

THE RAILWAY & SHIPPING WORLD,

With which is incorporated
The Western World, Established 1890.

AN ILLUSTRATED PERIODICAL DEVOTED TO STEAM AND
ELECTRIC RAILWAY, SHIPPING, EXPRESS, TELEGRAPH
& TELEPHONE INTERESTS.

The Official Organ of
The Canadian Freight Association.
The Canadian Roadmasters' Association.

PUBLICATION OFFICE,
33 MELINDA STREET, TORONTO, CANADA.
Bell Telephone, 8201.

EUROPEAN OFFICE,
44 Fleet St., London, E.C., England, W. H. Boffey,
Resident Agent.

SUBSCRIPTION PRICE, postage prepaid, to Canada &
the United States, \$1 a year; to Great Britain & other
countries in the Postal Union, \$1.25 (5 shillings sterling).
The best & safest way to remit is by express or post office
money order payable at Toronto.
ADVERTISING RATES furnished on application.

TORONTO, CANADA, JULY, 1900.

TO ADVERTISERS.

The steam & electric railways, the steam-
ship, express, telegraph & telephone com-
panies in Canada are large buyers.

Their purchasing agents and other offi-
cials throughout the Dominion, from the
Atlantic to the Pacific, are on THE RAIL-
WAY & SHIPPING WORLD'S subscription
list.

It is the only one paper that reaches
them all.

If you want to do business with any of
the companies mentioned above, an adver-
tisement in this paper will prove a good
investment.

Canadian Freight Association.

PRESIDENT, W. B. Bulling, Montreal; 1st VICE-PRES.,
W. Woollatt, Walkerville, Ont.; 2nd VICE-PRES., M.
T. Donovan, Boston, Mass.; SEC.-TREAS., J. Earls, To-
ronto.

CLASSIFICATION COMMITTEE.—E. Tiffin, J. H. Hanna,
F. Zimmerman, C. A. Jaques, S. P. Howard, F. J.
Watson, J. Hardwell, W. P. Hinton, W. Woollatt; J.
Earls, Chairman.

INSPECTION COMMITTEE.—G. Collins, F. Conway, J. N.
Sutherland, F. F. Backus, J. Hardwell, C. A. Jaques,
C. E. Dewey, W. B. Lanigan; J. Earls, Chairman.

CAR SERVICE COMMITTEE.—J. B. Morford, M. C.
Sturtevant, G. S. Cantlie, W. P. Hinton, J. J. Mossman,
E. Fisher, W. Woollatt, J. F. Chapman; J. Earls,
Manager.

EXECUTIVE COMMITTEE.—J. W. Loud, C. J. Smith, W.
B. Bulling.

OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
Toronto.

Canadian Roadmasters' Association.

PRESIDENT, J. Graham, Ottawa, Ont.; VICE-PRESI-
DENT, R. Shanks, Mattawa, Ont.; SECRETARY-TREAS-
URER, J. Drinkwater, Winchester, Ont.

EXECUTIVE COMMITTEE.—The above & J. Yeo, Riviere
du Loup, Que.; J. R. Brennan, Ottawa, Ont.; A. N.
McLennan, Glace Bay, N.S.; F. J. Holloway, Toronto,
Ont.

OFFICIAL ORGAN.—THE RAILWAY & SHIPPING WORLD,
Toronto.

NEXT ANNUAL MEETING at Montreal, Oct. 17 & 18, 1900.

Canadian Ticket Agents' Association.

PRESIDENT, F. W. Churchill, Collingwood, Ont.; 1st
VICE-PRESIDENT, W. Jackson, Clinton, Ont.; 2nd VICE-
PRESIDENT, M. McNamara, Walkerton, Ont.; 3rd
VICE-PRESIDENT, W. H. C. McKay, St. John, N.B.;
SEC.-TREAS., E. de la Hooke, London, Ont.; AUDITOR,
S. H. Palmer, St. Thomas, Ont.

EXECUTIVE COMMITTEE, W. H. Harper, Chatham,
Ont.; C. E. Morgan, Hamilton, Ont.; T. Long, Port
Hope, Ont.; J. W. Tierney, Arnprior, Ont.; C. C.
Young, London, Ont.

NEXT ANNUAL MEETING at Hamilton, Ont., Oct. 10, 1900.

National Association Marine Engineers of Canada.

HONORARY PRESIDENT, O. P. St. John, Toronto;
PRES., A. J. Woodward, Toronto; 1st VICE-PRES., R.
Craig, Toronto; 2nd VICE-PRES., E. Abbey, Toronto.
COUNCIL, W. Jannison, Windsor, Ont.; J. Payne, Col-
lingwood, Ont.; O. Flummerfelt, St. Catharines, Ont.;
J. Currie & S. T. Wilson, Toronto.
TREASURER, H. Brownley, Toronto; SECRETARY, S.
A. Mills, Toronto.

Track Supply Association.

PRESIDENT.—F. E. Came, Montreal.
FIRST VICE-PRESIDENT.—R. J. Davidson, Hillburn,
N.Y.

SECOND VICE-PRESIDENT.—W. H. Frisby, Three Riv-
ers, Mich.

HON. SECRETARY-TREASURER.—Acton Burrows, 33
Melinda Street, Toronto.

NEXT ANNUAL MEETING at Montreal, Oct. 16, 1900.

CURRENT TOPICS.

Newspaper Postage.

The Senate is to be commended for throw-
ing out the Postmaster-General's bill, which
provided for a reduction in newspaper postage
from $\frac{1}{2}$ c. to $\frac{1}{4}$ c. a lb. within the Province in
which the paper is printed. We have no sym-
pathy with the "tax on knowledge" cry, & be-
lieve newspapers should pay postage, but all
should be treated alike. Under the act now
in force country newspapers are practically
free of postage, as they are exempt when
mailed to points within 20 miles of the place
of publication, or within a circular area of a
diameter not exceeding 40 miles. No sup-
portable argument has been advanced in de-
fence of this discrimination, & there can be
no doubt that the true policy is to make all
papers pay the same rate per pound, regard-
less of provincial lines, as in the case of letter
postage.

The Transcontinental Service.

The C.P.R.'s Imperial Limited, which is
again doing the 2,906 miles between Montreal
& Vancouver in 100 hours, is in every respect
unique, no other transcontinental train run-
ning under one management, & no other com-
pany having so long a continuous run. As a
contemporary says:—"Four days after leav-
ing Montreal the passenger has skirted Lake
Superior, crossed the incomparable prairies,
passed through the Selkirks & the Rockies,
traversed the Thompson & the Fraser, &
reached the Western sea. There is no trip
by railway equal to it, either for grandeur of
scenery or luxury in travel. From a purely
national point of view, the West should be
seen by all Canadians who can manage to see
it. Not until it is viewed personally can any
one fully comprehend the greatness of our
country, the variety & richness of its indus-
tries & its resources, & the splendour of the
future that awaits it."

Canadian Pacific Mileage.

By the recent additions to its mileage the
C.P.R. has passed the 10,000 mile limit, &
stands out pre-eminently as the greatest owner
of mileage in America. The C.P.R. lines,
including trackage rights of 94 miles, now
stand at 8,184 miles, to which are to be added
the subsidiary lines it owns in the U.S.,
the Duluth, Lake Shore & Atlantic, 589
miles, including trackage rights of 17 miles;
& the Minneapolis, St. Paul & Sault Ste.
Marie, 1,245 miles, a total of 10,018 miles.
These figures will be further increased this
year by branches under construction. The
other American lines having over 4,000 miles
are:

Chicago & Northwestern.....	8,463
Burlington.....	7,890
Atcheson, Topeka & Santa Fe.....	7,782
Southern Pacific.....	7,313
Chicago, Milwaukee & St. Paul.....	6,437
Southern.....	6,416
Missouri Pacific.....	5,326
Grand Northern.....	5,201
Northern Pacific.....	4,993
Pennsylvania.....	4,233
Grand Trunk.....	4,183

Fast Time on the G.T.R.

The G.T.R. passenger service, which has
been steadily improving under the present
management, has taken several strides for-

ward by the changes in the main line service,
which went into effect last month, particulars
of which are given on another page. The
banner train is, of course, the International
Limited, which, after securing connections
from Portland & other eastern points, leaves
Montreal at 9 a.m., reaching Toronto at
4.25 p.m., Detroit at 9.30 p.m., & Chicago
at 7.30 a.m., or 23 hours 8 minutes for
the 878.32 miles. A comparison of the net
running time of this train with that of the
Pennsylvania Limited, the most noted fast
train between New York & Chicago, is con-
siderably in favor of the International, its
average running speed for the whole journey
being 43 2-10 miles an hour, against 41 $\frac{1}{2}$ for
the Pennsylvania Limited. The cutting down
of the journey between the two metropolitan
cities of the Dominion to 7 hours 25 minutes
is of great importance. The G.T.R.'s other
new train, the Eastern Flyer, which leaves
Toronto at 10.30 p.m., reaching Montreal
at 7.30 a.m., is also a very important ad-
dition to the service. The officials under
whose management the permanent way & the
equipment have been so improved as to
render the new time possible, undoubtedly de-
serve great credit for their foresight.

The G.T.R. Management.

On returning from England recently Gen-
eral Manager Hays put a quietus on the
silly rumors about his alleged retirement
which have been going the rounds of the
daily press. In answer to a question he said:
"That rumor was started about a year ago. I
think Toronto had the honor of giving it birth.
I am happy to say that my relations with the
board are eminently satisfactory, & have
been from the beginning; you know how that
fact was emphasized during the first year of
my incumbency. I was never more agreeably
& pleasantly situated; I have been treated
with the utmost cordiality and consideration
by the board; indeed, if I do not go more
frequently to the other side, it is because
there is a possibility of being killed by kind-
ness. No; I remain in my present position."
While we never took any stock in the rumors
mentioned & did not think them worth refer-
ring to it is very satisfactory to have an explicit
denial of them. Mr. Hays' successful manage-
ment of the G.T.R. is shown in the improve-
ments in the physical condition of the lines,
in the equipment, in the operation & in the
financial results, & the fact that he is going
to continue the management should be equally
satisfactory to the Co.'s shareholders & to the
Canadian public, both of whom benefit by his
services.

The Hudson's Bay Company.

"The Company of Adventurers of England
trading into Hudson's Bay" is the oldest
transportation company in British North
America, its operations extending from the
Atlantic to the Pacific & Arctic Oceans, & it
must be borne in mind that the Co. rendered
invaluable assistance to the early railway ex-
ploratory & survey parties, particularly to
those in connection with the transcontinental
line, & that it is still an important owner of
steam & sailing vessels. Its continued pros-
perity shows that it is not only "ancient &
honorable" but also vigorous & progressive.
At the recent annual meeting a dividend of
15s. a share was declared as against 13s. for
the previous year, & a bonus of 10s. as
against 7s., making a total distribution of 25s.
a share against 20s. last year. In addition
£10,000 has been added to the reserve fund,
making it £70,000, & £10,000 has been placed
to the credit of the employees benefit fund,
formed a year ago by the appropriation of a
similar amount, while after making these in-
creased payments the balance carried for-
ward is £52,013, which is over £10,000 more
than last year. Advance in the price of
furs & increased receipts in the land de-
partment have contributed to these results,