roads, over which the reduced fare applies, are the Northern Pacific, Great Northern & Canadian Pacific. The agreement to maintain this rate & to fight for business is as yet entirely satisfactory to the northern roads, at least, but there are rumblings of a coming fight. For

the returned volunteer travel, the "Soo," with its C.P.R. connections, is making a hard fight, & if the roads fall out on the division will probably be as active as any of the other lines. Ordinarily the northern roads would be at a disadvantage with the Southern Pacific controlling the California business, but these lines rely strongly on their water routes to San Francisco. They can take the volunteers to Puget Sound at a slight expense, & transport them across the continent at a rate which easily brings them into competition with the Southern Pacific.

### C.P.R. Montreal-Ottawa Service.

The C.P.R. has put two handsome trains on its Montreal-Ottawa run. Each train, consisting of locomotive, baggage car, smoking car, 2nd & 1st class cars & parlor car, is entirely new. The exterior wood of the cars is mahogany, matching the standard equipment. In the interior of the parlor car the panels & columns are of satin wood, richly carved & otherwise ornamented. The ceilings are modelled in the empire style of railway architecture, & are superbly decorated in green & gold. Handsome windows of glazed glass add very materially to the pretty effect. The observation windows are hung with damask silk, & smoke-guards prevent the entry of cinders & dust. The chairs are upholstered in terra cotta plush, & look restful & homelike. In either end of the car the private staterooms are situated, these being finished in a delicate shade of fawn. The appointments of the 1st-class car are in keeping with those of the parlor car, the same color scheme being used throughout. The smoking car is furnished with revolving chairs. All the cars are lighted by electricity, the incandescent globes being placed along the sides instead of near the ceiling. The engine is one of the most powerful of its kind ever constructed by the C.P.R. It is not the intention now to cut down the running time of 2½ hours for the 111 miles, it being felt that that is fast enough for all practical purposes for the present, though ultimately it may be reduced to two hours.

### Passenger Traffic Matters.

It is said Hamiltonians will erect a large hotel in Muskoka.

Commercial travellers in the U.S. are proposing that the railway companies shall issue uniform interchangeable mileage tickets, so that a ticket bought from one company shall be good on the lines of all.

Traffic on the Intercolonial has been very heavy all season, & the new vestibuled train between Halifax & Montreal is being largely patronized & traffic between Halifax & Sydney has been greatly increased by the improvement in the service.

All the railways running into Ottawa are enjoying a season of steady traffic unsurpassed in previous years. There has been a constant movement of tourists to the summer resorts ever since the opening of the season, as well as the usual influx of visitors & business men that make Ottawa a Mecca during the season.

The question of changing the form of interchangeable mileage tickets in the Western States has been referred by the Western Passenger Association back to the original committee to which the question was first referred. It is desired to increase the mileage of the ticket to 5,000 miles & to provide for a redemption of unused parts of books.

This has so far proved one of the best excursion seasons the railway & steamboat companies have had for years. A feature of the summer travel has been the great numbers of

Canadians from the rural districts as well as tourists from the U.S. who have visited the larger Canadian cities; all contributing materially to swell the volume of the retail trade.

The number of people who spent their vacation in Muskoka this year has been far in excess of any previous summer, probably double, about 12,000 visitors being about this year's figures. This means much to many branches of trade, & those interested will be pleased to learn that the prospects even now are bright that next year will show a very large advance on this.

The G.T.R. has decided to open up for tourists a new & charming country, the Kawartha Lake district, which is likely to rival Muskoka. It embraces the country surrounding north of Peterborough & includes Lakes Balsam, Cameron, Sturgeon, Pigeon, Buckhorn, Chemong & Stoney, which is accessible from Cobocok, Lindsay or Peterboro. The advertising department of the G.T.R. encouraged by the success that has attended its efforts in Muskoka is about to make known the beauties of this region.

The harvest excursions to the Northwest during the fourth week in August were unprecedented in size. Some 500 or 600 went from points on the C.P.R. east of North Bay, but the great bulk were from Ontario & went over the G.T.R. to North Bay, thence by C.P.R. Over 6,000 people, of whom about 1,000 were women & children, were landed at Winnipeg in two days. The transporting of this number for from 1,500 to 2,000 miles, in addition to carrying on the regular heavy freight & passenger traffic, was splendidly managed.

At a recent meeting of the Maritime Board of Trade at St. John, N.B., it was resolved that the Board views with favor the earnest efforts of the many towns of the provinces to encourage the coming of tourists, & would impress on delegates the importance of the construction of summer hotels, & the more general advertisement of the natural beauties & advantages of Nova Scotia, New Brunswick & P.E. Island, from a tourist's standpoint, & that special attention should be directed to the encouragement of this class of travel from Quebec & Ontario.

It is said the Immigrant Bureau of the Western Passenger Association has been making efforts to induce the C.P.R. to join the pool. A conference was held at Chicago on the subject, but as the Bureau refused to allow the C.P.R. as large a percentage of the profits as its passenger traffic manager thought it was entitled to, he decided to keep out. He suggested that a higher offer be made to him, & if the amount be satisfactory he will consider the matter. As the Great Northern & Northern Pacific were not represented at the conference, the original proposals could not be modified.

Travel on the Ottawa & Gatineau railway this year is very much in advance of previous seasons, substantial returns being realized from the advertisement of the country by the road, by a gratifying influx of tourists. All the hotels & summer boarding houses are well patronized, the bracing atmosphere of the Gatineau hills proving an almost irresistible attraction for those who have ever visited the place. The advertisement which the northern part of Quebec received at the recent sportsman's show in New York is also expected to bring good results & a heavy influx of sportsmen during the open season, which will soon be here.

H. J. Beemer, who now controls nearly all the waters in the Lake St. John district of Quebec, in which ouananiche may be found, is taking active measures to maintain the supply of the fish in his preserves. In his hatchery