

PITTSBURGH, April 18th.

Our manufacturers held a meeting with the representatives of the Amalgamated Association on last Saturday, and after a four hours' discussion failed to arrive at any satisfactory terms. The workmen, as you will remember, inaugurated a strike last year for an advance from \$5.50 to \$6 per ton, but failed, and wages were continued at \$5.50. They now desire that the same rate of wages be continued, but the manufacturers are unwilling to do so, and assign as a reason for a reduction the following facts: First—tariff reductions increase competition. Second—the supply of iron is relatively greater than a year ago. Third—the demand has fallen off. Fourthly, and chiefly—the price of iron has declined from 2 1-2 to 2 per pound, and the employers desire that wages should therefore decline from \$5.50 to \$5 per ton. Another meeting will be held this week, and perhaps one or two others, but as the manufacturers are determined upon a reduction of ten to twenty per cent., and as the workmen will not agree to such a proposition, a restriction of output is probable. This is contemplated, in fact, by the manufacturers, and they are prepared for a restriction of output, either by a strike or otherwise. The ore companies still refuse to make terms with consumers, and prices of lake ore are quoted at \$8 at Cleveland. A number of furnaces are out of blast and will stay out. Bar iron is weak at 2, and is shaded to suit buyers when large orders are to be had. A good deal of plate iron is being made, but there is still a great deal of capacity awaiting employment. The coal miners are endeavoring to establish a board of arbitration by which strikes in future will be avoided, but their employers are not wise enough to meet them half way. The steel rail mills hereabouts are well supplied with orders at about \$40 per ton.

Railways and Shipping.

Captain Harbottle, of Hamilton, has been appointed Inspector of Hulls for Ontario, and Mr. Brunce, Point Levis, for Quebec.

From the 28th of March until the 4th of April thirty-seven car loads of merchandise, fifteen of lumber, fifteen of emigrants' movables, one of lime, and one of potatoes, were unloaded at Regina.

Recently a number of Russian Jews went west from Regina to clear the track. The captain of the gang, Mr. Kaufman, was with them. They worked well, and intend to take up land and become industrious citizens.

The Manitoba S. W. Railway was to have been opened to the boundary line on the 15th inst., and, as the Northern Pacific is in readiness to run regular trains over the line of the new route to be established, the South-Western will be the principal rail communication with the States.

The general passenger agents in Chicago at a meeting recently, resolved to discontinue the practice of allowing a commission or any other compensation to persons getting up excursions to points west. These trips are not a source of revenue, and the companies want them discontinued.

Operations have commenced by which, at a cost of \$1,250,000, New street station, Birmingham, Eng., will be converted into the largest railway depot in the world. It will cover a total area of 45,000 square yards, or over eleven acres, and will have three platforms, each 1,000 feet long.

The slipping of wheels on the rails has been a trouble, always, and a cause of excessive expenditure of fuel and wear and tear of engines. On a French railway it was discovered accidentally that the jet of steam from the cylinder cocks directed on the rail in front of the big wheel instantly stopped the slipping operation.

The *Morris Herald* says:—On Wednesday morning last General Manager Manvel, of the Northern Pacific Railway, accompanied by other officers of that road, passed over the South-Western on the way to Winnipeg. Their mission north is to interview the Canadian Pacific Railway authorities with reference to opening the line in full about the 16th April.

WINNIPEG, Man., April 9.—The construction of the western division of the Canadian Pacific Railway has been resumed. The company intend to complete the line to or near the summit of the Rocky Mountains, 960 miles west of Winnipeg, during the year, which will leave only 263 miles to complete the connection with the work now progressing rapidly from the Pacific coast eastward to Kamloops Lake, at present the end of the track.

The *Mail* of the 11th inst. says:—The Grand Trunk and Credit Valley railways have made preparations to receive and forward the anticipated large amount of freight and passengers during the coming months. Yesterday they despatched special trains through from Toronto to Winnipeg, at which place they are expected to arrive early Saturday morning. Freight rates on both roads have been considerably reduced, especially on household goods and live stock, and the advantages offered by the railways to emigrants are greater this season than ever before.

Chicago will be the great resort of railway men during the coming exposition. Among the conventions to be held in June are those of the associations of master mechanics, master car-builders, general superintendents, and street railway superintendents, while the civil engineers will make this their stopping place in going to and from Minneapolis. Probably no such gathering of railway men, engineers, manufacturers, dealers in railway appliances, inventors, and men of scientific tendencies was ever held as that which will be called out by the great exposition.

The *Gravenhurst Banner* says:—"We understand that Mr. Hickson, of the Grand Trunk, has decided to run a branch line to Gravenhurst with a view of getting a share of the large timber trade of this place. The intention of the company then seems to be to construct the chartered line of railway from Gravenhurst to Sault Ste. Marie and obtain the large Ontario grant, voted for this purpose some time ago. We think this information has come to us on the very best authority, and that a commencement of the work will be made in a short time. Every citizen will hail with delight the presence of the Grand Trunk here. Then it is equally certain that another line of railway will be built between Gravenhurst and Callendar on some point of the Canadian Pacific at Lake Nipissing. We anticipate that after all these lines will have a junctional terminus at Gravenhurst. Such a centre of railway distribution and such a concentration of railway transshipment and trade would be almost sufficient to build up a town of considerable size."

A Buffalo despatch says:—A special from St. Thomas conveys the gratifying intelligence that two construction trains began double-tracking the Canada Southern railway yesterday morning, (11th inst.), orders having been received to begin work and lay rails five miles each way from St. Thomas. One train began operations at St. Clair Junction and will work eastward, while the other proceeds westward from the Air Line crossing. Orders are that the work is to be completed as speedily as possible, but considerable difficulty is experienced in securing men. Instructions have also been given to construct eleven additional sidings on the western division, and when these are completed the road will virtually be double-tracked, as but comparatively few additional miles of steel will remain to be laid. This does not include the cut-off from Welland to Niagara branch, which will be intersected where passengers are now given a view of the cataract and rapids. When this piece of road is begun it will take but a very short time to build it, as there is no heavy grading to be done.