

don state that the G.T. & C.P. railways are considering a joint arrangement for a general advance in rates. The authorities of the two companies, when seen to-night, said they knew nothing about any such arrangement.

Formerly the arrangement with the C.P.R. for stopping Manitoba grain at North Bay for orders was that demurrage of \$2 a car was charged when detained over 24 hours waiting orders. The time has been extended to 48 hours, & when this has expired demurrage at the rate of \$1 a car will be charged, instead of \$2.

The following figures show how alive the people of British Columbia are to the possibilities of the fruit trade in the Pacific Province. In 1897, the C.P.R. carried 5,700 packages, or 75 tons. In 1898 55,000 packages were carried, or 386 tons. This is only a beginning, & in the near future the development of this industry will no doubt assume more marked features.

The Customs Department is completing arrangements for the transit of goods to the Yukon over the White Pass Railway in bond. Trains are now running from Skagway to nearly the Canadian border, & as soon as the line reaches Canadian territory a sealed car will be placed on the route to carry Canadian bonded shipments from Skagway across the disputed strip.

The G.T.R. has defeated the plan of some of the eastern U.S. roads to increase the minimum weights of carloads of provisions. These lines made an agreement, to go into effect Feb. 1, whereby carload weights were to be 30,000 lbs. instead of 24,000. The G.T., however, notified these lines that it proposed to fix the weight for provisions at 26,000 &, in the face of this, the other lines were compelled to do the same.

H. Corby, M.P., recently interviewed the G.T.R. Traffic Manager, urging that the Co. build a large grain elevator at Belleville, so that grain could be taken there from Midland, & sent on to Montreal in barges. Mr. Reeve informed him it was the policy of the road to develop the all-rail route from Midland to Montreal & Portland. The Co. did not intend at present to encourage proposals to transship at Toronto or Belleville.

The G.T. & C.P. railways have decided that in future anyone ordering a palace horse car must deposit \$10 before the car will be supplied. The reason is that parties would often order a palace horse car, & when it had been sent to the place ordered they would change their minds & not accept it. Under the new rule, when the car is accepted the deposit will be included in the freight

charges; when the car is refused the deposit will become forfeited.

The G.T.R. & C.P.R. have issued a circular putting into effect a new tariff on alcohol, high wines, pure spirits & whiskey shipped from all points in Ontario to Kootenay points. The rate will be \$1.80 per 100 lbs., with the minimum weight of a car load at 24,000 lbs. The same rate will be put into force on the I.C.R. The first named roads have also announced a new rate on the above articles from all points in Ontario to all points on the Pacific Coast, making the rate \$1 per 100 lbs.

The Municipal Council of Petite Cote, near Montreal, has granted power to E. Lefebvre & a syndicate to establish a stockyard within the limit of the municipality, to be connected with the C.P.R. The syndicate, which is composed largely of western cattle dealers, is to acquire 200 acres & expend \$100,000 on the land & buildings within a stipulated period. It is stated work will be commenced at once, & that efforts will be made to make it a joint stockyard. At present there are cattle sold at St. Henri, Point Ste. Charles, Hochelaga, the civic abattoirs & Bonsecours Market, Montreal.

A reduction in the rate on corn from Detroit to Hamilton & Toronto is announced by the C.P.R. The new rate is 8c. per 100 lbs. A new rate has gone into effect on beans in car lots, minimum weight, 30,000 lbs., to New York, Philadelphia & Baltimore, for export only. The rate is 19½ cents per 100 lbs. from the following points: Appin Jct., Arkwood, Belle River, Caradoc, Chatham, Elmstead, Hyde Park, Haycroft, Komoka, Kent Bridge, Longwood, Melrose, North Glencoe, North Newbury, North Bothwell, North Thamesville, Ringold, St. Joachim, Tilbury, Walkerville Jct.

The charter of the Manitoba South-eastern Ry. provides for a maximum rate on saw logs & cordwood. On pine & spruce saw logs, for 150 miles, or from the point where the railway touches Rainy River, to Winnipeg, the rate must not exceed \$2.50 per 1,000 feet b.m. The rate on cordwood is fixed at 2½c. per 100 lbs. for 25 miles, or less, 3c. for 50 miles, 3½c. for 75 miles, 4c. for 100 miles, 4½c. for 200 miles or less. It is this special rate on saw logs which will permit the establishment of saw mills at Winnipeg, the logs to be taken by rail from the Lake of the Woods.

A reduction in the freight charges on Manitoba wheat from points in Manitoba to Ontario has been made by the Northern Pacific. The new rates apply from all points in Manitoba touched by the N.P. to stations on the G.T.R. west of & including Montreal, Ottawa,

Valleyfield & intermediate stations on the Canada Atlantic. From Emerson, Winnipeg, Portage la Prairie & Miami the rate per 100 lbs. is 36 1-2c., & from Wawanesa & Brandon it is 37 1-2c. A rate of 20c. per 100 lbs. from Duluth to the same points in Ontario has also gone into effect, which is the same as the Fort William & North Bay rate to Montreal.

A reduction in the tariff on flour & grain to Newfoundland is announced by the G.T.R., from all points in Ontario, & in Quebec, west of Montreal, & including points on the Lake Erie & Detroit River Ry. To get the benefit of the reduction the freight must be routed by way of North Sydney, & the str. Bruce, which makes connection with the Newfoundland Ry. at Pointe aux Basques. The reduction is 2½c. per 100 lbs. from the previous tariff that was in effect. From Toronto the old rate was 30½c., now it is 28½c. The G.T.R. has also put in a new rate on beans from points west of London & St. Thomas to Newfoundland of 32c. per 100 lbs., in car lots, minimum weight 30,000 lbs., to be routed via North Sydney & str. Bruce.

Freight traffic on the Canada Atlantic system increased remarkably during 1898. There passed through Ottawa to Montreal 12,000,000 bush. of grain for export. The through freight traffic of the line, east & west, shows a good increase, 72,000 tons of freight having been carried east, & 65,000 west. The local freight traffic has increased at a good rate, especially in live stock, dairy, & cereals. The movement of lumber has been about the same as in previous years, & shows little increase. An Ottawa dispatch reports President Booth as saying, he would make "Montreal one of the chief grain centres of America." From various sources come the reports that in carrying out his plan he is building 2 large steamers to carry Manitoba wheat from Fort William to Parry Sound, the U.S. vessels he employed last year being prohibited by the coasting laws from engaging in this trade. Last year Mr. Booth's route carried only 500,000 bush. of Canadian wheat which came through in bond by way of Duluth. At a Toronto Board of Trade meeting recently, it was stated the C.A.R. had quoted a through rate from Chicago to Montreal of 3½c. a bush., which is about ¼c. lower than the lowest rate of last year, which was one of unprecedentedly low rates.

General Superintendent McGuigan, on returning from a recent inspection of the Western Division of the G.T.R. said: The volume of freight now being carried breaks all records since the new management took charge. "We have," he said, "been handling on an average over 700 cars daily at Niagara Falls,

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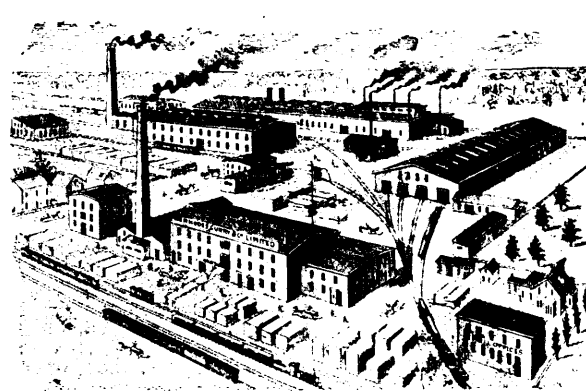
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