



A GRAND TRUNK RY. STANDARD TRAIN.

### The C.P.R. & the I.C.R.

The Minister of Railways, Mr. Blair, was entertained at dinner by the Liberals of St. John, N.B., Nov. 30. In the course of his speech he said: "It has been said that the announcement which was recently made by the C.P.R. concerning winter trade was the result of my having been turned down by the Premier & my colleagues. The implication was made that the stand which I had taken had been abandoned. I am prepared in the administration of the office which I have the honor to hold to treat the C.P.R. in all its interests & upon all questions that may arise as if it had not fought me to the death on Nov. 7. My references to-night are dragged from me because I cannot allow the impression to go abroad that the Premier or my colleagues have changed my attitude upon this question, or that it is changed. If the C.P.R. desired its interests to be served here in the best possible way it would have been well if the Opposition press had been muzzled rather than that any declaration should have been forced from me. I cannot allow myself to be placed in any false position, & I want to say that it is not correct to attribute to the Premier or my colleagues any intention to have me yield in my attitude upon this question. They have not done so; they have not tried to do it. I had not even heard of it until I read it in the papers. I am, of course, willing at all times to negotiate with the C.P.R. upon any matter affecting its interests, & in a perfectly friendly way. I would go out of my way to meet it in such a spirit; but I am not going to surrender what I have always contended were the vital interests of the Intercolonial, or to recede from the position I have publicly taken." Mr. Blair said he did not wonder at the attitude taken by Mr. Shaughnessy, because that gentleman had been badly advised. He was deceived through the attitude of the St. John Common Council & members of the Board of Trade. There was no reason why the C.P.R. & the I.C.R. should not stand in the friendliest relations towards one another. They have many interests in common, & not necessarily any grounds for antagonism. The field is going to be broad enough & productive enough to afford business for both. This will certainly be true if the policy of the Government is carried out, & he felt that it would be carried out, because it was going to have 15 years at least in which to carry it to fruition.

The frequency of train robberies in the systems operating in the southern & Western States has led to very stringent measures on the part of the companies. The Union Pacific Ry. has put armed guards on its trains carrying money or bullion. The Burlington offers a standing reward of \$1,000 for the capture or killing of a train robber. The Iron Mountain, in conjunction with the Pacific Express Co., has offered \$500 for the arrest & conviction of train robbers & 10% of the stolen money returned.

### Westinghouse Air Brake Co.

At the recent annual meeting at Wilmerding, Pa., the report showed that the income for the past fiscal year was \$8,530,905.21, & disbursements, \$5,011,706.46, leaving a net profit of \$3,519,198.75. The disbursements include \$3,534,710.03 for material & wages, & the remainder, \$476,996.43, covered the purchase of valuable patents relating to electric braking & heating apparatus for street cars, alterations of buildings, installation of new power plants, & general expense. The electromagnetic braking & heating apparatus, covered by the patents referred to, has been tested thoroughly, & arrangements have been made



INTERIOR SLEEPING CAR RUN ON G.T.R. TRAINS 3 AND 4.

to begin its manufacture on a large scale, as there is believed to be a good demand in store for this new invention, based on the greater safety to the public & the comfortable heating of cars, obtained without the use of any of the current from the power circuits. The friction draft gear, the right to manufacture which has been acquired by the Co., has been applied to nearly 3,000 steel cars, as well as to many locomotives. The rapid deterioration of the ordinary type of brake, due to the heavy steel & other cars, has caused the advantages of the friction draft gear to be appreciated by railways, & there is said to be an increasing inquiry for this apparatus that is indicative of much larger business from this source. Practically all of the unimproved property available has been utilized by the Co. for the erection of dwellings of a suitable class that have been readily rented at a rate that provides a satisfactory return for the investment. The foreign business of the Co. is said to be in a very satisfactory condition & growing rapidly.

"Trains Three & Four" is the title of a well printed & beautifully illustrated booklet, describing these fast & luxurious trains on the G.T.R., & briefly their routes. It is thoroughly up to the standard of the Co.'s Passenger Department literature. Three of the views in it are reproduced on this page.

### Brotherhood of Railway Trackmen.—The third biennial session was

held at St. Louis, Mo., early in Dec. The following officers were elected:—J. T. Wilson, St. Louis, Grand President; A. B. Lowe, Kingston, Ont., 1st Vice-President; J. W. Davenport, Sandifer, N.C., 2nd Vice-President; W. W. Haygood, Atlanta, Ga., 3rd Vice-President & National Organizer; J. C. Lambert, Fort Worth, Tex.; J. S. Eastman, Pompanoosuo, Vt.; C. Boyle, Merrickville, Ont., & S. E. Hawes, Augusta, Ga., members of Executive Committee. J. T. Wilson, Grand President, will also act as Secretary & Treasurer, employing his own assistants, in order to keep down the expenses of the organization. T. G. Manamon, of Vancouver, B.C., was nominated for the Executive, but declined to stand. St. Louis was again selected for the next convention in 1902.

By the bursting of a crown sheet on locomotive 702 on the Wabigoon section of the C.P.R., Nov. 17, Fireman J. D. Mullins was scalded so badly that he died in a short time.

Picketing as a means of conducting strikes has been legalized by the British courts in dissolving the injunction secured by the Taff Vale Ry. Co. against the Amalgamated Society of Railway Servants.

Referring to a recent story from New York that a combination of extensive railway interests in the Western States was on the tapis, which would result in the Canadian Pacific, Northern Pacific, Great Northern, Erie, & the Chicago, Milwaukee & St. Paul railways being operated in harmony as a transcontinental line between Vancouver & New York, President Shaughnessy, of the C. P. R., said:—"While there is the very best of feeling between all the roads mentioned & the Canadian Pacific, there is no combination of any kind. The roads mentioned may work more harmoniously in the future than in the past, as it is in their interests to do, but there is no truth in the story of a combination & a new transcontinental railway."



INTERIOR CAFE-PARLOR CAR ON G.T.R. TRAINS 3 AND 4.