

tery at Arlington. In the evening a visit was paid to the magnificent library of Congress, one of the most interesting features of the trip. On Oct. 22 a trip was taken by the Washington Southern Ry. to Richmond, Va., where a number of points of interest were visited. The meals, which were taken at Murphy's hotel, were very unsatisfactory, and it was evident that the proprietor did not expect to see any of the party again and treated them accordingly.

On Oct. 23 Washington was left at 8 a.m., and Philadelphia reached at 11.15 a.m., where an enthusiastic welcome was received from representatives of the Trades League and of the Quaker City Association of Railroad Men. As many of the party as could be accommodated made their headquarters at the Hotel Hanover. After luncheon, escorted by the representatives above mentioned, the party was escorted to the city hall, where a very pleasing welcome was accorded by Mayor Ashbridge. Following this a visit was paid to Wanamaker's store, Independence hall and other interesting places. In the evening special electric cars conveyed the party to the splendid building of the Pennsylvania Rd., Y.M.C.A., in West Philadelphia, where they were tendered a reception, which was followed by a very enjoyable concert in the auditorium, after which refreshments were served. The short stay in Philadelphia was much appreciated, the local committee, of which C. G. Cadwallader, Secretary of the International Association of Ticket Agents, was Chairman, having made most excellent arrangements. W. B. Cenard and E. Ramsay, of the Philadelphia and Reading Rd., were also very energetic.

On Oct. 24 the party went to Camden, N.J., across the Delaware river from Philadelphia, and took a special train tendered by the Philadelphia and Reading Rd. for Atlantic city, doing the 55 miles in 50 minutes, the regular schedule time. This run has been made in 44½ minutes, but the train bearing the C.T.A.A. was an unusually heavy one. E. J. Weeks, General Passenger Agent of the Philadelphia and Reading, accompanied the party, and renewed many old acquaintances among those whom he frequently met when General Agent of the New York Central's passenger department at Buffalo. Some time was spent on the piers and board walk at Atlantic City, the party divided up between the Wiltshire and the Kenilworth for luncheon, and Philadelphia was reached again about 5 p.m. Dinner was taken in the waiting-room of the Reading terminal, which had been specially fitted up, and at 7 p.m. the party boarded the Lehigh Valley special, which had waited for them since their arrival from Washington. Suspension Bridge was reached on Oct. 25 at 6.50 a.m., where the party dispersed.

This was the first occasion on which the Association had met outside Canada, so that it was a new experience to many. As in previous years the veteran Secretary-Treasurer, E. De La Hooke, had taken infinite pains in perfecting the arrangements and the hearty appreciation of the members was shown by the enthusiasm with which he was unanimously re-elected. The retiring President, W. Jackson, and the President-elect, M. McNamara, performed their duties most satisfactorily, and gave a thorough go to the proceedings. Dr. Shaw, of Clinton, proved a most valuable addition to the party, and his services so cheerfully rendered were much appreciated by quite a number who were affected by the change of climate, etc. It would be impossible to speak too approvingly of the magnificent manner in which the Lehigh Valley Rd. carried out its programme. Nothing that could add to the comfort of the party was overlooked by C. S. Lee, who was with them for four days, proving himself to be thoroughly at home as a host, a charming

companion and keenly alive to the possibilities of Canadian travel over his lines.

Unfortunately the Ebbitt House, the Washington headquarters, proved far from satisfactory, and certainly a very large majority of the party were glad to see the last of it. People who had written in advance for rooms with baths, and who received replies that accommodation had been reserved for them, found on arrival that the reservations desired had not been made. The house is an old one, not at all up-to-date, and the rooms and meals were very disappointing. Added to this some of the clerks were impolite and disobliging, and generally no efforts appeared to be made to give satisfaction. Canadian money was absolutely refused at par, yet some of it was handed out to a well-known Toronto ticket agent in part change for a large U.S. bill, and later on when he was settling his account the clerk refused to accept it back from him in payment. Almost everyone in Washington with whom the party came in contact, with the exception of the local railway officials, were evidently bent on extorting all they could and cared nothing for the value of such a visit from ticket agents. It is certain that the party came back even more enthusiastically Canadian than when they went away, and thoroughly satisfied with their homes on this side of the line.

GRAND TRUNK PACIFIC RAILWAY.

On Nov. 20 it was announced in London, Eng., that application would be made to the Dominion Parliament to incorporate a company in alliance with the G.T.R. to build a line from some point on the G.T.R. to the Pacific Coast. On Nov. 22 C. M. Hays, Second Vice-President and General Manager of the G.T.R., gave out the following typewritten statement to newspaper representatives in Montreal:

"Yes, there is a substantial basis for the cable message from London, to which you refer, as it relates to a project that our board of directors has had under consideration for some time past, and this company is now prepared to go right ahead with a railway extending from North Bay or Gravenhurst, Ont., on our present line, through that portion of Northern Ontario familiarly known as New Ontario, through Manitoba and Saskatchewan, Assiniboia, Alberta, via Peace river, or Pine river passes, and through British Columbia to either Bute inlet or Port Simpson, on the Pacific coast, as may be determined later on. Like our Grand Trunk Western Ry., extending from Port Huron on the Detroit river, to Chicago, this new line will be constructed under a separate corporate name, to be the Grand Trunk Pacific Ry. Co., and will be of the most modern and up-to-date character, having in view, especially, low grades, long tangents, steel bridges, heavy rails, etc., as well as ample station facilities and equipment for the handling of both freight and passenger business, in fact, the road will be of the highest standard in every respect. No one who has been studying the wonderful developments that have taken place in the Northwest during the past few years can fail to be deeply impressed with the growth of this extensive and rich territory, and our directors feel that in view of the apparent need of additional railway facilities, and in order to guarantee to the present G.T. System direct connection with that very important and growing section of Canada, the only wise policy is to take active steps toward this extension, which, I may add, will be commenced as soon as the necessary legislation has been obtained from the Government."

Mr. Hays was subsequently interviewed by representatives of the Montreal papers and said: "I cannot go very much into the details of the project as yet. We have been making great

improvements on our road of late, such as double-tracking from Montreal to Toronto and Hamilton and Niagara Falls. We have an arrangement with the city of Montreal for improvements here, which will be advantageous both to the city and to the road. We are entrenched in the central portion of Ontario, the manufacturing district, but when it comes to taking goods to the west we only get the haul as far as North Bay. Under the circumstances it has been felt that further development was necessary, and hence the present scheme. It will be a separate corporation, with headquarters at Montreal, so as to facilitate business and avoid delay such as might occur if the head office were across the ocean. The new corporation will enter into exclusive traffic arrangements with the G.T.R."

In answer to further questions, Mr. Hays stated that the cost of the line would probably be from \$75,000,000 to \$100,000,000. The names of the applicants for the charter would be announced later. The question of asking the Dominion and Provincial governments for subsidies would be determined later. There was no intention of using the Canadian Northern Ry. The G. T. Pacific would be independent of that or any other line. There was lots of room in the Northwest for three or even more roads. The G. T. R. did not require the Canada Atlantic and Great Northern to use as connecting links to enter Quebec and secure another terminal, as it already had excellent accommodation in Quebec, as well as in Montreal, and that in Montreal would be added to as was being done at Windmill point.

As to the route, it had been only mapped out in general outline. The existing G.T.R. North Bay line would form the base of the system, so to speak, and connect it with the lines that operate in the manufacturing districts of Ontario and Quebec, and furnish the machinery and supplies that would go westward in return for the grain that would come east for shipment. The new line would run northwesterly through the Timiskaming region, the Albany valley and Manitoba, across the waters of Lake Winnipeg at their narrowest point, and through Saskatchewan, Assiniboia and Alberta. Sometimes it would tap existing centres of population, but more frequently it would go through regions which were but sparsely inhabited, and would have spurs and branches connecting with the flourishing places which have grown up in what a quarter of a century ago was a wilderness. It might be said in general terms to follow the lines of the route projected by Sir Sandford Fleming in the seventies. It was by no means certain whether the route through the Rockies would be by way of the Pine river pass, with terminus at Bute inlet, or further north by way of Peace river, with outlet at Port Simpson. An opinion prevailed, but it lacked the confirmation of competent engineering experts, that the more northerly route would involve the fewest cuttings and engineering feats of difficulty. It would be necessary to obtain legislation before starting a survey, which would be carried on from several points, probably from both ends and from the middle. In this the G.T.R. would be able to avail itself of work done by the C.P.R., the survey of which was an immense undertaking, especially owing to the difficulty of getting in supplies. The G.T.R. was in a much better position and would take advantage of these conditions. Mr. Hays stated that he thought the line would be completed in about five years from the beginning of the survey. When the Pacific was reached steamship connection would be required and would be established. The project had been under consideration by the G.T.R. directorate for a considerable period, and was fully discussed during Mr. Hay's recent visit to England.