

& Albany, the Maine Central & other roads. Should the results be to the satisfaction of those interested Mr. Whitney will have solved the problem of securing a market for a big output.

The employees of the Canada Atlantic have renewed the negotiations which were commenced last fall in order to procure if possible a higher scale of wages & a 10-hour day. The officials last year told the members of the deputation which waited upon them that the road was not in a position to grant the request, but that negotiations might be renewed this spring. The trainmen claim that taken all around the wages paid them average about a-third less than on the C.P.R., & that as the Co. now operates about 700 miles of road it is in a position to pay a higher schedule. There are about 300 train hands on the line. It is expected that increases will be given the trainmen & that the matter will be settled without any difficulty.

A Winnipeg despatch of July 25, said: The C.P.R. drivers, firemen & trainmen are in consultation with General Superintendent Osborne in connection with proposed changes in the schedule. There are three principal points in dispute, the men claiming as follows: 1st, since the big engines have been introduced the trains have been longer & slower, owing to the heavier loads & delays; & the men are paid by the mileage they do not get so much & want an increase. 2nd, trainmen want more brakemen with their long trains; & 3rd, is the complaint against reduction of the number of baggagemen & the requirement of express messengers to do the work, as the express messengers are tied to their trains & cannot give the necessary assistance in case of mishap. It is likely everything will be amicably settled.

G.T.R. Train Rules.

The new train rules for the G.T.R. based on the standard code of the American Railway Association, which were approved of by the Government last year, & in which the men have been instructed & examined for some time past, went into effect on the lines of the system west of the Detroit & St. Clair Rivers on July 10, & will very soon be put in force on the whole of the rest of the system. In a recent interview General Superintendent McGuigan said: "It will only be a short time now when we will have the new rules in operation. The men seem to understand them pretty well now. They are to-day in force on the western district of the G.T., that is the Chicago & G.T. line, as it is known. While in Canada we have not put the rules into effect, you can easily see that it is necessary to have

the one system of train-running over the entire line of the G.T. These rules are the ones adopted by the American Railway Association representing the principal roads in the U.S. There are 180,000 miles of railway in the U.S., & roads representing 162,000 miles have adopted these rules. At sea, ocean steamships, no matter what country they hail from, have the same rule of the road, & this is the system that should obtain on the railways. There is no question that the new rules will, within a few weeks, be enforced all over the G.T. system."

Railway Committee of Privy Council.

A number of cases were heard at a meeting in Ottawa July 4.

Bedlington & Nelson Ry.—In the application of this Co. for power to run over a portion of the C.P.R.'s Crow's Nest Pass Ry., the parties being unable to agree, the committee fixed the rent to be paid by applicants at \$475 a mile per year, with conditions as to renewal, etc.

Toronto Matters.—A deputation from Toronto City Council was heard in reference to the crossing of the C.P.R. & G.T.R. tracks at Lansdowne Avenue, Parkdale, which the city wants to be declared a public crossing. The Postmaster General said, after examining the site, he had come to the conclusion a subway was necessary. It was contended that this would cost \$80,000 & the city wanted to avoid the expense. It having been pointed out that in Jan. 1898, the committee had given instructions that a subway, a foot bridge or an overhead bridge be constructed by the City, the Minister of Railways said the order should have been obeyed. Counsel for the City asked to have the matter reopened. The Minister of Railways said the Chief Engineer of the Department had reported that a level crossing would be dangerous. Decision was reserved.

A request of the city that gates & watchmen be placed at the G.T.R. crossings of Dunn, Jamieson & Dowling Avenues, was left over till the next meeting so that counsel for the City & for the G.T.R. could confer with a view of arriving at an arrangement.

A similar request was made by the City in regard to the crossings of Cherry street by the G.T.R. & C.P.R. The Co.'s claim is that the street was only opened up by law in 1890, & that the City should therefore foot the bill. The City Surveyor said that Cherry street had been opened at the point in question as far back as 1855. Counsel took issue on this point, & the committee decided to defer the consideration of the question until its next sitting.

The City of Toronto applied for the extension of the Toronto Ry. Co.'s Bloor St. line west of Lansdowne Avenue to Dundas Street. The City Council had ordered the Ry. Co. to extend the line, but the Co. declined to do so. The Council contended that a population of about 3,000 would be served by the extension. Manager Keating, of the Ry. Co., stated that there was no public call for the new line, & that if completed it would not pay. He saw no probability that the line could be utilized in the future as part of a belt line. Mr. Bicknell, on behalf of the Co., claimed that the act provided that applications for permission for electric lines to cross steam lines must come from the former, & not from municipalities. He gave notice that in case the Committee granted the city's request he would call into question the Committee's jurisdiction. Counsel for the C.P.R. said another set of gates would have to be placed at the C.P.R. & G.T.R. crossings at Bloor St. It cost the two companies \$1,000 a year to guard these crossings. He hoped that if the city's request were granted the railway companies would be enabled to continue the arrangement at the same annual charge. He thought a level crossing would be undesirable. The Committee reserved decision.

G.T.R. Crossings in Frontenac.—Frontenac County Council asked the Committee to compel the G.T.R. to place electric alarms or other protection at the crossings at Collins Bay, Cataragui & Perth Roads. The petition was allowed to stand, the Committee deciding to send a Government Engineer to inspect these crossings.

The Portage & Northwestern, a subsidiary of the Northern Pacific, had 3 applications, the 1st for permission to run its line along Pacific Avenue, Portage la Prairie, & to cross the C.P.R. on the Avenue; the 2nd to secure approval of the place & mode of junction of its railway with the Manitoba & Northwestern Ry., near Portage la Prairie, & the 3rd for leave to cross the tracks of the Manitoba & Northwestern Ry., near the same town. All the applications stood over after argument had been heard, the parties represented agreeing to appear on a week's notice.

The Toronto, Hamilton & Buffalo Ry. applied for permission to run a branch along Trolley Avenue, Barton Township, crossing the G.T.R. Counsel for the G.T.R. offered to allow shunting privileges on the G.T. tracks along Trolley Avenue to the T., H. & B. on payment of a reasonable wheelage. Counsel for the T., H. & B. said that the G.T. had refused to allow this two years ago, the figure then mentioned being \$5 a car. Counsel for the G.T. replied that the G.T. would agree to whatever the Committee

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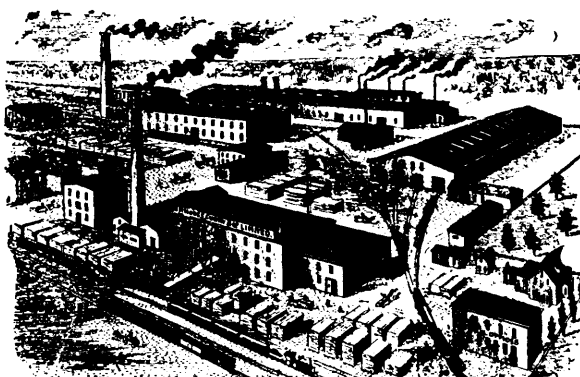
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