

mands upon its part, & that such illegal action on the part of the C.P.R. will result, if persisted in, in the utter demoralization of passenger rates over a large portion of the U.S., & incalculable damage to the interests of the U.S. lines, all of which is either denied or justified by the C.P.R. The document further states that it seems advisable that the Commission should be fully informed of the whole situation in respect to passenger rates, as affected by the C.P.R., with a view to determining what relief, if any, should be applied.

A report that the C.P.R. had decided to abandon its claims to differentials on trans-continental business was recently emphatically denied by Vice-President Shaughnessy.

Sir Wm. Van Horne visited St. Paul, Minn., about the middle of July, & the daily press at once assumed that he had been in conference with President Hill, of the Great Northern, respecting the rate cutting. On returning to Montreal Sir Wm. said to a reporter: "It was not the so-called rate war, but other business, that took me west. I know nothing of any settlement. We are quite content as matters stand. The enemy pays."

On the same subject President Hill said: "The rate war is no nearer a settlement now than it has been for 6 months. The report that President Van Horne & myself have reached a settlement of the differences between the roads is absolutely without foundation."

C.P.R. Mountain Guides.

That the exceptional beauty of the scenery is attracting even more & more attention in the older parts of the world is demonstrated by the continuously increasing number of U.S. & European tourists who invade the Dominion, summer by summer. The latest & most significant evidence of this fact is a move just made by the management of the C.P.R. It is announced that the Co. has sent an official to Switzerland to engage a number of Alpine guides, who will be brought over to Canada to act as guides for tourists in the Rocky Mountains. In a short while, accordingly, it will not be surprising to learn that mountaineering is one of the national sports of Western Canada. There are no mountains in the world offering more inducements & opportunities for mountain-climbing than do those magnificent, snowcapped, perilous heights that constitute the Canadian Rockies. They are destined, in time, to become the Alps of America, & that beautiful mountain country that stretches on all sides about Banff will some day become a second Switzerland.

The C.P.R. differs, in one respect, from all U.S. western lines, in the manner in which it goes through the Rockies. The most famous of the U.S. roads, for instance, the Denver & Rio Grande, is built at an elevation of 10,000 ft., going practically over, & not through, the range. The highest elevation reached by the Canadian Pacific is a little less than 5,300 ft., so that the higher peaks still tower 5,000 ft. above the railway line itself. This gives excellent opportunities for the adventurous mountaineer, & does not detract from the sublimity of the scenery. Even when this fascinating sport of mountaineering does become popular in Canada, it is estimated that at least 100 years will pass by before all the many heights of the yet unknown Rockies are climbed & explored. In a few years it will be as commonplace & natural for the Montreal & Chicago man to go mountain-climbing in the Rockies as it now is for the Londoner & the Parisian to go to the Alps to spend their summer.

The Michigan Central & Toronto, Hamilton, & Buffalo have met the cut of the G.T.R. & C.P.R., & made a reduction of rates to competitive points between Hamilton & Windsor, Ont. There is no cut in rates on through business.

Contract to Carry Passengers.

The Divisional Court of Ontario has given judgment in the case of Clarry v. G.T.R., where the plaintiff was a passenger on defendant's railway under a contract by which he was to be carried from Harrisburg to Stratford via Galt & Berlin. There was a break in the line at Galt, the distance being $\frac{1}{4}$ of a mile. An omnibus was provided, as advertised by defendants, but a fare of 10c. was demanded. Plaintiff refused to pay this fare, was not permitted to be transported free, failed to make his connection & brought action. He held that he was entitled to be transferred free but should have paid the 10c. and made his connection. The damages were restricted to that sum, but full costs allowed as it was to test a right.

Passenger Notes.

The G.T.R. did a tremendous 12th of July business in Ontario; on the Northern Division over 12,000 Orangemen were carried.

The G.T.R. has this year, for the 1st time, competed with the C.P.R. in its harvest home excursions. The same rates as the C.P.R. were quoted into Winnipeg, Brandon & Portage la Prairie. The G.T.R. quoted the same rates as the C.P.R. to North Dakota points also.

The C.P.R. authorities are enforcing at Winnipeg the rule that baggage left unclaimed in the baggage room for a longer period than 24 hours will be charged 25c. a piece for the 1st day & 10 cents for every day thereafter. This rule has not been strictly enforced heretofore. Baggage awaiting shipment on local trains leaving only 2 or 3 times a week will be exempt; also settlers' effects under certain conditions.

Travel to Muskoka, Ont., this year shows a considerable increase again, it being estimated by the railway officials that fully a third more people have gone into the district this year than up to the same time last year. The placing of a customs officer at Muskoka wharf has been a great convenience to tourists from the U.S., as it enables them to have their baggage checked right through, & thus do away with the delay in having it examined at Toronto.

Japanese newspapers are eulogistically noticing an artistically-prepared map issued in that country by the C.P.R. Co., showing the various routes across the Pacific & Canada & the Atlantic to England. The map has a beautifully-lithographed picture of the 7 gods of good fortune, 6 of whom are gazing down from cloudland on one of the magnificent white Empress steamships, & the other is depicting in Japanese on the mountain side the information that the C.P.R. is the only road by which passengers from Yokohama can reach New York in 17 days & London in 24. It is a well-conceived idea, & is capably & cleverly worked out.

The G.T.R. through trains to the sea are being largely patronized, the hot weather having whetted the desire to escape the discomforts of the hot city streets. These trains are models of comfort, having buffets & parlor & dining cars, which are fitted up in the most modern style. In fact, they are palaces on wheels, & are designed chiefly for those who can pay for luxuries. The cars are of the vestibule pattern, with cosy nooks & corners for groups of friends who desire to be together; the cuisine is tempting to the gourmand, while the attention which has been given to the smallest detail appertaining to comfort has immediate appeal for every class of patron. These specials are a feature of the G.T.R.'s summer service, which has been increasingly appreciated of late years.

J. E. Quick, General Baggage Agent G.T.R., has again been elected Secretary & Treas-

urer of the American Association of General Baggage Agents, whose convention was recently held at Detroit. While at the convention Mr. Quick read the legal opinions of expert railway lawyers in regard to the handling of excess baggage, & the best methods of collecting the charges on it. There is considerable difference of opinion among baggage agents in regard to this matter. Some agents hold that when checks are issued to travellers the railway can have no further claim for excess. They consider that the passenger should be given notice beforehand of the possibility of being assessed for overweight. The legal opinions read to the convention were not made public. A. D. MacTier, General Baggage Agent of the C.P.R., was at the convention & was appointed a member of the Committee of Arrangements.

The Apprentice Boy.

As an appendix to the report of the Master Mechanics' Association on The Apprentice Boy, G. R. Joughins, Mechanical Superintendent of the Canadian Government Railway System, wrote a special letter on scientific education, from which the following are extracts:—

It is my conviction that the question of a scientific education is the most important part of our work. I will confine myself to that aspect of the subject. I am particularly interested in it, because I have taught the apprentice boy in science schools for many years, & my experience of the benefits resulting therefrom have been most satisfactory, both to the pupil & the railway company.

My experience has altogether been in favor of educating our boys, not expecting that they will all attain responsible positions, but because even those who are dull will become better workmen, & the few who possess real ability will be separated from the ordinary mechanic & given an opportunity to rise above their surroundings & do better work in the world. If only for the sake of these few & for the good work which they will do in our profession & for our country, we ought to put forth every effort to make it easier to obtain a scientific education, & by largely increasing the number of schools make it more universal than at present. The importance of educating our apprentices cannot be overrated. It is of national importance, the prosperity of our nation largely depends upon it, because educated workmen are the backbone of a manufacturing country, such as ours.

I do not agree with those members of the Association who suggest that each apprentice should pay the full cost of instruction, & that he should depend on his own efforts for an education. That principle is not applied to the education of any one else, no matter what school, college or university he may attend, or what profession he may adopt. I believe it to be absolutely necessary to assist apprentices, & to assist them very substantially, both in school fees & in books. Various ways can be taken to raise money to help them, without making it a serious burden upon the railway companies; it is done at the present time in some places, & could be done in all.

Having persuaded our members & the roads they represent to raise the funds necessary, the Association ought to map out a plan of education. Then at the end of the session examinations should be held at the different schools, using the same examination papers. In this way a system of certificates of acquirements could be issued on a uniform standard, & which would prove of incalculable value both to the employer & employee.

Intimately related to the school question is the establishment of a technical library, which, no matter how small the beginning, could be gradually built up.