

proper space on Form no. 519, & return the completed form to this office every Saturday evening, as per instructions thereon. All operators in charge of ordinary clocks must set them to correct time immediately on the receipt of the signals; & dispatchers in charge of standard clocks must at once fill in a fresh copy of form 514 & post the same on or near the clock.

The Trade of the Orient.

D. E. Brown, General Agent for China & Japan, for the C.P.R., who left there in April last, going to England by way of the Suez Canal, & has recently spent some time in Canada, said in a recent interview:—

"Speaking roughly, I estimate that in the last five years trade between the eastern countries & the U.S. & Canada has more than quadrupled in volume. With China the foreign exports are principally silk, tea, matting, rice & curios. In return for this they import raw cotton, flour & other products from Canada & the U.S. With the advent of a more progressive policy, the foreign trade of China will increase enormously, and within a very few years."

In answer to a question as to how the action of the Nippon Yusen Kaisha, in inaugurating a service to Seattle had affected the C.P.R., he said:—"It certainly has not affected it injuriously. The volume of trade has been so large that we have been obliged to put on two extra cargo boats to handle it. The Japanese company started the service with the expectation of receiving a subsidy from their government, but in this they were disappointed. Another company, which started a service between Yokohama & San Francisco, were similarly disappointed."

Wire Fencing for Railways.

The increasing use of wire fencing for railways is shown by the rapid growth of the Page Wire Fence Co.'s business at Walkerville, Ont. During the past season this Co. has supplied large quantities to the Grand Trunk, Canadian Pacific, Michigan Central, Canada Atlantic, Erie & Huron, Intercolonial & Atlantic & Lake Superior railways, ship-

ping in car lots of 7 and 8 miles each. The Co. also supplied the fencing for the Pembroke Southern Ry., and finished up its contract for supplying the fence for the East Richelieu Valley Ry. Among other contracts were 8 miles of fence for the Niagara Cataract & Power Co., for its canal near Thorold, Ont., several miles of fencing for the Hull Electric Co. on its railway from Hull to Aylmer, several hundred rods for the Dominion Experimental Farm at Ottawa, & some for the Canadian Soo Canal. Besides the hundreds of miles shipped to local farmer agents in Ontario & Quebec, several carloads were shipped to Manitoba & also several to the Maritime Provinces.

The Canadian Roadmasters' Association.

W. Shanks, President of this Association, writes us from Carleton Place, Ont., as follows: "I noticed in your Nov. issue a letter signed 'Superintendent,' commenting on remarks made by me at the association's meeting in Ottawa, in Sept. last. Had the writer of the letter signed his name, I would have been pleased to reply to it, as considerable might be said in answer to his comments, but as I have always made it a point to take no notice of letters written by parties who withhold their signatures, I shall treat this in the same manner."

"I am very sorry this Superintendent did not use better judgment when selecting roadmasters under his supervision, & secure some that were somewhat more intelligent, as I notice he had a great deal of difficulty to instil into their minds any new methods in connection with the maintenance of roads. My experience has been that the ordinary roadmaster is only too anxious to adopt any new methods that will in any way be an improvement or reduce the expenses of maintenance of road."

Complete Sets of this Paper.

The publishers have on hand a few sets (12 in all only) of THE RAILWAY & SHIPPING WORLD from the first issue in Mar. up to Dec., 1898. These will be supplied at \$1 a set, postage prepaid, to Canada or the U.S., or at \$1.25 (5 shillings) a set to other countries.

Grand Trunk Telegraphers & Agents.

On Jan. 28 the arbitrators, B. B. Osler, Q.C., for the G.T.R. Co., F. P. Sargent, for the G.T.R. telegraphers & agents, & Sir W. R. Meredith, Chief Justice of Ontario, who was selected as the 3rd arbitrator by the other 2, handed out the following:—

"The arbitrators to whom have been submitted the matters in dispute between the G.T.R. Co. & its employees who are agents & telegraphers, having heard the parties & considered all special cases presented & the lists of salaries paid, do, having regard to conditions existing at the present time & the special features of the G.T.R. system, unanimously award & find as follows:—

"That rules 20, 21, 22 & 26, as altered, changed & amended, & as hereto annexed, shall be & become rules of the G.T.R. Co., & that the changed rates of salary & allowance for overtime & all other provisions of the said rules shall come into force & effect as of Jan. 1, 1899."

"By consent of parties the further rules hereto annexed initialed by the chairman are to become rules of the G.T.R. Co."

"The arbitrators decide that the matter of clause 10 of the agreement of reference is a proper matter for them to pass upon, but they have by the agreement & settlement of the parties been relieved from making an award with reference thereto."

"The arbitrators have considered the list of salaries paid at stations & have settled the same as per schedule hereto annexed."

"RULE 20.—At offices where only 1 telegrapher is employed, 12 consecutive hours, including meal hour, will constitute a day's work. At offices where only 2 telegraphers are employed, 12 consecutive hours, including meal hour, will constitute a day's work. At offices where more than 2 telegraphers are employed, 10 consecutive hours, including meal hour, will constitute a day's work. If telegraphers are required to remain on duty to exceed the above named hours, they will receive overtime under rule 21, except as hereinafter provided by rule 22."

"RULE 21.—Overtime will be computed pro rata on stated salary, but in no case less than 15c. an hour. In computing overtime less than 30 minutes will not be counted. Thirty minutes & less than 60 minutes will be

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