

Passenger Traffic Matters.

The Ottawa & New York Ry. has increased its service to 3 trains each way daily between Ottawa & Cornwall.

Tourist travel to Cape Breton will be very heavy this summer. Newfoundland will also get a good many tourists.

On July 1 the Northern Pacific will reduce passenger rates on its branch lines in Manitoba from 4c. to 3c. a mile.

I. C. R. sleepers now run through between Halifax & Ottawa, going over the G. T. R. & Canada Atlantic west of Montreal.

Passenger rates between Victoria, B.C., & Dawson, Yukon, via St. Michael's, have been raised to \$200 1st class & \$150 2nd.

Some months ago the Northern Pacific put on a second daily train between St. Paul & the Pacific Coast, but has withdrawn it, business not having proved sufficient.

The members of the Canadian Ticket Agents' Association, who will meet at Winnipeg in Oct., will return through the U.S., going south from Winnipeg over the Northern Pacific.

The G. T. R., the Maine Steamship Co., & the Lehigh Valley R.R. ticket offices have resumed business in new & large quarters at the corner of Broadway & Reade St., New York.

The C.P.R. Passenger Traffic Department is equipping a number of its ticket agencies with handsome enamelled iron signs, in blue & white, for outdoor use, supplied by the Acton Burrows Co., Toronto.

A recent number of the New York Outlook contains an article by Geo. Kennan, in which he refers to the advertising of Canada in distant lands by the C.P.R., mentioning more especially the case of a Cuban school, where the pupils got their knowledge of geography from one of the Co.'s charts.

"Summer Homes in the green hills of Vermont, islands & shores of Lake Champlain, Adirondacks & Canada," is a charmingly written, well printed & beautifully illustrated pamphlet of over 100 pgs., describing the summer resorts reached by the Green Mountain route, the Central Vermont Ry., from the Passenger Department of which it can be obtained.

The C.P.R. has imported three of Switzerland's most experienced & intrepid Alpine climbers, & has sent them out to help visitors tackle the Rockies in the vicinity of Banff, The Lakes in the Clouds & the Great Glacier. They are sturdy, picturesque fellows, wearing

grey suits & broad-brimmed hats, set off with black cock feathers. They are decorated with the gold & enamel medal of the Alpine Club & other trophies of their calling.

"The Montreal Witness pays a compliment to Sir W. Van Horne as the author of what used to be called in a half-jocular way, Parisian politeness, the courteous, & even kindly, treatment of its passengers, which has been the rule of conduct from the first among officers & employes of this Co., & has resulted in reforms in the same matter in other companies serving the public. We think that the compliment is well deserved, & that it is largely due to the officers of the Co. that passengers travel in much greater comfort to-day than was obtainable some years ago."—Toronto Globe.

W. A. D. Lees, an Ottawa barrister, who has a branch office in Russell, 20 miles distant, which he visits once a week, is suing the Ottawa & New York Ry. for \$49.55 for alleged excessive charges on tickets & \$148.65 for damages. The return fare to Russell, 20 miles, is \$1.20. The Co. has stopped giving 2nd class fares, but maintains 2nd class cars on the line. Mr. Lees says the Co. has refused to give him commutation tickets, & charges him at the rate of 3½c. a mile. He enters his action under clauses of the Railway Act dealing with unjust charges, & says the tariff of rates charged by the Co. has not been approved by the Governor-in-Council, as required by the Act, & consequently the Co. has no right to charge fares.

From June 5 to 12 General Passenger Agent Davis, of the G.T.R., took about 30 of the Co.'s principal ticket agents & a few others on an educational trip from Toronto to Lakes Simcoe & Couchiching, the Muskoka Lakes, the Lake of Bays, The Magnetawan River & Georgian Bay. On every hand were seen evidences of additional & improved accommodation for tourist travel, which will undoubtedly be very large to all that region this year, as the result of the elaborate & extensive advertising the G.T.R. has done. This year the Muskoka Express from Toronto will run through to Scotia Jct., on the O.A. & P.S. Ry., instead of only to Muskoka wharf. Mr. Davis says he believes that the Muskoka business will increase so much that in a short time the G.T.R. will receive \$1,000,000 a year out of it.

The most important recent event in passenger matters is the inauguration by the C.P.R. of its fast service between Montreal & Vancouver. Heretofore the journey has taken 5 days, now it has been reduced to 99 hours &

45 minutes, & a daily transcontinental service takes the place of the 6 days a week trains, the daily service not having hitherto extended east of Winnipeg. The increased & quicker service has been rendered necessary by the congestion of through travel, & will undoubtedly largely augment the Co.'s business. Montreal is left at 9.30 a.m., Vancouver being reached at 1.15 p.m. on the 4th day. Vancouver is left at 1.15 p.m., Montreal being reached at 6.10 p.m. on the 4th day. It must be remembered that there are 3 changes in time between Montreal & Vancouver of 1 hour each at Fort William, Brandon & Laggan, so that when it is 9.30 a.m. in Montreal it is 6.30 a.m. in Vancouver. The new service was inaugurated June 18, trains starting from Montreal & Vancouver. They crossed at Burrows, Assn., 1,667 miles from Montreal & 1,239 miles from Vancouver, on June 20, & reached the terminal points promptly on time on June 22. The distance between Montreal & Vancouver is 2,906 miles. Of course but few stops are made by the Imperial Limited, & the local travel is provided for by additional train service. The new service places Vancouver within 10 days of London, Eng., & Japan within 3 weeks of London, & has attracted great attention in England. Besides its practical utility, it will prove a most valuable advertisement for the Co.

Freight Traffic Matters.

The Transcontinental Freight Rates Bureau has appointed inspectors at Vancouver & Victoria, B.C., to enforce uniform freight rates.

The Sun Oil Refining Co. has instituted proceedings against the G. T. R., to recover \$184,86, alleged to have been collected illegally in freight rates on oil under the discriminatory tariff.

The offices of the Central Vermont Ry., in the Board of Trade Building, Montreal, have been abolished, & all matters pertaining to freight traffic affecting Montreal will hereafter be managed by F. J. Watson, Division Freight Agent G. T. R., Board of Trade Building, Montreal.

The statistician of the New York Produce Exchange gives notice that from July 1 the stock of grain at Fort William & Port Arthur, Ont., will be included in the report of the visible supply. The entire change contemplated is to drop Albany, Oswego & Cincinnati & add Fort William, Port Arthur, New Orleans & Galveston. The change is significant of the wonderful development of the Canadian west and the progress of the new south.

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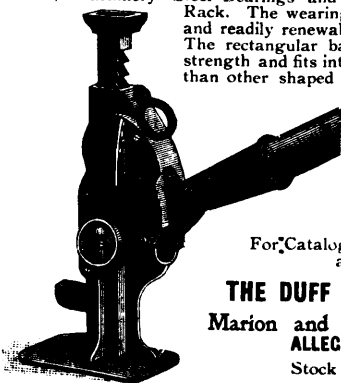
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