

Nearly the whole of the first day was devoted to the consideration of the Canadian Excursion Agreement as arranged in 1900. Very few changes were made, but an important amendment was carried by which the time limit on excursions will be extended, and the territory from which excursions may be run changed. It has been impossible in the past to run excursions within a limit of 50 miles, but under the new arrangement excursions may be run within 50-mile territory, tickets good for one day; from 51 to 150 miles, tickets good for two days, and from 151 to 200 miles, tickets good for three days. This is an extension on tickets for practically a day, and while it is a concession to the travelling public the railroad companies hope by this method to encourage excursion business. The portions of the agreement relating to pilgrimages were left over to be considered at a later meeting in Montreal.

PAK-AMERICAN EXPOSITION RATES, ETC.

The second day's meeting was devoted entirely to Pan-American rates, and one feature was brought out quite prominently, viz.: that the lines propose to adopt the commercial principle of making the cheapest rates while they are doing their smallest business, that is to say, it having been shown that during the World's Fair and the Centennial the smallest portion of the business moved in May and June, and these two months not having as many local excursions as later in the season, the cheapest rates will be made during them, the rates from July 1 to the end of the Exposition being on a higher basis. Following are the conclusions arrived at:—

Regular tourist fares from points in Canada to Buffalo or Niagara Falls. Sale of tickets to both points to commence April 30.

From points in Canada more than 100 miles distant from Buffalo, fare and one-third for round trip, going and returning same route, continuous passage in each direction, iron-clad signature ticket requiring deposit and validation by joint agency at Buffalo, to be sold daily commencing April 30, with limit of 15 days including date of sale and Sundays.

From points in Canada 100 miles distant and less from Buffalo, fare and one-third for the round trip, going and returning same route, continuous passage in each direction. Open form of ticket, to be sold daily commencing April 30, with limit 10 days including date of sale and Sundays.

From points in Canada single fare for the

round trip going and returning same route, continuous passage in each direction from points 100 miles distant and less from Buffalo, open form of ticket. From points more than 100 miles distant from Buffalo, iron-clad signature ticket requiring deposit and validation by joint agency at Buffalo, to be sold daily commencing April 30, with limits as follows:—1 to 100 miles, two days, including date of sale, but excluding Sunday; 101 to 200 miles, three days, including date of sale, but excluding Sunday; 201 to 300 miles, five days, including date of sale, but excluding Sunday; 301 miles and over, eight days, including date of sale and Sundays.

Special excursions during May and June (not to be advertised prior to May 1). From points 100 miles distant and less from Buffalo, 1c. a mile each way. From points more than 100 miles distant from Buffalo to and including 400 miles (Montreal to be considered 400 miles distant from Buffalo), $\frac{3}{4}$ c. per mile each way, with minimum rate of \$2. Tickets good going and returning same route, continuous passage in each direction, requiring validation in Buffalo, are to be used where limit of ticket is more than go and return same day. Open form of ticket when limit is going and returning same day. Limits as follows:—1 to 150 miles, go and return same day; 151 to 275 miles, go one day, return same or next day; 275 to 400 miles, go one day, return same or next two following days, Sundays included. Dates of sale of special excursion tickets to be not more than two days in any one week, from any one station. Days to be agreed upon by lines interested.

Variable routes.—From points east of Buffalo, going rail, returning boat, 66 2-3% of the 1st class fares by route travelled, final limit 15 days, including date of sale and Sundays; subject to arbitraries of interested lines. Meals and berths on steamer lines extra. Excursion tickets at less than fare and one-third rate may be sold, returning via Kingston or Clayton and R. and O.N. Co., by adding boat arbitraries from Kingston or Clayton to the all-rail excursion rate from starting point to Buffalo and return.

Hotel, lodging, transportation, and other similar companies.—It being understood that none of the Buffalo terminal steam railway lines have done anything in connection with these companies, it is further understood that none of the Canadian lines will take independent action on requests from hotel, lodging, transportation or other similar companies,

but that they will refer such requests to the Buffalo Passenger Committee and be governed by the action of that Committee.

Mileages and fares to be used from common points, to be exchanged between lines interested.

All excursion and organized party rates to Buffalo and Niagara frontier and near-by points, which would have the effect of cutting agreed rates herein mentioned are cancelled from May 1 to Oct. 31 inclusive.

Rates must end in 0 or 5.—When necessary add sufficient to make them do so.

PILGRIMAGE RATES.

On April 2 a meeting was held in Montreal of representatives of the Canadian Pacific, Grand Trunk, Intercolonial, Great Northern, Canada Atlantic, Quebec, and Quebec Central Rys., and the R. and O. Navigation Co., to agree upon a scale of pilgrimage rates to the various shrines for 1901. A basis was adopted which does not materially differ from that in effect during 1900.

Montreal Harbor Elevators.

The provision of elevators at Montreal is giving the Harbor Commissioners much trouble and uneasiness, mainly on account of the number of proposals placed before them. At a meeting, held on Mar. 25, a deputation was appointed to interview the Ottawa Government, but was only able to see the Minister of Public Works. Subsequently the Commissioners sent a full statement of all the proceedings in connection with the Connors Syndicate agreement, and details of the various proposals since submitted to them to the Premier, and are now waiting the decision of the Cabinet on the question whether they will grant a guarantee to private capital embarked in building elevators.

The agreement with W. J. Connors, of Buffalo, was entered into Jan. 9, 1900, after nearly a year's negotiations, and the elevators were to have been ready for the opening of navigation this year. On Mar. 3 this year Mr. Kennedy, Harbor Engineer, reported that only a few piles had been driven in at Windmill Point for the foundations, and that generally the conditions of the contract had not been fulfilled. The Commissioners decided to submit the report to their solicitor with a view to the cancellation of the contract and the forfeiture of the deposit of \$50,000 made by Mr. Connors. The facts were laid before

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