

follows: "With reference to rates to be applied from Niagara Falls, N.Y., and Tonawanda, to Canadian points: Your committee beg to report that they had a meeting at Buffalo, Mar. 27, to consider this matter, and there were present also J. Denel, of the Erie Ry., and E. H. Croly, of the N.Y.C. Ry. Both the Erie and the N.Y.C. representatives stated that they would require Syracuse divisions on traffic from Niagara Falls, N.Y., or Tonawanda, notwithstanding the fact that, so far as Niagara Falls, N.Y., is concerned, they simply perform a switching service. At the same time they stated that they did not think that higher rates should be charged from Niagara Falls, N.Y., and Tonawanda, than from Buffalo, so that what they required was the application of the Buffalo rate allowing them Syracuse divisions. To this your committee decidedly objected, and took the position that if Syracuse divisions were to be allowed the N.Y.C. and Erie Rys., then Syracuse rates must be charged. The matter was fully discussed, but we were unable to come to any satisfactory agreement, and your committee, therefore, told the Erie and N.Y.C. representatives that the Canadian lines would not quote through lines from Niagara Falls, N.Y., and Tonawanda, but would simply quote the Buffalo rates from Suspension Bridge, N.Y., and advise the shippers to apply to the Erie or N.Y.C. for the rate up to Suspension Bridge, which would be added to the rate we quote from Suspension Bridge, N.Y. It was understood by the representatives of the M.C.R., Wabash, C.P.R. and G.T.R. that no agreement would be entered into for through rates to Canadian points from Niagara Falls, N.Y., and Tonawanda with the Erie and N.Y.C. Rys. until all lines had been consulted and joint action decided upon in the matter. (Signed) C. Howe, A.G.F.A., M.C. Ry.; J. J. Mossman, D.F.A., Wabash Ry.; W. B. Lanigan, A.G.F.A., C.P.R.; and J. H. Hanna, D.F.A., G.T.R." The report was received and adopted.

COMMITTEE MEETINGS.—Agreed that in future regular meetings of this freight committee be held on the first Thursday of each month unless otherwise specially ordered.

The C.P.R. and I.C.R. Freight Question.

The General Freight Agent of the C.P.R. at Montreal issued the following circular June 15:—"From date hereof this Co. will be unable to accept shipments of freight originating at Montreal and destined to points on the Intercolonial Ry. This change will in no way affect our ability to handle business for St. John, N.B., proper and stations in New Brunswick reached by this Co.'s line, also for points on the Bay of Fundy and stations on the Dominion Atlantic reached via St. John, as well as Chatham and stations on the Canada Eastern Ry., with which I trust we may continue to be favored."

It will be observed that the above circular simply refers to business originating at Montreal, which of course is a point reached by the I.C.R. over its own line. The difficulties between the C.P.R. and the I.C.R. have, we are informed, been practically disposed of, one of the conditions being that the C.P.R. should retire from the handling of business from Montreal to points on the I.C.R.

E. Tiffin, Traffic Manager of the I.C.R., has given out the following statement in regard to the matter: "As we are a Montreal line, freight traffic out of Montreal to all I.C.R. points is local to, and belongs entirely to, the I.C.R., and it is a recognized rule of all railways that traffic that is entirely local belongs to the line on which the local points are located. It would not be necessary for us to make any concessions to the C.P.R. or any other line in order to secure the traffic which properly belongs to us. Our position in this matter was recognized by the C.P.R."

Freight and Passenger Rates.—A semi-official despatch from Ottawa says:—"The Dominion Government has appointed Dr. S. J. Maclean, Professor of Economics and Sociology in the University of Arkansas, commissioner for the purpose of investigating and reporting any complaints as to discrimination in the matter of railway rates and charges for passengers and freight. Dr. Maclean is a Canadian by birth, and a graduate of Toronto University. He has given much study to the problems connected with railway transportation, and is regarded as an expert in this particular line. He has already begun his duties and is now making inquiries and collecting information."

The Canadian Northern Ry. put into effect on June 24 a tariff on cordwood and slabs in carloads, including the lines taken over from the Northern Pacific. The following shows the reduction from the N.P. rates:—

	N.P. Rate.	C.N. Rate.
	Cents per 100 lbs.	Cents per 100 lbs.
25 miles or under.....	3	2½
Over 25 miles and not over 50.....	4	3
Over 50 miles and not over 75.....	5	3½
Over 75 miles and not over 100.....	5½	4
Over 100 miles and not over 150.....	6½	4½
Over 150 miles and not over 200.....	7	5
Over 200 miles and not over 250.....	7½	5½
Over 250 miles and not over 300.....	8	6
Over 300 miles and not over 350.....	-	6½

On all classes of merchandise shipped under the C.N. Co.'s mileage tariff, 7½% reduction from the N.P. rates has been in force for some time.

The Great Northern Ry. of Canada is already doing a considerable grain shipping business at Quebec, and up to the end of June had loaded six vessels for European ports. The grain is taken over the Canada Atlantic from Depot Harbor to Hawkesbury and it is expected that about 5,000,000 bush. will be carried by that route this season. Last year the Canada Atlantic carried close on to 15,000,000 bush. from Depot Harbor, the whole of which went via Coteau Jct., as the G.N.R. line was not then open.

ELECTRIC RAILWAY MATTERS.

Maritime Provinces and Newfoundland.

The Cape Breton Electric Co. (Ltd.) was originally organized under the title of the Cape Breton Electric Tramway and Power Co., Mar. 30, 1900, the present name being adopted April 4, 1901. In pursuance of its powers the Co. has acquired the franchises of the North Sydney Electric Co. (Ltd.), the Sydney Electric Light and Gas Co., and the Sydney Ferry Co. The ferry will be worked in connection with the electric railway from Sydney to Glace Bay, which the Co. is authorized to construct. An agreement has been entered into between the Co. and the Cape Breton County Council under which the Co. will pay to the Council \$400 for the year ending June 30, 1901, and 2% of the gross tolls and rates collected thereafter, provided that in no case shall the amount be less than \$400, in lieu of all rates and taxes that might be levied upon the real or personal property of the Co. The Co. agrees to operate one car for the carrying of light freight and baggage in addition to the passenger cars, and to pay one-half of the cost of removing snow placed on the highway in clearing its tracks.

The route mapped out follows the old Syd-

ney and Louisburg Ry. line from Sydney to the main road between Reserve Mines and Sydney, thence over this road to Reserve, Glace Bay and Caledonia Mines. From Farrell's Corner, in Glace Bay, a branch line will connect Bridgeport and Dominion, and Dominion no. 2, Dominion no. 3, and Dominion no. 4 will be brought in contact.

The capital of the Co. is \$500,000, in \$100 shares, and the provisional directors are:—W. B. Ross, B. F. Pearson, J. N. Armstrong, D. A. Hearn, H. Mitchell, A. C. Ross, J. E. Burchell, J. A. Young, F. G. Barrington, John Lorway, A. C. Bertram, H. Rinders, J. McVey and W. Whelan.

Halifax Electric Tramway Co.—A dividend at the rate of 5% a year has been paid for the current quarter. The gross earnings are:

	1901.	1900.	Increase or Decrease.
Jan.....	\$ 9,543.14	\$11,474.26	\$1,931.12
Feb.....	8,042.11	8,982.41	940.30
Mar.....	9,448.32	9,765.83	317.51
April.....	9,370.98	9,359.13	11.85
May.....	9,467.45	9,185.10	282.35
June.....	11,336.52	11,061.74	277.78
	\$57,211.52	\$59,829.47	\$2,616.93

Moncton Street Ry. Co.—The ratepayers at a public meeting held May 4, to consider a proposal to purchase the street railway, which is being run at a loss by a private company, for \$12,000, declined to have the meeting adjourned in order to have a larger attendance. The Co. on May 13 took up the rails, and will dispose of its cars and other property.

North Sydney, N.S.—The marine slip at North Sydney has been bonded by the Cape Breton Electric Tramway Co. for \$50,000.

The St. John, N.B., Ry. Co. held its annual meeting June 12, when directors were chosen as follows: Jas. Ross, Montreal, President; J. M. Robinson, Vice-President; J. Manchester, R. B. Emerson, W. M. Barnhill, J. J. Tucker, J. M. Neilson and H. H. McLean. J. Ross, J. M. Robinson and H. H. McLean were appointed an executive committee. It was proposed to extend the line to the suspension bridge as soon as satisfactory arrangements can be made with the city. It is also in contemplation to extend the line to Rockwood Park, and a survey for a practicable route is being made by Mr. Neilson.

Sydney, N.S.—Rail laying will proceed on the Sydney Street Ry. as soon as the necessary rails can be procured. The equipment on the Glace Bay section of the line will consist of double-track vestibule cars.

The Yarmouth, N.S., Street Ry. Co. has decided to extend its line from Milton north to the pumping station.

Quebec Electric Railways.

Buckingham to Rapide L'Original.—U. Rouville, a Parisian capitalist, who is interested in the development of the phosphate deposits in the Buckingham district, Que., is the projector of an electric railway from Buckingham for about 100 miles up the Lievre River to Rapide L'Original. Accompanied by N. A. Belcourt, M.P., H. Bourassa, M.P., and C. B. Major, M.L.A., Mr. Rouville recently had an interview with Sir Wilfrid Laurier with a view of putting in a claim for a bonus. Sir Wilfrid promised consideration. The Quebec Government has also been interviewed.

The Hull Electric Co. has not yet completed arrangements for the operation of its cars across the Interprovincial bridge at Ottawa, and of thereby enabling the Aylmer-Hull cars to be run directly into Ottawa. All the connections have been made at Hull, the necessary wires have been strung across the bridge, and nothing is wanting except the agreement of the two companies. A meeting between their representatives was held July