

Hanna, vice J. Pullen. Freight Inspection Committee—J. E. Dalrymple, vice J. H. Hanna.

At a meeting of the Tariff Committee at Toronto, July 18 special rates & arrangements, 1639-1642, were agreed to.

The Chairman said that the principal object for which the meeting had been called was to consider statements which had been made at the last general meeting of the Association to the effect that some of the boat lines, members of the Association, were not observing rates & arrangements as agreed upon at the meeting held at Montreal, Mar. 3, 1899. He had specially notified the agents of the steamboat lines concerned to be present. Mr. Jaques, of the Merchants Line, Montreal, & Mr. Geddes, of Toronto, had indicated their inability to be present & were not represented. After considerable conversation it was agreed that the representatives of the boat lines, having received ample notice of the meeting called to consider charges made against them of having cut agreed rates, & thereby broken faith with the railway companies, & having failed (with the exception of the R. & O.N. Co.) to attend the meeting, & the charges having been made & not denied (except by the R. & O.N. Co.) or explanations given, the Committee recommend to the traffic managers of the railway companies concerned, that the agreement as to differentials allowed the boat lines be cancelled on due notice, as provided in minutes of meeting of Mar. 3, 1899.

It was recommended that in consequence of shippers at Merrittton & St. Catharines being able to ship to Buffalo, & reship thence to North Pacific Coast points, at lower rates than as per tariff from the Canadian points named, the arbitraries to be added to the Pacific Coast Tariff be reduced to the basis of 10c. per 100 lbs., 1st class for all rail traffic, & that lake & rail traffic be at the Buffalo all rail tariff rates.

#### Freight Traffic Matters.

C.P.R. freight cars are now being run over the electric railway between Vancouver & Westminster, B.C.

A consignment of 100,000 lbs. of Montana wool is being sent from Duluth to New York, via the Canada Atlantic, as an experimental shipment.

It is said Manitoba's wheat crop this year will be 40,000,000 bush. against 32,000,000 last year, which means a lot of additional business for the C.P.R. & N.P.R.

When in Nelson, B.C., recently, W. Whyte, Manager C.P.R. Western lines, said an arrangement for the exchange of traffic between the C.P.R. & the Nelson & Fort Sheppard Ry. had been practically completed. This arrangement will be of great convenience to shippers & especially to the coal mines of the Crow's Nest Pass, as coal & coke lose largely in handling.

The Allan & Dominion steamship lines will divide the Liverpool business of the G.T.R. from Portland next winter. The arrangement made between the G.T.R. & the Dominion line is not an exclusive one. It simply provides for the replacing of the Leyland line from Portland by the Dominion line. None of the other connections of the G.T.R. are affected. The Allan line will run from Portland to Halifax next winter.

The Interstate Commerce Commission will hold a meeting at Chicago Aug. 7, to confer on the export problem in freight traffic tariffs. Recent press reports announce a great improvement in the export tariff, effective on Aug. 1, but the tariff schedules have not yet been filed with the Commission. The presidents of the trunk lines comprising the Western territory will hold a session on Aug. 8 to consider the general situation.

Arthur White, Division Freight Agent G.T.R., Toronto, reports wonderful activity in the northern lumber districts, all the mills employing large staffs & working to their full capacity. This change from the unsatisfactory conditions prevailing last year is, he states, generally conceded to be attributable to the new Provincial regulations, providing for the manufacture in Ontario of logs cut on Crown timber lands by Michigan limit-holders.

Having been shut out of New York by being denied a continuation of its arrangements with the Central Vermont, since that road came under the control of the G.T.R., the Ogdensburg Transit Co. has made new connections. It has established a lake & rail line, consisting of the Murray line from New York City to Troy & the Delaware & Hudson to Ogdensburg, where its own steamers take the freight & carry it to Toledo. This makes an additional competitor in lake & rail traffic, & it will claim the usual differential over the all-rail lines.

The wholesale grocers of Victoria met A. Cameron, Assistant General Freight Agent of the C.P.R., recently, urging upon him the desirability of giving merchants in the coast cities

lower transportation rates to enable them to compete on more equal terms with Winnipeg merchants. They contend that the East Kootenay trade is controlled in a large measure by Winnipeg, because of more advantageous rates given by the C.P.R. Mr. Cameron said a new tariff would come into effect on July 1, but this did not satisfy those present, who wish better rates than those in that tariff. The Kamloops Board of Trade has also been interviewing Mr. Cameron, & wants better rates than the coast cities have.

The trunk line presidents have reached an agreement that eastbound rates shall be advanced on Aug. 1 to the basis, Chicago to New York, of 17c. on wheat, oats & flour, & 15c. on corn—an increase of from 4½ to 5½c. For export shipments from Chicago via New York the advance on corn will be from 10½ to 11c., & on oats from 10½ to 13c. For wheat shipped to the European markets the rate will be 17c. per 100 lbs., the same as now. On provisions, both export & domestic, the rates will be 25c., an increase of 5c. on the export rate. Between now & Aug. 1, when the new rates will go into effect, the local agents of the eastbound roads have been instructed to clean up all cut-rate contracts.—Railway Age.

While the discussion over the traffic arrangement between the G.T.R. & Intercolonial was at its height recently, it was announced that the Grand Trunk had cancelled its agreement of last year with the Leyland line, & once more entered into arrangements with the Dominion line to handle its trans-Atlantic freight business out of Portland. This gave rise to the report that the Dominion line might desert St. John, N.B., altogether, & that the C.P.R. might also virtually abandon its short line to St. John, at least as a through route, & would divert its winter carrying trade to Boston. This has been denied by President Shaughnessy, who states that the C.P.R. has no such intention. There are plenty of other steamers besides those of the Dominion line to be got from St. John, Mr. Shaughnessy says, & the C.P.R. will still do business through Canadian channels.

The output of barked cedar railway ties, which constitutes no inconsiderable source of revenue in Gaspé & the Chaleur Bay, is this year likely to be less extensive than usual. It is found that at the price offered for ties, & the export duty of 4c. a tie, there is not enough in the business.

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