

The effect of a possible repetition of the suspension was put very clearly at the recent banquet of the Collingwood Board of Trade by J. J. Long, who is largely interested in the Dry Dock & Steel Shipbuilding Co. there. He said: "I hope the Government will see that henceforth U.S. vessels shall be excluded from coasting privileges in Canadian waters, which privileges are absolutely refused Canadian vessels in U.S. waters. If this is not done there is no particular use for our shipyard. We only want fair play. If they will throw their ports open, we will throw ours open. But we will not give them privileges they refuse to us."

The Intercolonial Management.

It is said on pretty good authority that some months since a number of Liberal members of Parliament from Quebec & the Maritime Provinces, presented the Minister of Railways with a written demand for the removal of General Manager Pottinger & two other prominent officials of the I.C.R. Mr. Blair has stood off the spoilsmen so far, but it is now said that in view of the near approach of the general elections the demand is being renewed, & that it is being pressed so vigorously that the Minister may feel compelled to yield. It is even asserted that Mr. Pottinger's resignation has been tendered, to take effect May 1, & that he will be succeeded by Mr. Mitchell, who built the Drummond County Ry. It is to be hoped that Mr. Blair will not give in. If changes in the I.C.R. management should become necessary for business reasons, let them be made, but not because they are demanded by politicians who may be exasperated because they cannot use the officials for party purposes regardless of the interests of the railway. The wire-pulling in connection with the management of the Canadian Government railways is a subject well worthy the careful consideration of those who argue in favor of Government ownership. From its perpetration in connection with the general railway systems of Canada, the people may well pray to be long spared.

Coke for Locomotives.

In his last annual report, President Tuttle, of the Boston & Maine, says:—"The need of a more cleanly substitute for bituminous coal as fuel for passenger locomotives, & one that will minimise the present risk of fires from locomotive sparks thrown upon property adjacent to the roadway, has long been felt. To use anthracite coal has, until recently, been the only alternative; but this, while much more expensive, is difficult to use under ordinary conditions, & is, on the whole, far from satisfactory. Within the past few months the New England Gas & Coke Co., whose works are near this company's tracks in Everett, commenced the production of coke of high grade, which was offered us in such quantities & upon such favorable terms that the experiment of its extensive use in passenger locomotives was at once undertaken. One hundred passenger & switching locomotives are now being regularly & exclusively fired with coke, & the results have been so satisfactory in every detail that its use is to be extended to a larger part of the passenger service as rapidly as the slight changes necessary thereto can be made. Experience has demonstrated that its cost will not exceed greatly, if at all, that of bituminous coal, while its general superiority in steam-producing qualities & its freedom from smoke, dust, cinders & sparks justify the belief that the extent of its introduction on other parts of the B. & M. system will be limited only by the quantity the manufacturers can supply."

The railway & express companies doing business in Buffalo are reported to have subscribed \$300,000 to the capital stock of the Pan-American Exposition.

Railway Operating Matters.

The Northern Pacific station agents are now required to wear uniform caps. The passenger conductors & brakemen now wear uniforms of blue cloth with gilt buttons.

The C.P.R. has voluntarily increased the wages of the machinists employed in its erecting shops at Toronto Jct. from 8 to 12%, according to the individual ability of the workmen.

The G.T.R. management has issued instructions, taking effect April 1, that section foremen on the Co.'s lines in Canada, & track laborers at present receiving \$1 per day, will receive an increase of 10c a day.

The G.T.R. has extended the run of some of the passenger conductors. Heretofore they ran from Montreal to Kingston & from Kingston to Toronto. Under the new regulations they run through between Montreal & Toronto without change.

A rumor that the G.T.R. contemplated transferring the round-house & car shops from Belleville & the round-house from Brockville to Gananoque, & making the latter the terminal point of the runs between Montreal & Toronto, is declared to be entirely unfounded.

The Moncton, N.B., Transcript, the Dominion Government organ there, recently announced that the Minister of Railways had authorized General Manager Pottinger, of the I.C.R., to advance track foremen's wages from \$1.60 to \$1.65 a day, & trackmen from \$1.15 to \$1.20 a day.

An order has been issued by the Southern Ry., applicable in South Carolina & Georgia, prohibiting the use of cigarettes by employees, & forbidding the employment in future of anyone who smokes cigarettes. The order applies to all departments, & it is stated that it will be extended to other divisions.

On the C.P.R. lines east of Fort William yellow has been adopted as the standard caution signal, & all the interlocking plants have been equipped with it. The Manager informs us that the color is giving satisfaction, & that the question of adopting green as the clear or proceed signal, instead of white, is being considered.

An order was recently issued by General Superintendent Leonard, of the Ontario & Quebec division of the C.P.R., notifying the engineers & firemen who run the large Mogul engines of an advance of wages, to engineers of 15%, & to firemen 20%. This action of the C.P.R. is purely voluntary, as the wage scale is fixed by an agreement, which does not expire until May 1, 1901.

The Erie Ry. Co. has inaugurated the position of a passenger trainmaster. "He will be expected to ride on the passenger trains on the Ohio division & keep a sharp eye on all the service, making sure that it is up to the standard. He will see that station agents have proper care for the comfort of the passengers, & also that the trains are not delayed by slow handling of baggage, & in general aim to give the public a better service."

Steel ties on the Mexican Southern Railway are said to have given great satisfaction, & they will be adopted by the entire line, 228 miles long. They have been used for 8 years on 141 miles of the line. They are of pressed steel, & are 5 ft. 5 ins. long, the track being 3 ft. gauge, and the weight of the rail 50 lbs. a yard. The tie is an inverted trough with flaring sides. The rail fastening consists of a U-bolt passing up through the tie from underneath the clips. Steel ties are not used on bridges or at switches, nor around shops & roundhouses. Before laying, the ties are coated heavily with tar to prevent oxidation.

Freight Traffic Matters.

The first C.P.R. car shipped direct from a point on that line in Kootenay to Spokane, Wash., arrived in the latter place at the end of Feb., laden with coal from the Crow's Nest coal mines. The car was started from Fernie, B.C., on the C.P.R. At South Junction, a little town at the lower end of Kootenay Lake, the car was transferred to the Kootenay Valley Ry., & forwarded to Bonner's Ferry. From Bonner's Ferry it was taken to Spokane over the Great Northern Ry.

In a recent issue we mentioned that the Alberta Railway & Coal Co. had established an agency at Nelson, B.C., & would ship coal there from Lethbridge over the Crow's Nest Pass Ry. We understand that the Co. sells considerable coal at Nelson & other points in B.C., at its usual prices, notwithstanding the competition it meets there, & the fact that the Crow's Nest Pass Coal Co.'s product has a much shorter haul. All through north-west Canada & in the western States the Lethbridge coal is very popular for domestic purposes, mainly owing to its cleanness & non-fragility.

E. A. Smyth, President of the Pelzer Manufacturing Co., Pelzer, S.C., says in a recent letter to the press: "The Pelzer Co. is a large shipper of export cottons, & to-day we are shipping 5 carloads of sheetings & drills to China, & as usual with our transcontinental shipments, these goods are routed by the buyers by the most direct line to Canada, then by the C.P.R. to Vancouver, & by its steamship line to China. It is perhaps not altogether strange, under all the circumstances, that while there are three railroad lines in the U.S. across the continent, & with steamship lines from San Francisco, the C.P.R. & its steamship line bag all this business. It is a fact, however, that from mills in South Carolina goods for China go first to Canada & thence across the continent."

The new commodity rates issued by the railway companies came into force Mar. 1. The schedules are those prepared for winter before the decision was taken in Nov. last to abolish these favours to manufacturers & distributors altogether. Though somewhat higher than those in force last winter, the rates are better for the shipper than the rates prevailing all winter. With regard to iron, at one point, to which the rate existing a year ago was 12c per 100 lbs. on less than carloads, & 10c per 100 lbs. on carloads, the new rate is 16c on less than carloads & 13c on carloads, against 19c & 15c respectively, under the rates issued in Nov. Here is an advance on the old rates of last year of 3c to 4c per 100 lbs., but a decrease of 2c to 3c compared with the Nov. rates. Other instances might be cited which show the same proportionate increases & decreases, while an instance here & there is met with where the rate is the same as a year ago. The new rates apply to the same particular iron commodities as enjoyed the special rates prior to Nov. last.

Passenger Traffic Matters.

The C.P.R. has reduced passenger fares on all its branches in Manitoba from 4c. to 3c. a mile, making them the same as on the main line there. It is expected that when the Manitoba & Northwestern Ry. is taken over by the C.P.R. a similar reduction will be made.

On Mar. 20, there went into force, as the result on the recent agreement between the trunk lines & transcontinental railways, a marked advance in 2nd-class passenger rates to the Pacific coast. The advance applies to both the G.T.R. & the Canadian Pacific. Up to Mar. 17, 2nd-class tickets from Montreal to Vancouver were \$47.50, now they are \$62.40.