

The C.P.R. has made a reduction of from 20 to 40% in the rate for live stock shipments from the North West Territories to Kootenay points. The 40% reduction applies to live stock shipped from Macleod, & is due to the fact that former shipments from the southern points had to go round by way of Calgary, whereas now they go over the Crow's Nest road.

The customs complications until recently attendant on the shipment of merchandise from B. C. ports to Dawson, Yukon, will for the future be avoided by an arrangement recently concluded. The White Pass & Yukon Ry. Co. & the Canadian Development Co. have in conjunction put up the necessary security with the customs collector at Victoria, & have become bonded carriers, authorized to take dutiable goods through to Dawson without any customs detention.

The C. P. R. has given notice that in the shipment of bulk wheat from Fort William to Montreal for export by its steamers via Owen Sound, it will deliver to barges at Montreal or to ocean steamships (if the grain is loaded direct from the elevator to the steamer) the exact quantity of grain specified on the bill of lading, but will not assume any responsibility for any difference in outturn from the barges to the ocean vessel in the port of Montreal. On all rail shipments the Co. will deliver to barges or to steamers if alongside the elevators the actual inturn of the car & will not assume any responsibility for subsequent shortages.

Heavy reductions in rates have been made on the Western Division of the C.P.R., & on the Northern Pacific lines in Manitoba. From Winnipeg to Brandon 1st class freight has been reduced from 37c. to 20c. per 100 lbs.; 2nd class, 31 1-2c. to 18c.; 3rd class, 26c. to 16c.; 4th class, 19 1-2c. to 14c.; 5th class, 14 1-2c. to 9c. From Winnipeg to Brandon 1st class is reduced from 57c. to 37c.; 2nd class, 48c. to 32c.; 3rd class, 39c. to 27c.; 4th class, 29c. to 22c.; 5th class, 23c. to 16c. From Winnipeg to Portage la Prairie the reduction is, 1st class, 40c. to 20c.; 2nd class, 34c. to 18c.; 3rd class, 28c. to 16c.; 4th class, 21c. to 14c.; 5th class, 16c. to 9c.

The Michigan Central issued a tariff to take effect June 28, making the rate from Chicago to New York 13c. per 100 lbs. on oats, & 11c. per 100 lbs. on corn, the respective reductions being 4c. & 6c. The G.T.R. followed & made the cut. The M.C.R. holds that in making this cut it was only issuing a public tariff to meet the secret cutting of other systems. Mr. Loud, of the G.T.R., thinks the trouble will not last long, & that the sweeping cut will have the result of quickly restoring the rates to their old basis. The C.P.R. freight authorities state they do not propose to be dragged into this war, which is causing a good deal of bitterness in railway circles in Chicago.

G. T. R. Trackmen's Strike.

On May 22 the trackmen generally on the G. T. R. system struck work, giving as a reason that demands made on the management had not been complied with. The demands were as follows:—

That all permanent employees under a road-master be granted a raise of 25c. a day on present wages.

That all permanent employees are to be regarded as in line of promotion, seniority to have preference where merit & other qualifications are equal.

That all trackmen who resume duty after hours, as on Sunday, receive time and a half for the same.

That the permanent staff on each section be 1 man to every 2 miles of track, or fraction of 2 miles, not including foreman. All terminal points & yards to have 1 man to every 10

switches in addition to 1 man to every 2 miles of main line track.

That the wages of men employed on snow-ploughs & scrapers be:—Foremen, \$3 a day of 10 hours; trackmen, \$2 a day of 10 hours.

That the hours of work on Saturday be from 7 a.m. to 12 m., & from 1 p.m. to 4 p.m., with a full day's pay for the same.

That trackmen be given all reasonable leave of absence to attend monthly meetings, & a pass be given to attend the annual conventions.

That there shall be no discrimination against trackmen for being members of the Order of Railroad Trackmen, & when called to serve on boards of adjustment they shall be relieved without unnecessary delay for such purpose, but only on request of the Chairman of their Executive Committee.

During the strike the men, with very few exceptions, behaved in a most orderly way; some demonstrations took place but they were most likely got up by indiscreet sympathisers. On Saturday, June 3, as the result of conferences between General Manager Hays & two members of Parliament, Messrs. Taylor & Powell, the men's committee called the strike off & told the men to report on Monday, June 5, for work. On going to resume work the men were told they were out of the Co.'s service & would have to make formal application for re-employment. This they contended was a breach of faith & most of them resumed the strike which continued until June 19, when as the result of negotiations between J. Sutherland, M.P., representing the Dominion Premier & Mr. Hays they resumed work, the arrangement being that within 30 days Mr. Hays would discuss the whole question with a committee of 5 representing the trackmen, that none of the strikers be refused employment unless they had been guilty of acts of violence or of having used menacing language towards the new men or the foremen & others who refused to go out. During the strike the operating department did splendid work, trains being run on time & there being nothing to show that things were not going on in the usual way.

Railway Operating Matters.

It is said the Wabash will oil its road bed between Detroit & Buffalo.

Coke made in Halifax is being used experimentally on locomotives on the Dartmouth branch of the I.C.R., also between Halifax & Truro.

Negotiations are going on between the G.T.R. locomotive drivers & the management in regard to an increase in wages & some other matters.

The C.P.R. has been experimenting with an automatic mail catcher on its main line near Ottawa, with a view to use it on the Imperial Limited.

Negotiations in regard to the running of the C.P.R. trains over the I.C.R. between St. John, N.B., & Halifax appear to be at a standstill; at all events no progress has been made public.

A handsome set of the Acton Burrows Co.'s enamelled iron signs is now being used at Winnipeg station as sign boards to show the destinations of the various trains departing from the station.

Dominion Railway Legislation.

A bill introduced in the House of Commons by the Minister of Railways to amend the general Railway Act, proposes to amend section 90, relating to general powers of railway companies; to add as sec. 192a. a section providing that power under a special act to construct & use a bridge shall be exercised, subject to the provisions of the section to be added; and to substitute new provisions for

sec. 273, subsections 2 and 3, relating to trespasses, damages, etc. The most important features of the bill are the two last clauses.

One of these provides that if it appears to the Railway Committee of the Privy Council that for the public convenience a station should be located at any point on a railway subsidized by the Parliament of Canada or of any province in which the railway is constructed, the Committee (with the approval of the Governor-in-Council) may order the Co. to erect, maintain & operate a station at that point, & may define the accommodation to be provided in connection therewith, & the Co. shall obey every such order whether there be or be not any covenant on the subject in any agreement relating to the subsidy.

The last clause provides that the Railway Committee may, from time to time, make rules & regulations, not inconsistent with the Railway Act, for the operating of all or any of the railways subject to the jurisdiction of Parliament, & such rules & regulations shall supersede all previous rules & regulations made by the Co. operating any of such railways in so far as they differ therefrom. It will be remembered that the new rules framed by the G.T.R. on the basis of the rules of the American Railway Association were approved by the Government last year, but subsequently the Minister of Railways requested the management to defer putting them in force. It is now probable that they will not go into effect, but that their place will be taken by rules to be framed by the Railway Committee.

Vancouver Island Railway Projects.

Several schemes are on foot to give Vancouver Island, or more properly speaking the city of Victoria, improved connection with the mainland & connection with more railways. The matter is occupying the attention of a committee of 50 citizens, numerous meetings have been held, & the local press is devoting much space to the subject. One proposal comes from the Port Angeles Eastern Ry., which is projected from Port Angeles, Wash., on the Strait of Juan de Fuca. It was at first intended to build to a connection with the Port Townsend Southern Ry., which runs from Port Townsend southerly 27 miles & is owned by the Pacific Coast Co., but the projectors now talk of building to Olympia, Wash., 111 miles, where connection can be made with the Northern Pacific. The estimated cost of the line is \$2,250,000. Port Angeles is aiding the project to the extent of \$50,000, including land, & through the Squim Valley the Co. will receive timber grants. A survey of a portion of the route has been made & some six miles have been built. The promoters claim that Port Angeles has exceptional advantages as a port, being 80 miles nearer the Pacific than Seattle & 120 miles nearer than Tacoma, being naturally the 1st port of call from the Orient & having a splendid harbor. The promoters want to secure connection with Victoria, B.C., across the Strait, the distance from dock to dock being between 18 & 19 miles. They propose to operate a twin screw ferryboat with a capacity of 10 loaded freight cars, or 6 to 8 passenger coaches, with accommodation for broken freight, making one or more trips a day at the rate of about 9 miles an hour, also to operate a steel passenger steamer, to also carry fast freight & express matter, with a speed of 18 knots, to provide the necessary wharves & other accommodation for the traffic, & to give Victoria transcontinental connection at Olympia, for which the Co. asks a bonus of \$350,000 from the city of Victoria.

The Esquimalt & Nanaimo Ry. has also made a proposition to the city to operate a steam freight & passenger ferry between Vancouver & some point on the E. & N. line