

of the G.T.R. shall be relieved without unnecessary delay for such purpose, on request to the General Manager, & furnished transportation to the point of arbitration & return, provided that the lost time incurred by such employees shall not be borne by the G.T.R.

8. That the past actions of the men, in what they believed to be the proper support of their Committee, will not militate against them in any way in the future.

9. That the following clause (no. 10) shall be submitted to the arbitrators for their decision, as to whether it is a proper matter for them to pass upon.

10. That in the event of the Committee being unable to agree with the Co., as to the reinstatement of E. O'Malley, Mechanic Falls; J. Leroux, Dorval; D. L. Shaw, London East; E. Ball, Newbury; D. Ray, Toronto, who have been discharged, as is now believed by the telegraphers, without sufficient cause or justification, that these, too, shall become a matter for arbitration, & the award of the arbitrators shall be final.

11. The matters in dispute between the parties hereto are rules nos. 20, 21, 22 & 26 of the schedule presented by the telegraphers, with the list of salaries paid at stations.

It will be remembered that in reference to clause 10 above the arbitrators decided that it was a proper matter for them to pass on, but that by agreement & settlement of the parties they had been relieved from doing so.

In referring to the award the official organ of the Order of Telegraphers says: "The officials have expressed themselves as satisfied to live up to the award in every way and the telegraphers will do the same. Men discharged on account of over staying leave of absence, etc., were reinstated in their positions. Thanks are due to Bro. Sargent for his efficient & faithful work on behalf of the telegraphers, and the fairness & liberality exhibited by Sir Wm. Meredith & B. B. Osler will be appreciated by telegraphers everywhere. Space forbids publishing the full text, as it is a lengthy document, suffice it to say that salaries were raised appreciably, a minimum salary agreed upon, over time allowed, extra pay for tending switch & semaphore lamps allowed, & many other things that go to make the life of a telegrapher more endurable. The G.T.R. should be recognized as fair & friendly to organized labor and our members should see that it gets its fair share of business."

In a paper read before the Royal Colonial Institute in London, Eng., recently, Miss Shaw, Colonial Editor of the Times, speaking of the Yukon, said she did not think the new Eldorado would speedily fizzle out, calling for note in years to come only as a region of unfulfilled expectations. Far from it, in Miss Shaw's view. For, as she proceeded to show, the transport problem, which is the key to the whole situation, is in a rapid process of solution.

## MISCELLANEOUS RAILWAY NOTES.

**The Brandon & Southwestern Ry. Co.** has applied to the Railway Committee of the Privy Council for permission to cross with its proposed line the C.P.R. Southwestern Branch near Carrol, Man., & the C.P.R. Pembina Mountain Branch near Deloraine. The application will come up at Ottawa, Feb. 22. There is no news as to the prospects of construction of this line. (Jan., pg. 11.)

**B.C. Railways.**—That usually well informed paper, the Canadian Gazette, of London, Eng., says in a recent issue:—"The accounts of the British Columbia Government railway system for last year show a deficit of \$212,466." Will it surprise the Canadian Gazette to learn that the B.C. Government has no railway system?

**Calgary & Edmonton** net earnings for Dec., \$13,345.40, compared with \$23,013.89.

**Canada Atlantic Ry. & Rutland Ry.**—In a recent interview, President Booth speaking of the rumor that the Rutland was to be managed by the C. A. R. Co., said such was not the case. The C. A. R. Co. will have nothing to do with the road further than the handling of its freight for ten miles. About 2 years ago the Rutland R. R. Co. purchased the line between Rouse's Point & Ogdensburg. The terminus of the Rutland line was at the lower end of Lake Champlain, & the Co., wishing to get control of the trade between New York & Ogdensburg, decided to connect the lines by building a road across the Islands Grand & Hero in Lake Champlain & connecting the two roads at Alburgh. The C. A. R. Co. had a year previous to this move extended its line across the Richelieu River to Alburgh. Now, what the managers of the Rutland road propose doing is to run their line up the C. A. tracks as far as Lacolle Jct., 10 miles, & from there to St. John on the East Richelieu Valley road. From St. John they will run into Montreal on either the C. A. or the G. T. R. Mr. Booth thinks the line, by being a shorter route by some 15 miles from Montreal to New York, will affect the Canadian produce & lumber trade.

**Green Lights for All-Clear.**—At the last meeting of the American Railway Association, an officer of the New York, New Haven & Hartford stated that, in consequence of the accident at Whittenton Junction, a few months ago, in which the lantern on a gate was mistaken for a white semaphore light, the road would change its semaphore lamps so that the color indication for all-clear at night shall be green. We understand active preparations have been begun to carry out this change. —Railroad Gazette.

**Intercolonial Business.**—In a recent interview in Montreal, General Manager Pottinger said:—"Business on the I.C.R. is booming. In fact I can not recall a period in the history of the road when it has been so good. We re-

cently received 20 freight locomotives from the Baldwin Locomotive works, Philadelphia, & orders for several hundred box & freight cars are being rapidly executed at Amherst, N.S., & elsewhere. The outlook is exceedingly bright for the coming season. A new feature in recent years is the large number of tourists attracted by the scenic beauty of our route. The I.C.R. is on a paying basis, & I have every reason to believe that it will show a surplus at the end of the fiscal year in June next.

**International Traffic.**—A Washington, D.C., dispatch says a statement has been prepared at the Treasury Department which shows that during 1898 the number of cars loaded with goods shipped through the U.S. from one point in Canada to another was 10,966, the contents of which weighed approximately 209,000 tons. The records of the department show that during 1897 (the figures for 1898 not being available), the number of cars loaded with U.S. goods shipped through to Canada from one point in the U.S. to another was 460,269, the contents of which weighed 5,637,173 tons. According to this statement the quantity of U.S. goods hauled by Canadian roads was about 27 times greater than the quantity of Canadian goods hauled by U.S. roads. We presume, however, that in this statement is included the traffic of lines in Canada like the Canada Southern, which is entirely owned in the U.S.

**Just What We Propose To Do.**—W. McWood, Superintendent Car Department, G.T.R., Montreal, in remitting his subscription for THE RAILWAY & SHIPPING WORLD, says: "I find your paper abounds in railway news & if you keep on improving as you have been doing since the commencement, you will, in my opinion, be quite equal to the best railway papers in the United States."

**Lang's Valley, Man., Westerly.**—J. A. Mather gives notice of application to Manitoba Legislature to incorporate a company to build a railway & telegraph line, commencing west of Lang's Valley, thence southwesterly to or near Deloraine, thence southwesterly to Township 1, Range 24, west of 1st Principal Meridian, thence to Waskada & western boundary of Manitoba.

**Newfoundland, Northern & Western.**—R. G. Reid has issued notice that lands along the line of railway will be granted for agricultural purposes free of cost, under the conditions, as to cultivation, prescribed in the Crown Lands Act. Formerly these lands were sold to settlers at 30c. an acre on the same terms as are granted Crown lands. Now Mr. Reid offers them free to bona fide settlers, so that any one can obtain 160 acres free of all charges. The settler may also avail himself of an act passed last year, which offers a bonus of \$20 an acre, payable to the extent of 3 acres, for clearing land, which then belongs to the settler. Mr. Reid has contracted with the New-

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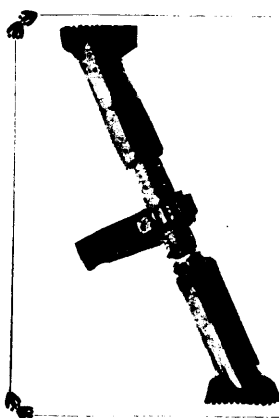
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