

Temiscouata Ry.
Thousand Islands Ry.
Toronto, Hamilton & Buffalo Ry.
United Counties Ry.
Wabash Ry.

Cutting Rates from Chicago.

Montreal railway officials are complaining bitterly of the incisions being made in the lake & rail rates, at the very opening of the season by the Canada Atlantic Ry. East-bound freight rates are as badly demoralized as they were before the recent meeting of the board of control of the Joint Traffic Association. This meeting made east-bound rates a subject of consideration, & was followed by an edict, issued by the different eastern line presidents, for the re-establishment of tariff rates. Rate irregularities, however, have grown worse & worse, & to-day all east-bound tariffs out of Chicago are absolutely demoralized. In fact, the freight rate situation to-day is quite as bad as the passenger rate irregularities, although interest in the former department is confined to railway officials & shippers alone.

The Canada Atlantic, which is the baby line in eastern business, is accused of doing much to bring about this deplorable rate condition. With their new fast freighters from Chicago to Parry Sound, & their direct connection with Montreal, they have secured a large proportion of Chicago grain for export from Montreal. This business, the other roads claim, was secured by secret cutting. No open reductions have as yet been announced by any of the Eastern lines, although the presidents of the roads have ordered that whenever any secret cuts are discovered, open rates meeting the cut should at once be put into effect. Although it is an open secret that shippers can obtain grain rates at 10 c. per 100 lbs., & less, none of the roads dare openly accuse the other, since all have been engaged in secret cutting.

The Canada Atlantic, on the other hand, declares it has simply met the rates made secretly by its rival lines, & that it could not permit itself to be underbid by its big competitor the Grand Trunk. Railway officials state that there is every likelihood of the freight rate demoralization existing for some considerable length of time.—Montreal Herald.

Vice-President Shaughnessy of the C.P.R. will go to the Pacific Coast this month on his annual tour of inspection, accompanied by Chief Engineer Peterson. He will return over the route & completed portion of the Crow's Nest Pass Branch.

The Yukon Military Supplies.

In the House of Commons May 2, N. F. Davin said: "I would like to know whether it is true that the G.T.R. has received the contract for sending militia supplies to the Yukon?"

"No," was Dr. Borden's reply, "the G.T.R. has not received any contract, but is sending a portion of the supplies over its line. A much larger portion is going over the C.P.R."

"Therefore," queried Mr. Davin, "the G.T.'s portion will go over the Northern Pacific?"

"I suppose so," was the rejoinder of the Minister of Militia.

"And therefore," continued Mr. Davin, "it will go from U.S. ports & be shipped in U.S. bottoms."

Freight Carried by the C.P.R.

DESCRIPTION.	1896.	1897.
Flour..... Barrels.	3,291,209	2,911,072
Grain..... Bushels.	32,528,256	37,756,201
Live Stock..... Head.	566,219	663,773
Lumber..... Feet.	636,128,418	831,895,383
Firewood..... Cords.	166,831	185,208
Manufactured articles. Tons.	1,070,675	1,310,827
All other articles..... Tons.	878,261	994,813

FREIGHT TRAFFIC.

	1896.	1897.
Tons carried.....	44,420,555	5,174,484
Tons carried 1 mile.....	1,769,958,865	1,955,911,006
Earnings per ton per mile....	0.75 cents.	0.78 cents.

Freight Notes.

T. F. Savage, of Guelph, formerly station agent at Walkerton, has been appointed travelling freight agent for the C.P.R.

The Secretary of the Dominion Live Stock Association has issued a circular stating that all the railways in Ontario have agreed to carry pure-bred live stock at half rates.

More freight was received at North Sydney, N.S., last month than in any other month since the I.C.R. has been running there. Large quantities of flour from Ontario points are being shipped to Newfoundland via North Sydney & S.S. Bruce.

The Lake Erie & Detroit River Ry. has made arrangements with the Wabash Co. which practically constitutes it the Wabash freight agent in London, Ont., thus giving merchants another competing line. It will

take freight to & from Buffalo east & Detroit west.

The following joint circular has been issued by the general traffic managers of the Grand Trunk & West Shore Rys.:—The Grand Trunk Despatch has been organized to operate over the G.T.R. System, West Shore R.R. & connections. Sumner Hopkins is appointed Manager, with office in Brush St. Station, Detroit, Mich.

It is calculated that over 100% more acreage will be under crop in the Dauphin district of Manitoba this year. That this is believed to be the case is shown by the number of applications which have been received by the Dauphin Ry. for permission to erect elevators & grain warehouses at station points. There will be quite a number of these built during the summer so as to be ready for the wheat crop next fall.

The Quebec & Lake St. John Railway, according to the report presented at the recent annual meeting, is furnishing more than half of the lumber exported from Quebec. Last year the quantity aggregated over 60 million feet. The number of passengers carried during the year on the whole system was 153,669 as compared with 130,009, in the previous year, & the number of tons of freight 199,441, as against 150,346 tons. Several new mills were built during 1897, & are giving the Co. an increased traffic in sawn lumber. The pulp mill at Chicoutimi is completed, & is shipping its product daily. Another pulp mill is about to be erected near Roberval, & a chemical pulp mill at Lake Buchette & the extensive water power at the Jacques Cartier River is also likely to be utilized.

The General Freight Agent of the C.P.R. at Toronto has issued a circular to agents stating that in past years great difficulty has been experienced in making prompt & correct delivery of package freight shipped by the lake & rail route, owing to the insufficiency of marks placed on it by shippers, or owing to the total absence of any marks that would enable the goods to be associated with the waybills. Agents must take up at once with shippers & impress upon them the necessity of addressing their shipments, or marking them in such a way as will enable ready identification of the goods at transfer points, otherwise it will scarcely be possible at all times to deliver goods with despatch or to the proper consignees. Waybills are to show in full the marks on packages, so that on arrival of freight at Owen Sound or Fort William it may be readily checked with the waybills.

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