"all-U.S." routes to British and U.S. Yukon gold fields respectively, and since the recent award there had been some revival of the all-Canadian route idea. At present an all-Canadian route, running as it must through barren mountains, would cost so much to build that it would involve the expenditure of many millions; and if it were constructed and in operation to-day it could not possibly earn enough to pay working expenses, to say nothing about interest on its cost, because the working expenses would be so enormous that the whole of the existing Yukon traffic would be insufficient to provide them at the rates which would be necessary in order to secure traffic. The report was adopted.

Canada Atlantic Ry. Co.'s Report.

The report presented at the annual meeting Sept. 30 consists entirely of financial and other statements. Following is the comparative statement for the years ended June 30, 1902 and 1903:

RECEIPTS.

	1903.	1902.
Passenger	$ 302,368 08	$ 310,096 83
Mails and express	30,525 41	29,466 80
Parlor cars	5,486 76	5,934 06
Freight	1,514,379 96	1,404,842 68
Elevators (net)	7,725 25	26,366 91
Telegraph	4,024 06	3,712 00
Rental of terminals	22,980 00	22,980 00
Other rentals	19,279 88	13,317 52
Miscellaneous receipts	1,056 13	229 67
Total	$1,908,025 53	$1,816,946 47

EXPENDITURES.

Maintenance way and structures	$ 239,919 96	$ 210,955 42
Maintenance equipment	208,026 35	213,108 29
Conducting transportation	675,348 53	739,881 71
General expenses	65,440 46	55,979 98
Total operating expenses	$1,188,735 30	$1,219,925 40
Balance	719,290 23	597,021 07
Taxes and rent leased lines	28,200 00	28,000 00
	$ 691,090 23	$ 569,021 07
Net earnings barges and lake steamers season 1902	9,450 02	31,401 24
Net revenue	$ 700,540 25	$600,422.31

The mileage operated is 468.4, of which 6.7 miles is from Albury Jct. to Swanton, Vt., C. V. Ry. under trackage rights. The freight traffic was 1,494,809 tons in 1902-3 against 1,545,240 in 1901-2, but the earnings increased from $1,404,842.68 to $1,514,579.96. The number of passengers carried was 377,779 in 1902-3, against 368,571 in 1901-2, but the earnings decreased from $345,497.69 to $338,-380.25. The engine mileage in 1902-3 was: train miles earning revenue 1,436,790, piloting, switching and light running 207,017, work trains 138,428, total 1,782,235, against 1,714,-572 in 1901-2. The car mileage in 1902-3 was: passenger 1,711,256, freight 21,643,459, total 23,354,715, against 24,395,451 in 1901-2. The classification of freight in 1902-3 in net tons was: grain 412,387, flour 60,351, coal 92,824, hay 56,616, live stock 13,765, lumber 427,609, manufactured goods 108,855, merchandise 101,752, pork 1,834, stone and brick 53,086, wood 64,728, wood pulp 62,398, all others 38,-604, total 1,494,809, against 1,545,240 in 1901-2. The rolling stock consists of 64 locomotives, 43 passenger, baggage, mail and express cars, and 2,634 freight, conductor, tool and oil cars and snow plows.

The following were elected : President, C. J. Booth; other directors: J. F. Booth, W. Anderson, N. MacIntosh, G. W. Mitchell, J. A. Seybold, C. MacLachlan; Secretary-Treasurer, A. W. Fleck.

The Algoma Central and Hudson Bay Ry. is now giving a service of three passenger trains each way on its main line. The branch line from Michipicoten Harbor to the Helen mine has been closed for the winter.

An Ontario Per Diem Case.

The Central Ontario Ry. recently appealed to the arbitration committee of the American Railway Association respecting a reclaim against the G.T.R. Co., on cars in switching service at Trenton Jct.

The C.O.R.'s case was submitted by G. Collins, Manager, as follows: The C.O.R. perform a switching service for the G.T.R. at Trenton Jct., handling freight for the latter company between Trenton Jct. and Trenton, a distance of two miles, in carloads and less lots, for which it is allowed 2½c. per 100 lbs. on freight classifying 1 to 5, and 1c. per 100 lbs. on classes 6 to 10. This allowance is not added to the through rates, but is absorbed by the G.T.R. The C.O.R. became a party to the per diem agreement on July 1, 1902, fully believing that it would be entitled to reclaim on the G.T.R. for cars in this service as per rule 5. The C.O.R. furnishes a locomotive and crew to handle this traffic, and if it was obliged to pay the full per diem on cars in such service, the business would be handled at a loss. In view of the above facts, the C.O.R. claims to be entitled to a reclaim of at least four days on the G.T.R. on cars in switching service between Trenton and Trenton Jct., and in support of such claim refers to the following correspondence between the parties on the subject in question: July 17, 1902—Wrote M. C. Sturtevant, Car Service Agent G.T.R., requesting a reclaim as per rule 5. July 30, 1902—Letter from M. C. Sturtevant, agreeing to allow a reclaim of three days. Aug. 9, 1902—Wrote M. C. Sturtevant, asking for four days' reclaim. Aug. 20, 1902—M. C. Sturtevant replied, agreeing to allow a reclaim of four days. Sept. 20, 1902—M. C. Sturtevant wrote that the G.T.R. could not allow any reclaim whatever, owing to the fact that the C.O.R. was paid by the 100 lbs. instead of by the car. Jan. 16, 1903—G. Collins met M. C. Sturtevant at his office in Montreal, the matter was fully discussed, and the latter gentleman (after conferring with his Freight Traffic Manager), confirmed a reclaim of four days on all cars handled from July 1, 1902, to Nov. 30, 1902, and positively agreed to allow three days' reclaim on all cars after Dec. 1, 1902. Jan. 21, 1903—J. W. Loud, Freight Traffic Manager of the G.T.R., wrote that he had been look into the matter, and, while admitting there was some merit in the C.O.R.'s argument, he had come to the conclusion that the C.O.R. was not entitled to a reclaim. Trenton is a competitive point reached by both the G.T.R. and C.P.R. That rates to this point are agreed upon, and in order to be placed upon an equal basis with the C.P.R. as regards delivery, etc., in the town, the G.T.R. arranged with the C.O.R. to handle its business between the junctions of the G.T.R. and the town proper, for which service it pays a rate per 100 lbs. instead of by the car.

M. C. Sturtevant, Car Service Agent G.T.R., submitted its case as follows: The G.T.R. for many years had a station called Trenton, which was two miles from the town of that name; delivery of Trenton goods being taken by the consignees at the G.T.R. station. A few years ago the C.O.R. was built, running from Trenton town and points south thereof, crossing the G.T.R. at the G.T. Trenton station and running north, connecting with the C.P.R. at Central Ontario Jct. The rates from Trenton station G.T.R., prior to the opening of the C.O.R., were practically the same as those which governed at contiguous stations on the G.T.R. east and west of it. When the C.O.R. commenced operations, by its connection with the C.P.R., it made the rates which the G.T.R. had in effect at its Trenton Station (then changed to Trenton Jct.) to and from Trenton town. Therefore, on competitive points traffic, the G.T.R. had to make, by interchange with the C.O.R. at Trenton Jct., the same rates to and from Trenton town as made via the C.P.R. and the C.O.R. Under this arrangement the C.O.R. is allowed, as stated by Mr. Collins, on classes 1 to 5 2½c. per 100 lbs., and 6 to 10 1c. per 100 lbs. The G.T.R. looks upon this simply as a division of the rate, just the same as the basis which governs on traffic to points north and south of Trenton Jct., which, in the case of south, is to Picton, 32 miles, and north to Bancroft, 84 miles, the C.O.R. being allowed an arbitrary rate per 100 lbs. in each case. Under these circumstances, the G.T.R. claims that the Trenton traffic is not a switch service, but simply a division of the through rate on an arbitrary basis of an allowance of cents per 100 lbs., instead of a mileage pro-rate to the C.O.R. This method of dividing rates between railways is not unusual, in fact it is very common in Canada on short lateral lines running in connection with the G.T.R. and C.P.R. Under these conditions, if the service which the C.O.R. performs for the G.T.R. on Trenton traffic is a switch service, what is the service which it performs at Picton or Bancroft? Surely that cannot be considered a switch service.

The Arbitration Committee decided that, while there is nothing in rule 5 to compel the allowance of a reclaim under the circumstances stated, there is nothing in the per diem rules to prevent such agreements as were made by the C.O.R. and the G.T.R. on the various dates named, and that the G.T.R. shall pay the C.O.R. reclaim of 80c. on all cars handled from July 1, 1902, to Nov. 30, 1902, inclusive, and a reclaim of 60c. on all cars handled from Dec. 1, 1902, inclusive, to Jan. 21, 1903, inclusive.—Railway Equipment Register.

Cattle Guard Commission Report.

The report of F. W. Holt, C.E., and Geo. Robertson, who were appointed by the Dominion Government to investigate the question of providing a suitable cattle guard, which was laid on the table at the close of the recent session of the Dominion Parliament, is a voluminous document. The instructions given the commissioners were to make examination of the guards in use on the principal lines both in Canada and the U.S., and also of such inventions as might be presented. In accordance with these instructions the commissioners travelled as far west as Winnipeg, visited a number of points in the U.S., inspecting all the guards in use, and gathering all the information possible in regard to the use of the guards on the different lines, and the views of officials. At Chicago they were present at the convention of the Roadmasters' and Maintenance of Way Association, when a discussion on cattle guards came up, and a good deal of information was gathered there. In Ontario and other points much information was gathered from railway officials and others. The commissioners finally arranged to have tests made of new devices that had been submitted by inventors, which were made at Ottawa, and were continued over a lengthened period. The guards presented for trial were divided into five classes: (1) gate guards lying usually in the plane of the rails, but working about a horizontal axis and working in the quadrant next the highway, that is, rising from the party approaching from the highway; (2) gate guards working in the opposite quadrant, that is, rising toward the approach; (3) those that swing about a vertical axis in a horizontal quadrant; (4) those that swing in a vertical plane about a horizontal axis, that is to say edgewise; (5) guards that are practically surface guards. After explaining the working of the appliances tested, or of which models were submitted, the commissioners came to the conclusion that no guard could be found which has been in use sufficiently long to prove that it can be maintained in a state