

ing spread the most glowing reports among their friends.—Witness.

Grand Trunk Tourist Literature.

The tourist publications, which have been issued by the General Passenger Department of the G.T.R. for the season of 1899, & which are being circulated throughout Canada & the U.S., are full of interest, the text giving graphic & concise descriptions of the regions in Northern Ontario, including the Muskoka lakes, the Lake of Bays, the Magnetawan river & the 30,000 islands of the Georgian Bay. The pamphlets are profusely illustrated with half-tone reproductions of river, lake & inland scenery with here & there a deer hunting picture or some fishing scene that makes one long for summer & the holidays. The publications are printed on the best paper, & by a somewhat new & novel process, which has been perfected after long & careful experiment with blending of colors & mix-

Passenger Traffic Notes.

The C.P.R. is making a big display at the New York sportsmen's show.

The Rutland, Fitchburg Ry. started, on Mar. 1, a vestibuled express train service between Montreal, Boston, Worcester & southern New England points via Lake Champlain & Burlington.

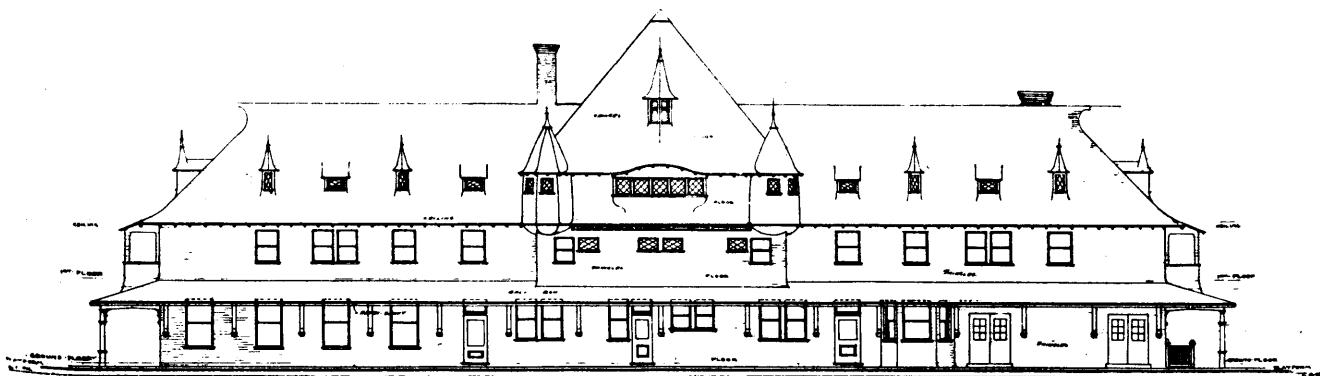
The G.T.R. City Ticket Office in Toronto was moved into its new quarters, northwest corner King & Yonge sts., Mar. 1. The new office is a great improvement on its predecessor. It is rumored the G.T.R. will lease the Canada Life offices in Hamilton when that company moves to Toronto.

The Northern Pacific railroad will, on Mar. 12, start double daily continental trains from St. Paul & Minneapolis to North Pacific coast points. One train, the Puget Sound Limited, will leave St. Paul at 8.55 a.m., the other, the Oregon Limited, will leave St. Paul at 10.30 p.m. Both will make equal time.

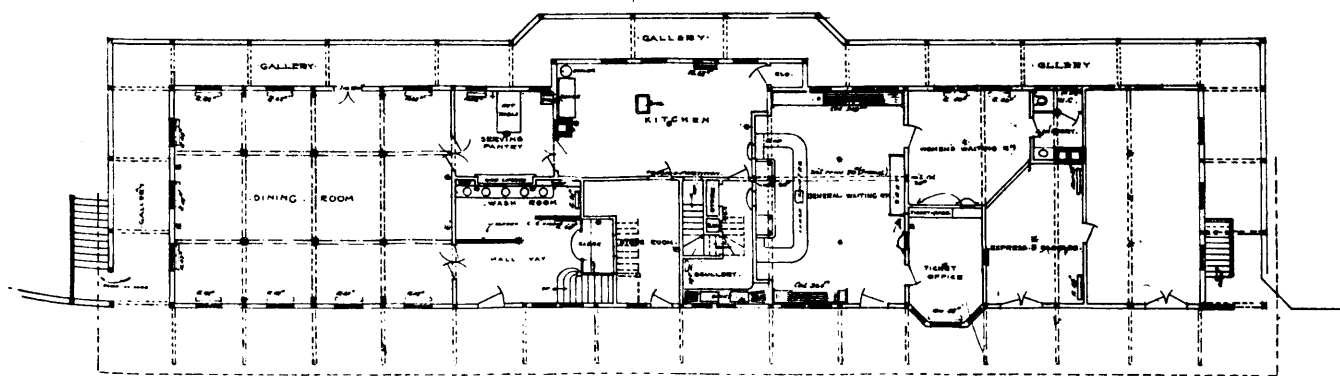
Grand Trunk & Canada Atlantic.

Arrangements have been completed whereby a through & efficient freight service will be inaugurated between Montreal & Ottawa, trains running solid between these two points, obviating the changing of engines & crews at Coteau Jct. This means that the freight service between Parry Sound & Montreal will be placed on precisely the same footing as the passenger service has been for years. This business will be centralized in Montreal & Ottawa, & Coteau Jct. will become a merely wayside station. As a point of grain shipment its history has closed.

The difficulty in regard to the interruption of the through passenger service between Toronto & Parry Sound has been overcome. The alteration which the G.T.R. had to make in its through service by reason of the resumption of its old relations with the C.P.R. at the close of the rate war dislocated the Parry Sound connection. Arrangements have been made between the companies by which the



TRACK ELEVATION, CANADIAN PACIFIC RAILWAY STATION AND HOTEL, SICAMOUS, B.C.



GROUND FLOOR PLAN, CANADIAN PACIFIC RAILWAY STATION AND HOTEL, SICAMOUS, B.C.

ing of ingredients, to get the very artistic & beautiful effect which they present. It is styled "Luxotype," & is entirely new from a printer's standpoint. Among the publications issued are "Muskoka Lakes—Highlands of Ontario"; "Lake of Bays—Highlands of Ontario"; "Mong the 30,000 Islands of the Georgian Bay"; and a special brochure entitled "Hay Fever," giving the cause of this annoying disease & how to avoid & cure it. The several pamphlets bristle with pointers for the tourist, camper, hunter & angler. A postal card to W. E. Davis, General Passenger & Ticket Agent, Montreal, will secure copies.

J. Bryce, Manager Canadian Express Co., Montreal, writes: "It is pleasing to note that THE RAILWAY & SHIPPING WORLD is keeping well up to date. Its construction & the information contained therein are certainly very creditable."

There is a good deal of talk about future service between Montreal & Ottawa. At present the C.P.R. makes it over the Montreal & Ottawa section in 2 hrs. 40 mins., the Canada Atlantic doing it in 2 hrs. 55 mins. via Coteau Jct. & G.T.R. It is said the C.P.R. will shorten up to 2 hrs. 15 mins., & that the Canada Atlantic will also shorten up its time, making the run in 2½ hours. The C.P. mileage is 111.04 & the Canada Atlantic—G.T.R.—116.06.

Business on the extension of the Lake Manitoba Ry. & Canal Co.'s line, which was built last year, is extending rapidly. It was thought one train a week from Sifton to Cowan would be sufficient, but the Co. has found the traffic sufficiently large to put on a second train with two passenger coaches. These coaches are occupied from week to week with settlers going in, & the country from Cowan, at the end of the track, to Swan River, is a regular beehive with people teaming in their effects.

daily through service by way of Scotia Junction will be renewed, a connection being made by the O., A. & P.S. Ry. at Scotia Junction with the G.T. express leaving Toronto at 3.15 p.m.

Freight Traffic Matters.

The Kaslo & Slocan Ry. is doing a heavy ore carrying trade.

Business on the Manitoba & Northwestern continues to keep up, & is considerably ahead of the corresponding period last year. A good deal of wheat is steadily coming out. Cattle have not yet commenced to move.

Recent negotiations between the War Eagle Consolidated Mining Co. & the C.P.R. have reduced the freight & smelter rates on Rossland, B.C., ore from \$7 to \$6 a ton, & efforts are being made to secure a still better figure. With the object of securing a lower rate by offering the railway more business,