

both ways, & from 500 to 600 cars daily at Black Rock. About 80% at Black Rock is our own, & probably 65% at Niagara Falls, & the rest comes from the Wabash." He added that there was at present more stuff at some of the Atlantic ports than the steamers could handle. "We are handling," he continued, "from 25 to 40% more business at Niagara Falls than at any period since I have been connected with the G.T.R. For instance, at that point we handled 17,000 more cars during Nov. & Dec. than during the corresponding months of 1897, which fact shows most plainly that there is a general increase in trade." Mr. McGuigan also gave figures to prove that the export business at Portland is likewise very heavy this winter. At the present time, he says, the Co. has no less than 2,500 loaded cars at that port, awaiting shipment, & besides this there are from 1,200,000 to 1,400,000 bush. of grain in the Co.'s two elevators, & still stuff is constantly going forward. These exports consist of grain, merchandize of all kinds, & cotton."

Grades of Grain for Export.

The Trunk Line Association, New York, has given notice that only a certain number of grades of grain to be exported from Canada will be received at New York, Philadelphia, Baltimore or Boston, & that such grain will be received at the frontier junction point only when each car is accompanied by a proper certificate from a duly appointed inspector at the point of shipment or at the frontier, showing it to be one of the grades, specified below. The grades agreed upon by the railways, & the Boards of Trade of Winnipeg, Toronto, & Montreal are as follows:—

From Manitoba (7 grades), nos. 1 & 2 special Manitoba wheat, no. 1 hard wheat; no. 1 northern wheat, no. 2 northern wheat, no. 2 white oats, no. 2 mixed oats.

From Ontario & Quebec (8 grades), nos. 1 & 2 white winter wheat, nos. 1 & 2 red winter wheat, no. 2 spring wheat, no. 2 goose wheat, no. 2 white oats, no. 2 peas.

Passenger Traffic Matters.

The C.P.R. will have cinematograph exhibitions of Northwest views given in the British Isles this year by S. Coryn.

At a railway & steamship conference at Syracuse, N.Y., at the end of Jan., at which a number of Canadian representatives were present, very few alterations were made in the summer tourist rates, which remain practically the same as last season.

As a result of negotiations that have been in progress for several months, immigrant rates to Pacific coast points, from both Atlantic & St. Lawrence river ports, have been restored to tariff, & all disputes between the interested lines, both east & west, have been effectually settled.

The G. T. R. city ticket office in Toronto which has been at the southwest corner of King & Yonge streets for about 25 years will on March 1 be moved to the new Lawlor building on the northwest corner immediately opposite, where much better accommodation has been secured.

The Ottawa & New York railway, since the opening of its line from Ottawa to Cornwall, July 29 last to Dec 31, carried 25,391 passengers, a remarkably good showing considering that the road is a new one, & that the line is incomplete. The traffic has been almost wholly of a local nature, & is showing a gratifying increase.

A conference of railway & steamboat men was held in Ottawa, Jan. 24, to arrange rates for the current year. Representatives from all over the country were present. C. J.

Smith, of the Canada Atlantic, was appointed chairman, & J. Wells, of the C.P.R., secretary. It was decided to make the rates for the season the same as last year. The next meeting will be held in Hamilton.

The Wabash recently gave notice that it would withdraw from the Western Passenger Association, but would continue as a member of the Mileage Bureau & the Clergy Bureau, both of which are adjuncts of the Association. In referring to the action taken General Passenger Agent Crane, of the Wabash, stated that as the Chicago & Alton had not been a member of the Association for some months, the Association, as it now exists, is incomplete, & it should either be entirely reorganized or abandoned.

The trip across the continent by the C. P. R., which Miss Shaw, Colonial Editor of the London Times, took on her way to Dawson City from London, the whole journey being accomplished in the record time of 31 days, presents, to use her own words, "a dream of beauty which never can be forgotten. An incense of clover for 400 miles, then a labyrinth of lakes and woods, & noble waterways opening vistas of forests to right & left. A thousand miles of roses on the prairies, mellowing with their faint sweet scent the keen sweep of continental air, & afterwards the superb scenery of the Rockies, the Selkirks, the Gold & the Cascade ranges, through which the train leaps from pass to pass on its journey to the hop-gardens & orchards of the Pacific Coast." The Yukon River is by no means always to be associated with ice and snow. "When I passed down the river in July," said Miss Shaw, "pink willow herb was flowering in sheets upon the hillsides, & in combination with the frequent fir-woods recalled in general effect the scenery of the Scottish Highlands. The weather at mid-summer was much like that of England."

Although the tourist traffic to Muskoka was last year the largest the G. T. R. ever experienced, it seems probable that the travel next summer will be greater than ever. The Co. proposes to make the charms of Muskoka as well as other points along the system widely known through the large cities of the U. S., & with that idea in view, its special exhibition car, containing photographic views of leading places on the system, is being sent on a tour. The pictures, over two hundred in number, depict the scenic beauties of Georgian Bay, Lake of Bays, as well as the White Mountains & the Maine seaside resorts. There are a number of specimens also of stuffed brook trout & other trophies of rod & gun, so that altogether picturesque Canada will be well displayed. Handsome pamphlets will be distributed wherever the car visits. It is the intention to keep the car out till about the middle of June, & among the points to be touched at are Chicago, Memphis, New Orleans, Louisville, Indianapolis, Cincinnati, Columbus, Cleveland, Pittsburgh, Detroit, Buffalo, Rochester, Syracuse, Albany, New York, Philadelphia, Baltimore, Washington, Wilkesbarre & Scranton.

The C.P.R. will run the first of its spring settlers' excursions to the Northwest on March 7, and during March & April special excursions will be run out of Toronto every Tuesday, the special colonist cars leaving at 9 p.m. The fare from Sharbot Lake west to Winnipeg will be \$21. Most of those going west on the excursions have already taken up land there & are going out with their effects to settle on it. From the reports received by the Co. the western excursions this year will be heavier than ever. Enquiries are being daily received from all parts of Ontario from parties who are anxious to settle in the Northwest, the C.P.R. officials having received thousands of such enquiries. Up in the Huron & Bruce districts & in the north-west part of the province, the emigration to

the Northwest bids fair to be particularly heavy. Alberta & Saskatchewan are the districts in the west that seem to be particularly favored by the prospective settlers. There will be a settlers' train service to the west this year, inasmuch as all the business has to be routed over the northern division of the G.T.R., & all settlers' effects will go the same way. The U.S. lines this year, as a result of the settlement of the rate war, will not be in a position to compete for this western business at all. They cannot quote a \$21 rate into Winnipeg, so that the entire traffic will be divided between the C.P.R. & G.T.R.

C.P.R. Arrangements with I.C.R.

At the end of Jan. & beginning of Feb. a number of conferences were held in Montreal between the General Manager and other officials of the I.C.R., & the Vice-President of the C.P.R., in regard to the latter Co. running its trains over the I.C.R. between St. John, N.B., & Halifax. The Minister of Railways was present at one of the meetings. It is said the C.P.R. proposal is that it shall be allowed to run its engines & other rolling stock over the I.C.R. track between the two termini, as at present, but at an increased price for the privilege. This is more than the I.C.R. is willing to concede. Mr. Pottenger's proposition is said to be that the C.P.R. engines & rolling stock shall no longer be allowed to run over the I.C.R. upon any terms whatever, in other words that the I.C.R. trains alone shall handle the traffic between Halifax and St. John. He, however, was willing that a C.P.R. sleeper should be attached to the Intercolonial trains from Halifax to St. John & vice versa. A settlement of the question has been deferred until after Mr. Shaughnessy's return from Europe.

Grand Trunk Telegraphers & Agents.

In our last issue, pg. 8, we gave the award of the arbitrators, but were then unable to give the order of reference under which the arbitration was held, & which is really necessary to a proper understanding of the award. It is as follows:—

ARTICLES OF AGREEMENT between the G. T. R. & Committee representing the telegraphers, covering arbitration of matters in dispute between them:—

1. Mr. Hays, for the G.T.R., & Mr. Powell, for the telegraphers, will name each to the other, within 10 days from this date, their respective arbitrator; the two so chosen to select a third.

2. Each party will pay the expense of its own arbitrator, & the expense of the third arbitrator shall be borne jointly between the two parties—each paying one-half.

3. That the arbitrators shall convene at Toronto Jan. 6, 1899, & proceed to the selection of a third arbitrator; the sessions to be daily & continuous, until such arbitrator is chosen.

4. That after the third arbitrator is chosen, the course of procedure shall be determined by the arbitrators, & that the sessions of the arbitrators shall be daily, until the matter is definitely settled.

5. That the decision of the arbitrators shall be binding on both sides commencing at a date to be fixed by the arbitrators, & continuing for a period of one year & thereafter from that date, subject to change upon a notice of 30 days from either party to the other desiring a change in the same.

6. That the present members of the Committee be allowed to return to the stations left by them before coming to Montreal, without prejudice, & resume their work at once, if desired.

7. That any reasonable number of witnesses desired by the telegraphers, who are employes