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VOL. 1. No. 7.

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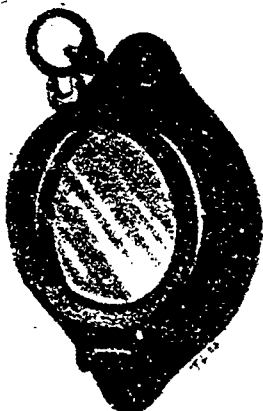
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VOL. I., No. 7.

TORONTO, CANADA, SEPTEMBER, 1898.

\$1 A YEAR.

The Canada Atlantic President.

John Rodolphus Booth was born at Waterloo, Que., 1826. He settled in Ottawa in 1857, & seeing the great possibilities of the Chaudiere, with its vast water power, built a small shingle mill on the same site as was afterwards used for his mammoth lumber mill. In time he became one of the largest limit owners in Canada, as well as one of the most extensive manufacturers of lumber, controlling 650,000 acres of timber, & cutting annually at his mills from 25,000,000 to 30,000,000 ft. of lumber. It is mentioned as an illustration of his foresight that during the prevalence of hard times in 1874-76, when other lumber merchants, thinking the bottom had dropped out of the market, & that things were going to remain in that condition, were disposing of their limits by auction, Mr. Booth was always on hand to bid for them. As an Ottawa paper remarked:—"He had faith in the country, while they had not, & now these limits are worth 5 times the amount he paid for them, & this, too, after he has cut all the logs from them he required for his business. Owing to fires in his mills, Mr. Booth has now almost entirely closed his lumber business in Ottawa & is devoting much of his time to railway matters. One of his first works in this direction was the building of a short line in the Temiscamingue region, where he was also a promoter of the Temiscamingue Steamboat Co. In 1881 he threw himself into the work of building the Canada Atlantic Ry., connecting Ottawa directly with Montreal & the New England States. Later he took up the Ottawa, Arnprior & Parry Sound scheme & carried it to completion as far as Georgian Bay. Of this scheme a contemporary says:—"It is a part of one of the biggest enterprises which any private individual ever undertook on this continent. Mr. Booth aims at no less than making the O., A. & P. S. Ry. the greatest avenue to the sea, of the north-western states & northwestern Canada. To this end the mere laying of the iron between Ottawa & the Georgian Bay, gigantic as the task was, is but a beginning. There are elevators to be built, there are steamships to be put on the lakes, agencies have to be established to divert trade into the new route. In short, Mr. Booth has to reach out all over the great lakes to make their business tributary to the Parry Sound route. He is aiming at that & will accomplish it if he lives long enough."

Mr. Booth is President of both the C. A. & the O., A. & P. S. Ry. Co's. In Jan., 1897, he received from the Ottawa Board of Trade an expression of the appreciation & gratitude of his fellow townsmen for the energy & enterprise displayed by him in the construction of the latter road. Mr. Booth is a Presbyterian & was formerly a trustee of the Ottawa Ladies College. He was one of the founders of St. Luke's Hospital, Ottawa, 1897, & has been

elected President of the Board of Governors. He has been opposed to free trade & favored the national policy. He married early in life Miss Rosalinda Cook, who died in 1886. He resides in Ottawa. We are indebted for the foregoing particulars to H. J. Morgan's "Canadian Men & Women of the Time."

Railway Rolling Stock Immovable.

An important decision was rendered by Judge Loranger in the Superior Court at Montreal Sept. 12, defining the class of property to which the rolling stock of a railway company belongs, whether movable or immov-

able. The property of the railway company, but of the Circuit Court of the district of Vermont, which tribunal had taken possession of the property & appointed Mr. Hays its receiver for the benefit of creditors; that Barker was only a pro tunc for the Ducey Lumber Co., which had transferred to him its claim, based upon a note made & payable at St. Albans for no consideration.

The Court held that the locomotives & rolling stock formed a portion of the immovable property of the railway. It had been urged by counsel for contestant that the locomotives & cars when seized had not been on C. V. tracks, but that did not make any difference. They were being used for the service of the C. V., & that was sufficient. Another point raised by the opposants was also well founded. The property of the C.V.R. was now in the hands of the Vermont Court, & disposal of it could only be made through that tribunal. The last point was also held good & the seizure was quashed with costs.

Back Numbers Wanted.

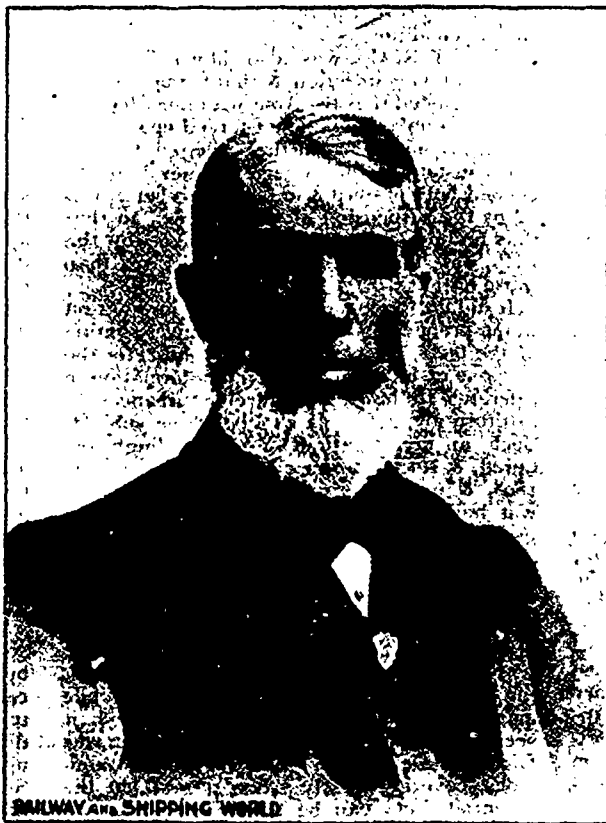
We are anxious to obtain a few copies of the May & June issues of THE RAILWAY AND SHIPPING WORLD, the supply of both issues of which at our office has been exhausted, & through an oversight insufficient copies were retained for our files. If any of our readers who have copies of either or both of the numbers mentioned will mail them to the publication office, 33 Melinda St., Toronto, we shall esteem it a favor & will endeavor to return the obligation in some way.

Progress in the West.—Manitoba will have 32,000,000 bushels of wheat, & the Territories 6,000,000. Who was it that said it was folly to open up the West, & that a railway would not pay for the grease for its wheels? The yield is a splendid tribute to the statesmanship that added an Empire to Canada.—Mail-Empire.

H. P. Dwight, President & General Manager, Great Northwestern Telegraph Co., Toronto, writes:—"You are making a very interesting paper of THE RAILWAY AND SHIPPING WORLD."

On Sept. 2, the New Brunswick Telephone Co. started stringing a copper wire between Moncton, N.B., & Amherst, N.S., to replace the iron wire. On the completion of this link there will be a metallic circuit between Fredericton, N.B., & Halifax, N.S.

The Irondale, Bancroft & Ottawa Ry. has established a telephone line connecting with the G.N.W. Telegraph at Kilmount, Ont. Telephone stations have been established at G.T.R. Jet., Irondale, Gooderham, Wilberforce, Deer Lake, Baptiste & Bancroft Station.



J. R. BOOTH.

able. The importance of the point lies in the fact that whereas any quantity of movable property is subject to seizure for a debt, the immovable cannot be divided, but must be sold either altogether or not at all. The case was that of H. Barker against the Central Vermont Ry. Co., in which the seizure of 2 locomotives & 7 cars, the property of the C. V., had been made in execution of a judgment obtained by Barker against the railway company. C. M. Hays, Receiver of the C. V., filed an opposition to the seizure on the following principal grounds: That the locomotives & cars formed a portion of the real & immovable property of the C.V.R.; that that railway, with its equipment, was no longer

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TORONTO, CANADA, SEPTEMBER, 1898.

C.P.R. DIFFERENTIALS.

Decision of Interstate Commerce Commission.

Following is the full text of the report & opinion of the Commission in the matter of the alleged disturbance in passenger rates by the C.P.R. Co. heard at Chicago, Aug. 1, decided Aug. 31, the report & opinion being prepared by Commissioner Prouty:

Previous to Feb. 19, 1898, the published passenger rates via C.P.R. from Boston to Seattle & points upon the Pacific Coast taking the Seattle rate, & from St. Paul to the same points, had been: From Boston, 1st class, \$71.75, 2nd class, \$62.40; from St. Paul, 1st class, \$60, 2nd class, \$40. By tariffs effective Feb. 19 & 21, these rates were reduced as follows: From Boston, 1st class, \$40, 2nd class, \$30; from St. Paul, 1st class, \$25, 2nd class, \$20. The Boston rate was made applicable to all New England, the State of New York, & to certain portions of the States of Pennsylvania & New Jersey.

Upon the filing of this tariff various American lines interested in trans-continental business applied to this Commission for leave to meet the above rates of the C.P., & any other rates of the same kind, under the proviso of the 4th sec., & upon hearing such relief was granted. That proceeding is entitled, in the matter of the application of the Atchison, Topeka & Santa Fe Ry., et al., for a suspension of the 4th sec., 7 I.C.C. Rep. 593, & the report & opinion in that proceeding may be referred to for a statement of the situation in view of which, & the grounds upon which, that relief was granted.

Upon the issuance of the order in that case the American lines put in force tariffs which met the above rates of the C.P., & thereupon the latter Co., by a tariff effective Mar. 10, 1898, made a further reduction, so that the rates of that Company to Seattle & other points taking the same rate were: From Boston, \$35 1st class, \$25 2nd class; from St. Paul, \$20 1st class, \$10 2nd class. The Boston rate was made applicable to the territory previously described. The Seattle rate applied to all Pacific Coast points north of Portland. The Portland rate was \$5 higher on both 1st & 2nd class, & this rate was subsequently extended to San Francisco. At the same time large reductions were made in the rates between Eastern territory & St. Paul, & the same rates were established between the West & the East. These rates have continued in effect ever since, & are still in force.

The order of the Commission in the proceeding above referred to was made Feb. 24, 1898, & was to expire of its own limitation June 30 following. The petitioners at the hearing had represented, & without doubt had expected, that the difficulties which led to the reduction made by the C.P. would be adjusted, & the rates restored to a normal condition before the time limited for the expiration of the order. Such did not, however, prove to be the case, & on June 22, 1898, the same petitioners moved for an extension of that order. In pursuance of this application the Commis-

sion on that date granted a further suspension of the 4th sec. upon the terms of the original order until Jan. 1, 1899, unless sooner revoked.

At or about the time of the making of this last application, the passenger agents of the American lines interested requested a conference with the Commission in reference to this rate situation, & such a conference was had at Washington July 12 & 13. The committee which then appeared in behalf of the western roads stated that they represented more than 70,000 miles of American railway; that the present rate difficulties had already involved passenger rates over a considerable portion of the U.S., & that further, most serious disturbances must ensue unless some adjustment was agreed upon; that incalculable damage had already resulted to the revenues of the American lines, & that much greater damage was likely to result in addition to the many deplorable consequences which are involved in a long-continued contest of this kind. They stated that in this matter the C.P.R. was an unwarranted aggressor, & stood as a disturber of rates & rate conditions; & they insisted that it was the duty of the Commission to find some means, if possible, to compel that foreign corporation to desist from its unjustifiable attack upon American railroads. Among other things, it was suggested that we put in force that portion of the 6th sec. of the Act to Regulate Commerce, which refers to foreign carriers, & that we make such representations to Congress as might result in legislation to prevent in the future a repetition of similar conditions.

The C.P.R. Co. was also informally heard by us in this connection, & that Company earnestly insisted that the American lines had by their own unlawful conduct forced upon it its present course; & further alleged that in many instances the American lines had exceeded both in spirit & in fact the relief granted by the suspension of the 4th sec., in that they had not only met the rates made by the C.P., but had established lower rates than those of that Co.

It did not seem suitable to take any action in the premises without further investigation of the facts, & it was deemed best, for the purpose of obtaining authentic information in reference to the existing rate disturbances, to institute an inquiry into this whole subject. Such an investigation was accordingly ordered, & set for hearing at Chicago Aug. 1, 1898, & upon that day, & succeeding days, was had. The American lines were very generally represented by their passenger agents. Their case was presented by a committee selected for that purpose, for whom P. S. Eustis acted as spokesman. The C.P.R. Co. was represented by its Passenger Traffic Manager, D. McNicoll, & by its Attorney, A. C. Raymond. The parties were fully heard, the testimony being taken under oath. While many details were undoubtedly omitted, it seems probable that the general situation was fairly well developed. The record is voluminous, covering nearly 1,000 pages, but the essential facts can be briefly stated, & are these:

In 1886 the C.P.R. was completed from Montreal to Vancouver & opened as a trans-continental route. At that time the St. P., M. & M. R. extended from St. Paul to the International Boundary, where it connected with the C.P. for Winnipeg. In connection with this line the C.P. therefore had 2 routes between the East & the Pacific Coast, one by its main line, which runs along the northern shore of Lake Superior to Winnipeg, & the other by its American connection from St. Paul to Winnipeg, & so on to Vancouver. Traffic over the 1st line is said to pass through the Port Arthur gateway, that by the 2nd line through the St. Paul gateway. Through its Port Arthur gateway the C.P. competes for Pacific Coast traffic from the Provinces of

Quebec & Ontario in Canada, & from New England & New York in the U.S., while through the St. Paul gateway it is a competitor for the traffic from the middle west. The N.P. & the G. N. Rys. handle traffic both from the east & middle west through the St. Paul gateway.

It does not appear what rate was at first made by the C.P. through its Port Arthur gateway. It does appear from the testimony that the C.P. at first adopted from St. Paul via Winnipeg the rates then in force upon the American trans-continental lines. Within 30 days, however, from the opening of this route a rate was made \$10 below that established by such other through lines upon both 1st & 2nd class business. The American lines strenuously objected to this action upon the part of the C.P. & its connection; & the St. P., M. & M. road in consequence was expelled from the passenger association of which it had previously been a member. Nevertheless, the C.P. in connection with this line continued to make, against the protest of the American lines, a lower rate by about the amount above indicated, claiming that its line could obtain no part of the Pacific Coast business upon equal rates with the American lines.

The first Trans-Continental Association was formed in 1888. Although the evidence is not very clear, it seems probable that the C.P. was from the first a member of that Association. Mr. Eustis, who was at that time the General Passenger Agent of the C.B. & Q.R., & who in that capacity participated in the discussions which led to the formation of that Association, was of the opinion that the C.P. only came into it upon condition that it should be allowed the differential which it then had upon Pacific coast business. The parties who represented the C.P. in those negotiations were not before us, but we are inclined to think that the recollection of Mr. Eustis is substantially correct. The C.P. was insisting that it was entitled to this differential; it had apparently for 2 years actually enjoyed it; it may be doubted whether it could have obtained by that route & at that time any considerable part of the business without it; & it is hardly probable that it would consent to become a member of an association with power to fix its rates, every other member of which would be opposed to a differential, unless it was understood, either expressly or tacitly, that it should continue to enjoy one. This was, however, against the earnest protest of the American lines, which have always insisted that the differential was unjust, & have only consented to it as a matter of expediency.

The Trans-Continental Association seems to have continued in existence until 1892, when for some unexplained reason it was dissolved. In 1893 the G.N.R. was opened for business between St. Paul & Seattle, & became thereby a trans-continental line. Up to this time the C.P. seems to have enjoyed a differential of \$10 1st class, & \$5 2nd class upon business through both its Port Arthur & St. Paul gateways. The St. P.M. & M.R. had become a part of the G.N. System, & when that road became a trans-continental line upon its own account the C.P. of course lost that connection from St. Paul to Winnipeg. At present the Minneapolis, St. Paul & Sault Ste. Marie road, extending from St. Paul to the International Boundary at Portal, N.D., where it connects with a branch of the C.P. running from the main line at Moose Jaw, & which is controlled by the C.P., gives that Co. a line from St. Paul; but this road does not seem to have been completed when the G.N. was first opened for Pacific coast business.

One of the first acts of the G.N. was a reduction in trans-continental rates. Mr. Whitney, who was then & still is the General Passenger Agent of that Co., testified that the purpose of that reduction was to equalize cer-

tain rates, or, more properly, to abolish the wide difference between 1st & 2nd class fares. It was suggested by the C.P. that the real object was to advertise the new route. However that may have been, it is certain that the G.N. signalized its advent into the trans-continental family by a reduction of fares from St. Paul to Puget Sound points to \$25 1st class & \$18 2nd class, the regular tariff rates then being \$60 1st class & \$40 2nd class.

Just how long the condition of things thus induced continued & just how it was finally adjusted does not very clearly appear from the testimony. Up to this time the only connection of the C.P. to Seattle, Tacoma & points south had been by water from Vancouver. That Company was anxious to secure an all-rail connection to these points. By an agreement dated Feb. 1, 1894, between the G.N. & the C.P., it was stipulated, in consideration that the C.P. be given train service into Seattle & thence to Tacoma & Portland, that it should waive its claim to a differential as against the G.N. through the St. Paul gateway, & that it should also give the G.N. certain facilities in the way of train service to Vancouver. This agreement was to continue in force for 1 year & until 90 days' notice thereafter. It did not appear that either party had given the required notice. We were of the impression that a similar agreement was executed about the same time between the N.P. & the C.P., but a hurried examination of the record does not disclose this.

In the latter part of 1895, the 2nd Trans-Continental Association was formed, to which the 3 trans-continental lines above named were parties. In connection with this Association, carrying out the provision in the G.N. agreement, it was provided that the C.P. differential through the St. Paul gateway should be abolished, & that it should be allowed a differential only upon business through its Port Arthur gateway. The amount of this differential seems also to have been adjusted, being reduced from \$10 to \$7.50, 1st class, & continued at \$5, 2nd class.

In consequence of the decision of the Supreme Court of the U.S. in what is known as the Trans-Missouri case, the Trans-Continental Association was dissolved in 1897. At this time the differential rates of the C.P. were in force, as above stated, with the consent of the American lines. The American lines insist that with the dissolution of that Association all agreements growing out of it fell; & that the agreement granting the C.P. a differential thereby terminated. This is probably in no wise material. All these agreements may have been in violation of law from the first. However this may be, the published rates by the different lines allowed the C.P. this differential. The testimony before us showed that not long after the dissolution of the Trans-Continental Association the G.N. & N.P. companies determined that they would no longer submit to it. In this view they made some effort to induce their eastern connections to put in rates ignoring that differential. Those lines, fearing evidently the rate disturbances which would result, declined to do so. It is equally evident that the G.N. & N.P. did not care to assume the entire burden of the contest by openly reducing rates west from St. Paul themselves. Instead of making an open reduction in their published tariffs, therefore, they effected a reduction in their actual fares by selling tickets for less than the published rate. To use the phrase of the General Passenger Agent of the G.N., the rates of the C.P. were met "in our own office." The method by which it was done in the office seems to have been by the payment of excessive commissions. Trans-Continental tickets are largely sold by agents of the western lines in the East, the compensation of the agent being in the form of commission upon

the ticket sold. These commissions were very much increased with the expectation that the agent would divide his commission with the purchaser; that is, the railway expected & understood that this ticket would be sold by its agent for less than the published rate.

About this time, the latter part of 1897, mining operations in the Klondike began to attract a considerable volume of traffic to Puget Sound points. The C.P., claiming that it was not obtaining a fair share of this traffic, at once proceeded to inquire into the cause of it. It caused to be bought in various parts of the territory in question tickets via the American lines & their connection, the G.T.R. of Canada, not only of agents, but over the counters of some of the Eastern connections of these roads. These tickets were bought at from \$10 to \$15 below the tariff rate, & in some instances even more.

Mr. McNicoll testified, that the C.P.R. in this contest for business did not depart from the published rate to his knowledge, & further testified that the reduction in the open rate by his Co. was induced solely by the secret acts of his competitors. Upon the other hand, the American lines, while claiming that the C.P. had not uniformly observed tariff rates, asserted that the insistence of that line upon the differential in question was the real cause of the controversy, & that specific instances of rate-cutting were immaterial for the purposes of this investigation.

This reduction was, of course, made with a view to finally obtaining a restoration of normal conditions, & efforts were at once begun, & seem to have been continued by all parties interested, to bring about some adjustment. The C.P. at first refused to consider the question with the American lines until rates had been restored to what they were before the reduction. This the American lines declined to do, for the reason that the C.P. would thereby enjoy the benefit of this differential, & would obtain an undue share of the heavy Klondike business which was then moving. Subsequently, the C.P. Co. expressed a willingness to submit to disinterested arbitration all matters at variance between the parties. To this all the American lines seem to have assented at first, except the G.N.R. Co. That Co. insists that the C.P. is not entitled to a differential, & declines to submit that question to arbitration or to consider any compromise of these differences which involve the granting of a differential. The other American lines seem for the most part to have come to the same way of thinking.

A good deal of bitterness was exhibited between the parties upon the hearing. The conduct of the C.P. was characterized by the American lines in the strongest terms as unreasonable & unjustifiable. It was alleged that this foreign road, having in its power to inflict almost untold damage upon its American rivals, had extorted without reason the allowance of this differential.

We are unable to find in the testimony anything outrageous in the conduct of the Canadian road in this matter. It may have originally used its power to inflict injury as a means of obtaining the allowance of this differential, & if it did, that is precisely what, in a greater or less degree, every road which obtains a differential, or an advantage in the shape of a differential, does. Possibly its power to inflict injury without corresponding injury to itself may have been exceptional.

(1) There may be reasons why this particular differential ought never to have been granted, but if the differential principle is to be admitted at all, it can hardly be said that the claim to one when originally made by the C.P. was utterly without foundation. In insisting upon it, that Company was simply claiming what numerous American lines had claimed, & what many of them were enjoying. We find nothing in the negotiations which led

to the re-adjustment of that differential in 1895, which savors of undue constraint upon the part of the C.P. Coming down to last Feb., whatever motive may have influenced this road in openly reducing its rates, it is difficult to see what better course it could take in view of existing conditions. The G.N. & N.P., its chief competitors, in wilful violation of the law which they are required to obey, had not only abolished the differential, but were taking, in some instances at least, a substantial differential for themselves. The C.P. claims that as a result of these practices, business was unduly diverted from its route. Ought that Co. to have indulged in similar practices? Obviously not. If the American lines deemed the differential unwarranted they should have published a rate which ignored it.

(2) Neither do we see anything radically unfair in the present attitude of the C.P. to this question. A recognized method of settling differences between competing lines is by arbitration, & the articles of many railway associations provide for such arbitration. When, therefore, the Canadian road proposes to submit to the final determination of one or more disinterested persons the adjustment of these matters in difference with its American competitors its position is instinctively felt to be a fair one. It may be wrong in its contention, but it can hardly be said to use the methods of the highwayman in enforcing that contention.

This is not intended & must not be taken as a criticism upon the attitude of the G.N. road in refusing to arbitrate. Whether a particular controversy shall or shall not be submitted to arbitration is a question for the parties interested. The G.N. Co. insists that there is at the bottom of this controversy a principle which, in justice to itself, it ought not to sacrifice, & which it will not sacrifice. It declares that the granting of this differential to this foreign corporation under the circumstances is wrong, & it prefers to establish that principle once for all, no matter how great the cost may be.

The relation of the Commission to the controversy would seem, therefore, to be this: Since both parties refuse to yield the contest may be indefinitely prolonged. In this contest we were asked to render substantial aid to the American lines by granting a suspension of the 4th section. Whether such aid shall continue to be granted is an important question. Ordinarily a suspension of the 4th section applies to comparatively limited territory. In this case it of necessity covers a vast extent of country. By granting it we suspend as to a considerable portion of the U.S. an essential feature of the Interstate Commerce Law, & we permit the very discriminations which that law was intended to prevent. We have no hesitation as to the propriety of what has already been done, but when it becomes evident that this condition of things may be indefinitely prolonged, we feel that we ought to rest our action upon substantial ground. If we are of the opinion that the C.P. is wrong in its demand for a differential, however fair in its enforcement of that demand, it will probably be our duty to continue this relief to the American lines. Upon the other hand, if we believe that the G.N. and its American supporters are clearly wrong in their position, this will have an immediate bearing upon our action. We are brought, therefore, to consider this claim of the C.P. to the differential, & it should be observed that this is, & all along has been, the real source of contention between these parties. While it is probably true that a desire to obtain a share of the Klondike business may have led to much of the rate-cutting, which in its turn produced the present demoralization, it is also true that the underlying question is the differential, & that if this were finally disposed of, there would be no serious difficulty in the immediate restoration of rates.

This question was referred to by the Com-

mission in stating its reasons for the suspension of the 4th section in the first instance, but it was not formally considered at that time, since but one party was heard. Upon the present hearing the C.P. was asked to fully state the grounds upon which it based its claim, & it has presumably done so.

The American lines assert that no foreign railroad company should be allowed a differential as against its American competitor with respect to American business. This is affirmed not only as a matter of fact in this particular case, but, so to speak, as a general proposition applicable to every case.

To this contention we are not disposed to agree. It is open to grave doubt whether from the standpoint of the American railroad the position is a tenable one. The geographical relation of Canada to the U.S. is such that in several marked instances Canadian lines form a part of important through American lines. This is true of the G.T.R., which in the matter under advisement is the ally of the American roads. Many of these lines formed by a combination of American with Canadian roads enjoy differentials. To deny a differential might seriously cripple the entire line, & might injure American much more than Canadian interests.

But this question is to be disposed of not from the standpoint of the railway alone, but in the interest of the public as a whole, of which the railway is but a part. According to the present theory of interstate railway regulation the protection of the public lies in the competition of the carriers. That competition has unquestionably reduced rates enormously in the past, & many persons believe that the competition of Canadian roads, & especially of the C.P. road, has had an important influence in the reduction of rates in certain sections of the U.S. Now, to say that a Canadian road shall not under any circumstances enjoy a differential is to say in effect that it shall in no case charge less than the American line. It may carry traffic between points in the U.S., but it must do so at the rate fixed by the U.S. railroad. The application of such a rule might go far towards des-

troying the benefits of Canadian competition.

Whether or not Canadian roads should be allowed to participate at all in the carrying trade of the U.S. is a much broader & an altogether different question. The will of this nation as expressed in the acts of Congress does admit them to such participation, & whether or not this is wise or the reverse is for the consideration of Congress, or of the treaty making power. This is one of the subjects which come before the Commission already appointed & about to begin its sessions, for the purpose of considering various matters at issue between this country & Canada.

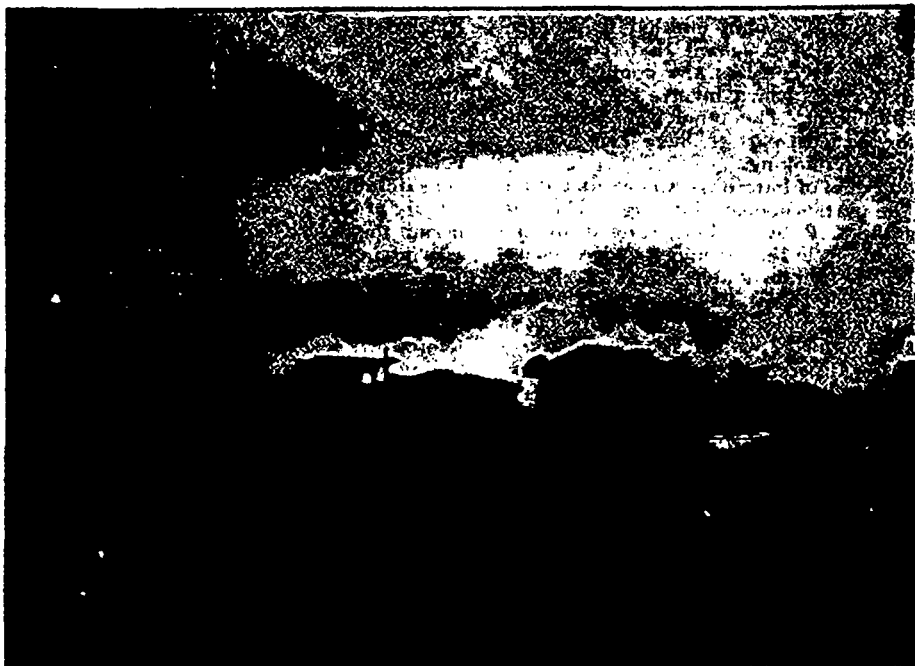
We are brought then to the question of fact whether at the present time the C.P. ought to enjoy a differential upon the business involved. It was stated upon the hearing that the purpose of a differential was to equalize disadvantages; & the representative of the C.P. earnestly contended that what his Co. asked for was not an advantage over the American lines, but simply equality with those lines. However it may be expressed, the purpose of a differential is undoubtedly to enable a line to participate in traffic which it could not obtain if it were compelled to compete at the same rate as its rivals. It is in essence a device for the distribution of traffic. At the basis of every inquiry into the reasonableness of a differential lies, therefore, the question whether the line claiming it is "entitled" to participate in the traffic involved. To take an illustration from the present discussion: The C.P. claims & has been allowed a differential on passenger rates between New York & San Francisco. The passenger by that route must go from New York to Montreal, from Montreal to Vancouver, from Vancouver by boat to San Francisco, or from Mission Junction all rail to San Francisco. The distance, roughly speaking, is 4,000 miles by this route as against 3,000 miles by the ordinary direct routes. Now it does not seem to us that the C.P. has any business with that traffic, & its claim to a differential as between those points should be denied upon that ground. If it is allowed to make the same rate that is the limit to which it ought to go.

That inquiry, however, is not of much importance in the present instance. The C.P. itself does not seriously contend that the differential should now be extended to San Francisco. As we understand the claim of that Co. it is that the differential should be applied to Portland & points north upon the Pacific coast & upon the Atlantic coast to Eastern Canada, New England & the State of New York. A glance at the map or an examination of relative distances shows that the C.P. between these sections is a natural and feasible route, & that it should clearly be treated as a competing line. Should it be allowed a differential upon passenger traffic as claimed?

Assuming for a moment that if this Co. does in fact labor under disadvantages as compared with its competitors, those disadvantages should be equalized by the granting of a differential, let us inquire what these disadvantages are. Mr. McNicoll was asked precisely that question. In reply he pointed to several minor circumstances, but the principal consideration was that the time by his line was longer. The serious controversy in this case is mainly between the G. N. & the N. P. companies upon the one hand & the C.P. upon the other. Therefore, in considering the propriety of this differential it is sufficient to consider the time & distances by the St. Paul gateway alone as compared with those upon the C.P. So considered the time from Boston to Seattle is via the American lines 115 hours, via the C.P., Port Arthur gateway, 144 hours. From Boston to Vancouver, via American lines, 125 hours, via C.P., Port Arthur gateway, 140 hours.

From this it appears that the difference in time from Boston is 15 hours in favor of the American lines to Vancouver & 29 hours in their favor to Seattle. The time from New York would be still more in favor of the American routes, & from Montreal less. Boston may perhaps be fairly selected as representing the entire territory.

If we turn now to the distances by these various lines we do not find the same discrepancy. That from Boston to Seattle by the American lines is 3,240 miles, by the C.P.



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3,377 miles. From Boston to Vancouver via American lines 3,346 miles, via C. P. 2,935 miles. It appears therefore that the distance is not substantially against the Canadian line.

It is urged by the C. P. that relative distance is of no account. This is not exactly true. The public is apt to associate the quickest time with the shortest route & it is worth something to be able to advertise the advantage of distance. Still, what the passenger looks at most is the time occupied. Twenty-nine hours longer between Boston & Seattle means both the loss of an additional day & the expenditure of additional money. It cannot be denied that such a difference in time as that exhibited is a serious handicap.

A railroad must not, however, create a disability for the sake of obtaining a differential. If the C. P. fairly can & fairly ought to make substantially the same time as is made by the American lines, then the fact that it does elect at the present to use more time ought not to weigh so heavily in its favor. That Co. would not probably admit that its road-bed or equipment is inferior to that of any trans-continental line. Why is it then that the time occupied is so much longer? This inquiry was put to Mr. McNicoll, & his answer was: Owing to the fact that it has comparatively little intermediate business over the first half of the journey from the East to the Pacific Coast as against much intermediate business upon the American routes. For this reason it cannot, over the corresponding part of the journey, run trains with the same rapidity as do the American lines. Thus the passenger who starts from Boston to Seattle by way of Chicago & St. Paul, rides for the first 1,500 miles upon an express train which is provided not for him but for business independent of trans-continental business, while the passenger who sets out for the same destination by the C. P. passes for the first 1,500 miles through a country where there is for the most part little or no intermediate business, where a train must be run for through passenger mainly, where the travel during a considerable portion of the distance justifies the running of but a single train a day which must do a local as well as through business.

Just how far this may be justified by actual conditions we cannot accurately determine. The local business between Montreal & Winnipeg certainly does not much embarrass the speed of its trains. One circumstance may be here referred to which casts great doubt upon the validity of this claim.

As already said, the main line of the C. P. runs west from Montreal along the northern shore of Lake Superior through Port Arthur, Winnipeg, & so on to Vancouver. From Sudbury, distant from Montreal about 450 miles, a branch line runs down to Sault Ste. Marie, where it connects with the M., St. P. & S. Ste. M. R. This latter railroad, which is controlled & virtually operated by the C. P., extends from Sault Ste. Marie to St. Paul, & from St. Paul to the International Boundary line at Portal, where it connects with another branch of the C. P., joining the main line again at Pasqua Jet. The C. P. has therefore 2 lines from Montreal to the Pacific Coast, one by its main line through Port Arthur & the other by what is called the Soo line through St. Paul. By the latter route the passenger leaves the main line at Sudbury, passes through St. Paul, & returns to the main line again at Pasqua. The distance from Sudbury to Pasqua is a trifle greater by the Soo line than by the main line.

Now the actual running time from Boston to Vancouver by the way of the Soo line today is 1.7 hours, as against 1.40 hours by the main line; & the actual running time from Boston to Seattle by the Soo line is 1.31 hours, as against 1.44 hours by the main line. This makes the time from Boston to Vancouver but 2 hours longer; & from Boston to Seattle

but 16 hours longer by the Soo line than by the shortest American line.

In making the foregoing comparisons of time & distance the American line selected has been the Boston & Albany, New York Central, & Lake Shore to Chicago. But this strictly ought not to be. As against that line the C. P. has enjoyed a differential of \$11.75 1st class, & \$7.35 2nd class. This arises from the differential between Boston & Chicago. The differential of \$7.50 1st class & \$5 2nd class which the C. P. demands is, from New England, as against the G. T. R. & its connections, & the comparison, in order to be of value in determining the justice of that claim, should be with the G. T. as the initial line between Boston & Chicago. This comparison would reduce the difference in time & give the C. P. an advantage in the matter of distance. Comparing the time by this route with the time actually made by the C. P. over its Soo Pacific route there would be but little if any difference against the latter Co.

Now it will hardly be claimed that the road-bed or equipment from Sudbury via St. Paul to Pasqua is better than via the main line between those points, nor that the intermediate business is materially greater, & if the C. P. is now actually running its trains upon this time by the Soo line, it is difficult to believe that it could not by a proper adjustment of its schedules & the reasonable operation of its trains make the same time by its main line; in other words, that it could, if it saw fit, do away with the greater part of the difference in time which now exists. Every other consideration except that of time is against the granting of this differential.

(3) This is clearly apparent by comparing conditions now with those when the differential was first allowed. In 1886 the C. P. R. was a newly-completed route. Its road-bed was imperfect; its name but little known. It had no communication with Seattle or Tacoma except by boat from Vancouver. Under these circumstances it might very well happen that it could not at the same rate obtain a fair portion of the business. To-day all this is reversed. Of all these competing lines the tracks of the C. P. alone extend from ocean to ocean. Its road-bed & equipment are equal to any. It has railroad connection with Seattle, Tacoma & Portland. It runs through cars on certain days each week from Boston to Seattle & from Boston to Vancouver, & through cars every day from Montreal to Vancouver. It has steamship connection with Asia by its own steamers. It may be doubted if the name of any of its rivals, perhaps of any American railroad, is more generally known throughout the civilized world than is that of the C. P.

Nor is this all. When this differential was first granted business to Pacific Coast points went largely to San Francisco; practically none of it went north of Vancouver. It was largely in consideration of that fact that the differential was then allowed. To-day this is not so. The great volume of traffic by these north trans-continental lines is to Puget Sound, or through Puget Sound to points beyond. Ten years ago the C. P. was out of the direct line of travel between the East & the Pacific Coast; to-day it is the direct line for a large portion of that traffic.

It has already been said that the real contest is between the N. P., the G. N. & the C. P., & it has been further said that for the purpose of a just comparison the G. T. & its connections should be treated as the initial line between Chicago & New England & between Chicago & Eastern Canada. If, upon this basis, these 3 lines are placed side by side as competing routes between the territory in question east & west what is the result? In location, distance, construction, equipment, through car service, reputation, facilities for obtaining business, scenic attractions, the C. P. would not for a moment admit its inferiority to either

of the others. We do not think that the mere fact that that Co. elects to take more time than its competitors by its best line, while it actually makes substantially the same time by its inferior line, entitles it under all the circumstances to a differential.

There is still another consideration which is entitled to great weight. While the differential is firmly grounded in the railroad policy of certain portions of the U. S., & is approved by many of the greatest railroad authorities, its application is by no means universal. The testimony in this case shows that there are no differentials west of Chicago. It is understood that none prevail in the South. The use of the differential is almost exclusively confined to trunk line territory or to rates made by combinations of those in that territory which carry the trunk line differential. The conditions there are such perhaps as to emphasize more strongly than elsewhere the necessity for some expedient of this kind.

It is evident that in all the great extent of country where there is no differential there must be at many competitive points & between many competing lines disadvantages & disabilities which are not equalized. This must be true between the trans-continental lines themselves. Both the General Passenger Agent of the N. P. & Mr. McNicoll of the C. P. stated that in their opinion the G. N. could not, under present conditions, obtain an equal proportion of passenger travel with the N. P. at the same rate, & yet the G. N. asks for no differential. The same thing must be true of other lines at other points, yet all these lines have agreed not to ask a differential.

Now, under these circumstances, we do not think that a single line, whether it be American or Canadian, ought to insist upon the introduction of the differential into this territory, unless it plainly appears that under the application of the present rule that line is at a clear & manifest disadvantage.

This we think should be true of an American line, & all the more is it true of the C. P. That road is eminently a Canadian institution. It was built largely by government aid & for government purposes. It operates, to be sure, many hundreds of miles in the U. S., but the traffic in question passes throughout almost the entire distance over the Canadian line. We are satisfied that, if this Canadian corporation comes into the U. S. to compete for traffic between points in the U. S., it should be content to operate upon the same terms with its American competitors, unless those terms are clearly unjust & unreasonable. It ought not to come into this territory & insist upon a different order of things than it finds here, unless it makes its title to that demand clear beyond all question. By so doing it becomes a disturber of rates & of the railroad situation.

In considering this differential question we have necessarily relied upon the testimony, which is not altogether satisfactory. It is quite possible that some material fact may have been omitted from that testimony & not therefore considered by us. Once conceding the principle of the differential, probably the only satisfactory test of its justice is its actual results, & nothing material of that kind appeared in the present case. It seemed to us, however, upon the case as made, that no differential whatever ought to be introduced into this territory in favor of the C. P., & upon that point we have felt very little hesitation.

It would seem, however, that it should be entitled to make as low a rate as is made by any American line, & attention is called to the fact that under the operation of the trunk line differentials this would not be true of fares from New York if the present differential of the C. P. were abolished.

The New York Central is what is called a standard road, & under the rules of the Joint Traffic Association it must charge for a ticket between New York & Chicago \$3 more than

certain other of the lines between those points. This enters into the rate beyond Chicago which is made by certain additions to the Chicago rate. No lower rate can be made than by the way of Chicago. The C.P. forms its connection between New York & Montreal via the N.Y.C., & while there are other possible routes by differential lines between these points, there is no other practical route. The result is that the fare by this line between New York & Seattle would apparently be \$3 more than by some other lines, although the passenger only passes over the N.Y.C. as far as Albany, & the fact that he leaves New York by that line would probably be of very little consequence in determining the trans-continental route. It seems to us that this apparent inequality should be corrected.

The idea above suggested that the Canadian road should not ask a differential in competing for traffic between points in the U.S. applies with equal force to the converse of the proposition.

On Feb. 16, 1898, upon the petition of the G.T.R. of Canada & certain of its American connections, we granted a suspension of the 4th sec. for the purpose of allowing these lines to meet the competition of the C.P. between the Provinces of Ontario & Quebec upon the one hand & Manitoba upon the other. The distance from Montreal to Winnipeg by the C.P. is more than 300 miles shorter than by the American lines & the business which moves between those points is almost wholly that originating & ending in Canada. While the American line should have the same right to compete for this business that the C.P. has to compete for American business, it is doubtful whether they should be granted anything in the way of an immunity to enable them to do so. The suspension of the 4th sec. would seem to be of this nature. The American lines allege that they have a large intermediate business, whereas the C.P. has very little. But the existence of this intermediate business can hardly be termed a disability. The reason for the slower time of the C.P. is alleged to be the want of intermediate business. If that Co. is denied any benefit in one case from the want of it, it certainly should be put under no disadvantage in the other case from the same source. It is perhaps fair, so long as the C.P. observes in the making of its rates the rules of the 4th sec., that its American competitors shall be obliged to do the same. This, of course, refers to a real observance of that rule, not to its observance in particular cases where circumstances render it desirable, & to normal conditions & compensatory rates, not a state of warfare.

Substantially the same observation applies

to the suspension of the fourth section in respect to the Kootenay District. That traffic moves largely, although not entirely, between points in Canada, & if the American lines are to compete for it they should perhaps compete under whatever limitations the law imposes.

The order of Feb. 24, 1898, suspending the operation of the 4th sec. was put partly upon the ground that the C.P. was in violation of the provisions of the Interstate Commerce law in making rates without the consent of the initial line. The tariff then filed by the C.P. quoted rates from all New England, from New York & from some other territory in the U.S. The testimony before us then showed that the method of the C.P. was to purchase local tickets to junction points with its own line, as described in that opinion, & this was said to be illegal.

Upon the present hearing it developed that from New England points the rate is now quoted by the initial line so that the objection with reference to that section has been removed. The representative of the C.P. testified that his Co. handled practically no business in New York & contiguous territory save from points upon the N.Y.C. That line has declined to file a reduced tariff, but apparently the operations of the C.P. are conducted with its full knowledge & assent. Under the normal rate it appeared that the N.Y.C. received for its division a less sum than its full local fare from New York to Montreal. It now furnishes the C.P. with its local tickets to be used in ticketing passengers from New York to Montreal, & thence via the C.P. to destination. Upon this ticket & the ticket of the C.P. it checks baggage through from New York to destination. It does not receive for its local ticket the price of its full local fare between New York & Montreal, but receives now the same sum which it had formerly received by way of its division. This seems to constitute a joint arrangement between the 2 companies for transportation by that line. Just what the legal quality of that arrangement may be we do not attempt to decide, but clearly it is not a case where the C.P. invades the territory of the initial road without its consent & purchases business in the manner detailed in the original case.

The action of the C.P. in ticketing to & from Pacific Coast points appears to have been with the consent of the lines interested there, under the arrangements existing before the reduction in rates. It would seem, therefore, that at the present time the actual violations of law in that respect are very much less extensive than it was supposed they were then. While this does not lead to any reconsideration of the conclusions formerly reached, it

has an important bearing upon the suggestion of the American lines, that, in view of the contumacy of the Canadian road in this respect, certain retaliatory measures ought to be adopted.

Both the representatives of the American lines & of the C.P. have applied to this Commission with the request & in the hope that some measures might be taken by it which would relieve the unfortunate situation. Apparently the Commission has no power to afford such relief. It cannot allow or disallow the differential in dispute. It has investigated this question for the reasons indicated in the foregoing opinion, & would deem it extremely fortunate if the conclusions reached might be made the basis of an early adjustment of the matters in difference.

It must be distinctly understood, however, that we do not recommend the settlement of this controversy by the making of any agreement, involving arbitration or otherwise, which is in violation of the Anti-Trust Law, as interpreted by the Supreme Court of the U.S.

Such features of the past or future history of this controversy as may in our judgment render appropriate any statement or recommendation to Congress will be presented in our annual report to that body. So far as our official action can affect the matter, we conclude that we ought not at present to rescind the suspension orders heretofore made; but if the C.P. should waive its claim to the differential, in accordance with the views above expressed, it might become our duty to revoke the permission granted by those orders.

The Canadian Pacific's Prompt Action.

On Sept. 6, Vice-President Shaughnessy issued the following circular to the executive officers of competing & connecting lines:

The complete opinion of the Interstate Commerce Commission in the matter of certain differences about passenger rates between the C.P. & a number of railway companies in the U.S. has just come to hand.

The commissioners recite the circumstances under which the C.P. was, by agreement with the other lines, first accorded a differential, & in this connection they say:

(Here follow the paragraphs in the I.C.C. opinion given above to which the nos. 1 & 2 are prefixed.)

It was not understood by this Co. that the commissioners would express an opinion on the merits of the claim for a differential, & therefore, the Co. had no opportunity to submit in full its evidence & argument, but the commissioners have dealt with the subject in

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their report, & they give it as their opinion that the C.P. is not now entitled to a differential on Pacific Coast passenger business. In giving their reasons, they say:

(Here follows the paragraph in the I.C.C. opinion given above to which the no. 3 is prefixed.)

With reference to passenger traffic between New York & San Francisco, the commissioners are of opinion that the C.P. has no right to that traffic because of the greater length of its route. In expressing this opinion the commissioners evidently lost sight of the fact that with nearly the same proportionate difference in distance between points in Eastern Canada & Manitoba, they had already suspended the operation of the 4th sec. of the Interstate Commerce Act, known as "The long & short haul clause," to enable the American lines via Chicago & St. Paul to compete with the C.P. for purely Canadian business to & from Manitoba, without disturbing their intermediate rates, but no doubt this will receive the further consideration of the commissioners.

The findings of the commissioners justify every step taken by the C.P. for the protection of its interests from the very beginning, & while we regret that an opportunity was not given us to fully present our case as regards the specific question of a differential, we cannot help recognizing the marked spirit of fairness with which the whole subject is handled, particularly in view of the fact that on the one side was the C.P.R. Co., "a foreign corporation," while on the other was a combination of companies in the U.S., representing 70,000 miles of railway, before an American tribunal.

Throughout their very able analysis of the question the commissioners seem to have entirely lost sight of the fact that while this Co. is competing with the U.S. railways for interstate traffic, several of the more important lines in the U.S. are active competitors of the C.P. for Canadian traffic, & it may no. be out of place to say here that if such an arrangement were practicable, & in the public interest, the C.P. could very well afford, & would be glad to forego, all claims to interstate traffic of every description if its U.S. competitors made no inroads on the business tributary to its lines in Canada.

However, in this case, as in all previous cases involving U.S. traffic, the Co. accepts without question, & will be governed by the decision of the Commission, taking care, of course, that its rates will be on the basis of those which prevail by any other route, & tariffs covering traffic affected by the decision, to take effect on the 25th inst., restoring ante bellum rates as far as practicable in existing conditions will be filed by this Co. in accordance with the Interstate Commerce Law.

TRANSCONTINENTAL RATES RESTORED.

Following up Mr. Shaughnessy's announcement the C.P.R. gave notice that on Sep. 25 transcontinental rates would be restored as indicated. In illustration of the new rates effective Sep. 25, it may be stated that the ante bellum rate from Toronto to North Pacific Coast points via C.P.R., 1st class was \$61.80. The new rate is \$66.30. The 2nd class ante bellum rate was \$55.80. The new rate is \$56.30. The figures during the cutting period were, 1st class, \$35, 2nd, \$25. The Grand Trunk & its U.S. connections' ante bellum rates were, 1st class, \$73.90, 2nd class, \$62.50. Now it is presumed they are the same as the C.P.R. The western U.S. lines now have to maintain tariff rates, or run the risk of having the C.P.R. discover their cuts & adjust its tariff to suit them. To keep tariff rates is something the U.S. western lines have never been able to do for any considerable period.

There appears to have been a general impression that the restoration of transcontinent-

al rates would be accompanied by a restoration of local rates in Ontario & Quebec, but the cutting continues, with no present sign of a speedy cessation. Meanwhile the people are luxuriating in cheap travelling & the G.T.R. & C.P.R. are losing money that might just as well be going into their treasuries. It is a great pity the two managements cannot get together & settle their differences.

Country retailers would hail with delight a restoration of local rates, which have for many months been operating against the leading stores at country centres. Their customers, by reason of the low railway rates, are able to visit Toronto quite frequently & make purchases at the large stores, diverting the regular trade of the country establishments to the city. The restoration of railway rates would, it is thought, result in giving back much of this trade to country merchants. Quite a few cases have been reported of country merchants reducing their purchases on account of the loss of trade in the way stated, & a change in the policy of the railways would be a good thing for the wholesale trade, as it is confidently expected it would lead to larger buying for the country trade than if present conditions were to continue indefinitely.

U.S. Railway Papers' Opinions.

The Railway Age says:—"At the hearing before the Interstate Commerce Commission there was considerable sparring between the representatives of the Canadian Pacific & of the American lines, respectively, on the question as to whether or not the Canadian road was subject to the jurisdiction of the Commission. The C.P. challenged anybody to cite a case wherein it had failed to comply with the commission's rulings. It even went so far as to intimate that in this respect its example might be copied to advantage by companies on this side of the border. American railway men smiled at what was regarded—in language which may or may not be slang—as an admirable 'bluff' on the part of Mr. McNicoll. Whether it was a 'bluff' or not, the C.P. has made its protestations good in somewhat startling fashion by the promptitude with which it has deferred to the wishes of the commission in this particular case. The Commission says that if the C.P. comes into the U.S. to compete for traffic between U.S. points, it should be content to operate upon the same terms as its American competitors, unless those terms are clearly unjust & unreasonable. The C.P. immediately announces that tariffs covering all traffic affected by the decision will be filed with the Commission, to take effect Sep. 25, restoring rates to the ante-bellum basis 'as far as practicable in existing conditions.'

"This is admirable. The only question is as to how far it will be 'practicable under existing conditions.' The C.P., of course, reserves to itself the right to meet any rates made by any other transcontinental route. It may be said without much fear of contradiction that certain of the American transcontinental lines are feeling at the present moment very much more bitterly toward each other than any of them feels toward the C.P. There is a not remote possibility that some of the American lines may find it difficult to maintain rates with entire good faith among themselves, in which case the Canadian road will be in a position to say uncomfortable things."

"Moreover, the deference of the C.P. to the wishes of the Commission does not affect the Ontario-Manitoba-Kootenay business. This traffic is not 'between points in the U.S.' It has been understood for some time that the C.P. would gladly abandon coast differentials, if it could obtain a satisfactory settlement of the Ontario-Manitoba difficulty, or if the American lines would withdraw their support

from the G.T.R. The passenger business to the coast is, in the view of the C.P., a matter of comparative indifference as compared to the business from Ontario points & Eastern Canada to places along its own western lines. When the C.P. files its new tariffs, what position will the American line be in toward the G.T.R.? We have no expectation that the C.P. is prepared to abandon its differentials to Pacific Coast points unless it is assured of retaining its Manitoba colonist business.

"We would not detract one iota from the admirable docility of spirit of the C.P. as shown by its complying with such alacrity with the views of the Commission. But when the smoke clears away we imagine that its complaisance will be found to have had diplomatic advantages. For the war is not over yet."

The Railroad Gazette says:—"Evidently the very lucid explanation of the facts underlying the controversy between the Canadian Pacific & its American competitors, which Commissioner Prouty gave in his report on the subject, convinced our Canadian friends that if their contention was to be based on grounds of reason, which would appeal to non-railroaders, it might as well be abandoned. So far as American traffic managers are concerned the C.P. might have kept up the contest forever; for, according to the barbarous philosophy prevailing among passenger men, a road which demands a differential need present no argument to justify itself, other than the facts that its cars are running and that it is willing to carry people at the rates which it gets. But Mr. Prouty's showing that the C.P. had no disadvantage but time, & probably could easily remedy that, really exposed the whole controversy as one of the old-fashioned, blood-letting kind, where the only principle is to carry for cost, or less, until the other fellow gives in—or until you become faint yourself. The showing that Vancouver is, for some traffic, as important as San Francisco, and that, therefore, the C.P. is not, as in former years, at a great disadvantage in the matter of distance, was the most important fact underlying Commissioner Prouty's argument.

"Mr. Shaughnessy asserts that 'the C.P. would be glad to forego all claims to interstate traffic of every description if its U.S. competitors made no inroads on the business tributary to its lines in Canada.' The precise meaning of these last half-dozen words is not exactly apparent, but the clause is, no doubt, sufficiently elastic to include cotton cloth from New England bound for Asia by the way of Vancouver, a kind of traffic which the American roads might not be willing to exclude from the term 'interstate traffic.'

"While it will be a decided relief to have this hitherto perennial quarrel out of the way, it is in order to remind our Wall Street friends who have been looking for great changes in earnings whenever peace should be declared, that the earnings on the traffic which has been affected by the low rates are but a trifling fraction of the total income of any or all of the roads. The space-writers have, indeed, had a very prolific controversy over an unimportant matter."

The West Shore Ry. dropped a bombshell in the railroad camp the 1st week in September in the shape of an announcement that thereafter its round trip rate from Buffalo to New York would be an even \$10. This cut of \$6 was immediately met by the Lehigh, Erie & Lackawanna, & it is said the New York Central will follow. The cut is the culmination of secret slashing that has been going on in Buffalo for months past. Tickets to New York have been on sale by brokers on some of the lines at as low a rate as \$4.

RAILWAY APPOINTMENTS, &c.

Central Ontario.—H. S. Johnson has been elected Vice-President, vice H. P. McIntosh, of Cleveland, O.

Erie & Huron.—The following appointments have been made, with offices at Walkerville, Ont.: E. C. Walker, Managing Director; W. Woollatt, General Superintendent & Traffic Manager; A. Leslie, Accountant & Auditor; J. H. Coburn, Solicitor; Owen McKay, Engineer; S. Austin, Mechanical Superintendent; H. Morris, Roadmaster. All these officials occupy precisely similar positions on the Lake Erie & Detroit River Ry., to which the E. & H. has been sold. The only E. & H. official whose services have been retained, is the Secretary, J. E. Foreman.

Grand Trunk.—The following changes & appointments took effect Sept. 1: J. Piper, Roadmaster, Toronto, transferred to 20th District (Brantford & Tilsonburg Branch), 21st District, & 22nd District Harrisburg to Guelph, vice P. Earle; headquarters at Brantford. Chas. O'Dell, appointed Roadmaster of 16th District & Toronto terminals, vice J. Piper, transferred; headquarters at Toronto.

The following changes & appointments are effective October 1st: H. E. Whittenberger, Trainmaster, 15th, 16th (Hamilton to Port Dover), 20th (Buffalo to Goderich) 21st Districts; vice A. S. Begg, transferred. Office at Stratford, Ont. P. J. Lynch, Trainmaster, 22nd, 23rd & 24th Districts. Office at Stratford, Ont.

Lake Manitoba Ry. & Canal Co.—The staff of this line, which is controlled by Mackenzie, Mann & Co., will also operate the Manitoba & Southeastern, now under construction from Winnipeg southeasterly. The head offices are in Winnipeg, the chief official being D. B. Hanna, who ranks as Superintendent.

Spokane Falls & Northern.—The following officials have been appointed, in addition to those mentioned in our July issue, pg. 147: Auditor, A. M. Thomas; Master Mechanic, C. H. Prescott.

White Pass & Yukon.—The Chief Engineer of this company is E. C. Hawkins. The officials of the operating department, with headquarters at Skagway, Alaska, are as follows: Division Engineer, F. H. Whiting; Master Mechanic, W. H. Garlock; Purchasing Agent, W. L. Wilson; General Storekeeper, J. W. Young; Freight & Passenger Agent, E. H. Birks.

The Late Sir Casimir Gzowski.

This distinguished man, who died at Toronto Aug. 24, occupied an important part in the railway & canal history of Canada. Passing over the details of his earlier life, which have been very fully referred to in the daily press, it may be mentioned that when he came to Canada in 1841, the project of deepening & widening the Welland Canal was on foot, & Sir Charles Bagot, who formed a very high regard for his abilities & character, very heartily sanctioned his appointment to an office in the Department of Public Works. For the next 6 years he was actively engaged in this Department, & his report of the works in connection with harbors, bridges & high-ways is voluminous. He supervised every important provincial improvement, & nearly every county in Upper Canada bears upon its surface the impress of his great industry & engineering skill. He became successively Superintending Engineer of Roads & Harbors in Western Ontario in 1842-48; Engineer of Harbor Works at Montreal, 1850-53; & Consulting Engineer, ship channel improvement between Montreal & Quebec, 1850-53. Later

he became Chief Engineer of the St. Lawrence & Atlantic Ry. Co.

In 1853 he formed a famous partnership with the late Sir A. T. Galt, L. H. Holton & Sir David Macpherson—the greatest firm Canada ever saw—formed of four of Canada's biggest men. For several years he devoted himself exclusively to railway construction. His firm had the contract for building the G. T. R. from Toronto to Sarnia. The firm was dissolved when this work was finished, & the partnership thereafter comprised only Gzowski & Macpherson, & did an extensive contracting business, including the G. T. R. from Port Huron to Detroit. In 1857 the firm established the Toronto Rolling Mills at the Don, for the purpose of producing iron rails & other railway materials. These mills ran for 12 years. Mr. Gzowski's Pittsfield friends were considerable shareholders in this venture. The firm also assisted in building the Toronto Esplanade.

Personal Mention.

H. B. Stuart has been appointed General Agent of the Erie & Huron Ry. at Sarnia.

Archer Baker, European Traffic Agent of the C.P.R., is visiting Canada with his family.

W. McKenzie, President of the Toronto Ry. Co., has been made an honorary lieutenant-colonel.

General Manager Frank Grundy, of the Quebec Central, returned about the latter end of Aug. from a visit to England.

Collingwood Schrieber, Deputy Minister of Railways, leaves Ottawa Sept. 27 for the Pacific Coast. He will inspect the Crow's Nest Ry.

W. H. Langridge, C. P. R. local auditor at St. John, N. B., has been promoted to the Pacific Division, with headquarters at Revelstoke, B. C.

Geo. Olds, C.P.R. representative on the Joint Traffic Association, recently returned to Montreal with Mrs. Olds, after a delightful holiday abroad.

The position of Canadian Passenger Agent of the Michigan Central, heretofore held by J. G. Laven, with headquarters at Toronto, has been abolished.

"Jimmy" French, for 16 years porter of Sir Wm. Van Horne's private car, has left the Co.'s service & gone to Chicago, to enter the employ of E. F. Austen.

Captain Cook, a graduate of Kingston Royal Military College, & son of W. Cook, of the I.C.R. service at Moncton, N.B., has been shot dead in South Africa.

The Duchess of Albany & her children, Princess Alice & the Duke of Albany, have been on a visit to Lord & Lady Mountstephen at Brompton Hall, Hatfield, Eng.

The title of H. B. Ledyard, President & General Manager of the Michigan Central, has been changed to President, the title of General Manager having been dropped.

G. H. Pick, formerly Assistant General Freight Agent I.C.R., has been appointed Weighing Inspector on the I.C.R. J. F. Nelles will be Assistant Weighing Inspector.

W. C. Tomkins, of the G. T. R. General Manager's office, Montreal, was recently presented with a clock and pair of statuettes, on the eve of his marriage to Miss F. Deverall.

The M.C.R. has made some changes at St. Thomas, doing away with the positions of day & night trainmaster. T. E. Scott, Trainmaster, has been given a position as passenger conductor.

Mrs. C. R. Hosmer, wife of the Manager of the C.P.R. Telegraphs, has returned to Montreal from a pleasant visit at St. Andrew's, N.B., where she has spent some weeks at the Algonquin.

Mrs. A. D. McTier, wife of the C.P.R. General Baggage Agent, has returned to Montreal with her youthful family from a very pleasant visit to England, accompanied by her mother, Mrs. Waddell.

W. Mackenzie, President of the Toronto Ry., F. Nicholls, of the General Electric Co., & H. M. Pellatt, have gone to B.C. They intend making a careful examination of Rossmore & the surrounding country.

Alonzo Lucas, for 15 years Bridge-master for the G.T.R., & for 30 years in the employ of the road, died at London, Ont., Sept. 20, after a lingering illness. He retired from the service about a year ago owing to ill health.

G. R. Joughins, the recently appointed Mechanical Superintendent of the I. C. R., has removed his family from Roanoke, Va., to Moncton, N. B., where they occupy one of the official residences near the head offices.

Thos. Newman, senr., late C.P.R. Roadmaster at Schrieber, Ont., died in Montreal Sept. 13, aged 58. The body was taken to his daughter-in-law's residence in Toronto & was interred at Mount Pleasant Cemetery there.

Lord & Lady Stratheona recently left Knebworth, Herts, Eng., to spend a few weeks at Glencoe, Scotland, accompanied by Alex. Stewart of Montreal. The Hon. Mrs. Howard & family remain at Knebworth during their absence.

F. P. Macdonald, Assistant Superintendent of the C.S. division of the M.C.R. at St. Thomas, has been appointed Superintendent Middle Division, with headquarters at Jackson, Mich. The Assistant Superintendency at St. Thomas has been abolished.

Co-partnership of the firm of McDonald, Stewart & Ferguson, railway contractors, has been registered at Windsor, N.S. The members are J. K. McDonald, New Glasgow; W. C. McDonald, Halifax; J. Stewart, New Glasgow, & D. Ferguson, Londonderry.

H. K. Prior, for many years General Freight & Passenger Agent of the Esquimaux & Nanaimo Ry., has resigned, & is succeeded by G. L. Courtney, for some time local agent for the C.P.R. in Victoria. B. W. Greer has taken Mr. Courtney's place in the C.P.R. service.

It is said that the G.T.R. directors have expressed their appreciation of General Manager Hays' service in an extremely practical way, by increasing his salary from \$25,000 to \$35,000 a year. It is said he also gets \$10,000 a year as Receiver of the Central Vermont.

President Callaway, of the New York Central, accompanied by President Beckley, Superintendent Fisher & General Passenger Agent Backus, of the T. H. & B., made an inspection of the latter line recently. It is officially denied that any change of management of the T. H. & B. is contemplated.

D. B. Worthington, Freight & Passenger Agent of the C. P. R. at Buffalo, has been appointed Travelling Passenger Agent of the C., M. & St. P., with headquarters in Buffalo, succeeding Wm. Kelley, Jr., promoted. Mr. Worthington is succeeded in the C. P. R. service by A. J. Shulman, heretofore his assistant.

G. F. Evans, Manager of the Westinghouse Mfg. Co., Hamilton, Ont., has been appointed Manager of the works which the parent U.S. Co. is establishing in Russia. P. J. Myler, Assistant Treasurer, who has been at Hamilton since the establishment of the works there, is Acting-Manager & will likely be appointed Manager.

G.T.R. Trainmaster Begg, of Stratford, has been transferred to Sarnia, where he will act as Trainmaster for the Chicago & Grand Trunk Ry. at Port Huron & for the G.T. at Sarnia. He will assume charge of his new duties

about Oct. 1. Mr. Whittenberger, of the Northern Division, will succeed Mr. Hegg, & Conductor P. G. Lynch, of Toronto, has been appointed to Mr. Whittenberger's place.

The rumor that J. E. Price, Superintendent of the I.C.R. at Truro, is to be appointed Assistant General Manager of the line has been revived by Maritime Province papers. Mr. Price is undoubtedly a thoroughly competent man for the position & the appointment would be a good one. Mr. Pottinger certainly requires an assistant to relieve him of some of his detail work, & should the oft-repeated rumor turn out to be true we think it will be a good thing for the I.C.R. Another rumor says Mr. Price will be made General Superintendent of the line.

Jas McQueen, jun., Manager of the Reading Despatch, Grand Trunk Freight Line, died of heart failure in Detroit recently. He was born in Dunfermline, Scotland, in 1854, coming out with his parents when a boy. His father, Jas. McQueen, was for many years Freight Agent of the G.T. in Detroit, & was retired a few years ago. Young McQueen followed in his father's footsteps & entered the employ of the old Great Western road as a clerk in the freight office. In time he became Chief Clerk, & was later appointed Assistant General Freight Agent of the Detroit & Milwaukee road. When the West Shore Freight Line was established in 1891 he was made Manager, & when this line was made the Reading Despatch he became Manager of the latter. He leaves a widow & 4 children.

E. M. Herr has resigned as Superintendent of Motive Power of the Northern Pacific to become Assistant General Manager of the Westinghouse Air Brake Co. He has had an unusually wide experience. He started as a messenger boy for the Western Union Telegraph Co., & entered railway work on the Kansas Pacific in 1878, since which he has been busy with promotions, but still has had time to secure a good technical education. He has devoted most of his attention to the mechanical department, & is specially well equipped for that work by intimate knowledge of operating matters obtained when he was Superintendent of Telegraph & Division Superintendent on the Burlington. The higher positions which he has held in mechanical departments are Master Mechanic of the Chicago, Milwaukee & St. Paul, Superintendent of the Grant Locomotive Works & Assistant Superintendent of Motive Power of the Chicago & Northwestern. By this change the railway service loses one of its best men, & the Westinghouse Air Brake Co. acquires one whose qualifications are altogether exceptional.—American Engineer.

Superintendent Price.

Alfred Price, recently appointed C. P. R. Superintendent at Toronto, with jurisdiction over the Toronto terminals, Hamilton & Owen Sound sections, & Orangeville, Teeswater & Elora branches, was born in Toronto in 1861. On Sept. 3, 1879, he entered the service of the Credit Valley Ry. at Toronto as operator & clerk. The line was then just about to be opened for passenger and freight traffic between Parkdale & Brock Road, now called Schaw. In 1881 he was given charge of the car records, which he kept until the absorption of the road by the C. P. R. At the same time he did more or less telegraphing & train dispatching. He was appointed C. P. R. Train Despatcher in 1883, Car Distributor of the Ontario Division in 1888, and Chief Dispatcher, in addition to Car Distributor, in 1896.

The branch stores department of the G. T. R. located at Port Huron, Mich., for several years, is being moved to Battle Creek.

FINANCE, MEETINGS, &c.

Salisbury & Harvey Railway.

The New Brunswick Equity Court recently granted an application of the People's Trust Co. & appointed J. R. Abney, a New York lawyer, as Receiver for this line, which was formerly known as the Albert Ry., the Ry. Co. consenting. The Receiver was ordered to file his accounts every 6 months, no security to be given.

This line runs from Salisbury, on the Moncton & St. John branch of the Intercolonial, 13 miles from Moncton, through the small fishing & ship-building villages of Albert County, a distance of 45 miles, to Albert, on Shepody Bay, an inlet of the Bay of Fundy. Hillsboro is an important village on the line, having a heavy plaster trade. At Albert Mines was once produced the most valuable species of coal which the world has known. This mineral, called Albertite, fetched enormous prices, but the supply is now exhausted & the village is falling to decay. The coast villages of Albert County are largely engrossed in the shad fisheries.

The following statistics of the line are up to June 30, 1897: Ordinary share capital author-



ALFRED PRICE.

ized & paid up, \$150,000; bonded debt authorized & issued \$250,000; Dominion Government aid authorized as loan, \$29,665.45; paid \$29,391.01; Provincial Government bonus authorized and paid \$455,000; municipal bonus paid \$70,000; total capital subscribed \$954,665.45; paid up \$704,391.01; floating debt \$3,000 at 7%; total theoretical cost of railway & rolling stock \$1,784,073.33. Forty miles of the line are laid with 60 lb. iron rails & 5 miles with 56 lb. steel. The radius of the sharpest curve is 717, & the number of feet per mile of the heaviest grade is 80. The equipment consists of 2 locomotives, 1 first-class car, 1 baggage, mail & express car, 7 freight cars & 22 flats. The total gross earnings for the year ended June 30, 1897, were \$23,485.53 & the operating expenses \$24,012.92. The foregoing figures are taken from the report of the Department of Railways. There is evidently a considerable error in the figures given as cost of road & rolling stock.

The officers of the line are: President, C. H. Hardman, New York; Secretary, F. B. Treiber, Charlottesville, Va.; Manager, A. Sherwood, Hillsboro, N.B. We are officially advised there will be no change in the running

of the road & that Mr. Sherwood will continue the management as heretofore.

Grand Trunk Finances.

In Aug. issue, pg. 146, we published a brief cable respecting the accounts for the 1st half of the year. The official notification issued by the Secretary says: "I am instructed to inform you that, subject to audit, the results of the accounts for the ½ year to June 30, 1898, are tabulated as follows: Gross receipts £1,871,700; working expenses, £1,243,900; net receipts, £627,800; net revenue charges for the ½ year, less credits, £490,500—£137,300. Deduct Chicago & Grand Trunk deficiency for the ½ year payable by the G. T. Co. under traffic agreements, £8,400; Detroit, Grand Haven & Milwaukee deficiency for the ½ year, £22,300—£30,700; surplus for the ½ year, £106,600; revenue credit balance from previous ½ year £10,300, less appropriated as the contribution for the ½ year ending December 31, 1897, towards the revenue proportion of the expenditure for the reconstruction of the Victoria Jubilee Bridge, £10,000—£300; balance available for dividend, £106,900. The above balance admits of the payment of the full dividend for the ½ year of £2 per cent. on the 4% guaranteed stock, leaving an amount of about £2,500 to be carried forward."

Commenting on the foregoing, the Canadian Gazette, London, Eng., says: "In view of the great activity of the stocks during the last few months, more than usual interest attached to the statement of the G. T. R. Co. for the ½ year to June 30, &, although comparing very satisfactorily with the figures for the first ½ of 1897, the notification was received in the Stock Exchange with considerable disappointment. After meeting the fixed charges for the entire system, the surplus for the first half of 1897 was £2,700, while this year it was £106,600, & the payment of the full dividend at the rate of 4% per annum on the guaranteed stock is recommended, leaving about £2,500 (including £300 brought over) to be carried forward. As a surplus, after meeting the guaranteed dividend, of at least £25,000 had been looked for, there was on the publication of the figures a sharp drop in the prices of the stocks, but some portion of this has since been recovered."

The annual meeting will be held in London, Eng., Oct. 13.

The Spokane & Northern Purchase.

A Spokane, Wash., paper gives the following as the facts in connection with this recent transaction. The version may or not be correct, & we simply reproduce it for what it is worth:

Some time ago the Chemical National Bank of New York began buying in the stock of the Spokane & Northern, & this operation coming to the knowledge of President Mellen of the Northern Pacific he concluded that the real purchaser was the Canadian Pacific. Just before this Mr. Hill proposed to Mr. Mellen that the Great Northern & Northern Pacific should buy the Corbin roads jointly, & operate them for their joint account, but Mr. Mellen did not like the idea of owning the property in partnership with Mr. Hill, & declined to go into the deal. The buying of the stock by the Chemical National was brought to the notice of J. Pierpont Morgan, & he also was disposed to think it a C.P.R. move, & determined to checkmate it. He did not want to have another invasion of N.P. territory by the big Canadian corporation. So he gave orders that his own house should buy all the S. & N. stock offered on the market. Morgan's purchases soon exceeded those of the Chemical, & had amounted to a controlling interest, when it was discovered that the real buyer behind the Chemical was not the C.P.R., but

J. J. Hill, who made loud complaint when he discovered that he had been playing against his powerful friend Morgan. At about the same time reports came in from two prominent N.P. officials who had been sent out to inspect the Corbin system, & they threw cold water on it as a traffic proposition. They did not think the melon was a juicy one. Mr. Morgan concluded that he did not want the system for the N.P. & wired Mr. Hill in St. Paul that he could have it for just what it had cost Morgan & Co. Hill promptly replied he would take it, & in a few days the transfer of stock was made & the deal completed. And this is how the S. & N. becomes a branch of the G.N. instead of the N.P.

C.P.R. Earnings & Expenses.

The gross earnings, working expenses, net profits & increases over 1897 from Jan. 1, 1898, are as under:

	Earnings.	Expenses.	Net Profits.	Increase or decrease.
Jan.	\$1,672,772.04	\$1,156,744.45	\$515,627.59	\$142,284.49+
Feb.	1,494,596.98	1,070,929.62	423,667.36	38,844.28+
Mar.	2,079,479.06	1,326,245.55	753,233.51	233,020.67+
April	1,928,461.88	1,241,371.19	717,090.69	89,973.35+
May	2,252,999.16	1,356,356.85	926,642.31	51,092.47+
June	2,138,110.04	1,330,714.67	817,395.37	68,731.97+
July	2,051,363.27	1,330,674.48	730,688.79	183,670.04-
	\$13,647,382.43	\$8,763,016.81	\$4,392,996.23	\$410,276.92+

The approximate traffic earnings for August, 1898, were \$2,161,000, against \$2,175,000 in August, 1897, a decrease of \$14,000.

AUXILIARY LINES.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—The approximate earnings for August were \$326,219, as compared with \$309,561 in August, 1897, an increase of \$16,658. For the 8 months ended Aug. 31, they were \$2,442,581.24, as compared with \$2,232,280.49 in 1897, an increase of \$210,300.75.

DULUTH, SOUTH SHORE & ATLANTIC RY.—The approximate earnings for Aug. were \$181,572, as compared with \$170,122 in Aug., 1897, an increase of \$11,450. For the 8 months ended Aug. 31 they were \$1,205,361.26, as compared with \$1,032,124.27 in 1897, an increase of \$173,236.99.

MINERAL RANGE, HANCOCK & CALUMET.—The approximate earnings for Aug. were \$37,076, as compared with \$28,796 in Aug., 1897, an increase of \$8,280. For the 8 months ended Aug. 31 they were \$229,637.57, as compared with \$186,598.05 in 1897, an increase of \$43,239.52.

Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1897	1898	1897	1898
Jan.	22,044	9,443	\$72,924.00	\$23,872.00
Feb.	20,650	8,103	166,399.00	27,573.00
Mar.	33,421	8,727	109,010.00	29,080.00
April	42,145	10,285	240,275.00	57,145.00
May	42,148	15,802	157,835.00	51,568.00
June	49,202	18,964	160,192.00	62,160.00
July	39,512	17,083	125,011.00	55,949.00
Aug.	19,449	9,460	61,911.00	20,209.00
Totals	270,572	98,427	\$872,864.00	\$328,466.00

Grand Trunk Earnings.

These figures include the G.T. of Canada, the Chicago & G.T., & the Detroit, Grand Haven & Milwaukee Rys.

	1898	1897	Increase.	Decrease.
Jan.	\$1,916,552	\$1,639,614	\$276,938	.....
Feb.	1,674,453	1,522,246	152,207	.....
Mar.	2,028,970	1,807,279	245,691	.....
April	1,918,427	1,770,840	147,587	.....
May	1,940,580	1,774,802	165,778	.....
June	1,860,402	1,912,185	.....	\$51,783-
July	1,860,384	1,992,688	.....	\$137,304-
August	1,992,382	2,091,235	.....	\$98,853-
	\$15,223,370	\$14,512,829	\$710,541	\$261,960-

Financial Notes, &c.

Atlantic & Lake Superior.—A Montreal despatch of Aug. 24 said: "The promoters of the A. & L. S. Ry. scheme have met with success in the London market, & three-fourths of the entire issue, amounting to several million dollars, has been already underwritten. The immediate intentions of the Co. will be confined to completing the line of railway from Sorel, on the South Shore, to Point Levis, & extending the road already built to New Carlisle, to Paspebiac & Port Daniel. When the Company had been informed of C. N. Armstrong's success in London, Jas. Shanley, C.E., began at once the construction of deep water terminal facilities at Paspebiac, a port on the Baie des Chaleurs, which the promoters of the A. & L. S. contend will be open all the year round, & will thus contribute to the solution of the winter port question within the old provinces of Canada. The operations of the Co. are not, however, confined to the railway scheme, for word has been received here from London to the effect that steamers have been chartered to go on the route between Paspebiac & a British port, the service to be inaugurated in October. A gentleman interested in the Co. states that the boats in question will have a speed of 17 knots an hour."

In response to an enquiry as to the accuracy of the foregoing, the Acting-Secretary of the Co. writes us:—"I am pleased to be able to confirm the rumor that you spoke of with regard to the underwriting of our bonds, & the issue of the same, which will take place early in Oct., & of the success of which we have no doubt."

The Financial News, London, Eng., recently made a strong attack on these bonds.

Calgary & Edmonton.—The net loss in operating for July was \$1,190.06, as against net earnings of \$6,269.09 for the corresponding period. This decrease is caused by the large increase in expenses, \$17,144.59, being spent in maintenance of way & structure. The total expenses for July, 1897, were \$11,704.91, as compared with \$22,683.45 for July, 1898.

The annual meeting of this Co. will be held in Toronto Oct. 5.

Canada Atlantic.—The annual meeting will be held in Ottawa Sep. 27. The annual meeting of the allied company, the Ottawa, Arnprior & Parry Sound, will be held at the same place an hour later.

Dominion Atlantic.—The receipts for the 7 months to July 31 were \$271,368, against \$255,399 for corresponding period.

Guelph Junction.—The earnings for April, May & June were \$3,652.43, of which the C.P.R. paid the city of Guelph \$1,460.98 under the terms of the lease.

Kaslo & Lardo-Duncan.—A meeting of shareholders was held at Kaslo early in Sep. It is said the charter has been sold to people in London, Eng.

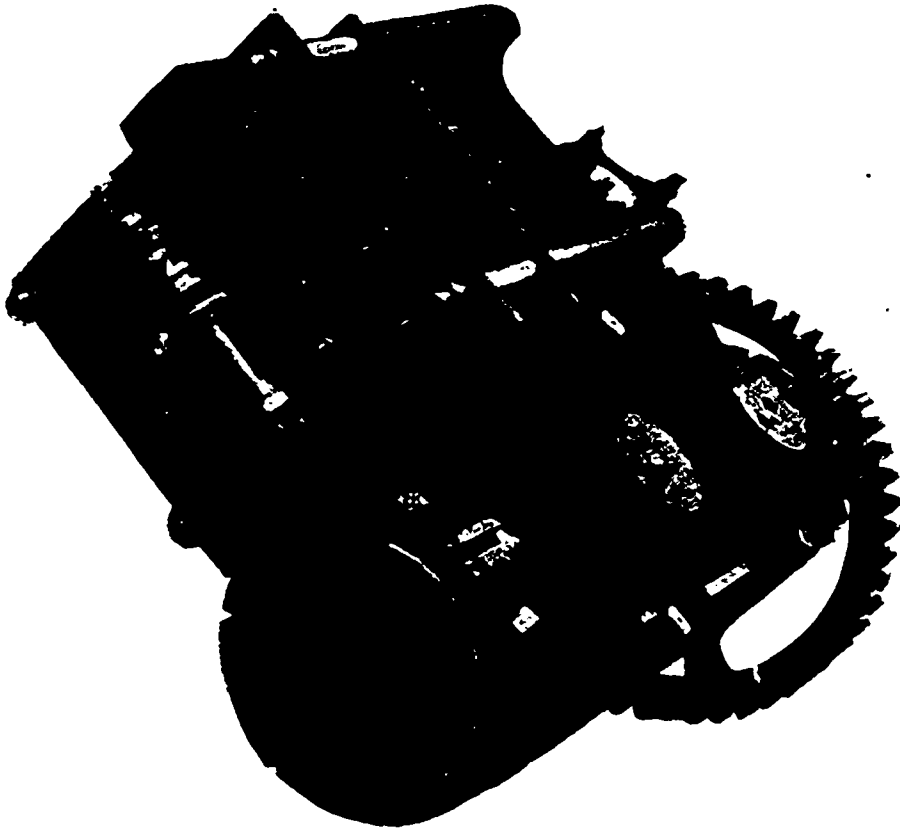
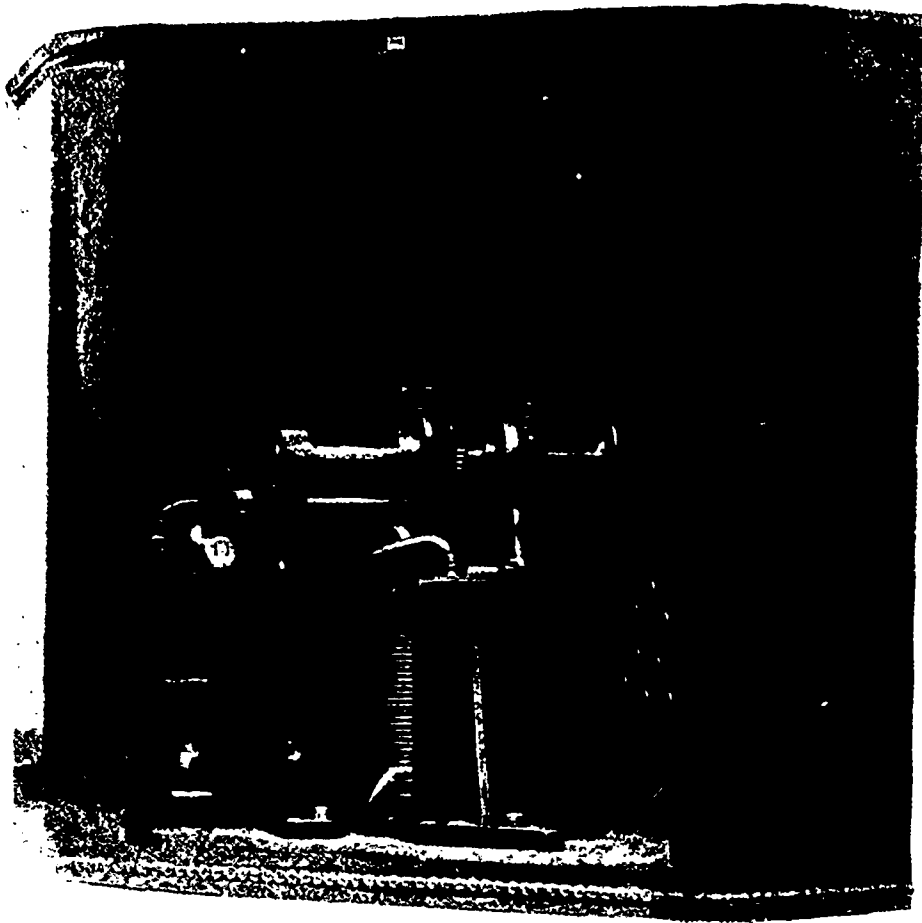
Manitoba & Northwestern.—There is nothing to report in regard to the sale of this road in addition to what appeared in our July issue, pg. 126. W. Hendrie, of Hamilton, Ont., is in the syndicate headed by E. B. Osler, M.P., which bought the bonds & the Allan interests. At present there are 2 receivers for the road, H. M. Allan, of Montreal, for one portion, & Mr. Osler's partner, A. M. Nanton, of Winnipeg, for the other. It is expected Mr. Allan will soon retire, leaving Mr. Nanton sole Receiver. It is understood a financial scheme in connection with the road's future is now being prepared, but details are not obtainable. We adhere to the opinion expressed in our July issue, that the road will be either sold or leased to the C.P.R. Pending this there is not likely to be any change in the officials now in charge.

New York & Ottawa.—The State Board of Railway Commissioners at Albany, N.Y., has granted authority to this Co. to increase its capital stock from \$1,480,000 to \$3,000,000, to enable it to acquire the stock of the Ottawa & New York Ry. of Canada, & of the Cornwall Bridge Co. (See June issue, pg. 118.) The N.Y. & O. Ry. is said to be the link by which the Delaware & Hudson will find a new entrance into Canada by way of the Adirondack Ry., now operated by the Delaware & Hudson, as far as North Creek. The N.Y. & O. has the right to construct from the St. Lawrence river opposite Cornwall, Ont., to Moira, N.Y., & from there to Tupper Lake via the Northern New York, which the N.Y. & O. controls. From there to Long Lake connection will be made by the Racquette River & Long Lake Ry. The Adirondack Ry. runs from Saratoga to North Creek, and claims it has the right of way from there to Long Lake, which disputed question is now before the courts. A bridge company, the New York & Ottawa, has been incorporated to build a bridge over the St. Lawrence River at the terminus of the N.Y. & O.R., & on the Canadian side of the river connection will be made with the Ottawa & New York Ry. from Cornwall, Ont., to Ottawa. It is claimed that the route, if connection be made from North Creek to Tupper Lake, will shorten the distance between New York & Ottawa by 58 miles.

Ottawa & Gatineau Valley.—Early in August it was persistently rumored in Ottawa that the Street Ry. Co. of that city had bought this line, with the intention of converting it into an electric road & extending it into Ottawa by way of the Nepean Point bridge now being built. Genl. Supt. Resseman said there was no truth in the rumor. President MacRae, of the St. Ry. Co., would say nothing one way or the other, & this rather strengthened the rumor, but nothing has yet transpired to verify it. The O. & G. V. runs from Ottawa to Gracefield, 60 miles, through a very picturesque district, rich in fishing preserves. The summer travel is already good. On Sundays during the summer a train averaging 12 cars leaves Ottawa at 9.30 a. m., going the whole length of the line & returning in the evening.

Quebec Central.—The net earnings for the 7 months to July were \$76,594 as against \$100,365 for corresponding period. The falling off in earnings this year is entirely attributable to the duty of \$2 a thousand feet on lumber which the U. S. has levied since July 1, 1897, & which puts Canadian dealers out of the market. (Official.)

Quebec, Montmorency & Charlevoix.—The annual meeting was held Sept. 13. We are officially informed as follows: "The annual report of the steam railway from Quebec to Cap Tourmente, together with a report of the result of the operations of the electric railway system in Quebec City for the 2 months since its purchase from the Quebec District Ry. Co., were read & adopted, the result of the operations being very satisfactory. The shareholders ratified the arrangements which had been made for the purchase of the Montmorency Electric Power Co., & the purchase of that Co. has been completed. The amalgamation of the Quebec District Ry. Co. (electric system) & the Montmorency Electric Power Co., which has all the lighting contracts in the City of Quebec, with the existing steam railway company, will have the effect of considerably reducing the operating expenses & also of considerably improving the service. It is proposed next year to operate the steam railway electrically. The election of officers resulted as follows: H.J. Beemer, President; A. Thomson, Vice-President; E. E. Webb, F. Ross, W. Hanson, Hon. S. N. Parent, Judge E. Chouveau, Directors; E. A. Evans, Manager & Chief Engineer; E. F. Wurtele, Secretary Treasurer; W. R. Russell, Superintendent.



Qu'Appelle, Long Lake & Saskatchewan.—The net loss in operating for July was \$4,676.59, as compared with a net loss of \$2,704.74 for the corresponding period.

St. Catharines & Niagara Central.—This line, particulars of the troubles in connection with which will be found in our July issue (pg. 118), has been sold to Haines Bros., New York. Particulars of the purchasers' intentions to electrify the road will be found on pg. 193 of this issue. From the purchase money it is conceded that about \$11,000 may be controlled by the City Council, & this the Council is asked to forego. It is said G. M. Neelon was paid \$1,000 over his purchase price for the road, & that the purchasers have offered him a position.

White Pass & Yukon.—This Company recently asked the English public to subscribe for debentures amounting to \$750,000, for construction purposes. The American representative of the Co. informs us that the issue was quite successful.

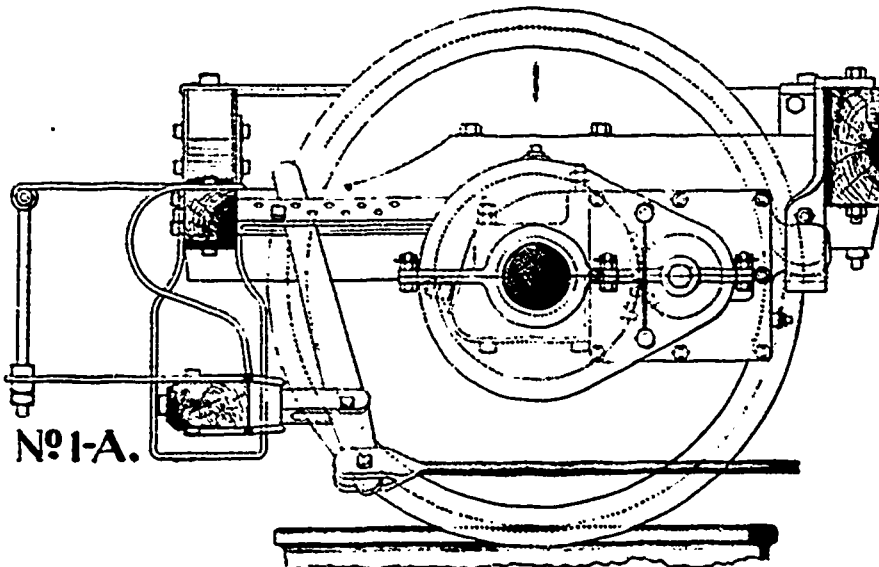
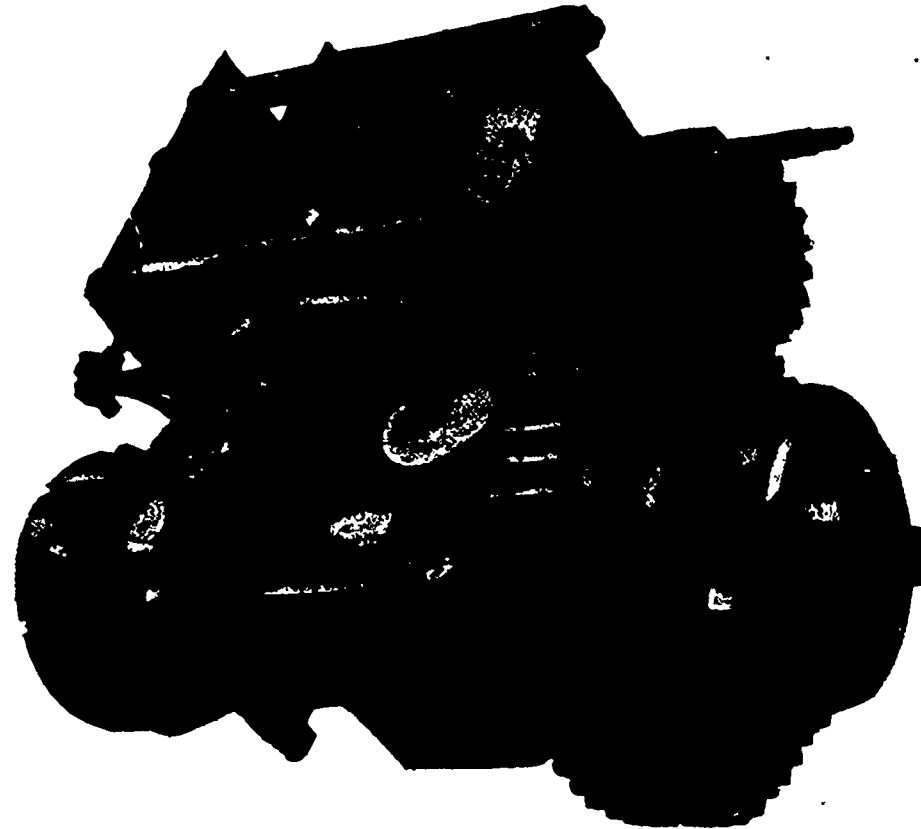
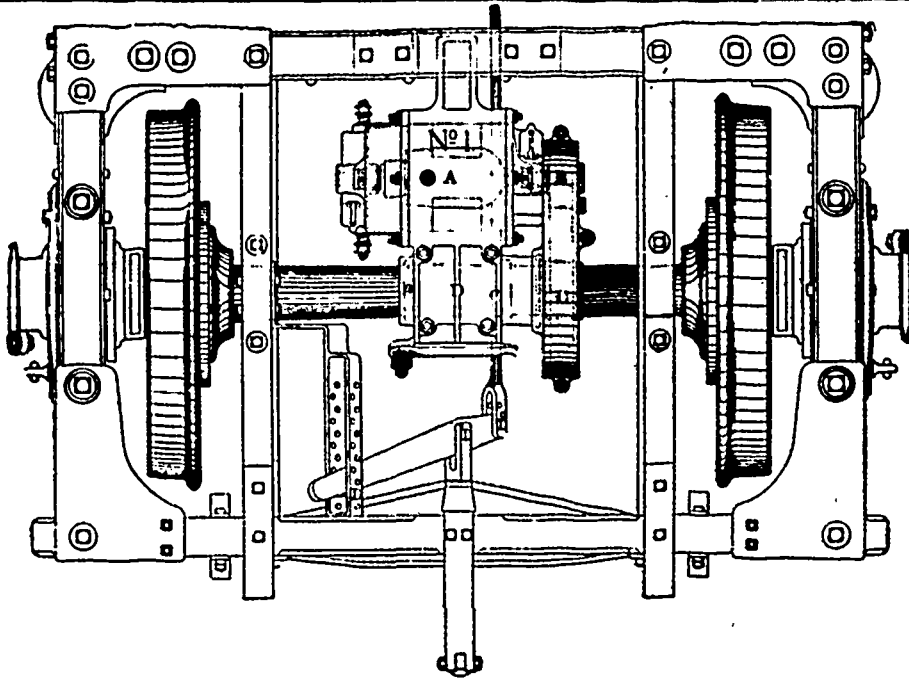
EQUIPMENT.

Electrical Lighting of Cars.

Three methods of lighting cars by electricity have so far been adopted. The most extensively developed method heretofore employed is where a dynamo in the baggage car, run by steam from the locomotive, generates an electric current which is carried through the train by wires extending from car to car. This plan requires the constant attendance of an electrical engineer, & has been found so expensive as to be impracticable. Another method now in use is that of a simple storage battery in each car. This, however, is both expensive & unsatisfactory, because the batteries must be removed at each terminal & recharged from a central electric plant. The weight of the batteries, the fact that the light is likely to diminish as the storage is drawn on, the labor of changing & cost of charging them, together with the necessity of confining the runs of the cars to terminal points where there are charging stations, add to the cost & difficulties of this system.

At one time & another a number of inventors have given more or less attention to the possibility of utilizing the motion of the wheels of railroad cars for the generation of electricity for lighting the train to which such cars belong, but until recently it could not be said that any very satisfactory results had been attained, & even now it is doubtful if any system has been so perfected as to warrant its general adoption. Some months ago the C.P.R. Co. equipped its sleeping car, Winchester, with a system, & it has since been put in the 10 magnificent sleeping cars, of which the Chantilly was the first turned out.

This system consists of a dynamo mounted upon the truck of the car, one end of which is supported by a stirrup from the truck, & the other by the axle. It is driven by a direct gear which revolves usually at the rate of $2\frac{1}{2}$ to 1 revolution of the car wheel. The part resting on the axle rests on a split sleeve, supported by the axle. This split sleeve finds its bearings by means of adjustable jaws, so arranged as to take up any irregularity of the axle, & they engage close to the wheels, leaving the central parts of the axle free to spring rounding curves & going over irregularities in the road & centering the weight where it is least felt. A peculiar feature of this system is the regulating device. Although the speed of the train may reach great extremes of variations, & the dynamo being directly geared would generate great extremes of current, the regulator is so arranged by a system of resistance wires that the current is kept substantially uniform during all the variations of speed between 20 miles an hour & the maximum ability of the



locomotive. In other words, although the dynamo at a speed of 60 miles an hour revolving 3 times as fast as it does at a speed of 20 miles an hour, the amount of current generated is the same. In connection with this there is an automatic cut-out so adjusted as to throw the dynamo into circuit with the lamps upon its reaching a potential equal to that of a small storage battery supply, & throw it out of circuit upon its dropping below. The effect of this is that when the lamps are burning, & the train running at 20 miles an hour, the lamps are fed directly from the dynamo, & a small surplus of current goes through the batteries. When the speed falls below 20 miles an hour the cut-out works automatically, & as long as it continues at its low rate of speed, the lights are drawn direct from a small but powerful set of storage batteries supplied for the purpose. Any battery capacity is supplied to take care of the lights during all ordinary & reasonable delays, during stops, slow-downs or casualties. Any capacity can be supplied, but ordinarily & dependent upon the number of lights used there is enough for from five to fifteen hours lighting in the battery supply.

Everything connected with the system is entirely automatic. The porter is given no instructions, beyond being told to turn the lights on when he wants them & turn them off when they are no longer required. We give illustrations of the device as applied to the Winchester. The cuts are so clear that technicians should be able to understand them at once. Another feature of this system is that in running during the daytime when the batteries are full, the very act of turning off the lights cuts down the efficiency of the dynamo to a point where it generates only the normal current necessary to pass through the batteries, in order to keep them in the best of condition. Should it be desirable, as it very frequently is, to introduce electric fans into the sleeping car during the hot months, as soon as those fans were brought into play the current generated by the dynamo would be amply sufficient to keep a large number of them in operation, if required, while yet serving the batteries with all that they require.

The foregoing description is compiled from material supplied by the owners of the system, & we do not accept any responsibility for the claims therein made, or necessarily endorse them.

Of the illustrations accompanying this article the 1st shows the regulating device, the 2nd & 4th give different views of the axle device & the 3rd & 5th explain themselves.

Canadian Pacific Work.

Two dining cars are being built at the Montreal shops which are modeled very much after the Co's car Frogmore, which is said to be one of, if not the most, modern dining cars running on any line in America. The decks will be covered & the cars will be equipped with wide end vestibules, so that passengers may enter under cover from adjoining cars.

The Co. will probably build 2 rotary snow ploughs at once. They will be similar to those now in use on the Co's western lines, with all improvements which have been made in rotary snow ploughs up to date. It is also likely that 2 C.P.R. standard wing ploughs will be built & that the nose & wings of each will be operated by compressed air, which is a novel feature.

A paragraph which appeared in a U.S. railway paper recently to the effect that the Co. intended to at once go on with the construction of another 1,000 freight cars as soon as those now being built are completed, is incorrect.

The Co. will probably build at its Perth works some hopper drop bottom ore cars for smelter work on the Pacific Division. They will have a capacity of 60,000 lbs. each.

Ten compound consolidation engines, with

57 in. wheels, are being completed at the Montreal shops for fast freight service. It is expected that 6 passenger engines will be put in hand shortly. The type has not yet been decided on. (Official.)

The official car Champlain, used for many years by Vice-President Shaughnessy, has been sent to Winnipeg for the use of Manager Whyte, of the Western Lines, whose car no. 15, which as no. 10 was the General Manager's car when Sir Wm. Van Horne first occupied the position, has been sent to Vancouver for General Superintendent Marpole, of the Pacific Division. Mr. Shaughnessy will in future use the Metapedia, which was built for Lord Mountstephen when he was President. Sir Wm Van Horne sticks to the Saskatchewan, of which so many railway men & others have pleasant recollections.

A Vancouver paper recently gave currency to a statement, which it attributed to a person connected with the C.P.R. Montreal shops, who, it said, was visiting Vancouver, to the effect that a large number of cars specially adapted for carrying troops were being built by the Co. in Montreal. We are officially informed that the statement, if made, had no foundation in fact. (Official.)

Intercolonial Railway Equipment.

Tenders were recently asked for 300 box cars & 100 platform cars. The box cars are to be of 60,000 lbs. capacity, the general dimensions being as follows:

	FT.	IN.
Length over end sills.....	35	0
Width over side sills.....	8	11
Height top of sills to underside of plates.....	7	3
Length inside.....	34	5 1/2
Width inside.....	8	4 1/2
Height inside top of floor to underside of carlin.....	7	3 1/2
Height of Lining (to underside of top girth).....	5	0
Outside of end sill to centre of body bolster.....	5	3 1/2
Centre to centre of cross frame tie timber.....	7	4
Height top of rail to centre of drawbar.....	2	10 1/2
Wheel base of truck.....	5	2
Door opening.....	5	6
Distance of truck centres apart.....	24	5

The cars are to be fitted with Westinghouse automatic air brakes. Fifty trucks are to be of the 4 wheeled side bearing roller truck pattern, Barber's Patent 12 ins. channel steel, bolster truck, with malleable fittings as made by the Standard Car Truck Co., Montreal, & 250 of the 4 wheeled diamond pattern with rigid bolster, the design to be as shown in Car Builder's Dictionary, 1895 edition, pg. 332, figures 4644 to 4663, except that the steel bolster of truck is to be of a pattern to be approved & the centres of truck wheels are to be 5 ft. 2 ins. apart.

The platform cars are also to be of 60,000 lbs. capacity, the general dimensions being as follows:

	FT.	IN.
Length over end sills.....	35	0
Width over side sills.....	9	0
Length over floor.....	35	1 1/2
Width over floor.....	9	3
Outside end sill to center of body bolster.....	5	4 1/2
Center to center of cross-frame tie timber.....	7	4
Height top of rail to center of drawbar.....	2	10 1/2
Wheel base of truck.....	5	2
Distance of truck centers apart.....	24	3 1/2

These cars are also to be fitted with Westinghouse automatic air brakes. All the trucks are to be of the Standard Car Truck Co's make, as specified above for 50 of the box cars. Heretofore wooden trucks have been used on I.C.R. freight cars.

Contracts have been awarded as follows: Rhodes, Curry & Co., Amherst, N.S., 150 box, 100 platform; Crossen Car Mnfgr. Co., Cobourg, Ont., 100 box; Rathburn Co., Deseronto, Ont., 50 box. (Official.)

We have also been favored with copies of the specifications for 2nd class sleeping cars, 63 ft. 7 ins. body length, postal & baggage cars 60 ft. long, & baggage cars 60 ft. long. It is said tenders are also being asked for 1st class cars.

It was recently stated by Maritime Province papers that the Wagner Car Co. was building 4 solid vestibuled trains for the I.C.R. This is denied, but it is said tenders will shortly be asked for them.

Daily papers recently stated that a company being formed to utilize the power of the Chaudiere Falls, near Quebec, would supply the I.C.R. with electricity for car lighting. The management of the line knows nothing about the matter. (Official.)

Referring to what we said about the Cleveland cylinder in our July issue, pg. 120, & Aug, pg. 155. One of these has been on a locomotive running between Moncton & St. John for some months, and another locomotive is to be fitted with it as soon as possible, to give it a further trial, as the one already in use seems to be working satisfactorily. (Official.)

Grand Trunk Equipment.

The G.T.R. has recently made large expenditures in the renewal of rolling stock, which includes the purchase of locomotives, 1st-class cars & freight cars. It has been part of Mr. Hays' policy to place the rolling stock in the most efficient state, & for this purpose everything of an antiquated character in connection with the system has been eliminated. The equipment, in short, may be said to have been modernized since the advent of Mr. Hays. The 1st-class cars upon the G.T.R. are, for the most part, of the newest pattern, while the old ones which have been in service for many years & present an aspect of decay, are being steadily weeded out.

The workshops at Point St. Charles, Montreal, are engaged at present filling many orders for engines & cars. The engine department is specially active with repairing work. About 2 months ago contracts were signed for 24 engines, 12 passenger & 12 freight. It was decided later on, however, to construct the passenger engines first, leaving the building of the freight engines for a future order. The 12 passenger engines are now well under way, & it is expected will be finished for the New Year. They will be 10-wheelers, having 6 driving & 4 truck wheels. Several old Kingston engines are being rebuilt. These engines were bought up by the G.T.R. for special work, & are now, some of them, over 30 years old. They will receive new cylinders, new waggon top boilers, new motion work, & various other improvements that will enable them to carry twice as much as formerly.

The Co. has recently turned out of its Montreal shops 4 baggage cars, 60 ft. in length, of the full height of 14 ft. 2 ins. from top of rail, the width being 9 ft. 8 ins., with an elevated roof, & finished & painted with the new G.T. standard color. The cars are equipped with the Westinghouse air signals & brakes, & heated with steam. The total weight of car, including trucks, is 64,900 lbs., & the total carrying capacity 18,000 lbs.

The Co. is now turning out a number of refrigerator cars, designed especially to take care of the perishable shipments originating at points on their lines in Canada, the cars being about 35 ft. long, & 13 ft. high, with a carrying capacity of 60,000 lbs. each. These cars are equipped with ice boxes & attachments, 2 being at each end of the car, the ice being supplied through 4 trap doors in the roof, immediately over the ice boxes. They are also equipped with automatic draw-bars & Westinghouse air brakes, & designed to run at a high rate of speed. They are painted an orange color, the roof being white, with the roof edge being in black.

The Wells & French Car Co., Chicago, has just commenced the delivery to the G.T.R. of 500 30-ton capacity box cars, of the standard G.T. design & finish.

Rhodes, Curry & Co., Amherst, N.S., are doing a very satisfactory car building business. In addition to the 150 box & 100 flats for the I.C.R. mentioned elsewhere, they are building six 20 ton coal cars for the Crow's Nest Coal Co. in British Columbia.

White Pass & Yukon.—The manager informs us that so far the Co. has had to take whatever equipment it could get ready for use, & has picked it up wherever it could find what it wanted. It is having 20 flat & 30 box cars built at Seattle, Wash., under the direction of Master Mechanic Garlock. Five locomotives, 1 passenger car, 1 combination passenger & baggage car, 1 baggage car & 10 flats have already been shipped from Seattle to Skagway.

Kootenay Railway & Navigation Co.

In our Aug. issue, pg. 147, we gave some financial statistics of the Kaslo & Slocan Ry., & referred to the rumors respecting a change in the ownership of the line, expressing the opinion that the one attributing its purchase to the C.P.R. was unfounded. It turns out that we were correct. The line has been sold to the Kootenay Ry. & Navigation Co., an English Co. which has as directors H. W. Forster, M.P. (Chairman), a director of the London & B. C. Goldfields; F. Lubbock, a director of the Bank of B. N. A.; A. C. Mitchell Innes, a director of the B. C. Electric Ry. Co., & G. Alexander, of Kaslo, B. C., President of the International Navigation & Trading Co. The K. R. & N. Co. also contemplates other important work. Its prospectus was issued in London, Eng., in Aug. The capital is £500,000, & the Co. is issuing £480,000 of 5% debenture stock at par. Following are extracts from the prospectus:

"The debenture stock will be secured by trust deed, whereby the entire capital stock of the local companies hereinafter referred to, & all their mortgages, bonds & obligations, & the whole of the undertaking of the Co., will be assigned to trustees by way of 1st charge. It is intended that this charge shall be specific as far as regards the stocks & securities of the 4 local companies mentioned herein & the landed properties of the Co., & shall be a floating security so far as regards the Co's other assets. The trust deed will provide that out of the sales of the Co's lands, or, failing this, out of the net profits of the Co. a sinking fund shall be provided for the redemption of the debenture stock within a period of 36 years, by purchase if below, or drawings at 110. In case for any reason the debenture stock should become repayable, the holders thereof will be entitled to be repaid at not less than £110%.

"This Co. was incorporated to consolidate & control as one system the Kaslo & Slocan Ry. & the International Navigation & Trading Co., & to connect these directly with the Great Northern & Northern Pacific Railways by a line either owned or controlled by this Co.

"The Co. will, therefore, own or control: "The whole of the undertaking of the Kaslo & Slocan Ry., incorporated in 1892, which runs from Sandon to Kaslo on Kootenay Lake.

"The whole of the undertaking of the International Navigation & Trading Co., incorporated in 1894, which owns the connecting steamers on the Kootenay Lake.

"The whole of the undertaking of the Bedlington & Nelson Ry. Co., incorporated in 1897, formed to construct & operate the railway from Kootenay Lake to the International Boundary; and

"The whole of the undertaking of the proposed American Co. now being formed to construct & operate the railway from the International Boundary to Bonner's Ferry, at which point it will connect with the Great Northern Ry.

"The whole of the stock & securities of the 4 above-mentioned companies will be acquired by the Co. & vested in the trustees for this issue or their nominees.

"The Kaslo & Slocan Ry. (about 30 miles) serves the rapidly extending & important mining industry of the chief ore-producing area of the Slocan district, & was constructed at large cost so to do.

"It is now proposed to carry the traffic by the steamers to the southern end of Kootenay Lake, & thence to construct a railway 53½ miles in length along the valley of Kootenay River, connecting with the Great Northern & Northern Pacific Ry.'s at Bonner's Ferry & Sand Point, respectively.

"For 30 miles south of Kootenay Lake the new line will traverse a mineral country yielding gold, copper, silver & lead. The amount of work hitherto done on the claims in this belt has not been very considerable, owing to the difficulty of access; but as soon as the new line is opened work will, no doubt, be actively prosecuted, & the traffic on this part of the Co.'s system should be very remunerative.

"The fact that each half-year of the business of the Kaslo & Slocan Ry. shows an increase over the preceding half-year indicates the rapidity with which business, & consequently the profits earned, is increasing, & the examination of the books of the Co. for the first half-year of 1897 shows net profits \$34,000, & for the second half-year, \$59,000, a total of \$93,000.

"The accounts of the International Navigation & Trading Co. show more than a corresponding increase.

"Taking the two together, there appears for the second half-year a net profit of \$78,000, or at the rate of \$156,000 per annum, equal to £32,000. As the Co. will control & work an additional 53½ miles, it is estimated that the net receipts should be increased by at least £25,000, a total of £57,000.

"The foregoing figures are taken from returns sent from British Columbia, which have been submitted to C. F. Kemp, Ford & Co., whose certificate is as follows: We have carefully perused the revenue & expenses account of the Kaslo & Slocan Ry. Co. for 1897, as prepared & sent over from B.C. by W. R. Allen, Accountant, of Kaslo, who was employed for that purpose. The account shows that the net profits for the first half of 1897 amount to \$34,275.49. For the second half of 1897 amount to \$59,050.01. We have also carefully perused the balance-sheet & revenue account of the International Navigation & Trading Co., which were also prepared & sent over from B.C. by W. R. Allen, Accountant of the Co., & signed by G. Alexander, President of the Co. They show that the net profits for the 6 months ending June 1, 1897, amount to \$7,361.08. For the 6 months ending November 30, 1897, amount to \$18,952.40. In the case of both companies the profits have been arrived at after making charges for maintenance & repairs.

"The amount required to pay interest on the whole of the debenture stock is only £24,000, & will, on the basis of the above traffic, be more than secured by existing revenue; any increase in profits resulting from the operating of the system as a whole therefore goes to increase the balance available for dividend on shares.

The Co., in addition to the railroad & steamers owned or controlled by it, will, as the owner of the undertaking of the Kaslo & Slocan Ry., acquire a valuable land grant of 220,000 acres in the Kootenay District, granted in connection with the construction of its line.

"Arrangements to the satisfaction of the directors have been made with the Great Northern Ry. for the working of the traffic.

D. J. Munn, of New Westminster, B. C., President of the Kaslo & Slocan, confirms the report of the sale of his line, & states that he will retain his official connection with it until

the annual meeting on Oct. 12, when a new board will be elected. Mr. Munn further said in an interview: "The gentlemen who have taken over our interests are very strong financially, & will, I understand, embark in other enterprises of great importance to this section generally. Although the K. & S. is but a bantling, so to speak, it has passed through an experience worthy of a much greater undertaking. Some future time, perhaps, a review of all the circumstances attending its inception & management down to the present will make interesting reading. The general panic of 1893 would scarcely have been felt by this section if it had not been for the unprecedented slump in the price of silver. Although at that time the capital had been secured with which to complete the road, yet with the outlook it would have been unfair to the investors to place their money in what looked like a most dangerous investment. Hence the building was postponed until 1895. I am perfectly satisfied with our investment. It is a certain satisfaction to have brought the road to a successful point throughout all the trials & difficulties which beset it from every quarter, even to an assault on our works by the 'National Highway.'"

Freight Matters.

CANADIAN FREIGHT ASSOCIATION.—A meeting of the Tariff Committee was held at Toronto Sep. 7, when a number of rates and arrangements were agreed to; the meeting adjourning till Sep. 28, 29 & 30, then to consider special arrangements, &c., for next winter's business.

C. P. R. FREIGHT DIFFERENTIALS.—In our Aug. issue, pg. 157, we gave particulars of the calling of a meeting at Denver, Col., for Aug. 22, to discuss the question of the C.P.R. being allowed a 10% differential on transcontinental freight. The meeting decided to arbitrate the question; the C.P.R. to appoint one arbitrator, the U. S. lines to appoint another, & these two to select a third. The C.P.R. has appointed J. W. Midgeley, ex-Chairman of the Western Freight Association, & the U.S. lines have appointed W. R. Day, Special Counsel to the Interstate Commerce Commission. No announcement as to when the arbitration will take place, has yet been made, but Messrs. Midgeley & Day have selected E. S. Washburn, President & General Manager of the Kansas City, Fort Scott, & Memphis Ry., of Kansas City, as the third arbitrator.

INTERCOLONIAL.—It is said an arrangement has been made whereby the I.C.R., instead of handing over its freight for points west of St. John to the C.P.R., will in future hand it over to the G.T.R. or C.P.R. at Montreal for its western destination. The former agreement with the C.P.R. expired Aug. 30, & notice was given by the Government that it would not be renewed. Under the new arrangement the I.C.R. will have the long haul instead of the short one. It is also said the I.C.R. & C.P.R. have come to an arrangement on the question of freight for the east, & that they will exchange business at St. Rosalie Jct., the C.P.R. delivering to the I.C.R. there all goods for points north of Moncton. Freight for points south of Moncton will be delivered to the I.C.R. at St. John, N.B., as heretofore.

THE INTERSTATE LAW.—Col. Walker, Chairman of the Atchison, Topeka & Santa Fe Ry., & formerly a member of the Interstate Commerce Commission, has been in Quebec asking the U.S. commissioners at the International Conference to get Canadian railways brought under the operations of the Interstate Commerce law & to have it provided that in the event of a breach of its provisions the offending Canadian railway shall be excluded from participation in the carrying of U.S. goods from one point of the U.S. to another. Col. Walker has been strongly opposed at Quebec by A.

Clark, Secretary of the Home Market Club of the U.S., & C. S. Hamlin, formerly Assistant Secretary of the U.S. Treasury, who have forcibly urged that the present regulations relating to the transit of goods in bond across Canada between different portions of the U.S. should be continued. The present arrangement is regulated by Canadian & U.S. law, & the deputation maintains there is no dissatisfaction with it or opposition to it, except on the part of some of the U.S. States. They furnished important statistical information to the commissioners showing the amount of traffic to & fro from different points of the U.S. over Canadian roads. This information indicates that nearly every State in the Union, even as far south as Louisiana & Alabama, benefits in this traffic. Goods go up the Mississippi to St. Louis & over the Illinois Central to Chicago, or by the Wabash to Detroit, where these roads connect with Canadian railway systems, & thence reach New England points. Although a somewhat round-about route, it is a natural one, & is a great advantage to the producers & consumers in the U.S., east & west. The deputation pointed out that the Canadian railways have admitted they are working under the Interstate Commerce law, & even if they were not, the connecting lines are certainly subject to it. Hence there is no necessity for a treaty, & no treaty would be asked for except with a view to securing some unfair advantage to one or two trunk lines to exclude the Canadian trunk lines from doing U.S. business.

Aliens on the Canada Atlantic.

Just before our August issue went to press, a press dispatch on this subject was sent out from Ottawa, & as there was no time to verify it, we gave it for what it was worth as follows. "The locomotive engineers of the Canada Atlantic & Ottawa, Arnprior & Parry Sound Railways are waging a war against aliens. Some time ago these companies leased a number of locomotives from the Central Vermont Ry. for aiding in the hauling of the extensive lake grain trade from Parry Sound. At the same time a number of men were imported to run the locomotives, thus giving to aliens the work which should have belonged to Canadians. At present the engineers are provided with pilots, but these will shortly be removed, & with their removal the old employes of the lines state they will insist on the new men being sent back. It is stated the C.V. Ry. refused to lease the engines to the C.A. unless C.V. men were employed."

We communicated on the subject with General Manager Chamberlin, who replied as follows: "We have not now, nor have we had at any time, any C.V. engines under lease. We have a large number of engines & cars running through to the U.S.; & when business is heavy, more or less C.V. engines run over here as an offset. The statements in the despatch to which you refer were absolutely without foundation, as there has never been any complaint or cause for complaint on the part of our employes."

Canadian Ticket Agents' Association.

The 12th annual meeting will be held at the Russell House, Ottawa, Oct. 12. The present officers are:—President, W. E. Rispin, Chatham, Ont.; 1st Vice-Pres., S. Burrows, Belleville, Ont.; 2nd Vice-Pres., G. Dunan, Quebec; 3rd Vice-Pres., W. H. C. McKay, St. John, N.B.; Sec.-Treas., E. De La Hooke, London, Ont.; Auditor, S. H. Palmer, St. Thomas, Ont.; Executive Committee, J. McDonald, Arnprior, Ont.; W. H. Harper, Chatham, Ont.; C. E. Morgan, Hamilton, Ont.; T. Long, Port Hope, Ont. The association has over 100 members.

CONSTRUCTION & BETTERMENT.**Work on the Canadian Pacific.**

West St. John, N.B. Terminals.—In the description of these in our Aug. issue, pg. 153, we spoke of the loading capacity of the conveyors from the elevator as being 6,400 bushels an hour. As a matter of fact the rate of discharge will be equal to 50,000 bushels an hour on occasions, which is probably about 3 times as fast as any single elevator now on tide water.

Windsor St. Station, Montreal.—The Co. has been empowered by the Dominion Government to expropriate the land necessary for the extension of this building.

Montreal to Toronto.—The work of double tracking authorized at the last annual meeting has commenced at the Montreal end. There is already a double track between both stations in Montreal & Montreal Jct., & grading is now going on west of the latter point. It

place. They will consist of a 12 stall round house, machine & car repair shops, storehouse, blacksmith shop, coal trucks, ash-pits & turntable; costing altogether about \$75,000. It is expected to have them ready early in the New year.

Pacific Division.—Most of the side tracks at Donald are being taken up to be relaid at Field. The Revelstoke repair shop will be open by November, when the Donald shop will be closed. The Columbia River bridge at Donald is being replaced, the masonry work is being raised 12 ft.

Crow's Nest Branch.—Track-laying has been completed to Kuskanook, Kootenay Lake, giving through rail connection to that point from Eastern Canada. Regular trains will start running over the branch at once.

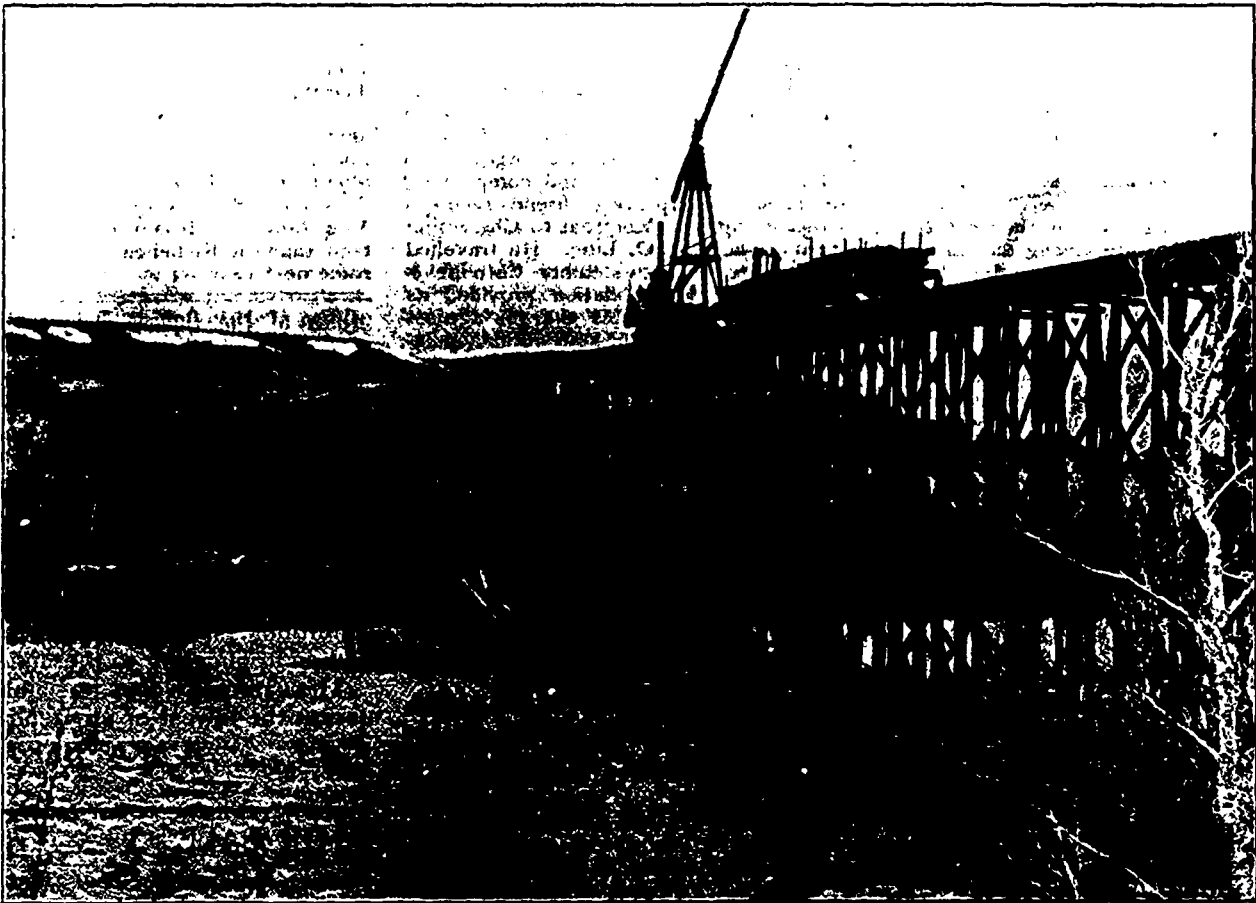
Columbia & Kootenay.—About 3,000 men are at work on the line between Robson & Midway, & it is said it will be completed by June 1 next.

Columbia, & it is said they will be kept at work with a view to getting Dominion subsidy.

Coast Ry. of Nova Scotia.—About 100 men are employed on construction & it is expected the line will be completed to Barrington this season. (April pg. 40, May pg. 66, Aug. pg. 151.)

East Richelieu Valley.—We were informed by the Deputy Minister of Railways, under date of Aug. 29, that in Mar. last this Co. entered into a contract under the Railway Subsidy Act for the construction of a line from Iberville to St. Thomas, Que., a distance of about 24 miles, but up to the date of our information no portion of the line had been inspected by the Government Inspecting Engineer, nor was the Department officially aware of any portion of the railway having been completed.

The Vice-President of the United Counties Ry. informs us that the E. R. V. Co. built 12



CROW'S NEST RAILWAY. ST. MARY'S RIVER BRIDGE (LOOKING NORTHWEST) DURING CONSTRUCTION.

is expected the grade will be completed to St. Anne's, 20 miles west of Montreal, this season, so that track may be laid next spring. The work is being done by day labor, under R. W. Leonard, who was Manager of Construction of the Montreal & Ottawa short line. Some of the structures between Montreal & Ottawa were built to accommodate a second track, & it is a significant testimony to the progress of the country & to the prosperity of the Co. that the double tracking has been needed within so few years after the construction of the line.

Stonewall Branch.—Neil Keith, contractor, has started work on the extension of this branch from Stonewall, 19 miles from Winnipeg, to Foxton, some 18 miles further north. G. H. Garden is Engineer in Charge. (Aug. pg. 153.)

Calgary.—It is said work is to be started at once on the Co's improvements at this

Work on Various Lines.

Atlantic & Lake Superior.—The Co. is constructing 2 miles between New Carlisle & Paspébiac, Que., so as to reach the wharf at the latter place. Work is being pushed on the wharf so as to have it ready in October for the steamship line which it will run between Milford Haven & Paspébiac. The line between Paspébiac & Port Daniel, 21 miles, is being located, & it is the intention to build it this year. There is a possibility that the grading will be done between Port Daniel & Gaspé this year, so that track may be laid next spring, but the directors have not yet decided as to this. (Official.) (June pg. 98, July pg. 122.)

Canadian Yukon.—McKenzie, Mann & Co. are reported to be keeping 50 men at work between Glenora & Teslin Lake, in order to hold the subsidy of \$4,000 granted by British

miles last year from Iberville to Henryville, that the line has been extended this year from Henryville to Noyan, 11 miles, & that it is expected the work will be completed during September. The engineer is W. Phillips. (July, pg. 122, Aug., pg. 151.)

Iroquois, Bancroft & Ottawa.—This line, which ran from the G.T.R. Jct. to Baptiste, Ont., has been extended this season 5 miles to a point 2½ miles north of Bancroft, the station at the end of the extension being named Bancroft. (Official.) (June, pg. 99, Aug., pg. 151.)

Lake Manitoba Railway & Canal Co.—Grading & tracklaying are proceeding satisfactorily on the extension from Sifton to the Saskatchewan River. It is expected about 60 miles will be completed this season, carrying the line into the heart of the Swan River country, to which there has been a large inflow of settlers this year, as well as last.

(May, pg. 65, June pg. 99, July, pg. 122, Aug., pg. 151.)

Manitoba & Southeastern.—Tracklaying commenced Sep. 1, & it is expected from 30 to 40 miles will be laid this season, to the vicinity of St. Anne's. Grading will likely be done to a point about 60 miles southeast of Winnipeg. The season has been unusually wet, & a good deal of the land traversed is low-lying, which has delayed operations somewhat. (May, pg. 65, June, pg. 100, July, pg. 123, Aug., pg. 151.)

Midland of Nova Scotia.—It is expected grading from Windsor to the Shubenacadie River, 40 miles, will be completed by Nov. & that the bridge over the St. Croix River, a few miles from Windsor, will be completed this year. The bridge over the Shubenacadie River will not be completed till next summer. Grading from Truro to the bridge, 20 miles, will be well under way before the ground freezes up. Tracklaying will not be started till next spring & it is expected the line will be open for traffic next summer. The Five Mile division is somewhat expensive work, owing to the zig-zag course of the stream, which will be diverted to avoid a good deal of bridging. The filling of Burton's Lake, 400 ft., is tedious work, owing to the want of a bottom. The Five Mile River & Kennetcook valleys, through which the line is being built, are good agricultural districts, as well as the western portion of the line. The valleys are thickly inhabited on each side of the road, & thrift & comfort can be seen among the farmers. The Chief Engineer is C. J. Fowler. W. G. Reid, of Montreal, is the contractor, & has sublet the work.—(April, pg. 40; June, pg. 99; July, pg. 122; Aug., pg. 151.)

Ontario & Rainy River.—This line, 20 miles of which are under construction, leaves the P. A., D. & W. Ry. at Stanley, crosses the Kaministiquia at Kakabeka Falls, & will follow the south bank of the river to its junction with the Mattawan, then along the Mattawan valley, through the Mattawan iron range & south of the Shabendowan. (Aug., pg. 151.)

Pembroke Southern.—It is said that this line, which runs from Pembroke, Ont., to Golden Lake, on the O. A. & P. S., has been completed. (July, pg. 122.)

SHIPPING.

Richelieu & Ontario Navigation Co.

At a meeting of directors Sept 7, a contract was given for placing new boilers in the steamer Quebec during the winter. It is expected this will enable her to make better speed. President Forget reported on his recent trip to the Lower St. Lawrence, & the steps that should be taken to increase passenger travel in that direction. He said the volume of travel was simply limited by the hotel accommodation. The resident summer population could be increased a hundredfold if cottages were provided. The Board authorized the enlargement of the Co's hotel at Tadousac, work to be commenced forthwith. The rooms, at present numbering 140, will be increased to 250. The ball, smoking & dining-rooms will be doubled in size. It was decided to purchase 40 acres adjoining the hotel for golf-links. The Co. will co-operate with G. Warren in erecting a summer hotel at Murray Bay. It will contain 58 rooms, & will be ready next season. The Co. has been approached about building a summer hotel at Kingston, but is said to have refused to entertain the scheme.

Capt. T. Wilson, Managing-Owner of the Wilson Transit Line, Cleveland, Ohio, & an ex-President of the Lake Carrier's Association, early in September wrote a long letter to the Marine Record, of Cleveland, complaining of treatment he & a party of friends received on a recent trip from Montreal to Chicoutimi & return on the R. & O. Line. He travelled below Quebec on the steamer Caroline & speaks of the accommodation provided as miserable, and also makes charges against the Purser in regard to the state-room accommodation. If Capt. Wilson's statements are true he was compelled to pay a second time for the rooms. Thinking there might be another side to the case we communicated with the Traffic Manager, but have not been treated to the courtesy of a reply. In the absence of full & satisfactory explanations by the Co. Capt. Wilson's charges will be accepted as correct.

The steamer Toronto, now being built by the Co., had a narrow escape from destruction Sep. 2, owing to a serious fire at the foot of Bathurst St., Toronto, where she is moored. Practically no damage was done to her. It is

said her trial trip will be made in October. The contract for the Kingston, which it is proposed to build as a sister boat to the Toronto, has not yet been awarded. The probability is that the matter will stand over until after the Toronto's trial trip.

A Toronto paper recently stated that this Company had decided to have 3 additional steamers built for next summer's business; 2 of them to be built in Montreal, for the Montreal & Quebec route, & a third in Toronto, for the western trade. President Forget informs us that there is no truth in the statement that 2 boats are to be built in Montreal.

On Sep. 12 the Co. put a cut-rate in effect by the steamer Hamilton, to meet the competition by the propeller service on the Ocean & Persia. The rates from Montreal to Toronto by the Hamilton were \$8 single and \$15 return. This has been changed to \$6 single & \$10 return, including meals & berths. This rate applies to the Hamilton only, and not to the mail boats & the western service.

The Co. withdrew its daily service between Montreal & Toronto Sep. 15, substituting a tri-weekly one. The double service to the Saguenay was discontinued Sep. 17, since which steamers have been leaving Quebec Tuesdays and Saturdays.

It is said the Co. will continue its service among the Thousand Islands next summer, & that it will purchase U.S. boats, so as to be able to parallel the American Line between Alexandria Bay & Cape Vincent, & the Fifty Mile Rambles. It is proposed to put a better boat than the Richelieu on the Cape Vincent route next year.

Office of the Quebec Bridge Company (Limited.)

QUEBEC, September 29th, 1898.

Sealed proposals for the construction of a combined Railway and Highway bridge across the River St. Lawrence, near Quebec, will be received by the undersigned, until noon, Monday, January 2nd, 1899.

Forms of tender, with circular of conditions, specifications, &c., can be had on application to the undersigned.

The Company does not bind itself to accept the lowest or any tender.

ULRIC BARTHE,
Secretary.

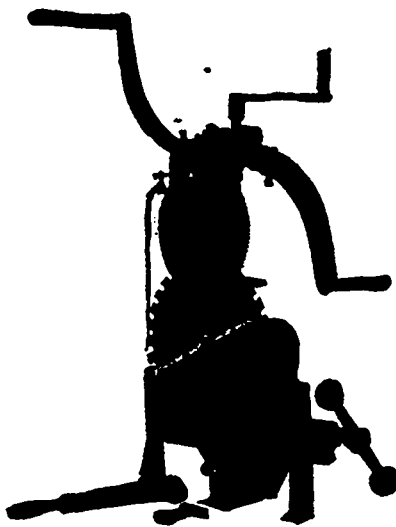
FOR SALE Relaying Steel Rails.

About 1,500 tons, 65 pound, with splices, for delivery in Canada. Reply to R. L. Ginsburg & Sons, Detroit, Mich., or Buffalo, New York.

Manager Wanted

For Edmonton office of the Alaska Mining and Trading Co., incorporated, operating line of steamers on Mackenzie River Route to gold fields of the North-West. Salary \$80 a month. \$2,000 required.

Apply to H. C. Waters, Alaska Mining and Trading Co., Edmonton, Alberta.



Successful American RAILWAY DEVICES
made in Canada and sold at United States prices.

Bryant Portable Rail Saws
Pearson Jacks
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Sectional Pipe and Boiler Coverings
of every description.

Engine Packings, Oils and Grease.

Belting, Cotton Waste, &c. ❁ ❁

ASBESTOS in all its forms ❁ ❁

Mineral Wool for deafening, fire-proofing, &c.

EUREKA MINERAL WOOL & ASBESTOS CO., - - 136 BAY ST., TORONTO.

Ontario & the Great Lakes.

It has been tried as fuel on the Toronto Ferry Co.'s steamer Primrose.

The steamer Golden City was burned to the water's edge at the Government dock at Lak. field, Aug. 22. Loss, \$5,000; partial insurance.

W. Askin, General Agent of the Northwest Transportation Co., with headquarters at Toronto, broke his leg recently at Centralia, Ont., while jumping from a buggy attached to a runaway horse.

The steamer J. H. Jones, of the Buffalo Fish Co., was sunk in a collision with the G. N. T. Co.'s steamer Pacific off Kagawong, Lake Huron, about midnight, Sep. 16. The crew were all taken off by the Pacific. The Pacific's bows were slightly injured.

Dominion Letters Patent have been issued incorporating J. D. Reid & D. Gow, Cardinal, Ont.; G. F. Benson, Montreal; G. Hall, Ogdensburg N. Y.; & J. K. Dowsley, Prescott, Ont., as the Prescott & Lake Superior Navigation Co., with a capital of \$100,000.

The steel barge Nadine being built for the Prescott Elevator Co. was damaged by a fire at the foot of Bathurst St., Toronto, Sep. 2, & her completion will be somewhat delayed in consequence. A description of her & her sister barge, the Hilda, appeared in our Aug. issue, pg. 162.

Capt. Trowell, of the steamer Ocean, plying between St. Catharines & Montreal, having had his leg broken by the parting of a cable, his place has been taken for the balance of the season by Capt. McGiffin, of the Niagara Navigation Co.'s steamer Chippewa, which has gone into winter quarters.

The returns of traffic through the Canadian Sault Canal show that, up to the end of August, 2,661 vessels passed through the lock this season, carrying 2,189,964 tons of freight. This is a decrease compared with the traffic during the corresponding period last year of 209 vessels & nearly a million tons of freight.

The steamer Arundel, which took the place of the North King between Toronto & Rochester, made her last trip Sept. 10. She broke a crank pin, & her passengers, 150 in number, were obliged to go to Brighton by the G. T. R. to connect with the North King for Rochester at that point. The Arundel was taken to Toronto for repairs.

Algoma Harbor has been greatly improved by recent dredging. From the harbor entrance up to the steamer docks there is at least 15 ft. of water. The channel here was 100 ft. wide & only 10 or 11 ft. deep in the shallowest spots. The width has been increased to 130 & 160 ft. From the steamboat landing to the bridge the width is 100 ft. & depth 10 ft.

In a prosecution instituted by the Lord's Day Alliance, the Captain of the small steamer Jubilee, plying between St. Catharines & Port Dalhousie, was fined \$20 & costs, & the Engineer \$1 for running on a Sunday. The magistrate expressed the opinion that the boat was running for mere gain, & not in conjunction with any other means of transportation, & he did not deem it a necessity.

Last month the Georgian Bay & Lake Superior Steamship Line's boat, Majestic, just after she left Algoma Mills, struck a rock, breaking her rudder shoe. The accident was not discovered until she reached Sault Ste Marie. The Pacific, a steamer belonging to the same Co., was sent from Thessalon to the Sault & took on a portion of the Majestic's cargo. The damage was quickly repaired & the Majestic took her next regular trip.

The tug Ariadne, towing the wood scow Effort, attempted to cross the tow line of the steamer George Stephenson & consort Roebling recently, when opposite Port Huron. The

tug cleared the line, but the scow was caught amidship, cut half in two by the Roebling & capsized as she slid upon the cable. The 3 men on the scow were hurled into the river, but were rescued. The Captain of the tug says he supposed both vessels were steamers, & attempted to cross the bow of the one astern.

Capt. O'Brien, of the steamer Empress of India, was recently summoned by the Toronto Harbor Master for running at too high a rate of speed in the bay & through the eastern gap. The by-law says 4 miles shall be the limit of speed, but 6 are allowed. The Empress, however, was making 11½. The Government engineer, who is superintending the work at the eastern gap, made complaint that the speed at which the vessel was run was injuring the crib work. The case was withdrawn upon the Captain promising not to do it again.

The navigation season of 1898 is nearing its close, said an old lake captain to a Globe reporter recently. It has been one of the most successful seasons in the history of lake navigation. All the large steamers have been kept busy carrying excursions, freight & fruit to & from different ports along the lake. It has been a very heavy excursion season, & not one has been disappointed, through rough weather or storms, as is customary 2 or 3 times during the season. Special boats had to be put into service to carry the large amount of fruit offering. The large schooners, which carry coal, have been kept on a continual run.

The pier in the Sault Ste. Marie Canal which has been such a hindrance to navigation is to be removed. Now only one vessel can pass the railway bridge at a time. Last year an up-bound & a down-bound vessel attempted to pass at this point, with the result that they became so tightly wedged that traffic was blocked for over 6 hours, & the boats were only released after the fender strakes had been sawed through. The change in the bridge will make the full width of the canal available. The work involves the building of a masonry abutment, the removal of one of the present abutments & the pier above referred to, the taking down of the superstructure & the erection of a steel bridge spanning the entire prism of the canal. Contracts for the work have been awarded.

The American Line of steamers between Kingston, Ont., Clayton, N. Y., & Montreal, ceased running Sep. 6, after 2 months' business. General Manager Folger says the line carried thousands of people this year, but the revenue would have been much larger had not competition with the R. & O. N. Co. brought on a rate war. Passenger rates this summer were ridiculously low on account of the spirited competition, but he says the American Line will continue the service in 1899, and be in a little better position to meet competition. An Oswego, N. Y., telegram says the Northern Transit Co., which served as the western connection of the American Line, is well pleased with the business of its 2 boats on the route between Detroit, Toledo, Cleveland, Toronto, Oswego & Ogdensburg, & is talking of putting on 2 more for next season's business.

Two gigantic wheat ships have recently been launched on the Great Lakes, which show not only the tremendous development of lake commerce, but the fact that the lake shipyards are capable of turning out ships as large as can be built anywhere on this continent. The S. F. B. Morse, recently completed at Bay City, Mich., is 476 ft. long & of 10,500 tons burden. The whaleback Alexander McDougall, recently launched at Superior, Wis., is twice as large as any boat of that unique pattern hitherto attempted. She is 460 ft. long with 10,000 tons displacement. She will carry a cargo of 250,000 bushels of wheat, the produce of from 16,000 to 18,000 acres of land. Few realize the tremendous bulk of our lake

commerce. More commerce passes the Soo Canal than the Suez, & the volume of freight passing through the St. Clair River is greater than the entire business of the port of New York.

On Sept. 1 the steamer Ocean was trying to get up the rapids at Point Iroquois with the assistance of a tug; the tow-line parted just as the Ocean was about half-way up the pitch, & she drifted broadside on the reef of rocks. There was about 3½ ft. of water on her starboard side & 10 on her port side. The rapids in this place are very swift, probably 10 miles an hour. The steamers Reginald, Chieftain & Johnston were secured as soon as possible. The Johnston has 2 very powerful steam winches. After the cargo from the Ocean had been unloaded the Johnston was securely fastened to a large pine tree on the bank, & her steel cables run to the Ocean, & a heavy strain put on them. Then the Reginald & Chieftain, with 11-in. wrecking hawsers, each 150 fathoms long, began jerking on the boat, & she came off 6 ins. to 2 ft. each jerk, the steel hawsers of the Johnston holding a strain & preventing the Ocean from being forced back again on the shoal by the heavy current. In this way the Ocean was released on Sep. 5, apparently without receiving much if any damage.

Vessel masters generally will be interested in changes in 2 aids to navigation on Lake Erie. It is proposed to erect a steam fog signal at Erie, Pa., at the northeast corner of the peninsula. The bell at the pierhead at the entrance to the harbor will, of course, still be kept in operation, & in all probability will be very much improved by being raised above its present level, it being now down very near the bottom of the light-house. There is a prevalent opinion, also, that the present main Erie light on the bluff to the east of the city is of practically no benefit to commerce, the Presque Isle Light, the pierhead lights & ranges, & the lights of the city rendering it entirely superfluous. There seems to be every likelihood of the fulfilment before long of the desire on the part of the shipping interests of Lake Erie, that the light-house on West Sister Island be changed in location. The light-house is located on low grounds at the southern end of the island, & is invisible through a large arc to the north & northeast. The vessel interests desire that the light-house be rebuilt on a higher point of the island, so that it can be seen from all directions. Officers of the Lake Carriers' Association have declared in favor of these changes.—Marine Review.

Dry Dock for St. John, N.B.

Ex-Mayor Robertson, of St. John, is endeavoring to secure the construction of a dry dock there. At a meeting of the Board of Trade there early in September he related what he had done in England recently in connection with the matter. He had interviews with Messrs. Chamberlain & Goschen, of the Imperial Government. The latter requested him to get plans & specifications for a dock capable of accommodating the largest vessels of the navy, as well as the largest merchant steamers, & asked him if he had seen during his trip such a dock as he thought suitable to St. John. Mr. Robertson said he at first spoke of no. 3 graving dock at Glasgow, one of the largest in the world, being 881 ft. long, also one of the most perfect.

Mr. Robertson thinks the Imperial Government would contribute £2,000 a year for 20 years. The Dominion Government under 45 Vic., Cap. 17, would give \$10,000 a year, & the Provincial Government \$2,500 a year for the same term. As to the desirability of having a dry dock, he mentioned that steamship people in England spoke of the necessity of it, as they docked their vessels twice a year. Insurance underwriters also emphasized it.

A port without a dry dock could not be considered as either 1st-class or a home port. The subsidies in sight are not sufficient, as in addition to the dock there is the necessary repair plant. The dock & plant would cost \$1,000,000. The dock at Esquimalt cost £180,000 without the repair plant. The Quebec & Halifax docks cost \$1,000,000 each. The dock he proposed for St. John would be 800 ft. long, sufficiently large to take in the largest vessel built & building, & to accommodate 2 average sized steamers at once. The matter might be taken up as a civic work by the city, the city taking the \$22,500 in subsidies. They might borrow the money at 3%, but as the subsidies are only for 20 years, where would they be after that? If it was decided that it was not advisable for the city to undertake the work, he believed he could, if given 9 or 12 months, form a company satisfactory to all concerned. He would ask of the city \$2,500 a year for 20 years, a free site & exemption from taxation. If he failed to form the Co. the city would incur no responsibility. The new Glasgow dock & plant took 7 years to build, but he thought the one he proposed at St. John could be finished in 5 years.

A resolution was adopted recommending the City Council to assist in promoting the project on the lines submitted by Mr. Robertson, which it decided to do by a vote of 12 to 20.

The Maritime Provinces.

The Kingsport Marine Slip Co. is having 40 feet built on to its slip.

Work on the new cradle for the Dartmouth Marine Railway is progressing rapidly.

The America, a vessel built for the Halifax Pilot Service, was launched Aug. 27. She is very staunchly built & gives promise of proving a fast sailer.

Capt. J. B. Sutherland has resigned his position as 1st officer of the Government steamer Lansdowne & has gone to St. Thomas, W. I., to take charge of the Halifax steamer Hazel-dene.

The Dominion Atlantic Ry. Co's steamer, Prince Rupert, collided with & sunk the Digby packet, Silver Cloud, in the Bay of Fundy, Aug. 24, during a thick fog. The crew was saved.

The contract for the steamer to succeed the Stanley in the winter service between P. E. I. & the Mainland had not been awarded up to Sept. 14. It is said the vessel will be built by Gourlay Bros. & Co., of Dundee, Scotland. (July, pg. 131; August, pg. 162.)

Notice is given of application for incorporation, under the New Brunswick Joint Stock Co.'s Act, of the Steamship Pharsalia Co., with a capital of \$200,000, for the purpose of owning & sailing a British steamer, the Pharsalia. The applicants are: R. & P. W. Thomson, Rothesay, N.B.; J. H. Thomson; W. W. Turnbull; J. K. Dunlop, St. John, N.B.; & C. De W. Smith, Windsor, N.S.

At the last session of the Dominion Parliament \$50,000 was voted as a subsidy to any Atlantic steamship company which would run a vessel to Charlottetown & have cold storage compartments for the carrying of perishable goods. Arrangements have been concluded with the Beaver Line, & the steamer Lake Winnipeg has been fitted up with mechanical cold storage, & now calls at Charlottetown on her way to and from Montreal.

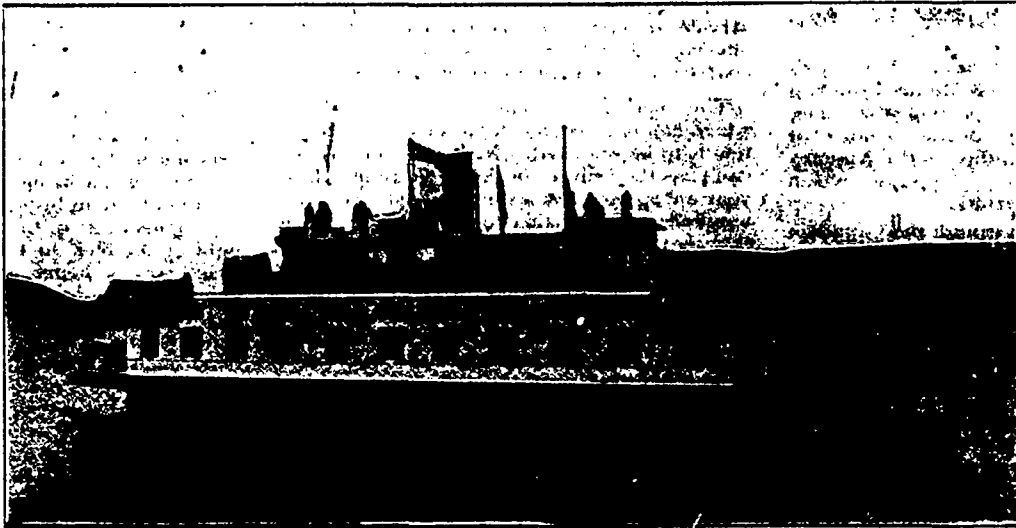
The Steamship Leuctra Co. has been incorporated under the N.B. Joint Stock Co.'s Act,

Annapolis, which towed a scow load of excursionists to Digby recently, & the tug Marine of Yarmouth for carrying passengers on the harbor, are in trouble. The maximum fine is \$500 for both masters & owners, & 2 years imprisonment for the master in the latter case & a maximum fine of \$200 for towing an unlicensed scow, barge or boat. It is said prosecutions will follow all over the Dominion where the law has been violated & the lives of passengers, ignorant of the danger they were running, jeopardized.

The Clyde-built ferry boat Chebucto, of which an illustration is given on this page, was put on the route between Halifax & Dartmouth Aug. 28. On Sept. 29 she crashed into her dock at Halifax with terrific force. She had been allowed to hold her headway 100 long, & when the propeller was started to work astern it was too late & she crashed into the wharf with great force, damaging it considerably. Some of the passengers were thrown violently to the deck. The Chebucto is very hard to dock & has to be stopped a great distance from the dock. The paddle boats, on the other hand, can be run at full speed to within a few yards of the dock & be easily stopped, as the large side wheels make sufficient drag to stop the boat even without being turned astern. The Chebucto's propellers were not able to stop her for some time after being reversed. The ferry wharf is badly damaged.

The Yarmouth S. Co.'s steamer Express, running between Halifax & Yarmouth, N. S., struck on the rocks off Port Latour in a fog, Sep. 16. She soon filled & settled down. The passengers & crew were taken ashore in small boats. The Express was a steel paddle steamer of 88 tons net, 381 tons gross. She was built at King-

horn in 1892 & hailed from Lancaster. She was 202 ft. long, 24 ft. broad & 10 ft. deep. She had engines of 200 horse power. Her 1st owners were the Morecambe Steamboat Co. of Morecambe, Lancaster. She was purchased early this year by the Yarmouth Steamship Co., was brought across the Atlantic, & arrived at Yarmouth from the other side in June, taking the place of the City of St. John on the South Shore route. She was commanded by Capt. Harding & carried a crew of 32 men. A full description of her appeared in our July issue, pg. 135.



THE HALIFAX-DARTMOUTH FERRY BOAT CHEBUCTO.

with a capital of \$160,000, for the purpose of owning a British steamer, the Leuctra. The incorporators are: R. & P. W. Thompson, J. M. Robinson & W. M. McKay, Rothesay, N.B.; J. H. Thomson, W. W. Turnbull, W. H. Murray & R. T. Leavitt, St. John, N.B.; J. B. North, Hantsport, N.S.; J. M. Smith, Windsor, N.S.; & J. De W. Chipman, St. Stephen, N.B.

Steps are being taken to prevent unlicensed tugs carrying passenger, or towing unlicensed scows with passengers. The tug Pinafore, of

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Yukon Navigation Matters.

The Bennett Lake & Klondike Navigation Co. which has its head office at 23 Leadenhall St., London, Eng., & has a capital of £75,000, has been licensed to carry on business in British Columbia, where F. M. Ratterbury, of Victoria, is its Attorney. The principal objects of the Co. are to operate steamers, rail or tramways in Canada, to facilitate access to Dawson City or elsewhere in the Klondike, & to obtain parliamentary authority to build a railway from the north end of Marsh Lake to Hootalinqua River, & a railway or tramway on either side of the White Horse Rapids & Miles Canyon. The Co. possesses extensive powers, a recital of which would occupy more space than we could devote. Full particulars are contained in the B.C. Official Gazette of Sept. 8.

In our Aug. issue, pg. 163, we gave some particulars of the work of this Co., which is operating the steamer Nora between Bennett & White Horse, connecting with 3 other steamers, the Ora, Nora & Thorn, which run on the lake & river route for the balance of the way to Dawson City. The idea of entering the Yukon from the up river & running down to Dawson, in place of utilizing the Lower Yukon & traversing so many weary miles of uncertain water, originated with British Columbia people. The U.S. companies which have been running steamers on the Lower Yukon have, says the Vancouver World, several times sent men up the river to advise upon the possibility of running steamers in the upper reaches of the Yukon. All reported against the feasibility of it, & that boats could not be run through Miles Canyon & White Horse, to say nothing of the Five Fingers, while running them back again was entirely out of the question. Still, it has been done. The steamers were built, & carried in small sections, over the mountains of the Chilcoot Pass, in thousands of small packages, amidst the storms & snows of last winter, when even ordinary travel was thought to be questionable. Incessant care had to be shown, so that no package was missing, as it was apparent that in a country where there was no possibility of duplicating any missing article, the loss of even one package might be a serious obstacle to the completion of the boats. Timber had to be secured, a saw-mill put in operation to cut the necessary timber, & a thousand details arranged in a part of the country, at that time a terra incognita. But amidst all the difficulties, the steamers were built & launched in time, & capital little steamers they are.

The wonderful journey through the rapids has often now been depicted, & a great surprise it was to the Dawsonites to see the trim little vessels coming into their city, from up the river, instead of from below. At one step the whole problem of how to reach Dawson had been solved. Vancouver and Victoria are now within 9 days' travel of Dawson. No longer will there be weary months of waiting for news of the outside world. Backwards & forwards the Ora, Nora & Thorn, have been travelling the whole of the summer, without the slightest mishap, bearing in tons of goods for the local merchants, who, by getting in ahead of the down river boats, have secured the first market, & the richest profits, & bringing out hundreds of miners & business men, delighted to reach civilization in a few days—when they were expecting to take weeks on the journey.

It has been a wonderful transformation scene. Already for next year enterprising merchants are booking freight room for the first steamer down to Dawson, as it is apparent to them that the first goods in next year will be of enormous value. Next year, as during this, the Canadian coast cities will retain the cream of the Klondike trade. Arrangements are being now made for extend-

ing the operation of the fleet, & securing larger & even more powerful steamers so as to hold the route that has so courageously opened out. Astonishing as the success has been this summer, of this line of steamers, already the principal inaugurators of the Company are hard at work, perfecting arrangements to secure for B.C. the winter route to Dawson as well as the summer one. Particulars of what they are doing will be found on pg. 196 of this issue, under the heading, "The Arctic Express Co."

The Boston & Alaska Transportation Co. has passed into the hands of a receiver. This Company was given the contract by the Dominion Government for the transportation of militia & other supplies to the Klondike. The latest advices from St. Michael's, Alaska, stated that 500 tons of these supplies were lying there, the Co. being unable to get them up the river. The action of the Government in giving the contract to a shipping port in the U.S. over the tender of Canadian firms in Canadian Pacific coast cities aroused great indignation at the time, & British Columbians take a grim satisfaction in the result. The shipment of the supplies commenced early in June, the first instalment being taken from Seattle by the Brixham. This cargo & subsequent shipments were transferred to river steamers being built at the mouth of the Yukon. But the men engaged in building the steamers tied them up for their wages, & the Boston & Alaska people have been moving heaven & earth to get a river company which would take the supplies on to Dawson. This they had failed to do when the advices left St. Michael's, as the river companies say the Dominion Government has already paid the B. & A. Co. 75% of the contract price, & they express doubt as to the ability of the Co. to make good to them the transportation charges to Dawson. When the Danube left St. Michael's the Seattle people were making frantic efforts to close with the river companies, but with little prospect of success, although a large portion of the supplies were landed there early in July. In striking contrast to the above, & in vindication of the position taken by B.C. merchants at the time the contract was awarded, is the fact that 30 tons of supplies sent up in the Canadian steamer Danube for the N.W.M. police, & which were transferred to the C.P.N. Co.'s steamer Yukoner, have long since gone up the river, with every prospect of reaching Dawson safely.

The Canadian Development Co.'s running its steamer Anglian between Teslin Lake & Fort Selkirk.

Two stern-wheel river boats, the Mono & the Stikine Chief, built for J. A. Mara for Stikine River traffic & subsequently destined for the Yukon River, have been wrecked while being towed from Wrangel to St. Michael's by the Fastnet.

Chief Engineer Coste, of the Dominion Public Works Department, who was sent to the Yukon last spring to look into the navigability of the route from Teslin Lake to Dawson, reports to the Department from Fort Selkirk that there is a free course for vessels drawing 3 ft. of water from the head of Teslin Lake down the Hootalinqua & Lewis Rivers to Fort Selkirk. From Fort Selkirk it is plain sailing to Dawson City.

The Canadian Pacific Navigation Co.'s river steamer Yukoner, built at St. Michael's, was given her trial trip Aug. 6. It proved satisfactory & the work of loading her with freight was at once started. She was to leave St. Michael's Aug. 7 for Dawson, Captain J. Irving, Manager of the Co., being in command. He did not doubt her ability to ascend the river, the lowest water reported by boats arriving about that time being 4½ ft., so that unless it fell very rapidly it was expected that all the boasts then at St. Michael's would be

able to make the round trip at least, if they did not get back to Dawson a second time.

The C.P.R. steamers Tartar & Athenian are lying at Vancouver open to engagements.

The Sydney-Newfoundland Service.

At night we were in Newfoundland. A 6 hours' run across Cabot Straits, in the steamer Bruce, brought us early next morning to the wharf at North Sydney, & again we stepped ashore on Canadian soil. What made the matter seem simpler was that we slept soundly all the 6 hours, in berths so commodious that the tallest member of our party—6 ft. 1 in. in his stockings—was able to stretch himself out to his full length. Tall men appreciate such a luxury at sea. How is it that the builders of berths so seldom think of it? But the Bruce is a model in every respect, & in its fittings equal to anything that a first-class Cunarder gives. As an ice-breaker she suggests wonderful possibilities. Every one admired Sydney Harbor before, but no one believed that it could be kept open all the year round. But last winter the Bruce steamed calmly, at the rate of 7 knots, through blue ice 20 ins. thick, & in the spring she pushed her way through the still more dreaded field ice with little trouble. If she did that last winter, when she had to make a 20 hours' run to Placentia, the trans-insular railway not being completed, how much easier to do it when she has only a 6 hours' run to Port-aux-Basques? The time of her arrival now can be calculated to a quarter of an hour.

It seems to me that this is the kind of boat with which to try the Hudson's Bay navigation before we can consider the question closed, or winter communication between Prince Edward Island & the Mainland, or navigation during the winter to Paspebiac or further up the Gulf or even the River St. Lawrence. The people of North Sydney, at any rate, believe that as an ice-breaker the Bruce can do anything. Doubters declared that when sent into dock the winter's work would show a great deal of damage to bow, keel & hull. She went into the big dock at St. John's in July in order to be inspected, & no damage was seen, further than might have happened with a winter's sailing anywhere.—Correspondence by Rev. D. M. Grant.

B.C. Freight & Shipping Report.

R. P. Rithet & Co. say, under date of Aug. 31: Business in grain chartering both from San Francisco & the northern ports is very slow, & on the present basis of freights there is little to be done. It is a question, however, if even a substantial reduction in rates would mend matters, as foreign consuming markets are more or less demoralized. There is some demand for nitrate tonnage on the west coast of South America & more than one vessel has been fixed to proceed there from San Francisco in ballast.

In the lumber market rates continue nominal to some extent, but there has been a decided marking down of quotations in several directions. Tonnage is now offering more freely, but this is accompanied by a falling off in the demand for lumber, which tends to steady rates.

The salmon season has proved a great disappointment & in B.C. the pack up till now is only about 40% of last year's. Several of the fleet chartered will therefore not be required, & indeed already two vessels have been withdrawn.

The White Pass & Yukon Ry. Co. has contracted for 135 miles of telegraph wire & the necessary supplies for equipping its offices at stations along the road, running north from Skagway.

In British Columbia Waters.

It is said that more than 100 vessels have been added to the Pacific Coast fleet this season, B. C. getting more than its share.

The C. P. R. steamer Illicilliwaet, heretofore running between Arrowhead & Thompson's Landing, has been withdrawn from that route, & now runs between Brooklyn & Robson, touching at all intermediate points. Capt. Hughes is now in command.

On Sept. 8 at 2 a. m., on Lower Arrow Lake, the C. P. R. steamer, Rosslund, ran into P. Genelle & Co's tug Fawn. Both vessels had lights out & each had given signals, but the Fawn's pilot misunderstood the Rosslund's whistle. The Fawn is about 70 ft. long & had been in commission 3 years. She was cut in 2 by the Rosslund's prow. The 2 parts were towed to Shields' landing by the Illicillewaet, to be placed on the ways & repaired. Had the Rosslund struck the Fawn in the middle instead of abaft the pilot house there would have been loss of life. Both engines were reversed when the boats collided.

A large steamer, with a pneumatic caisson & air lock elevator for gold dredging purposes on the Upper Fraser is likely to be built at Vancouver. A model has been tried & found to work satisfactorily to the inventors, Messrs. Garrison & Wood, of Los Angeles, Cal. The steamer will cost about \$20,000. It will be 120 ft. long & 28 ft. wide & will be fitted with steam appliances & machinery for heavy dredging work. The caisson is to be 10 by 20 ft. It is designed as a water-tight section in the boat that can be lowered to any reasonable depth so as to strike the bottom of the river. Then it will be pumped out so workmen can descend inside the caisson & dig out the bed of the river.

In our Aug. issue, pg. 161, we mentioned the sale of the Esquimalt Marine Ry. to the B. C. Marine Co., which intends to enlarge the plant, to erect a smaller plant in Victoria Harbor & to build another marine railway at Vancouver. There is evidently going to be competition. The Star Yard at the head of Victoria Harbor, which until recently was managed by T. Trahey, has been sold to a U. S. Co., of which J. Clarke, a Victoria shipbuilder & contractor is Manager. This Co. has com-

menced building a slip. A cradle will be built running from shore to mid-channel, or until 20 feet of water is struck. The grade of the ways will be 1 ft. in 20. It is intended to handle vessels up to 2,000 tons.

We have no advice as to what the Canadian Pacific Navigation Co. is doing in regard to a new steamer for the Vancouver-Victoria service, further than what we mentioned in our July issue, pg. 134, & Aug., pg. 161, except that the Assistant Manager of the Co. denies a rumor that a steamer has been bought from the London & Northwestern Ry. of Eng., & states that negotiations are being carried on with that & other companies for the purchase of a 1st-class steamer, it having been found that, owing to the rush in the British shipyards, too long a time would elapse before such a craft could be built to order. The Islander is now doing the Vancouver-Victoria service, the Charmer being laid up.

The Pacific Coast S. S. Co. has decided to increase its San Francisco-Puget Sound-British Columbia service from a weekly to a semi-weekly one. As soon as the Corona, which ran ashore between Dyea & Skagway, can be placed in commission again she will be put on the southern run, taking the place of the Santa Rosa, which will be put on the B. C. route, & will run in conjunction with the Umatilla, Walla Walla & Queen. Steamers will leave San Francisco each Wednesday & Saturday, arriving at Victoria, B. C., each Monday & Friday & Seattle each Tuesday & Saturday. Returning, they will leave Seattle every Sunday & Thursday, arriving at Victoria each Wednesday & Sunday. The return of the Senator and City of Puebla, which were withdrawn on the opening of the war, will make a change in the vessels of the Puget Sound fleet, but it will make no change in the sailing days.

The Ontario Court of Appeal recently reversed the decision of an assessment court & held that in assessing for purposes of taxation the poles, wires, conduits & cables of a telephone company, the cost of construction or the value as part of a going concern is not the test; they must be valued in the assessment division in which they happen to be, just as so much dead material to be taken in payment of a just debt from a solvent debtor.

THE ST. LAWRENCE ROUTE & THE MANITOBA GRAIN TRADE.

By Edward Farrer.

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Sir Wilfrid Laurier has said that the question of the day in Canada is transportation. It is a question everywhere, owing mainly to the drop in prices during the last 20 years. When wheat was \$1.50 a bushel the cost of transportation was not the vital factor it is to-day, when the price is so much less. The general movement in behalf of lower transportation rates is caused, as economists put it, by the fact that whilst improved transportation has contributed greatly to the fall in prices, it has not similarly reduced its own price; in other words, while formerly 10 bushels of wheat would fetch enough to carry 100 bushels, say, 250 miles, it would now be necessary to sell 15 bushels to transport the same quantity the same distance, so that, to quote Professor Mavor, of the University of Toronto, "The transportation charge tends at present to form a progressively increasing proportion of the realized price of the article transported."

What Mr. Laurier had particularly in mind, however, was the question of transportation from the North-West. The Canadian route from the Sault to the Welland Canal, & from the Welland to Montreal & Quebec, has cost the people over \$50,000,000 for canals, besides a large sum for harbors & dredging, yet the bulk of the grain traffic of Manitoba is going to the Atlantic by way of Buffalo & New York. For every bushel of Manitoba wheat sent to Montreal for export in 1893, 2 bushels were sent to Buffalo & New York; in 1894 the proportion was 3 to 1 in favor of the American route; in 1895 as much as 8 to 1; in 1896 3 to 1; in 1897 5 to 1.

The export of grain from Manitoba is destined, we all believe, to become an immense traffic, & it is of importance, after all we have spent & are spending on the St. Lawrence route, that the trade should not be diverted in this fashion to the U. S.

The reasons why it seeks New York in preference to Montreal appear to be these: First of all, Montreal is handicapped by its remoteness from the ocean & by the freezing of the St. Lawrence so soon after the Manitoba harvest. It was cruel of nature, when she had built so majestic an outlet from the Great Lakes to the Atlantic, to place that heavy ban upon it. Wheat does not begin to reach Fort William in large quantities till the first of October. Ordinarily the last ocean vessels leave Montreal about Nov. 20. But as it takes on an average 10 to 12 days for a cargo to reach Montreal from Fort William, the Manitoba shippers do not care to ship to Montreal after Nov. 10. On the other hand, they can ship to Buffalo as late as the first week in December; it takes a week to send a cargo from Fort William through to New York, & their insurance runs to Dec. 10. Buffalo has thus an advantage of 30 days of shipping time at the busiest period of the year. Besides, when the wheat gets to Buffalo the owner has the choice of 4 ocean ports, New York, Boston, Baltimore & Philadelphia, open the year round—an important consideration.

Secondly, the speculative market of New York enables the Manitoba shipper to insure himself against a drop in price while the grain is in transit. For instance, when he has 100,000 bus. of no. 1 hard ready to ship from inland elevators to Fort William, he wires his New York agent to buy an option for the delivery of 100,000 bus. of no. 2 red, the standard grade there, a fortnight thereafter. The option, of course, goes up & down with the market while the no. 1 is on its journey, & protects the no. 1. Hence, as he says, the banks need not worry about his account. The option is bought in when the Manitoba

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grain arrives. There is no speculative market at Montreal, so that the Manitoba shipper lacks this sort of protection at that port. Moreover, the longer duration of the voyage to Montreal increases the risk of a bad turn in the market; it also represents an extra loss of interest on the wheat while in transit.

In the next place, & this is perhaps the chief reason, it is usually cheaper to use the American route. The Manitoba shipper has no sentiment in his soul; the sole question with him is how to lay down grain at Liverpool at the lowest cost. There is not much difference between the cost of getting it to Montreal & the cost of getting it to New York, Boston or Baltimore. But the objective point is Liverpool, and it is almost always cheaper to get it to Liverpool via New York than via Montreal, because, as a rule, ocean rates from New York are lower. There are more steamship lines at New York & Boston than at Montreal, and greater competition among vessels of greater carrying capacity. At Montreal he is in danger of being "held up" by a sudden demand for increased rates, especially towards the close of the season; consequently it is difficult for him to know in advance at Winnipeg exactly what a shipment for Liverpool via Montreal is going to cost at its destination. Again, at Montreal the grain may have to wait 3 or 4 days till a vessel is ready to take it, & when a vessel does turn up, the facilities & appliances for loading it are not up to date; while if the shipment should miss the last vessel it costs money to store it or send it to Boston or St. John. In consequence of these drawbacks, Montreal is not regarded favorably by Manitoba shippers. There are only a few buyers in Montreal competent to handle the blocks of wheat now shipped from Manitoba, & the number is not likely to increase till the port has been modernized.

These, briefly stated, are the reasons why Montreal has lost the greater part of the Manitoba grain traffic. But it is necessary to a full understanding of the subject that we should look a little beyond immediate causes.

As most persons know, the shipping business on the Upper Lakes has undergone remarkable expansion since a 16-ft. channel between Buffalo & Duluth was obtained in 1882. Prior to 1882 the available depth was 9½ ft. At that depth the route could move only comparatively small shipments, indeed was little better than a local route. The Upper Lakes are now a great through route between East & West, carrying bulky commodities at a very low rate, & what is probably as important, tempering the rates of all the railways running from the agricultural States to the Atlantic seaboard. It is quite supposable that but for cheap lake rates and the effect of lake competition on rail rates, the Northwestern States might not have been able to make wheat-growing pay in the recent era of low prices; in other words, might have stood still instead of adding millions to their population; & that it would have been impossible to bring the iron ore of Lake Superior to the coal of Pennsylvania, Ohio & Illinois—that is, to have made the iron & steel industry of the United States what it is to-day. The old sailing vessel has gone, & along with it the iron steamer, once considered a leviathan. The present type is the steel steamer, with double bottom & triple expansion engines, capable of carrying 5,000 tons of cargo at a speed of 13 miles an hour. One of the steamers lately built for the Bessemer Steamship Company measures 475 ft. over all, & has a carrying capacity of 6,500 tons. The substitution of steam for sails, with the improved facilities for loading, unloading & fueling, has greatly augmented the working power of the fleet, a lake steamer being able to do something over twice the work of a sailing vessel of like tonnage. In a recent report to the Secretary of the Treasury, Mr. Tunell, of

Chicago, shows that in this way the carrying power has been increased 2½ times since 1885. Formerly 15 or 16 round trips were considered a good season's work in the ore business between Lake Superior & Lake Erie ports, whereas 22 round trips are now usually made. On June 30, 1897, the gross tonnage of the steel vessels on the lakes was 490,000 tons. The wooden tonnage was 885,000 tons. Steel was the material used in the construction of eight-ninths of all the tonnage built last year. In 1897 the freight received & shipped at Buffalo, the eastern terminus of deep-water navigation, exceeded 10,000,000 tons. The shipments of coal from Buffalo exceeded 2,400,000 tons, the receipts of grain & flour over 200,000,000 bus. The aggregate tonnage of freight carried on the upper lakes was 30,000,000 tons; the quantity going through the canals at Sault Ste. Marie in a season of 230 days being about twice the traffic of the Suez Canal in 365; while the traffic which passed up and down the Detroit River is said to have exceeded the foreign & coastwise traffic of London & Liverpool combined. It is hard to realize that it is only 69 years since the first American vessel was launched on Lake Superior, & since the first vessel arrived at Chicago from the Lower Lakes. "On that occasion all the male inhabitants of the village, including the boys, numbering nearly 100, assisted in dragging the craft across the bar." The village has now 1,500,000 inhabitants, & 30,000,000 people, about the population of England & Wales, dwell in the eight States bordering the Upper & Lower Lakes.

As said, the period of greatest expansion dates from 1882, when a 16 ft. channel was obtained. Since then the centralization of industries, with the concentration of population in large manufacturing centres, has been going on with considerable rapidity, & the process has undoubtedly been hastened in the watershed of the Upper Lakes by the ease & cheapness with which food & raw materials are carried long distances from the place of growth & extraction to the place of consumption & manufacture. The huge steamers bring down grain, flour, iron ore & lumber, & carry back coal, salt, building material, & heavy factory goods, thus effecting an exchange between East & West of the coarser staples which the railway could not effect at anything like so low a cost. Now, however, a 21 ft. channel is all but completed. Shortly before his death, General Poe, of the U.S. army engineers, who had charge of the St. Mary's Canal & other improvements, said, in a report: "The increase from 9½ to 16 ft. brought about a truly extraordinary development of lake commerce, the result being most notable, perhaps, in the character of the vessels employed. Give the commerce a channel from Buffalo to Duluth, that shall be navigable on a draft of 20 ft., & it needs no prophet to foretell a more wonderful growth still." I suppose it is safe to say that steamers carrying 7,000 tons of cargo, or more, may be looked for so soon as the harbors are made deep enough to accommodate them; that, low as they are, rates have not nearly touched bottom, nor can any limit be set as yet to the development of a commerce already of colossal proportions.

Unfortunately, the St. Lawrence route lies outside the deep-water area. There is only 14 ft. of water in the Welland Canal, & an available depth of only 9 ft. in the canals below Kingston. About all the U.S. Government has had to do is to improve the lakes themselves; whereas we have had to dig a series of canals aggregating 70 miles in length past the rapids of the St. Lawrence & round Niagara Falls, at a time when we have been building a trans-continental railway, & carrying on other burdensome enterprises. There is no prospect, at present, at any rate, of our being able to deepen the Welland to 21 ft.

That is a task we might, perhaps, have undertaken had it not been deemed advisable to deepen the canals below Kingston in order to obtain a uniform depth of 14 ft. from Lake Erie to Montreal; but to do the two works simultaneously would be a heavy strain. Sanguine persons believe the U.S. will sooner or later deepen the Canadian canals to 21 ft. in the interest, not of our trade, but of their own. Professor Emery R. Johnson, an authority on the subject of American waterways, says in a recent work:

"There has been a good deal of discussion whether the deep water channel to the sea should pass by way of the St. Lawrence, or from the lakes to New York city; but the question seems clearly to have but one answer so far as the U.S. is concerned. However desirable it may be for Canada to have deep-water communication between her western territory & Quebec, Montreal, & her other eastern cities, & however important it may be for Canada to have a water route from Canadian fields, forests, mines & shops to Liverpool & other markets of Europe, the case with us still remains different. Our concern is primarily to connect the Great Lakes with the great cities of the eastern states. These are our chief markets. Trade with England is desirable, but it has only a secondary importance. The traffic on the Welland Canal is comparatively light; in 1890 it was only about 1/3 that on the smaller, essentially barge-traffic Erie Canal. The St. Lawrence route would not only have less commercial value for us, but it would increase rather than lessen our commercial & political independence. Our political relations with Canada & England would be injured by such a waterway. We should have about 1,400 miles of coast from which our ocean cruisers & men of war could be excluded. As long as Canada remains a dependency of Great Britain, our commercial & political interests will remain opposed to hers."

At all events, American co-operation is not in sight.

Vessels carrying 175,000 bus. of wheat, or 200,000 bus. of corn, sail into Buffalo from Fort William, Duluth & Chicago. Such cargoes cannot be taken through the Welland. At Port Colborne, the Lake Erie end of the Welland, connection between the Upper & Lower Lakes is broken as effectually as though it was the meeting place of a standard gauge railway with a narrow gauge. The largest cargo that has ever passed through the Welland was probably that of the Algonquin, belonging to Hagarty & Co., of Toronto, which took 67,000 bus. of wheat through last summer. Ordinarily, when a steamer reaches Port Colborne with more than 60,000 bus., she is obliged to lighten; then when she reaches Kingston or Prescott she has to transfer all she has on board to barges, which take it down the 9-ft. channel to Montreal. With 14 ft. of water all the way from Port Colborne to Montreal, rates to Montreal will certainly be reduced. Per contra, the deepening of the Erie Canal, now in progress, will have the effect of reducing water & rail rates between Buffalo & New York, while the rate from Fort William & Duluth to Buffalo is sure to be reduced when the 21-ft. channel is fairly going & the supplementary improvements finished. It is obvious that the advantage to Montreal in having 14 ft. of water from Lake Erie will not of itself enable her to recover the Manitoba grain traffic from Buffalo & New York under the new conditions making for lower rates by the latter route.

My own notion is that it was a mistake for the Government to deepen the canals below Kingston. True, it had been decided on by the former Government; nevertheless, I venture to think it would have been better to spend the money in deepening the Welland to 21 ft. The Chief Engineer of the Public Works Department tells me there was no engineering difficulty in the way. Nothing in

the economics of water transportation is much better established than that the modern lake vessel abhors canals. With her costly equipment she cannot afford to incur the delay & danger inseparable from passing through them. Between Kingston & Montreal there are 43 miles of canals, as against 27 on the Welland. I have not been able to find a practical man who believes that when those 43 miles are deepened to 14 ft., lake vessels will make use of them to get to Montreal; the vessels, it is universally thought, will, as now, tranship at Kingston or Prescott to barges. Had we deepened the Welland to 21 ft. & left the lower canals as they were, the position would have been this: Vessels could have carried cargo from Fort William or Duluth to Kingston for nearly as low a rate as to Buffalo. The 27 miles of canalling in the Welland, & the difficulty of procuring return cargoes at all times, would, of course, have militated against the route; still, the rate to Kingston would have been materially lower than now. Then from Kingston to Montreal, 178 miles, we should have had the present barge service of 9 ft. to compete with a barge service of 9 ft.—the depth the Erie will have when the projected improvements are finished—from Buffalo to Albany by canal & from Albany to New York by river, a total distance of 500 miles. Under such circumstances the rate from Lake Superior to Montreal would have been sufficiently low to recover for Montreal at least a portion of the Manitoba traffic, & to augment the export via Montreal of grain from Chicago & Duluth.

Let us return to the actual situation. There are already 300 steamers or more on the Upper Lakes which cannot pass through the Welland, & consequently cannot enter Lake Ontario. All of these, or nearly all, are U.S. vessels. I am sorry to say the Canadian fleet on the Upper Lakes is quite insignificant. Of the vast tonnage going through the Sault canals only 4% is Canadian. A Canadian steamer of the latest U.S. type would be hard set to earn expenses. She would be cut off from Montreal, Toronto, Hamilton, Kingston, etc., by the termination of deep-water navigation at Port Colborne. She might sail to places like Owen Sound, Parry Sound & Goderich; but, as everyone knows, there are no ports of any account on the Canadian shores of Huron, Erie or Superior; whereas U.S. steamers do business with Chicago, Milwaukee, Cleveland, Detroit, Toledo & Buffalo, with an aggregate population of 3,000,000, as well as with many smaller cities & towns situated on the Upper Lakes, some, like Escanaba & Marquette, with a booming shipping trade. Furthermore, Canadian vessels, large or small, operate at a disadvantage in being excluded from the vast stream of U.S. lake commerce. Manifestly, if a vessel has a cargo both ways she can make more, & yet charge less, than if she has a cargo only one way. A Canadian vessel going to Duluth for a cargo of grain for Kingston is usually obliged to go light, because not allowed by U.S. law to carry from one U.S. port to another—as, for example, from Oswego or Buffalo to Duluth. Going to Duluth light she cannot afford to accept as low a rate to Kingston as a U.S. vessel which has reached Duluth with a full or partial load from Buffalo. That is to say, she not only suffers directly through being deprived of purely U.S. traffic, but the deprivation cripples her in the competition for traffic between U.S. ports & Canadian ports. This is why the Canadian fleet is insignificant by comparison with the U.S. fleet, & the largest Canadian vessels, with a few exceptions, mere tubs by the side of the largest U.S. vessels.

The larger the vessel the less the cost of carrying per bushel & the longer the time in which navigation is possible in the fall. The report for 1896 of the Buffalo Merchants' Exchange says, with a touch of Populism: "The

future of the business on the lakes seems to be most discouraging to the owners of small vessels; the business is apparently drifting into the hands of capitalists & corporations, one concern having built during 1895 16 large steel vessels, at an expense of \$3,000,000, & they are still building." "The vessels now being built," says an American expert, "can be navigated with safety in the fall, under conditions which would have been dangerous to the class of vessels prevailing to years ago."

For these reasons Canadian vessels are unable to make as low rates as U.S. vessels. This rule may admit of exceptions; all the same, it is the rule. Hence, in their anxiety to regain the Manitoba traffic, the Montreal Board of Trade has asked the Dominion Government to permit U.S. vessels to carry grain for export from one Canadian port to another. The theory is that if U.S. vessels were allowed to carry grain from Fort William to Port Colborne, Kingston, Owen Sound, Midland or Parry Sound it would be possible to lay it down at Montreal cheaper than it can be laid down for at New York. The fact that a good deal of export grain is carried in U.S. bottoms from Chicago & Duluth to Kingston for Montreal in preference to Buffalo is cited in support. There is no denying that U.S. competition between Fort William & Eastern Canadian ports would reduce the rate to Montreal. A U.S. vessel of the smaller class going to Kingston or Prescott with Manitoba wheat could return to Duluth, on the way back to Fort William, with a load of coal or something else from Oswego or Sodus Point—a traffic from which Canadian vessels are debarred. This of itself would be a consideration in favor of lower rates. Canadian vessel-owners protest that to allow the U.S. to participate in Canadian traffic while Canadians are rigorously excluded from U.S. traffic would be grossly unfair, and, as they put it, unpatriotic; and add that if U.S. vessels are going to carry the harvest of Manitoba to the St. Lawrence, the harvest might as well go to New York at once & be done with it so far as Canadian interests are concerned. The answer of Montreal is that it is a serious matter to contemplate the diversion of the export trade of the Canadian Northwest to U.S. seaports. It is so much lost to Canadian labor, steamships, railroads, banks, etc.; furthermore, if New York is to be the regular outlet for Manitoba, Manitoba may some day ask what there is left for her in the connection with Old Canada that she should prolong it.

Some maintain that the opening of the railway to Parry Sound will restore the traffic to Montreal. It is difficult to see how. The C.P.R., which in railroad parlance originates the traffic, has elevators at Owen Sound, to which port its passenger steamers run from Fort William, & rail connection from Owen Sound with Montreal. Yet, except in a year like 1897, when prices were higher than usual, it has not been able to carry much export grain from Owen Sound to Montreal in competition with the Buffalo route. It carries next to none all-rail from Fort William to Montreal; the all-rail traffic could not be made to pay & was abandoned years ago. The grain brought to Owen Sound by the C.P. steamers, which, however, are not grain-carriers in the proper sense, is mostly for Ontario millers, although last year, as just observed, a considerable quantity was for export from Montreal & St. John. The line from Parry Sound to Montreal will be a trifle shorter than the C.P. line from Owen Sound, but that will make no difference. Since, in ordinary seasons, the C.P. cannot make money by hauling Manitoba wheat for export from Owen Sound to Montreal & St. John in competition with the Buffalo route, notwithstanding that it has the haul from the place of growth to Owen Sound, I do not see how the Parry Sound road can cut much of a swath in the trade.

It is true that U.S. railways haul wheat from Buffalo to New York in competition with the Erie canal, indeed, get the lion's share of the traffic, & while it is 440 miles all-rail from Buffalo to New York it is only 390 from Parry Sound to Montreal. But the conditions of transportation at Buffalo & Parry Sound & along the respective routes are so different that it does not follow that what the U.S. roads do the Parry Sound road can do. The U.S. roads start grain trains of 60 cars, each car containing 1,000 bushels, from Buffalo. The grades on the Parry Sound road would not allow of a train of that weight being drawn by a single locomotive. Again, local traffic on the New York Central, Erie, West Shore & Lehigh is out of sight greater than on the Parry Sound line; & there is an indefinitely better chance of obtaining a return load at the point of departure. Besides, Manitoba wheat can be carried from Fort William to Buffalo in U.S. steamers at a lower rate than from Fort William to Parry Sound in Canadian. The ordinary quoted rail rate from Buffalo to New York, "alongside," i.e., alongside the ocean vessel, is 5c. a bushel, \$1.67 a ton, but the actual rate is frequently less. Last fall it was 4c. from vessel at Buffalo to alongside vessel at New York. The Parry Sound road cannot charge more to Montreal, or it will get none of the traffic. It may be able to carry Manitoba grain to Montreal for that sum. But to say that, under a running agreement between the Dominion Government & the Parry Sound road, Manitoba grain can be shipped for 4 or 5c., at a profit to both carriers, from Parry Sound to Montreal & thence over the Diamond County road to Quebec & the roundabout Intercolonial to St. John, 1,150 miles, with the cars returning empty, looks like a very wild assertion.

The Parry Sound road may possibly stand a better chance at carrying U.S. wheat to Montreal. It can employ U.S. steamers and barges between Duluth & Parry Sound, which will ensure a lower water-rate than can be obtained between Fort William & Parry Sound, where the traffic has to be carried in Canadian bottoms. Only here again the rate to Parry Sound will be higher than the rate to Buffalo, because the vessels carrying grain to Parry Sound will have to return empty, whilst those going to Buffalo have return cargoes. Everyone will rejoice if the Parry Sound road shall succeed in bringing a greater volume of U.S. grain to Montreal; but, to be candid, the prospect is not bright.

The best authorities, Canadian & U.S., whom I have been able to consult, say the true if not the only way of recovering the Manitoba traffic for the St. Lawrence route is for the C.P.R. Co. to put large grain steamers, with barge consorts, between Fort William & Owen Sound, running them in connection with the railway at Fort William & with a first-class ocean steamship line owned by the company at Montreal, so that the Manitoba shipper can get a through rate & through bill of lading direct from his elevator at Brandon, Morris, or Indian Head to Liverpool. This, it is believed, would give Montreal a pull over the U.S. route which she can hardly hope to get in any other manner. What is of more moment, it would add to the value of all the grain annually produced in the Canadian Northwest by reducing the cost of transportation of the surplus for export. It would bring the Manitoba wheat grower, the Montreal or Toronto buyer & the English wheat broker closer together, & enable them to handle the crop to better advantage all round. At the close of navigation grain stored at Owen Sound or Montreal could be shipped over the C.P. line to West St. John. The distance would be: Owen Sound to Montreal, 400 miles; Montreal to St. John, 480; total 880—a long rail haul, to be sure, but with this vital fact in its favor, that it would be merely part of a continuous rail & water haul in the same

hands from Manitoba to the United Kingdom, a distance of 4,500 miles. As it is, the C.P. ceases to have any interest in the grain once it reaches Fort William. The transportation from Fort William to Montreal, & the transportation from Montreal across the Atlantic, are separate & distinct transactions.

Such a plan would not call for any fresh canal expenditure by the Dominion. The grain steamers of the C.P. would not enter the Welland but go straight to Owen Sound. It would be immaterial whether the Welland or the canals below Kingston were deepened or not. One of the most eminent waterway engineers in the U.S., a man familiar with the Great Lakes & the St. Lawrence route, wrote to me the other day :

"We all know how cheaply the C.P.R., with its railway lines running from ocean to ocean, can carry merchandise across the continent—what an advantage it has over the so-called transcontinental roads in the U.S., which have to receive freight from, & deliver freight to, other roads that have the hauling half way across or more. On the same principle the C.P.R. could carry wheat from the place of growth in Manitoba to Fort William & thence to Liverpool on its own steamships from Montreal at a rate which no other route or combination of transportation interests that I know of could touch. When Montreal was closed it could fall back on St. John, where it has already built up a large export business, & which would become a still more important seaport if it were the winter terminus of C.P. ocean vessels. Given a C.P. steamship line at St. John in winter, fed with Manitoba wheat, it ought to carry a great deal of the Ontario & Quebec produce which now goes to Europe from Portland & Boston.

"The navigation laws, compelling British trade to be done in British bottoms, were repealed long since as unsound in principle. I am sure there is no economic heresy in the doctrine that the trade of a country should be carried by that country's own land & water routes if the services can be performed by them as cheaply as by the routes of a foreign nation. Looking at Canada all over, a country of length without breadth, with her western provinces separated from the eastern by uninhabited if not uninhabitable stretches of desert, while lying for hundreds of miles alongside our hustling Prairie States, of which, indeed, Manitoba is the northern projection, it seems to me she, of all countries, ought to keep her carrying trade in her own hands if she can. For a like reason, she ought to keep her seaboard provinces in closer touch with the rest of the country by establishing a winter port there. Were I a Canadian Minister I should not vote a dollar to a Canadian Atlantic service except on condition that it fulfilled the ends here outlined—that it regained for Canadians the carrying of their own harvest in the Northwest, & promote the solidification of the country by uniting Manitoba to Montreal & St. John. In my judgment, the C.P.R. is the only agency that can establish & successfully operate a steamship line capable of doing this, simply because it alone has the machinery to work with—a transcontinental road all the way from Vancouver & Winnipeg to Montreal & St. John, affording unequalled facilities for feeding Canadian ocean steamships & for carrying the cargo from the place of origin to Europe at lowest cost. The wheat crop for export of the Canadian Northwest amounts at present, I understand, to 20,000,000 bus. annually. If by the project just outlined only 5c. a bushel were added to its value & to the value of the wheat not exported—& that is a rather low estimate—the payment of a subsidy of \$1,000,000 a year to the C.P. ocean line would be recouped to Canada 2 or 3 times over every year."

I have no idea what the views of the C.P.R. Co. are, nor, indeed, whether the scheme admits of being worked out or not just now ;

but the opinion of this distinguished U. S. authority is worth considering by the Co. & by the Government.

Under any circumstances it is time to reconstruct Montreal harbor. We should also abolish the canal tolls & wharfage charges. There are no tolls on the Erie Canal, & no harbor dues on grain at New York, whereas the canal tolls on the St. Lawrence route & the Montreal wharfage charges amount to 1/2c. a bushel. The immense sum which Canada has spent on the St. Lawrence above & below Montreal cannot be considered well-invested till Montreal is able to supply a quicker ocean service with lower rates, so that the Canadian exporter may have something like as good a chance as his U. S. competitor. Anyone can see that the west end of the harbor is in a hopelessly congested state. The Grand Trunk has one track by the Wellington bridge, the C. P. one from Hochelaga. This is all the access the railways have to the wharves & harbor, & they are prohibited by a by-law which to a stranger must read like a bit of Chinese legislation, from moving cars except at night. The prime requisites of a harbor are, first, channels deep enough to admit vessels of the largest size ; second, such arrangements for loading & unloading that vessels may get in & out with the least possible cost & delay, which, of course, implies that the railways shall have plenty of room for storing, shunting & running cars alongside the ships. London has 10 miles of docks ; Liverpool 8 miles, which have cost £200,000,000 ; Glasgow 6 miles, cost \$65,000,000 ; at New York the wharves are distributed over a frontage of 15 miles, at Baltimore of 6 miles, & at Boston of 4 miles. The principal wharves at Boston, the Cunard & Allan, are not in the city proper, but have been built at some distance from it, on the other side of a channel, for the purpose of providing the railways with more convenient access. At Portland the wharves are spread over a frontage of 8,000 ft. At Montreal the frontage in the west end, where the older shipping firms are in possession, does not, I am told, exceed 3,500 ft. Yet the famous plan no. 6 actually proposed to crowd 14,000 ft. of wharves into that space, although at the east end a magnificent stretch of unoccupied river front is available for wharves, warehouses, elevators, railway lines & all the other apparatus of a great port.

Montreal is served for the most part by steamers of the old-fashioned type of 4,000 & 5,000 tons. There are larger ones, but very few. Such vessels cannot carry freight at as low a rate as the modern steamer of 8,000 tons & upwards which does business at New York & Boston.

The Railway & Engineering Review says : "Even more noteworthy than the recent attempts to make the trans-Atlantic journey at high speed is the evident decision of the companies that, other things being equal, it pays to build steamers of enormous size. Excepting the White Star ship Oceanic, which is building, the Kaiser Wilhelm der Grosse is the largest vessel since the Great Eastern. The older vessels, which ranged from 300 to 400 ft. in length, are completely outclassed. A good idea of the tendency to build immense vessels may be gained from the following table, in which the largest new steamers of leading lines are compared with the famous Great Eastern :

Names	tonnage.	h.p.	length.
Kaiser Wilhelm der Grosse..	14,000	28,000	649
Kaiser Friedrich.....	12,000	24,000	599
Oceanic.....	17,000	.....	704
Lucania.....	12,950	30,000	622
St. Louis.....	11,620	20,000	554
La Touraine.....	9,778	13,000	520
Furst Bismark.....	8,250	16,400	500
City of Rome.....	8,144	11,500	500
Teutonic.....	9,084	18,000	550
Great Eastern.....	18,915	8,000	692

"And the next marine monster, the Oceanic, when completed, will be 50 ft longer than the

Kaiser Wilhelm & 12 ft. longer than the Great Eastern."

Putting Manitoba aside for a moment, see how this affects the farm staples of Ontario. Here is the average ocean rate per ton on cheese & butter from Montreal & Boston to Liverpool, from May 7 to Oct. 30, 1897 :

	Cheese.	Butter.
From Montreal.....	218. 9d.	268. 9d.
" Boston.....	138. 3d.	138. 3d.

All the export cheese & butter of Ontario does not go to Liverpool ; a great deal goes to London & Glasgow, & to these ports Boston rates average less than rates from Montreal. It is likewise true that rates on flour, hay & cattle from Boston are lower, as a rule, than rates from Montreal. All of which means that the Ontario farmer loses a large sum annually by reason of the existing condition of things at Montreal, & would be benefited probably more than any one else were the Ottawa Government to take the harbor in hand.

New York is asking Congress to deepen the ship channel in that harbor from 30 to 35 ft. "Our prestige would be gone," says a shipping man, "if when the 'new vessel,' the leviathan of the future, arrived at Sandy Hook we could not admit her." The expenditure by the U.S. Government on improvements in New York, exclusive of armaments, has been as follows, to June 30, 1897 :

Hudson River, above New York..	\$1,800,000
Harlem River.....	1,050,000
East River & Hell Gate.....	4,370,000
New York Harbor channel.....	1,750,000

Total..... \$8,950,000

The North River improvements at New York, carried on by the city, involve the construction of 16 piers & an outlay of \$18,000,000. The U.S. Government completed in 1892 the work of deepening the Baltimore harbor channel to 27 ft., & is now engaged in deepening it to 30, the cost of this latter work being estimated at \$2,500,000. At Boston the United States Government is deepening the principal channel to 27 ft. At Philadelphia, which is 100 miles from the open ocean, the U.S. Government has just completed a ship channel 26 ft. deep at mean low water, at a cost of \$2,500,000. Down to 1896 the U.S. Government had spent \$2,500,000 on the harbor at Buffalo, \$2,125,000 on the harbor at Chicago, \$1,700,000 on Oswego harbor, \$1,500,000 on Cleveland harbor, \$600,000 on Duluth harbor, \$1,100,000 on the harbor at Michigan City, & \$1,200,000 at Toledo.

At Montreal the entire expenditure on the harbor has hitherto been borne by the harbor itself, the interest on the debt being paid from wharfage dues, which, notwithstanding a recent reduction of 20 per cent., are a perceptible burden on commerce. The Ottawa Government has not spent a dollar on our national port ; it has spent over \$60,000,000 on the canals leading down to it, & on the St. Lawrence channels below, but the harbor itself, the key of the situation, is left to the mercy of local effort.

The policy of the day is to trade more with Europe & less with our own continent—a policy forced on us by the Dingley Act, which, although Mr. Dingley might deny the soft impeachment, is to some extent an expression of U.S. dislike, not of us as Canadians, but of our connection with England. If, however, trade with England is to be profitable, & there is no denying that it is subject to the natural drawbacks incidental to all trade carried on at long range, it is obvious that we must have as quick & as cheap an ocean service as the people of the U.S., whose commodities have the same free access as our own to the British market. And I for one am unable to see how such a service is to be established at Montreal till the Dominion Government takes hold of the harbor & places it on a thoroughly modern footing, as the Government at Washington is

doing with the chief seaports & lake ports of the U.S. In proposing to utilize the east end of the harbor Mr. Tarte is moving in the right direction, but he should go further, & ask Parliament to assume the debt incurred for past, present & future improvements. That done, & the C.P.R. induced to co-operate with the Government in founding a fast passenger & freight service, so that wheat may be shipped direct from Manitoba & Fort William, Minnesota & Duluth, to Liverpool by the St. Lawrence route, Montreal will once more be in the running as an ocean port; while the farmer of the Canadian Northwest, together with the farmer of Ontario, will be benefited to a very important extent indeed.

Miscellaneous Navigation Notes.

A marine slip costing \$8,000 to \$10,000 is being built at Rat Portage, Lake of the Woods.

The steamer *Filgate* has been purchased by the Montreal & Cornwall Navigation Co. & will be run as an excursion boat next season.

The Toronto agent of the Dominion Steamship Co. states he has been advised that the line will run between Liverpool & St. John, N.B., this winter, owing to the breach of its relations with the G.T.R., in consequence of which it will not make Portland, Me., its American terminus.

The latest addition to the Sincennes-McNaughton line fleet is the powerful tug, *Virginia*. She was built for work in the Lower St. Lawrence & carries surface & salt water condensers. She is built of oak, lined with pitch pine, is 107 ft. 3 in. in length, has a beam of 24 ft. & a depth of hold 10 ft. 8 in.

The Canadian-Australian Steamship Co. is said to be applying for an increased mail subsidy, based upon the large increase in the bulk of the mails since calling at New Zealand ports. The Dominion Government was at first not particularly impressed with the claim, but investigation has shown that not less than 300 to 400 bags of mail matter are carried on each trip from New Zealand, & there being no room for them with the other matter from Australia, state-rooms have to be utilized for their storage.

A London, Eng., cablegram says: "The plans for the short steamship route between Milford Haven, Wales, & Paspebiac, Que., are progressing. The Canadian Steamship Co., working in conjunction with the Atlantic & Lake Superior Ry. Co., has announced that, pending the completion of a line of 21-knot steamers of the 1st-class, steamships of a somewhat less power have been chartered, with which to make the journey between Milford Haven & Paspebiac in a little over 4 days. The Ry. Co. is completing docks at Paspebiac for the largest ocean steamers, & the Great Western Railway Co. of Eng. is arranging for special express passenger service to London."

There is likely to be further competition in the steamship business between the Pacific Coast & Japan & China. A line from San Diego, via Honolulu to Yokohama & Hong Kong, is said to be an assured fact, the Atchison, Topeka & Santa Fe Ry. working in close connection with it & probably giving it financial assistance. The Co. has been incorporated as the California & Oriental Steamship Co., capital \$5,000,000. It is said negotiations are on for the purchase of 2 vessels in England, that there will be sailings from San Diego every 25 days, & that the service will include Manila if that port is ceded to the U.S. Some years ago the Santa Fe operated a line of steamers across the Pacific. The venture, however, was far from successful. Since then the road has been asked to put up money for steamship lines, but has so kept out of the business until now.

ELECTRIC RAILWAYS.

British Columbia Electric Railway Co.

The 2nd ordinary general meeting of this Co. was held in London, Eng., last month. The Chairman of the Co. in addressing the meeting said: I regret we are again obliged to forego the pleasure of recommending a dividend. Your directors have come to the conclusion that, although we have a small surplus profit in hand, it is more prudent to apply it to reserve fund than to divide it up amongst shareholders. I am aware shareholders are getting tired of constantly remitting money to B.C., & receiving no return upon it, but I heartily trust this will be the last occasion on which I have to meet you without recommending, at all events, some small return on the money you have invested. I feel myself how disheartening it is to have remitted, as this Co. & its predecessors have, upwards of £400,000 without ever having drawn one single penny out of B.C. up to the present day. I feel that I am trespassing on your good nature to a certain extent & on your confidence in the country in asking you to remit another £100,000 for the Benefit of Vancouver & Westminster. I am, however, emboldened to do this by the very satisfactory assurances & willingness to subscribe further money which many shareholders have shown, & by their inclination to back their opinion as to the great future which is in store for B.C. by subscribing further capital. I feel, too, every confidence that the smaller shareholders will come forward just as liberally as the larger ones have done when we have the opportunity of applying to them to take up their proportion of further shares.

It is a pleasure to be able to state that in spite of our not being able to give you any dividend this year, the issue of our £100,000 of stock has already been practically assured. This money we propose to devote towards putting Vancouver into a satisfactory position with regard to electric power, as we shall have done in Victoria by September. I think there is no doubt we shall have as fine & liberal an installation of electric power in these two cities as is possessed by any cities of their size in the whole world. We are helping ourselves as well as helping them in taking these steps, because by promoting the prosperity of these cities we insure an increase in business, & the advantages to a city of having a cheap, regular & reliable electric supply immediately tends to increase its prosperity, & consequently attracts fresh settlers inasmuch as it enables it to compete with all the other cities who are competitors. By this means we enable our cities to do their business on the cheapest possible terms, as an efficient power enables all branches of business, whether it be manufacturers, mills, or any other works where a power is needed, to compete successfully with the commerce of the world.

Our improvements for the year, besides the construction of the Vancouver Power House & the construction of an entirely new metallic circuit for power business, & the increase in the power itself involved, includes the construction of 2 small additions to our railway. The first is an extension from Westminster City to the small town of Sapperton. Although at present we cannot say that we expect to earn more from it than the amount of interest on the cost of the construction, yet our board are desirous of meeting their constituents as far as they possibly can in all such matters where we are not actually losers, & we hope that the construction of the branch will induce fresh settlers & fresh business to spring up along it, & thus make it a paying investment in time. The second extension is a very small one, being the Denman Street Line in Vancouver, from Robson street to the beach. This is a very short extension, but one which

the board believe will prove a considerable increase of traffic in the summer months.

One word as to the criticisms which have been levelled against our management. We have heard a great deal said about the very large proportion which our expenses bear to gross revenue when compared with similar companies in Canada. I have taken out a list of the principal companies' percentages, & I find they run from the Toronto Railway's 48.81% & the Montreal's 55.05, the Ottawa Electric Railway 67.67 & we ourselves show 68.01%. You will see, however, in our figures that the heavier expenses are shown in the early months of the year, and since then we have made steady improvement, & we trust we shall be able to reduce the expenditure at any rate to 63% during next year. No effort on our part will be wanting to bring about such a result. I am afraid I cannot hold out to you hopes of doing as well as such big companies as the Montreal & Toronto, or even as well as the London, Ont., company, which has, if anything, a smaller constituency than our own. At the same time, no effort of ours shall be wanting in our endeavor to reach this state of economy, & if we cannot succeed in it this year it will be our aim to do so in the future, & there is some encouragement to the shareholders in the fact that there is substantial room for improvement in this respect. When we do succeed in making this improvement it will mean a near dividend for the shareholders.

The Co. has had on the whole a good year. The returns have been very satisfactory in proportion to the population of the cities, & as I have said, the percentages of expenses have been gradually decreasing; but in order to make the necessary economies we have had to expend a very large amount of money on construction & improvements of electrical apparatus. Electrical science has developed so rapidly that the apparatus installed 7 or 8 years ago is now out of date; & while not being useless, it is very uneconomical, & all companies are replacing the obsolete types with new types of machinery, which in a short time show large economies in fuel & labor. For this reason our company will undoubtedly do better hereafter owing to the many improvements already made. For one thing, these improvements have made our securities a sound investment; but I do not forget that our shareholders have not yet received the benefit of our labors, & this is accounted for by the fact that we have been obliged to sink into fresh improvements every penny we have succeeded in earning, although we have employed the very strictest economy in our daily operations. And this course, I fear, will have to be pursued for some years; but we may notwithstanding be able to give some return to our shareholders on the money they have invested in this Co. in the near future. It only remains for me to move, "That the report & accounts be received & adopted, & that the surplus of profits be apportioned as recommended therein."

The motion was adopted, as was also the proposal to raise an additional £100,000. R. M. Home-Payne & F. S. Barnard were re-elected directors. It was decided to make the new issue of stock in £10 shares.

The official test of the new plant which the Co. has installed at Goldstream, near Victoria, took place Aug. 23, the power being turned into the station at Rock Bay. The work was not then quite completed, but the trial was in every way satisfactory & indicative of the extent of power available when the plant is fully completed. The *Victoria Times* says the work of installing this extensive plant, which has occupied several months, was undertaken & carried out by the Co. itself. A number of Eastern Canadian & U. S. companies had contracts for the supplying of wire, machinery, etc., but the work as a whole has been conducted by the Co. under

the superintendence of Mr. Hasson, of San Francisco. The polling & wiring is now complete, a distinct telephone service connects Goldstream station with the city offices, & the 2 wheels which will provide power have been placed in position. Accommodation is provided for a third wheel should necessity arise for any additional power.

One great improvement is promised under the new system, which will be appreciated by the large number affected by it. Three distinct circuits will be established, 1 for the tram cars, 1 for power, & a 3rd for light. These will be independent of one another & a heavy drain on the car service will thus have no effect whatever on the light or power. Hitherto when extraordinary demands were made in the service for power for the tram cars, as for instance during summer concerts at Oak Bay, the extra power required was drawn from the lights, which suffered in consequence. This defect will be entirely obviated by the reform proposed. Some other improvements are also contemplated in regard to lighting. The new plant will afford the Co. all the power it requires for the various uses to which it is devoted, with a good reserve fund for emergencies. A large part of the present plant on Store street will be retained in case of accident to the Goldstream plant, but this is merely a precaution & is not taken because of any fear that it will be required. A dynamo & 2 of the engines will in all probability be removed to Vancouver, where additions to the present equipment are urgently required.

D. A. Shiles, who has been connected with the Vancouver & New Westminster tramway since its opening, has been appointed superintendent of traffic for the B. C. E. Co. at Vancouver, in place of C. Aird, resigned.

Manitoba.

Winnipeg River.—A contemporary which ought to be better informed says that: "An electric railway from the mouth of the White-mouth River to points on the Winnipeg River & the transmission of power to Winnipeg, is in contemplation by a company of Winnipeg capitalists who propose to utilize a portion of the water power on the Winnipeg River for this purpose." Seeing that the mouth of the White-mouth River is in the woods some 12 miles north of the C.P.R. main line, it would be interesting to know how that distance is to be traversed. No one lives along the route of the suggested line except Indians & a few trappers until the Hudson's Bay Road at Fort Alexander, near Lake Winnipeg, is reached. The scheme must have originated in a reporter's very fertile brain.

Ontario Lines.

The Hamilton, Grimsby & Beamsville has asked Barton Township Council to allow it to remove its rails on Maple Avenue, between Trolley St. & Sherman Avenue, & continue the line on Main St. to Trolley St. & along that street. The Co. asks this to avoid 2 sharp curves. The request is meeting with strong opposition from the St. Ry. & residents in the section interested. It is said the St. Ry. Co. wants the use of Main St. to continue its line to Bartonville.

Hamilton Radial.—This Co. & Saltfleet Township Council have patched up their difference over the Beach-sprinkling question for this season, the Co. promising to have a sprinkler in operation by June 15 next, & the Council withdrawing its action at law.

Hamilton Street.—Following up the directions of the people, as expressed at the polls, to extend this Co's franchise until 1928, the City Council introduced a by-law which had a stormy passage. A number of amendments were moved, such as to extend the time for the use of limited tickets from 5 to 7, & to give 10 limited tickets for 25c., the vote being a tie. It was decided that the Co. should carry firemen free. An amendment that it should carry all school children for 5c. for the round trip was lost. The hours of labour for employes were fixed at 60 a week, and wages at 15c. an hour for regular work & the same for overtime.

Lanark County.—The ratepayers of Perth have defeated the Lanark County Electric Ry. bonus by-law. A scheme is now on foot to build an electric road from Carleton Place to Lanark.

London.—The earnings for July were \$10,659.50, against \$10,617.50 a year ago. The small increase is attributed to the fact that there was one more working day last year compared with this year, & a couple of excuses which will figure in the August earnings this year. The earnings for the first 7 months this year were \$57,265.75, against \$53,577.28 for the corresponding period.



TORONTO RAILWAY CHAMBERS.

The City Council will proceed against the St. Ry. Co. to restrain it from permitting advertising in its cars.

St. Catharines & Niagara Central. This steam line, which has been in trouble for some time (see July issue, pg. 118) has been sold to Haines Bros., of New York, who, it is said, make a business of buying up bankrupt railways, putting them in first-class running shape, & then operating them. It is the intention to operate the road by electricity. Good coaches will be put on, & the trip from Niagara Falls to St. Catharines made in 40 minutes. Various changes to the road-bed itself will be made. The trestle work at Merritton & Thorold will be done away with, & the road run on the ground, the motor cars being able to overcome grades which steam cars could not do. The G.T.R. at Merritton will be crossed on the level by means of interlocking switches. The plans include the extension of the road to Port Dalhousie.

The Niagara Falls Park & River Ry. has commenced to supply power to the new corborandum works.

The Oshawa Electric Ry. will likely be extended to the south of Cedarville. The Co. is building a siding to J. O. Guy &

Co.'s elevator, which is being supplied with power for its machinery by the Co.

Ottawa St.—This Co., which has been having trouble with its employes on account of hours & wages, has decided to pay 15 c. an hour to employes of 3 years' standing, 14 1/2 c. to employes of 2 years' standing & 14 c. for those of less than 2 years' standing. This it is thought will prevent a strike, as it meets the demand of 80 out of 136 motormen & conductors. Spare men will be allowed 13 c. an hour, but the Co. will not recognize the Union. In this settlement both sides made compromise that enabled the employes to come out of the negotiations with a considerable gain, their day having been reduced an hour without any corresponding reduction in wages.

It is expected the Co. will extend its line from Rockliffe Park to the rifle range next year, the Dominion Government having promised to furnish free old steel rails taken up from the Intercolonial Ry.

The suburb of Britannia wants the Ottawa Co.'s lines extended to that place.

The Peterboro & Ashburnham St. Ry. & all property thereto belonging, including the franchise, was sold at sheriff's sale, Sep. 12, at the suit of James White, to Messrs. Hazlitt, Bradburn & Stevenson & the Walsh Estate, for \$20,000. These parties are members of the present Co., & hold a judgment against the road for \$50,000. The cars are now being operated.

St. Catharines, Merritton and Thorold. A change has taken place in the ownership of this line. Heretofore the stock was all held by G. Dawson, St. Catharines, & G. Symmes, Niagara Falls. Mr. Symmes has sold out to Mr. Dawson. H. C. Symmes, who has managed the road, will retire Oct. 1. The extension of the line to Port Dalhousie is talked of.

Sarata.—At the annual meeting, Aug. 24, the following were elected: President, J. S. Symington; Vice-President, S. A. Macvicar; other directors, J. Flintoff, J. H. Jones, J. Cowan, F. Smith; Secretary & Manager, H. W. Mills. It is said the statement of affairs submitted was very satisfactory.

Thamesville to Rondeau.—An electric line from Thamesville, via Morpeth & Ridgetown, to Rondeau Park is talked of.

Toronto Ry.—The gross earnings of this Co. are as follows:—

	1897	1898	Increase.	Decrease
Jan	\$74,545.55	\$86,562.50	\$12,016.95	
Feb	69,744.01	\$1,402.10	12,657.88	
Mar	78,891.45	92,818.12	13,926.67	
April	75,756.38	86,858.83	11,102.45	
May	82,401.51	92,670.35	10,268.84	
June	91,337.43	96,110.32	4,772.89	
July	105,381.63	104,302.02		\$1,079.61
Aug	95,224.33	110,300.54	15,076.21	

Upon the total receipts for August the Co. pays 10% to the city. Under the agreement the Co. pays \$ on amounts up to \$1,000. 00, & 10% on the next \$500,000. The million dollar mark was passed in July. Last year the receipts reached about \$20,000 in excess of \$1,000,000. The fiscal year between the Co. & the city closes Aug. 31.

The Co. has declared a dividend of 1% for the quarter ended Sep. 30, payable Oct. 1.

The Co. carried 1,879,298 passengers from Aug. 29 to Sep. 16, not counting transfers. These were the 2 exhibition weeks; the receipts were \$15,167.11 in excess of last year.

The Co. has had judgment given against it by Judge Ferguson on the dispute between it & the City as to what constitutes the "turn-outs," which are excluded by the Co.'s agreement from the track allowance of \$800 on single track & \$1,600 on double track, paid

yearly by the Co. to the City. The Judge held in favor of the City's contention as to the nature of a turn-out & against the Co.'s claim that curving and connecting tracks & street intersections constitute turn-outs. Certain minor questions of counter-claims were decided in favor of the Co.

The Co.'s assessment appeal against \$79,000 on its rails, poles & wires in Ward 2 has been adjourned sine die. It is before 3 county court judges. So far evidence as to value has been given by Mr. Kynock & E. Mackenzie for the Co., & by Mr. Van de Mark, electrical engineer, Detroit, for the City. The latter said that more than 50 large U.S. cities use girder rails, thus enhancing their value, while the other witnesses rather limited their value as scrap-iron. The pivotal point in this test trial is the value of rails, poles & wires per se, not their value as contributing to the working of the road.

Laidlaw, Kappelle & Bicknell, solicitors for the T. Ry. Co., have taken proceedings to restrain F. G. Lear & E. A. Macdonald from publishing, exhibiting, or making use of letters, &c., alleged to have been abstracted by Lear while in plaintiffs' employ as stenographer. It is said the matter which it is sought to enjoin consists of copies of letters dictated by W. Laidlaw to be sent to his partner, G. Kappelle, some of which were not even sent. It is alleged that when Lear left plaintiffs' employ he took the shorthand note books away with him & subsequently divulged their contents to Macdonald. Plaintiffs have obtained an injunction, which is being appealed against.

The City Council has petitioned the Provincial Government to appoint a commission to investigate the charges of irregularities in connection with the granting of the street railway franchise, provided the evidence forthcoming warrants such a step.

The illustration on page 193 shows the office building recently erected by the Co. at the corner of King & Church Streets.

Toronto Suburban.—The troubles between this Co. & the village of Weston were explained in our Aug. issue, pg. 166. In addition to stopping its cars at the eastern boundary, before entering the village, the Co. has ceased supplying power to light the village streets.

Brockville.—The Brockville Times says: "There is no reason why an electric railway connecting Brockville with the summer resorts up the river & with Prescott below should not pay. The local traffic on such a railway would be large & a great many tourists would travel over the line if it were properly advertised. There is no doubt that such a railway would bring many customers to the merchants of Brockville. Light freight cars as well as passenger cars could run over it, & farmers could thus send their produce cheaply & conveniently to town."

The Hull & Aylmer Co. has given notice of application to the Dominion Parliament for a charter for a bridge between Hull & Ottawa, to enable it to get into Ottawa. A vigorous lobby defeated its bill last session.

The Metropolitan Co. is anxious to engage in electric lighting & is seeking franchises from the municipalities along its railway.

Province of Quebec.

Montreal Island Belt Line.—A special general meeting of shareholders was held recently to divide the undertaking into sections as authorized last season; to authorize the directors to withdraw & cancel the existing bond issue; to authorize a new issue, & after providing for the old issue to dispose of the balance as may be deemed necessary. The proposed bonds will be secured by the execution of a mortgage deed upon the whole of the property, assets, rents & revenues of the Co.

Montreal Park & Island.—This line will be sold by the Sheriff Sept. 22. The Co. has during the past summer had some cars on the Carterville route, which ran at the rate of 45 miles an hour.

The difficulties between the Co. & the municipality of St. Louis have come to a crisis. In the action taken by the municipality to annul its contract with the Co., Judge Charland rendered an interlocutory judgment ordering the Co. to comply with the terms of the contract as interpreted by the municipality within 2 months. That judgment was taken to the Court of Appeal & to the Privy Council, but without success. Consequently, counsel for the municipality moved, on Sept. 12, for final judgment. That motion was opposed on the ground of irregularity, & the case was taken en delibere. Meanwhile the municipality has been served with an intervention on the part of D. Morrice & A. Thibaudeau in their quality of trustees for mortgage bondholders. In the event of the intervention being set aside, & the opposition to the motion for judgment being dismissed, the regular course will be for the Co. to be called to show if the interlocutory judgment has been complied with. It is stated in this connection that tickets at reduced rates have recently been issued by the Co.

Montreal Street.—The gross earnings are as follows:—

	1897.	1896.	Increase.
Oct	\$116,292.09	\$109,110.38	\$7,181.71
Nov	110,929.60	100,818.57	10,111.03
Dec	113,128.91	102,116.02	10,012.89
	1897.	1897.	
Jan.	110,140.83	89,620.55	10,520.28
Feb.	102,625.49	89,951.68	12,673.81
Mar.	114,677.91	99,441.87	15,236.04
April	110,819.37	102,045.93	7,773.44
May	123,908.09	116,337.03	7,571.06
June	133,164.61	130,676.78	2,487.83
July	129,245.92	143,986.62	14,740.70
Aug.	143,801.19	131,431.77	12,369.42
	\$1,308,535.01	\$1,227,537.30	\$110,279.21

The Co. has extended its line along Berri St. to Bonsecours Market & along Amherst & Berri to the wharf.

On Sept. 16 one of the Co's storage sheds in the centre of its yard at Hochelaga was burned, together with the contents, consisting of 60 cars of the winter equipment & 7 sweepers. The loss is estimated at from \$150,000 to \$200,000. Insurance \$90,000.

Sherbrooke.—R. R. Smith, of Worcester, Mass., has been appointed Manager, succeeding L. E. Whitehead, resigned.

Electric Railway Items.

The Halifax, N.S., Tramway Co. has declared its 7th quarterly dividend at the rate of 6% per year, payable Oct 1.

J. D. Fraser, of Ottawa, Ont., has been elected a member of the Executive Committee of the Street Railway Association of America.

It is stated in Montreal that Jas. Ross has succeeded at last in his Birmingham St. Ry. negotiations, and that the line will be converted into an electric tramway without delay.

Electric railways in Canada have shown a wonderful development during the past few years. On Jan. 1 last there were 35 electric railways in operation, with a total mileage of 583. The number of passengers carried in 1897 was 83,800,000 as compared with 16,170,000 by the steam railways on their mileage of 13,000. The paid-up capital of the electric railways in Canada is \$18,700,000.

Trolley car competition has injured the New York Central's regular & excursion traffic to near-by points, particularly Niagara Falls, Lewiston & Lockport, & to counteract the popular feeling for trolley rides the Passenger Department has announced a reduction in rates to the points named of about 50%. The Central is now selling round trip tickets from Buffalo to Niagara Falls for 50c., to Suspension Bridge, 60c., & to Lewiston & Lockport, 75c.

TELEGRAPHS & CABLES.

Pacific Cable Matters.

A Sydney, N.S.W., dispatch dated Aug. 22 announced that the premiers of Queensland, New South Wales & Victoria had met in conference & discussed plans for a Pacific cable, & decided to make the definite offer that if Great Britain & Canada together would guarantee five-ninths of the cost of laying the new cable, they would recommend to their respective Legislatures to contribute one-ninth each, asking New Zealand to contribute the remaining one-ninth.

A committee of the New Zealand Legislature has reported in favor of adopting the above-mentioned proposal, that colony to contribute one-ninth of the cost. The committee also recommends that Canada be trusted with the construction, administration & maintenance of the cable, on the understanding that the contributing colonies are to be entitled to representation & votes on matters of policy of the management, & that the cable is to be jointly owned & controlled by the contributors.

In the Imperial House of Commons last month Mr. Provand asked the Secretary for the Colonies whether he could inform the House of the present position of the negotiations relating to the proposed cable from British Columbia to the Australian Colonies. Mr. Chamberlain, in reply, said: "We have no proposals from Canada or from South Australia & New Zealand. The premiers of the remaining 4 Australasian colonies have joined in a resolution that their Colonies will favorably consider the proposal for a Pacific cable, provided that Canada & the United Kingdom will each contribute 1/2 of the cost. Until we have formal & definite proposals from all the Governments concerned, Her Majesty's Government cannot proceed further in the matter."

R. Bafort, writing to the London, Eng., Times, says:—"The problem of the protection of British interests in the Far East, menaced by astute, unscrupulous rivals, is daily becoming more urgent. Will you allow me to point out that an important factor in this problem is the projected all-British Pacific cable, the immediate establishment of which has become imperative? Both Imperial & Colonial interests demand it. Canada & Australasia are willing to participate with Britain in its cost. It would liberate Colonial cables from the present crushing cable corner. A cablegram from Vancouver to Melbourne has to tour the world, costs over 6s. a word, & is often subject to disastrous & exasperating delays. By the direct Pacific cable it would cost 2s. a word & arrive within the hour. Until this alternative cable is laid, our Australian Colonists will frequently be compelled to depend on the shaky Siberian land-lines for telegraphic communications with the Mother Country. Those lines are controlled by Russia. Naval & military experts assert that our foreign-controlled cables would certainly be cut by our enemies during any crisis. This might imperil the very existence of outlying portions of the Empire. Britain thus needs a strategic cable system free from foreign control. Commerce needs a system free from the deadly grasp of the monopolists. If the Pacific route existed, the cabling public would save nearly £225,000 a year. In 8 years this sum would pay for the new cable. The project is perfectly practicable from the electrical, engineering & financial standpoints. The control of Pacific cable communication should by right devolve on the British—the pioneers & principal constructors of the world's sub-marine cable system. To allow another nation to forestall us by executing this great work would constitute a most humiliating abdication of our recognized position as lords of the ocean depths. Finally, by a mutual effort, Britain, Canada & Australian can

establish this communication without the slightest cost to their taxpayers. Under these circumstances, would not the Imperial Government be quite justified in taking the initiative in this project, which is generally considered to be ripe for execution? Recent official declarations on the part of Australasian Premiers prove beyond doubt that such action would meet with a cordial response from the Colonies concerned."

A New York dispatch of Sep. 2 said: "At a meeting of directors of the Pacific Cable Co., held at the office of the J. P. Morgan Co., Sep. 1, plans were considered for the establishing of cable communication with the Philippines, the Asiatic Coast, Japan & Australasia, via Hawaii. Surveys for the duplicate cable, via Sitka & Aleutian Islands, were ordered. J. A. Scrymser, President of the Pacific Cable Co., will sail from Vancouver for Japan Sep. 12."

A San Francisco dispatch of Sep. 10 said: "Arrangements have been made for the construction of a cable between San Francisco & Honolulu & from there to Yokohama. There will be a monopoly between the two latter points."

Canadian Pacific Telegraphs.

The copper wire from Montreal to Vancouver was completed September 16, & is now being worked as a direct circuit right through, doing away with all intermediate repeating, & enabling the Co. to render very fast work. Business can now be handled between Toronto, Vancouver, Victoria, Rossland, Nelson, and other far Western points almost as quickly as between Toronto, New York & Montreal.

This new line was very fully described in our May issue, pg. 82. The actual distance covered is about 2,900 miles, constituting probably the longest direct land line circuit for daily work in the world. To pass across this immense distance signals only occupy one-fifth of a second. Canada now only needs the Pacific cable to make her telegraphic communication one of the foremost in the world. Speaking on this subject, a few days ago, Lord Brassey said: "I have no recent advice with respect to the cable. I may say that the Australian colonies are anxious to improve their postal & telegraphic communications, & are not unprepared to contribute."

The telegraph line along the Crow's Nest Pass Ry. has been completed from Lethbridge, Alta., to Cranbrook, B.C., & from Nelson, B.C., to Kuskanook, B.C., leaving a gap of 75 miles, which will be finished this month.

In announcing the close of the recent international yacht races, between the Challenger & the Dominion on Lake St. Louis, the daily papers, commenting upon the efficient service rendered by the Co., by which bulletins were minutely received, highly complimented Superintendent Kent for the admirable telegraph arrangements which enabled them to give each incident as it became visible, so that those who read the bulletins had the news almost at the instant it happened. The operators, H. Goddu & Mr. Richardson, at Dorval & Beaconsfield, were in full view of the events described.

A circular recently issued by Local Manager Christie, in Victoria, B.C., says:—"We recently completed the laying of a splendid new 3-conductor cable, which connects Departure Bay with English Bay near Vancouver. From Victoria or Departure Bay our wires run along the E. & N. Ry., & from English Bay to the Vancouver office along one of the city streets. This makes the main artery of communication with the outside world very secure from interruptions. We are now at work rebuilding the line between Victoria & Departure Bay & stringing an additional wire, which gives us 3 wires to Vancouver direct. To the U.S. side we have recently laid a cable, which gives us, via Port Angeles, direct

connection with Port Townsend, Seattle & way offices. The Victoria office is equipped with a set of quadruplex apparatus (by which 2 messages may be sent & 2 received on 1 wire, simultaneously), 2 duplexes (½ a quadruplex), & several sets of single apparatus. We have a large & competent staff of operators, clerks & messengers. Vancouver office, our main point of distribution, has 5 wires to the East, & with the completion of the new copper wire, now in course of construction, will have 6. Vancouver has 1 duplex working direct to Montreal, 2 duplexes to Winnipeg, local wires direct to Kamloops, Donald & Rossland, a quadruplex to Portland, ½ of which is used to San Francisco direct, & a duplex & single wire to Seattle. From San Francisco to the East we have 2 duplexed copper wires."

The telegraph line from Winnipeg to Portage la Prairie to connect with the Lake Manitoba Ry. & Canal Co.'s line to Dauphin was completed Aug. 28, & messages to the Dauphin line are now sent direct from Winnipeg, in connection with the C.P.R. Telegraphs.

Telegraphic Advertising.

When the Western Union Telegraph Co. & the Postal Telegraph & Cable Co. see fit to place a considerable sum of money annually in advertising, there seems to be some hidden reason that is unseen by the public even after a close scrutiny.

It is easy to think one sees absolutely no reason for these competitive monopolies advertising. Of course through these agencies millions of telegraph blanks that are headed with printed matter, setting forth the number of offices reached by wire, are strewn among the American people. Boys in every city, wearing uniforms, advertise in a local way. The blue & white signs at every small railway station recall to the traveller that he is yet in communication with home folks.

In all the telegraph & electrical journals will be found full-page advertisements of both the Western Union & Postal Telegraph Companies. The Baltimore & Ohio Telegraph Co. & the old Mutual Union, as well as other small companies & organizations that have sprung up, & eventually been taken in by the greater ones, without exception tried the advertising medium of rate cutting, but it never paid. The Postal Co. is a living example of the fruits of advertising. It is now the greatest competitor the Western Union ever had, but it does not deem it wise to discontinue advertising, & besides the electrical magazine advertisements, from time to time printed slips are enclosed with every telegram sent out, calling attention to the service of the company.

It may well be said that this is but the result of competition or rivalry, for there are but two competitors of any consequence in the telegraph field. Aye, 'tis true. But is not advertising in itself the outgrowth of rivalry & competition in every business? When great monopolies see it necessary to advertise, & do advertise, rest assured there is something in it.—W. Fogarty, in Profitable Advertising.

Western Union Lines in Canada.

The Western Union Telegraph Co. has about 3,000 miles of pole line, 8,000 miles of wire, & 213 offices in the Maritime Provinces. The Co. covers the whole of Nova Scotia & New Brunswick, with the exception of the portion of the latter province situated on the I.C.R. west of Moncton, which is served by the Great Northwestern Co. The W. U. handles the land business of all the Atlantic cables except those of the Commercial Cable Co. The affairs of the Co. in the Maritime Province are managed by D. C. Dawson, who is Superintendent at St. John, N.B.

Between St. John, N.B., & North Sydney, N.S., 430 miles, the Co. had 250 miles no. 9 B. & S. gauge copper line & has this year built 180 miles more, completing the entire distance, so as to be better equipped for the heavy cable traffic. The Co. is reconstructing its pole line between Fredericton Jct. & St. John, along the C.P.R. right of way, & also between Moncton & Sussex, N.B., on the I.C.R. This work will be completed this season.

It is expected the W. U. line from Wooley, Wash., via Fairhaven, Blain & New Westminster, will be completed to Vancouver & offices opened for business at Vancouver & New Westminster early in October. It is said the Co. will extend its Vancouver Island lines from Victoria to some point on the northeast coast of the Island, with a view to catch Alaska & Klondike business.

A Representative Canadian Telegrapher.

G. F. Macdonald, of Ottawa, Ont., who was recently elected Vice-President of the International Association of Fire Alarm & Police Telegraph Superintendents, was born in Bytown, now called Ottawa, in 1848, & is therefore a Canadian by birth, & of the old Highland stock. He entered the service of the Montreal Telegraph Co. on May 1, 1863, 35 years ago, & continued in the service until 1874, when the city saw the necessity of a fire alarm system. Mr. Macdonald built the system & has remained at the head of it ever since. He still takes a great interest in commercial telegraphy & holds the position of Secretary to the Fire & Lighting Department of the City of Ottawa. He also represents the underwriters for safe wiring in Eastern Ontario. When he entered the telegraph service the paper & register ruled supreme. He conveyed to the citizens of Ottawa the sad news of the death of President Lincoln, & heard Professor Morse's last message: "Peace on earth, good will toward men." Mr. Macdonald is one of the most companionable of men. At the recent Elmira meeting of the Fire Alarm & Police Telegraph Superintendents, he was one of the active spirits, & his gentlemanly traits of character secured him the friendship of every delegate present.—Telegraph Age.

Alaska Telegraph & Telephone Co.

The Electrical World says: "The Alaska Telegraph & Telephone Co., which was incorporated under the laws of California in July, 1897, by San Francisco capitalists, has, after overcoming much opposition, secured a franchise. The Canadian Government grants the Co. the right to construct & operate telegraph & telephone lines in Canadian territory over the Chilkoot Pass, running along the lakes & up the Lewis & the Yukon Rivers to Dawson City. The line will start from Juneau & extend to Dyea, thence in a northerly direction over the Chilkoot Pass. After following the line of the rivers to Dawson, it will be continued as far as Circle City, which will be the terminus. The total length of the line & branches is estimated at 1,000 miles. Construction will be commenced very soon, & the line rapidly pushed to completion. The Canadian Government is to have free use of the line. T. Reichert, formerly Surveyor General of California, is President, & J. F. Fassett, Secretary." Up to the time of going to press we have been unable to verify the foregoing.

Telegraph Office Changes.

GREAT NORTHWESTERN.

Opened: Avonmore, Ont.; South Finch, Ont.; Kiskisink, Que.

Closed: Caledonia Springs, Ont.; Grimsby Park, Ont.; Hudson, Que.

EXPRESS.

The Arctic Express Company.

Particulars of the registration of this Co. in British Columbia, as an extra provincial company, were given in our Aug. issue, pg. 148. It may be added that the directors are Judge Struve, J. R. Winston & H. J. Ramsay, of Seattle, Wash., & F. M. Rattenbury, & A. S. Potts, of Victoria, B.C., Mr. Rattenbury being the Manager. It is said a considerable amount of the Co's stock has been sold in B.C., at the par value of \$1 a share.

The Co. is, says the Vancouver World, building a series of strong log hotels every 30 miles from Skagway to Dawson City, Yukon, & provisioning & equipping these with a large quantity of goods. Provisions & goods have been forwarded & are being distributed by the steamers. When completed a man can travel in & out of Dawson in comparative ease. Apart from these hotels, a man coming out of Dawson last year, & this year also, must buy his provisions, feed for dogs, tents, stoves, blankets, etc., & buy a costly team of dogs to haul them out again, pitching camp each night after his long walk, hunt for firewood, feed his dogs, all with infinite labor, & at an enormous cost, never less than \$1,000, & ranging from that price to \$1,800, according to the scarcity of dogs in Dawson. Not many can afford to travel this way, & none will ever dream of undergoing the cost & fatigue this year when the new posts are established, as a man can leave Dawson with nothing but what he stands up in. The charge has been fixed for the through accommodation at \$250, & whilst this sum will afford a good profit to the Co., it will also be infinitely cheaper than any other means of communication.

The Co. has secured a contract for carrying in the U.S. mail for 4 years. This will bring an annual revenue of \$80,000 for a fortnightly mail. It is expected the Canadian mail contract will also be secured. Express & newspaper service to the Klondike will also be carried on.

Following are the Co's express rates from Victoria, B.C., value being limited to \$25:

SUMMER RATES, MAY 15 TO SEPT. 15.		
	To Dawson City.	To Circle City & Weare.
1 to 5 lbs..	\$1.00	\$1.50 a lb.
5 to 10 lbs..	.75	1.00 "
10 to 100 lbs.	.50	.75 "
WINTER RATES, SEPT. 15 TO MAY 15.		
To Bennett & intermediate points,	\$ 1.50 a lb.	
To Dawson City ..	" 5.00 "	
To Circle City ..	" 10.00 "	
To Weare ..	" 15.00 "	

When a shipment exceeds \$25 in value 5% additional is charged.

MONEY & VALUABLES.

To Bennett & intermediate points	1 1/2%
To Dawson City ..	2%

Death of Gilman Cheney.

Gilman Cheney, Vice-President of the Canadian Express Co., died in Montreal Sept. 14, leaving a widow and a son. He was born at Hillsborough, N.H., in 1822. At the age of 17 he was apprenticed to one of the large cotton manufacturing companies of Manchester, N.H., where he remained until 1849, the year of the Californian gold excitement, when he joined the rush to the Pacific Coast. Two years of digging for fortune in the California sands gave him all the experience of that kind of life he desired, & he came home in 1852, subsequently coming to Canada as a representative of Rice & Co., express forwarding agents. This company was afterwards known as the British American Express Co., & latterly became the Canadian Express Co. In 1880 Mr. Cheney became its President, succeeding his father, B. P. Cheney, who was the

first President. In 1892 Mr. Cheney became a member of the Board of Trade, & until his recent illness was one of the best known figures in Montreal business circles. He was prominently associated with the Merchants Cotton Co., of which he was at one time President. He took an active interest in benevolent institutions, & besides being a director of the Board of the Montreal General Hospital, was the principal founder of the Sailors Institute.

The Dominion Express Co. has opened an office at Edmonton, Alta., which is situated on the north side of the North Saskatchewan River. The office on the south side of the river is at the terminus of the Calgary & Edmonton Ry., at South Edmonton.

The Dominion Express Co. has opened a route on the C.P.R. Crow's Nest Branch, between McLeod, Alberta, & Cranbrook, B.C., & has established agencies at Pincher Creek, Alta; Bull Head, Cranbrook, Fernie & Wardner, B.C. It has also extended its route on the Montreal & Ottawa section of the C.P.R., between Plantagenet & Ottawa, Ont.

Henry Sanford, Vice-President of the Adams Express Co. was recently married in New York to Mrs. Olive Burchard, widow of Dr. T. H. Burchard, & daughter of S. Wilmot, of Newcastle, Ont., ex-Dominion Commissioner of Fisheries. Mr. Sanford, who is aged 68, has been a widower for many years, & Mrs. Burchard, who is about 35, was a friend of his daughter & made frequent visits to his home in Bright, Conn. Mr. Sanford became strongly attached to her, & after her husband's death he became a frequent visitor at the Buckingham, where Mrs. Burchard made her home when in New York.

TELEPHONES.

The Bell Telephone Company.

The protest of the Co. against being taxed for areas in Toronto may result favorably to the Co., the City Solicitor having advised that the Co. entered into an agreement with the city by which it is exempted from payment of charges for area space.

It is said the Co. has decided to establish a long-distance service in Manitoba, & that the line mentioned in our Aug. issue, pg. 168, as having been started from Carberry to Neepawa, is the first step in the work. When the whole service is finished it is expected there will be communication between Winnipeg, Portage la Prairie, Neepawa, Minnedosa, Rapid City, Brandon, Carberry, Souris, Bois-Sevain & Morden. The Co. already has a line between Winnipeg & Selkirk, 24 miles, & another between Winnipeg & Stony Mountain, 13 miles.

In Oct., 1892, the Co. secured a franchise in Brantford, for 5 years, at \$450 a year. This has not been renewed, & negotiations are still pending between the Co. & the city. In referring to the matter the Brantford Courier says: "As far as Brantford is concerned the People's Company could come here to-morrow and stand an equal chance with the Bell in securing the franchise. How far it is in the interest of business men & private houses to have a duplicate telephone service is a moot question. However, one thing is sure. The day has gone by when municipalities are going to be paid any substantial sum by the Bell people for an exclusive franchise."

The Co. recently offered the city corporation of London, Ont., \$1,000 a year for a 5 years' exclusive franchise. This would be simply a renewal of the franchise heretofore held. The Co. has reduced the rate for house service unlimited to \$20 a year; druggists & doctors, \$25 a year; business telephones remaining at the old rate of \$40. The People's Telephone Co. of London, which recently ob-

tained a 15 years' franchise from the city, is trying to get its capital stock taken up there. So far no work appears to have been done towards establishing an exchange. This Co. proposes to charge \$12 for house telephones, limited service, & \$26 for business service, with a 2c. call rate.

In a recent interview the Manager of the Ontario Department of the Co., speaking of the city of Hamilton, said: "It is very doubtful if the Co. will ask for a renewal of its exclusive franchise in 1902, when our present franchise expires. The strong probability is that the Bell Co. will not seek for exclusive franchises in any Canadian town in the future. Its position is so impregnable that there is not the slightest danger of any permanent injury to its business by the competition of rival companies. Such competition can only be temporary, spasmodic & isolated, & cannot possibly succeed. Then why should the Bell Co. trouble itself to secure exclusive franchises?"

Telephone Items.

The ratepayers of Neepawa, Man., have voted a bonus of \$6,000 for a new telephone system.

The Citizens' Telephone & Light Co., Rat Portage, Ont., has ordered a 2,000 light single pole alternator.

The White Pass & Yukon Ry. is about to install a telephone system along its completed section, starting at Skagway.

Notice is given of application for incorporation of B. A. Scott & others, of Roberval, Que., as the Roberval Telephone Co., with \$10,000 capital.

It is reported that a telephone company will be formed at Gore Bay, Ont., to connect with Meldrum Bay, Silver Water & Evansville. The distance is about 58 miles.

The telephone line between Carberry & Neepawa, Man., referred to in our Aug. issue, pg. 168, was built by W. M. Boyd, of Carberry, who is now managing the line.

The New Westminster & Burrard Inlet Telephone Co. has completed its Boundary Creek line as far as Greenwood Camp, B.C., giving through connection to Spokane, Wash. The Co. expects to have the line completed to Greenwood City this month.

The Dominion Government has recently laid down the Pelee Island telephone cable out to the Dummy Light, Point Pelee, & put a telephone instrument in the Dummy itself. By this action, vessels may, at a moment's notice, wire intelligence of any casualty which may occur, or of the passing of any special steamer, boat, raft, etc. The Pelee cable, as now laid, extends to the east side of Pelee Island in a straight line, to a point about a mile south of Pelee Island Light. It is also south of the "middle ground" & all reefs in the north channel. From its landing on Pelee Island, the line extends to the life-saving station at the south end of Pelee Island, & the life-boat can be launched in a few minutes at any hour of the 24.

It is said the Spokane Falls & B.C. Telephone Co. is to have a rival. The Inland Telephone Co., it seems, has endeavored to purchase the line between Rossland, B.C., & Spokane, Wash., & failing in this, now threatens to parallel the existing line. Ex-Governor Bell, of Nevada, in a recent interview at Spokane, said: "It is the intention of the Co. to extend the lines wherever business may be found in this section to justify it. We have poles here & at Loon Lake for the line to Rossland & Republic, & will have 2, perhaps 3, gangs of 25 to 30 men in the field this week. The lines should be in working order in 40 days if our plans do not miscarry. We branch off from Meyers Falls or Kettle Falls to Eureka & from thence will probably extend to Concomully."

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