

Eastern Canada Passenger Association.

The following lines were represented at a meeting of passenger lines in Toronto, Feb. 28:—Canada Atlantic, Canadian Pacific, Central Ontario, Grand Trunk, Intercolonial, Quebec Central, Toronto, Hamilton and Buffalo, and Wabash railways, Muskoka Lakes Navigation and Hotel Co., Niagara Navigation Co., Richelieu and Ontario Navigation Co. W. P. Hinton, G.F. & P.A., Canada Atlantic Ry., presided; J. D. McDonald, D.P.A. Grand Trunk Ry., acting as Secretary.

It was decided that the women's social work, engaged in Salvation Army rescue work, be given the same reduced fares as nuns, sisters of charity and deaconesses, to become effective when the Commissioner of the Salvation Army advises that these officers have been provided with distinctive costume. The Chairman, and G. T. Bell and C. E. Ussher were appointed a committee to confer with the Commissioner regarding the matter. An application from the Commissioner for a rate of 1c. a mile for eight prison gate officers was referred to the same committee for enquiry, and to report at a subsequent meeting.

Convention plan arrangements were fully discussed and it was decided to personally notify the Commissioner of the Central Passenger Association that the formation of a passenger association for Canadian lines was contemplated. It was the sense of the meeting that for international conventions held in the U.S., the Canadian lines should co-operate with other associations on their agreed convention plan arrangements, and that for international conventions held in Canada, the terminal lines should be consulted by other associations before reduced rates are authorized from the U.S.

It was agreed that the action of this meeting be presented to a meeting to be held in Montreal Mar. 9, to form a Canadian passenger association. Pursuant to this decision acting in Canada east of Port Arthur, Sault Ste. Marie, Port Huron and Detroit were invited to attend a meeting in Montreal to receive the report of the committee which was appointed Sept. 21, 1904, to prepare a report as to the advisability of forming a Canadian passenger association.

At the meeting in Montreal, Mar. 9, 38 representatives of 32 lines were present. T. Henry, Traffic Manager Richelieu and Ontario Navigation Co., was elected chairman, and E. C. Cleary, of the G.T.R. Passenger Department, Secretary. After a full discussion as to the advantages of the proposed association it was decided to establish one, and the articles of organization, as submitted by Messrs. Ussher, Bell and Hinton, were adopted after being amended in certain particulars, upon the understanding that final action thereon would be taken at the first regular meeting of the association to be held in Montreal April 4.

An executive committee, consisting of C. E. Ussher, G. T. Bell, and T. Henry were appointed to consider and report on April 4, on the following questions: appointment of a Chairman, his salary, etc.; whether proxies be allowed at regular and special meetings, and if so, how many; office, etc., for the Chairman.

F. Backus, J. M. Lyons, G. Collins, G. E. King and W. P. Hinton were appointed a committee to prepare rules and submit them on April 4.

The secretary was instructed to send a copy of the minutes to all Canadian transportation lines not represented, who were invited to the meeting, asking their concurrence in the action taken, and inviting them to attend the meeting on April 4, to complete the organization.

Meetings of the executive committee and of the committee on rules have since been held and their reports will be presented at a

meeting to be held in Montreal, April 4. It is reported that the original intention has been somewhat changed and that instead of a paid chairman being appointed this position will probably be an elective one and that the work of the Association will be performed by a paid Secretary.

Dominion Marine Association.

The second annual meeting was held at Ottawa, Ont., Mar. 23, with a good attendance of members, the President, C. F. Gildersleeve, of Kingston, Ont., occupying the chair.

The report of the executive committee dealing with its work during the past year was adopted, and a number of matters of considerable importance to the marine interests were fully discussed.

It was resolved that the Association is of the opinion that arrangements with the United States Government for reciprocal steamboat inspection with Canada would be to the interest of both countries, and that the Association respectfully requests the Department of Marine to take immediate steps with that object in view.

It was decided that the membership assessment for 1905 be at the rate of 2c. per ton on steam vessels and 1c. per ton on sailing and barge property, the executive committee being given power to consider special rates, such as that of a company owning a large number of vessels.

The following were elected as an executive committee:—C. F. Gildersleeve, President Lake Ontario and Bay of Quinte Steamboat Co.; H. C. Hammond, President Northern Navigation Co. of Ontario; J. H. Hall, Ottawa Transportation Co.; J. A. Cuttle, Managing Director Montreal Transportation Co.; H. W. Richardson, Kingston, Ont.; C. J. Smith, General Manager Richelieu and Ontario Navigation Co.; R. O. Mackay, Hamilton, Ont.; A. A. Wright, Victoria Harbor Lumber Co.; D. Murphy, Ottawa Forwarding Co.; S. Crangle, St. Lawrence and Chicago Navigation Co.; Capt. T. Donnelly, Donnelly Wrecking and Salvage Co.; F. Plummer, Canadian Lake and Ocean Navigation Co.

C. F. Gildersleeve declined to accept reelection as President, and a vote of thanks was enthusiastically passed for his untiring efforts in the interest of the Association. The executive committee elected J. A. Cuttle President; H. C. Hammond, 1st Vice-President, and A. A. Wright, 2nd Vice-President.

In the afternoon the members attending the meeting, accompanied by W. Harty, M.P., had interviews with the Minister of Marine and Fisheries, the Minister of Railways and Canals, the acting Minister of Public Works, and the Commissioner of Customs, and urged a number of matters in the interest of the Association.

At the Canadian Railway Club's meeting on Mar. 7, a paper was read by A. A. Mayer, Master Mechanic G.T.R., Montreal, on "A System of Hot Feed Water for Stationary Boilers and Shop Heating."

The names of the following steamers of the Richelieu and Ontario Navigation Co.'s fleet have been changed:—Algerian to Cornwall, Bohemian to Prescott, Canada to St. Irene, Cultivateur to Varennes, Corsican to Picton, Saguenay to Chicoutimi, Virginia to Tadoussac, Spartan to Belleville. The change in the names of the steamers has been made in pursuance of a decision of the company to have all its vessels named after the principal cities, towns and rivers on their routes. The steamers which the company has had built in recent years, Kingston, Toronto, Montreal, have been named in this way.

Regulations Respecting Freight Tariffs.

J. Hardwell, Chief Traffic Officer, and A. D. Cartwright, Secretary of the Board of Railway Commissioners, have issued the following circular:—

Section 266 of the Railway Act of 1903 reads as follows:—"Where traffic is to pass over any continuous route in Canada operated by two or more companies, the several companies may agree upon a joint tariff for such continuous route, and the initial company shall file such joint tariff with the Board, and the other company, or companies, shall promptly notify the Board of its, or their, assent to and concurrence in such joint tariff. The names of the companies whose lines compose such continuous route shall be shown by such tariffs."

A circular issued by the Secretary of the Board on Sept. 16, 1904, prescribes the form of certificate of concurrence to be filed with the Board, separately for each and every joint tariff, by each carrier named as party thereto. In lieu of these individual certificates, the Board is prepared to receive from each company one general notice of concurrence in all joint tariffs to which it has been, or may be, made a party, excepting those which it may repudiate by filing a special notice of non-concurrence with the Commission. The form of certificate of general concurrence is prescribed as follows:—

TO THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, OTTAWA, ONT.

This is to certify that the Railway Co. assents to and concurs in all joint tariffs, also all supplements or amendments to joint tariffs, or other issues which in any way affect joint rates, which have been, or may hereafter be, issued by other carriers, associations or committees, and in which the said Railway Co. is named as a party thereto, unless the said Railway Co. shall give the Commission notice to the contrary.

The certificate is to be signed in person by the official designated in section 251 of the Act and mailed to the Chief Traffic Officer, Railway Commission for Canada, Ottawa. Should a receipt be required, a carbon copy, marked "duplicate," may be enclosed with the filed certificate, to be receipted and returned. This general form of concurrence will be accepted from parties to international joint tariffs, but it is to be understood that no carrier participating in a joint international tariff is hereby relieved of the obligation of seeing that the tariff is duly filed by the initial company. This arrangement will continue in force until further notice from the Board.

TARIFF CHANGES.—It is ordered that the occasion for the issue be shown in future at the top of the front page (in centre, or near the C. R. C. no.) of all tariffs, supplements, amendments, etc., thus: "Advance," "Reduction," "Re-Issue," or "New Rate (or Rates)" as the case may be.

Esquimalt and Nanaimo Ry.—A Victoria, B.C., despatch dated Mar. 27, refers to Jas. Dunsmuir, the President, as stating that the proposed purchase by the C.P.R. is off. The sale was made subject to necessary legislation being obtained, and a difficulty is said to have arisen in connection with the passage of a clause providing for the retention of the land grant by the Dunsmuir estate with all the rights and privileges attaching to it under the original grant. The principal advantage sought to be obtained was exemption of the land from taxation.

The Board of Railway Commissioners recently completed a series of sittings at various points in Ontario. Among the places visited were Toronto; Guelph, where the question of the acquisition of some park lands by the G.T.R. for station extension was considered; Windsor, where the question of the bridging of the Detroit River was looked into; and Niagara Falls, where a number of matters were considered.