

Up-to-Date Advertising.*From the Toronto Daily Papers.***No. 1.****Always travel by the Grand Trunk, when you can. S. S. S.; Scenery, Safety, Speed.****No. 2.****All sensible people travel by the C.P.R. H. H. H.; Ha! Ha! Ha!****No. 3.****All sensible people travel by the C.P.R. V. V. V.; Veni, Vidi, Vici.****No. 4.****Then there are few sensible people in Canada. O. O. O.; Oh! Oh! Oh!****A Canadian Case at Duluth.**

U. S. District Judge Lachlan of Minnesota has just decided a somewhat peculiar case. In Oct., 1892, the Canadian steamer Arabian carried away a lock in the Welland canal & the escaping water broke the lines of the Canadian schooner Minnedosa below & jammed the schooner against the lock wall. The Minnedosa was damaged something like \$15,000, & claim was made on her underwriters for about that sum. In the fall of 1895 one of the underwriters on the Minnedosa, the Marine Insurance Co., which had paid \$8,000 on account of this damage, libeled the Arabian in the district court at Duluth, claiming of the Arabian \$8,051.20, under the subrogation clause in its policy. The repairs actually made to the Minnedosa were trifling in amount, nearly all of the damage claimed being on account of a disalignment in her side & keel, & which was not repaired. Both vessels were Canadian; the damage occurred in Canadian waters & the Insurance Company libeling was a foreign company. Objection was made to the court entertaining jurisdiction & was overruled, a court of admiralty being one open to all the world & having the right to exercise jurisdiction in such cases or not at its discretion. The case was heard; the court fixed the damage at \$8,000 & decreed that amount to the Insurance Company. The case will doubtless be appealed.—Marine Review.

Spokane & Northern Organization.

The Great Northern has now completed the formal taking over of the Spokane & N. Ry. & the other lines of the Corbin System. The directors chosen were: J. J. Hill, C. Shields, J. D. Farrell, W. H. Thompson, F. H. Mason & T. G. Thompson. The directors immediately elected officers as follows: President, J. J. Hill; Vice-President & General Manager, C. Shields; General Freight Agent, C. G. Dixon. Columbia & Red Mountain Ry.: President, C. Shields; Vice-President, W. H. Thompson; Directors, C. Shields,

J. D. Farrell & W. H. Thompson. New officers for the Nelson & Fort Sheppard Railroad will be chosen at once. The men who are now in the management of the tributary lines are nearly all well-known Great Northern men. C. Shields is an old Great Northern man & is well-known on the coast in the operating department. C. G. Dixon, who is made General Freight Agent, is well known on the Western Division. He went to Seattle several years ago, but was, after a stay of a few months, transferred to Spokane, where he has been nearly ever since in the employ of the Co. as General Agent. J. D. Farrell is well known as a skilful & genial Superintendent. W. H. Thompson is a Seattle man, in the law department, & has charge of much of the G.N.'s legal business on the Pacific coast.

A New York Passenger Meeting.

Passenger Traffic Manager McNicoll, of the C.P.R., & General Passenger Agent Davis, of the G.T.R., attended in New York Aug. 19 a meeting of passenger officials of lines east of Chicago, held for the purpose of trying to restore rates, which are in a somewhat demoralized condition at present. The gathering did not represent any particular association, but was a special gathering of all lines interested. It had no satisfactory result, however, & the gathering broke up, the subject to be continued at their next meeting.

Speaking of the condition of things in the West, Mr. McNicoll stated that the rate from Chicago to St. Paul was now practically \$5 for a ride of nearly 400 miles. It is a secret rate, but it shows how the Western lines are fighting among themselves. Shortly after the recent meeting of the Inter-State Commerce Commission an open rate of \$8 was announced, but now it is down to the first-named figure. Mr. McNicoll considers the existing state of affairs an evidence of the hollowness of the claim that the C.P.R. was the cause of the passenger rate cutting.

Express Rates in the West.

With a view to encouraging the growing of fruit in British Columbia, & to supplying the demand for fruit at points west of Winnipeg, which could not be met satisfactorily from the present fruit shipping centre, the Dominion Express Co. has put in force very low rates on fruit from the Pacific Coast to points as far east as Winnipeg, the maximum rate on the main line being \$2.40 per 100 lbs to Winnipeg; with the result that the growers in British Columbia have marketed all the fruit they could produce this season in excellent condition, realizing prices that were highly satisfactory to them. The growers state that on the results of this year's business they will increase their orchards as rapidly as possible, & it is expected that in the course of a few years they will supply the demand for fruit in

the Northwest, & that the arrangement will be a mutual advantage to the grower, the Express Company & the consumer.

Aliens on the Canada Atlantic.

An Ottawa dispatch says: "The locomotive engineers of the Canada Atlantic & Ottawa, Arnprior & Parry Sound railways are waging a war against aliens. Some time ago these companies leased a number of locomotives from the Central Vermont Ry. for aiding in the hauling of the extensive lake grain trade from Parry Sound. At the same time a number of men were imported to run the locomotives, thus giving to aliens the work which should have belonged to Canadians. At present the engineers are provided with pilots, but these will shortly be removed, & with their removal the old employees of the lines state they will insist on the new men being sent back. It is stated the C.V. Ry. refused to lease the engines to the C.A. unless C.V. men were employed."

C.P.R. Land Sales.

Acres.		Amount.	
1898	1897	1898	1897
Jan. 22,044	9,443	\$ 73,924.00	\$33,872.00
Feb. 20,630	8,163	66,399.00	27,573.00
Mar. 33,421	8,727	100,010.00	29,080.00
April. 43,145	10,785	140,275.00	37,145.00
May. 43,148	15,802	137,835.00	51,508.00
June. 49,113	18,964	160,199.00	63,160.00
July. 39,512	17,083	123,011.00	55,949.00
Totals.. 2,510,33	88,967	\$687,872.11	\$242,897.49

Two trains a day each way are being run on the Ottawa & New York, between Ottawa & Cornwall, Ont.

The general traffic agent of the Northern Pacific Ry. states that the excursion on that road from Dakota towns to the Winnipeg Industrial Exhibition this year carried 3,000 people, as against 1,600 in 1897. On the first section of the train alone 225 went from Pembina, 239 from Grafton, 69 from Cashel, 306 from the little town of Drayton, 23 from Pittsburg, 64 from Bowsement, & 31 from Joliet. These are Dakota towns & villages from 10 to 50 miles south of the Canadian boundary; & these people travelled, therefore, from 70 to 120 miles to get to Winnipeg.

The new freight tariff of the C. P. R. on grain, from the west to Lake Superior points, issued in connection with the Government agreement on the Crow's Nest Pass Ry., has been officially promulgated. The reduction on the former rate is 1 1/2 c. per 100 lbs. The tariff also contains the storage charges of the elevators at Fort William, which have a capacity for 5,250,000 bushels, effective Sept. 1, as follows: elevating (including 20 days storage) per bushel 3/4 c, storage for each succeeding 30 days, or part thereof, per bushel 1/2 c., cleaning & blowing, per bushel, 1/4 c.

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