

Canadian Ticket Agents' Association.

The seventeenth annual meeting was held at Sydney, N.S., Oct. 12. The trip was participated in by a party of 128, of whom 30 were ladies. This was a considerable falling off in numbers from 1902, when the Washington party numbered 210. The following members went on the trip: A. H. Baird, C.P.R., Paris; W. F. Bleecker, C.P.R., Marmora; E. R. Blow, C.P.R., Whitby, and wife; W. Booth, C.P.R., Trenton, and wife; J. L. Boyes, G.T.R., Napanee, and wife; A. C. Brown, C.P.R., Guelph, and wife; R. H. Carney, G.T.R., Sault Ste. Marie; John Carter, C.P.R., Sundridge, and wife; B. Caswell, C.P.R., Smith's Falls, and wife; J. D. Chipman, C.P.R., Halifax; R. Clanahan, C.P.R., Glencoe, and wife; Jas. Clark, C.P.R., Renfrew, and wife; C. R. Coleman, C.P.R., Truro; R. Cox, C.P.R., Enterprise; R. J. Craig, C.P.R., Cobourg, and wife; A. J. Davis, C.P.R., Port Perry, and wife; C. M. Dawson, I.C.R., Truro; G. H. Doherty, Niagara River Line, Toronto; E. R. Dransfield, Webster's Ticket Agency, Toronto, and wife; F. B. Edgecombe, C.P.R., Fredericton, and wife; J. S. Fleming, I.C.R., Newcastle, N.B.; J. J. Forbes, G.T.R., Stratford, and wife; C. H. Foss, G.T.R., Sherbrooke, and wife; A. Grant, C.P.R., Perth, and wife; A. E. Gregory, Kawartha Lakes Navigation Co. (Ltd.), Lindsay, and wife; J. P. Hanley, G.T.R., Kingston; F. M. Hawley, G.T.R., Cobourg; F. R. Hodgson, G.T.R., Clinton, and wife; C. E. Horning, G.T.R., London; T. Howard, C.P.R., Hastings; E. H. Jackson, C.P.R., Simcoe, and wife; J. H. Jackson, C.P.R., Georgetown; W. Jackson, C.P.R., Clinton, and wife; R. A. Jamieson, C.P.R., Arnprior; J. H. H. Jury, G.T.R., Bowmanville, and wife; G. D. La Course, G.T.R., Berlin; T. Long, C.P.R., Port Hope, and wife; W. A. MacCallum, C.P.R., Buckingham, and wife; R. MacFarlane, jr., C.P.R., Durham; W. H. C. Mackay, C.P.R., St. John, N.B.; W. H. McFarlane, C.P.R., Paisley, and wife; W. McIlroy, C.P.R., Galt; E. McLaughlin, C.P.R., Napanee; S. McMorine, C.P.R., Richmond; M. McNamara, G.T.R., Walkerton, and wife; P. J. Maher, G.T.R., Glencoe; J. I. Martin, Canada Atlantic Ry., Pembroke; T. C. Matchett, C.P.R., Lindsay; J. D. Meekison, C.P.R., Strathroy, and wife; H. W. Mills, G.T.R., Sarnia; W. H. Montgomery, G.T.R., Galt, and wife; W. B. Moorhouse, C.P.R., Sault Ste. Marie, and wife; C. E. Morgan, G.T.R., Hamilton; J. Murchison, C.P.R., Lucknow; C. A. Nettleton, C.P.R., Penetanguishene; L. Peine, C.P.R., New Hamburg, and wife; R. P. Perry, C.P.R., Bracebridge; Lieut.-Col. E. G. Piché, C.P.R., Joliette, and wife; J. I. Robinson, C.P.R., Sydney; A. J. Ross, C.P.R., Berlin; T. C. Sims, G.T.R., Little Current, and wife; D. Smith, C.P.R., Tilbury, and wife; J. R. Tierney, C.P.R., Arnprior, and wife; M. N. Todd, Galt, and wife; B. Travers, G.T.R., Paris, and wife; B. H. Turner, C.P.R., Little Current, and wife; Dr. H. A. Turner, C.P.R., Millbrook, and wife; J. C. Witchelo, C.P.R., Parry Sound, and wife.

The following were guests of the Association:—L. B. Archibald, Superintendent Parlor, Sleeping and Dining Cars, I.C.R., Halifax; B. H. Bennett, General Agent, Chicago and Northwestern Ry., Toronto; O. Chevrier, Travelling Agent, I.C.R., Montreal; W. T. Dockrell, Travelling Passenger Agent, C.P.R., Toronto, and wife; J. W. Donald, D.P.A. Chicago & Alton Rd., Buffalo; C. B. Foster, District Passenger Agent, C.P.R., St. John, N.B.; G. W. Hardisty, D.P. & F.A. Northern Pacific Railway, Montreal; D. W. Hatch, T.A. Atchison, Topeka and Santa Fe Ry., Montreal; J. B. Lambkin, Assistant General Passenger Agent, I.C.R., Halifax; J. M. Lyons, General Passenger Agent, I.C.R., Moncton, wife and daughter; J. McKenna,

Travelling Passenger Agent, C.P.R., St. John, N.B.; M. G. Murphy, Travelling Passenger Agent, C.P.R., St. John, N.B.; A. H. Notman, Assistant General Passenger Agent, C.P.R., Toronto; C. A. Pilon, Passenger Agent International Mercantile Marine Co., Toronto; H. A. Price, Assistant General Passenger Agent, I.C.R., Montreal, and wife; J. Quinlan, District Passenger Agent, G.T.R., Montreal; A. G. Rainnie, T.A. Time Table Distributing Co., St. John, N.B.; T. Ridgedale, C.F. & P.A. Chicago, Great Western Ry., Montreal; Dr. and Mrs. Shaw, Clinton, Ont.; A. J. Taylor, C. F. & P. A. Chicago, Milwaukee & St. Paul Ry., Toronto, and wife; A. C. Turpin, G.A. Rock Island System, Toronto; G. B. Wyllie, T.P.A. Illinois Central Rd., Buffalo, and the Editor and Publisher of THE RAILWAY AND SHIPPING WORLD.

The party assembled at Montreal on Oct. 8, and at one o'clock a large number of them lunched on the s.s. Tunisian as the guests of Allan Steamship Line. Shortly after 7 p.m., a special Intercolonial train, consisting of seven sleeping cars, two dining cars, a colonist car for the employes, and a baggage car, was backed into the Bonaventure Station. As on the Washington trip, Secretary de la Hooke had carefully located the berths in advance; the cars were conspicuously numbered, and the party was accommodated without a hitch. Montreal was left at 8 p.m., and at breakfast time next morning, Oct. 9, the train was past Rimouski. A good view was had of the St. Lawrence, and then the scenery of the Metapedia Valley and of the south shore of the Baie de Chaleur was much enjoyed, the day being bright and pleasant. After luncheon on the dining cars everything went well until about 4 p.m., when the train came to a sudden stop amid breaking of glass, etc. The passengers hurried out to find they had been in a head-on collision at Patterson's siding, 7 miles east of Beaver Brook, and 3 miles west of Newcastle, N.B., with express train no. 35, from Moncton to Campbellton. The ticket agents' special and train 35 had orders to cross at Patterson's siding. Train 35 arrived there first, passed the switch at the east end of the crossing track, and came to a stand on the main line. As the conductor got off he saw the special coming; shouted to some trackmen to turn the switch at the west end of the siding to let the train in, and started a brakeman for the switch. But it was too late; the switch was passed and the special rushed on towards no. 35. The driver of the special, seeing that a collision was inevitable, put on the emergency brake, reversed and jumped; the fireman following him. In the meantime the driver of no. 35 had started to back, but had not been able to get up any speed; however, it reduced the force of the collision considerably. The special drove no. 35 back about four car-lengths before they both came to a stop. The locomotive of the special had its pilot smashed and one wheel of the forward truck derailed. A draw-bar of one of the dining cars was broken, some of the vestibules were a little knocked about, and the china, etc., in the dining cars was badly smashed. The locomotive of no. 35 was badly stoved in in front and otherwise injured, but no damage was done to the train. Provisionally no one on either train was injured, with the exception of J. Forbes, of Stratford, who had a couple of teeth knocked out, and W. M. McIlroy, of Galt, who was standing in a vestibule and had an arm slightly cut. H. H. Bray, Chief Dispatcher of the I.C.R. at Campbellton, who was on the special, having accompanied it from that point, secured a velocipede car from a track gang working at the siding, and proceeded on it to Newcastle, where a locomotive was waiting to take the special east. He returned very quickly with this locomotive and an auxiliary car, and by 5.30 p.m. the special had been started again with the fresh loco-

motive, the damaged dining car being transferred to the rear of the train. The special's locomotive, which was in collision, but only slightly damaged, was left behind for train 35. Owing to the delay occasioned by the collision it was found impossible to reach Halifax until after midnight; the train was run on to a siding at Bedford, about 7 miles west of Halifax, about 1 a.m., and the party had a quiet rest there.

In reference to the collision we have been officially informed that the special train and train 35 both had orders to cross at Patterson's siding; train 35 occupied the main line close to the west end of the siding; the special should have stopped at the west switch and entered the siding, but instead overshot the switch and collided with train 35. The driver of the special was considered at fault and has been disciplined.

On Saturday, Oct. 10, the train was run into Halifax, arriving there about 8 a.m., and the party went to their hotels, most of them putting up at the Halifax and the Queen's. At 10.30 the party went on board the ferry steamer Chebucto, which is owned by the town of Dartmouth, and which was chartered for the occasion by the Halifax Board of Trade. A very pleasant cruise was enjoyed on the harbor, while the mayor and others discoursed on the magnificence of the harbor, its depth of water, etc., until suddenly there was an ominous sound below and the steamer came to a stop, having run on to the red buoy shoal, owing to the captain having gone in between the red buoy and McNabb's island. Coming so soon after the railway collision some people were naturally a little nervous, but J. B. Lambkin, of the I.C.R., started a rollicking chorus and anything in the nature of a panic was averted. The captain, seeing he could not get the Chebucto off, whistled for assistance. Several tugs came to the rescue, and the passengers were taken off and treated to a further trip on the water. The Chebucto was pulled off at high water at night by a couple of tugs, when it was found she had sustained about \$1,000 damage. The captain was suspended. The incident was very annoying to the Haligonians, who treated their guests most hospitably, and there seems no excuse for it having happened, as the captain should undoubtedly have kept outside the buoy. In the afternoon the party divided up, some going to a baseball match, others driving about the city, etc. At 7 o'clock they again boarded the special train and reached Truro at 9, where most of them attended the Coldstream Guards band concert. Truro was left again about midnight, and about 8 a.m. Sunday, Oct. 11, the special pulled into Sydney, where the majority stayed at the Sydney hotel, though a considerable number had to find quarters at other hotels and some returned to their berths in the sleeping cars, not being able to get accommodation in town.

THE ANNUAL MEETING

was held at the Court House, Sydney, on Oct. 12 at 9 a.m., President McNamara in the chair.

The Secretary-Treasurer's report dealt with the general work of the Association during the year, and especially referred to the following matters: The death on Oct. 5 of E. H. Crean, C.P.R. city ticket agent at Quebec. The appointment of F. W. Churchill, town ticket agent at Collingwood, to represent the Association at the meeting of the American Association of General Passenger and Ticket Agents at New Orleans, in response to an invitation from the latter Association. At the last annual meeting the C.T.A. Association had 168 paid-up members. Mainly through the exertions of Vice-President Mackay and other Maritime Province members 29 new members have joined; three members in arrears have paid them up; but as 26 members failed to pay their subscriptions for 1903, and