

Canadian Ticket Agents' Association.

The Executive Committee met in Toronto Jan. 19; present: W. Bunton, in the chair; M. MacNamara, President; W. H. C. Mackay, 1st Vice-President; C. E. Morgan, 2nd Vice-President; W. H. Harper, 3rd Vice-President; E. de la Hooke, Secretary-Treasurer; W. Jackson, W. McIlroy, J. W. Ryder and Dr. H. A. Turner.

Invitations were received through G. T. Bell, General Passenger Agent of the G.T.R., from President Francis, of the Louisiana Purchase Exposition, St. Louis, Mo., from the Mayor of St. Louis, and from the Business Men's League of St. Louis, asking the Association to hold its annual meeting there this year. President Francis offered to recognize the presence of the Association by setting aside a special day, or providing some distinctive feature on the programme. The members of the Executive Committee were addressed by J. W. Donald, Chicago and Alton Rd.; A. H. Notman, C.P.R.; J. A. Richardson, Wabash Rd., and G. B. Wyllie, Illinois Central Rd., offering the courtesies of their different lines, and a written offer was submitted from G. T. Bell, of the G.T.R. It

was decided to hold the annual meeting at St. Louis May 16. The party will rendezvous at London, Ont., May 13, travelling from there by a special train over the G.T.R. to Harvey, Ill., and thence via the Illinois Central Rd., to St. Louis, returning by the Wabash Rd., via Chicago to Detroit, Mich. W. Bunton and W. Jackson were appointed a committee to go to St. Louis and arrange for hotel accommodation, etc.

A communication was received from the American Association of General Passenger and Ticket Agents asking the Association to send a delegate to the annual meeting at Old Point Comfort, Va., Oct. 13. F. W. Churchill, who was the delegate to the annual meeting at New Orleans in 1903, made a verbal report in connection with the same, and was heartily thanked for having represented the Association.

G. B. Wyllie, Travelling Passenger Agent of the Illinois Central, has furnished us the following interesting information about the route over that line:—"The distance from Harvey, Ill., to St. Louis is 273 miles, and the running time of our Daylight Special and Diamond Special is 7¼ hours. At present the Daylight Special, which is our feature

between the two cities, runs via the Commercial bridge, not going through the tunnel to St. Louis, the Diamond Special going across the Eads bridge, both terminating in the Union Station, St. Louis, where all trains entering St. Louis make their terminal. We use the main line, from Harvey to Gilman, Ill., and then cross over in a southwesterly direction to Clinton, one of the oldest cities in Illinois, passing through what is known as the corn belt; which was at one time a continuation of the old Kankakee swamp. By action of the Legislature some years ago requiring state ditches to be built, that part of Illinois was thoroughly drained, and left the finest soil for growing corn, oats and barley, which at that time was shipped in immense quantities, especially the latter cereal, to Canada. At Gilman we join the old main line, which runs through the centre of Illinois and which has been running for a great many years. A wide right-of-way was granted through this old part of the state by the State as a land grant and free from taxes, but the Illinois Central was compelled to pay 7% of the revenue earned on the old line in lieu of taxes for the entire State. During the hard times, when money was hard to get, and great im-

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