

June. I think ties should be all scattered with an extra train. It is a big expense to the track department to distribute ties on way freights.

J. JELLY.—In Aug. you cannot put more than two-thirds what you can put in in May.

J. GRAHAM.—My opinion is that all ties should be in by the last of July.

T. GRAHAM.—Our company always distributes the ties in the fall, and in that way we get a start early in the season. I think that all ties should be distributed in April, if possible, or earlier if you can. The plan of having ties coming in every month of the year, or perhaps in Sept. or Oct. getting more ties than in May or June, I believe, leaves a poor track. About loading cars in boxes, I think if the officials were put into box cars & had to unload a few cars there would be an opportunity of having flats, & then again, I think they ought to be put on an extra train. Most of our ties this year were chucked out with way freights, & it has delayed the train & always delayed the men, & it is a loss of time.

F. J. HOLLOWAY.—All I can say is that it would be impossible to burn the ties every day.

J. DRINKWATER.—I added that myself to the report after I had received it from Messrs. Leslie & Brennan. It is a part of the report that I have had considerable experience in the last year, & so far as I have been able to establish the facts, the ties will burn better the day you pile them up than they will a month afterwards. If the ties are left a couple of weeks just as you pile them they will not burn so well as when first piled.

J. JELLY.—You think the earlier part of the season, in the summer, the best time?

J. DRINKWATER.—It depends upon the weather. The ties that come out to-day should be burnt to-morrow; I think you should insist on the men doing it. If you are going to have the right of way nice & tidy you cannot do it without time & labor. I think that ties can be taken out to-day & burned to-morrow: I am pretty well satisfied that it can be done.

J. JELLY.—I think that will apply all right in dry weather.

J. DRINKWATER.—My experience is that if you leave them for ten days or a week they are not burnt at all. You have to lay down some rule, & it has to be pretty nearly cast-iron to get the ties burned & out of the way.

T. GRAHAM.—I think old ties should not be left more than 3 or 4 days at most before burning them. If you keep them close together I think you can burn them just as well & even better.

J. JELLY.—Would you make a particular sized pile of ties?

J. DRINKWATER.—A pretty good-sized pile, say 25, or 30 or 40, when you have them on the lorries.

T. GRAHAM.—I think it just as well to have 40, or perhaps 50.

J. DRINKWATER.—It will take a man as long to set fire to 5 ties as to 50.

J. GRAHAM.—My experience with old ties is that it is best to pile them up every Saturday afternoon. Take the ties that have been taken out during the week, & take Saturday afternoon to pile them up & then you can burn them without any trouble.

J. JELLY.—My experience is that if you leave them for a week they will not burn. If a person piles them up every night it is a change of work, & I believe that is done with very little extra work.

J. DRINKWATER.—Is piling old ties not the heaviest work we have?

J. JELLY.—Yes, & if it is done every night you do not get so much hard work.

J. DRINKWATER.—At one time.

J. JELLY.—Yes.

T. GRAHAM.—How would it do to pile them up the first thing in the morning & set fire to them?

J. DRINKWATER.—That might do.

T. GRAHAM.—The men are fresh then & not so tired.

J. DRINKWATER.—They might be so tired afterwards that they would be no good all day.

T. GRAHAM.—The Forestry Act in our section is very stringent. We can only burn them at certain times, but I believe the best way is to pile them up every day.

J. DRINKWATER.—There is nothing pretty about an old tie, at any rate. In taking out ties you have to shift the old ties sideways?

T. GRAHAM.—Well, not much.

J. DRINKWATER.—How do you do it, Mr. Jelly?

J. JELLY.—We shift the tie over & use a bar to shift it sideways. We may ease the rail a little bit, but between Ottawa & Carleton Place you cannot take up a rail at all.

J. DRINKWATER.—We never think of raising the rail enough to let old ties out.

J. JELLY.—We never do.

J. DRINKWATER.—This last 5 or 6 years I have been using about a ½ in. shim.

A. MCAULEY.—No matter how little you raise the rail it is hard on the rail.

J. DRINKWATER.—I have never put a new tie in & packed it up to the rail and have it stay right.

J. JELLY.—Some foremen will take out ties that are good for another year, while others will leave in those which should come out this year.

J. DRINKWATER.—The only object of some foremen seems to be to get rid of all the new ties. What does it cost to peel ties?

F. J. HOLLOWAY.—A cent & a half apiece; that is my experience.

J. JELLY.—It depends a great deal upon the season of the year.

F. J. HOLLOWAY.—I had a lot of extra work, something like 100,000 ties, & I put it at a cent & a half.

J. GRAHAM.—Hemlock or cedar?

F. J. HOLLOWAY.—Mixed.

J. JELLY.—I find that if they are peeled after they come out of the water it is the best time, or else after a rain.

A. MCAULEY.—I peeled 50,000, & I found that one man would peel 105 a day, & that cost \$1.25. We used a shovel, which peeled the bark well off; it is better than any axe you can get.

J. JELLY.—When it gets well along in the year you cannot peel them well with a shovel. We use what we call a spud, but I would rather have a shovel.

A. MCAULEY.—I think the ties should be peeled before they are delivered.

J. DRINKWATER.—I think you would get a better class of ties. I think if you peeled 10,000 or 15,000 ties you would be able to go over them & pick out some of them that would be very small looking.

J. R. BRENNAN.—The New York Central have theirs peeled at the mill.

J. GRAHAM.—It will cost more to peel cedar than hemlock?

J. DRINKWATER.—Yes.

J. JELLY.—I think it costs about a quarter more to peel a cedar tie than it does to peel hemlock.

The report was adopted.

HAMILTON CHOSEN FOR 1901.

THE CHAIRMAN.—The next thing is as to where our next meeting will be held & when.

A. MCAULEY.—It seems to me that Montreal is the most central point, certainly as far as the C.P.R. is concerned. For my part, I would like to see it in Toronto. I think our turnout is very small. I think the roadmasters should take more interest in the work, & be able to come here & give us their views. It is a good holiday to meet once a year. I therefore move that the next meeting be held in Toronto.

J. JELLY.—If there was a change of meeting-place to bring in anyone else I think it would be a good idea. If you can move where those that will come will follow you let us meet there. We met last year in Toronto, & the previous year in Ottawa, & now in Montreal.

J. DRINKWATER.—This is the best meeting we have had yet.

THE CHAIRMAN.—I think Hamilton would be a very good place. There are a lot of roadmasters there.

J. JELLY.—I suppose that we will follow them there.

THE CHAIRMAN.—We have no one here from the I.C.R., or from the Grand Trunk. Last year in Toronto we had a general roadmaster of the G.T.R.

A. MCAULEY.—I will amend my motion by moving that we meet in Hamilton on Oct. 16, 1901.

This was seconded by F. J. Holloway, & carried unanimously.

A. McAuley, F. J. Holloway & the Editor of THE RAILWAY AND SHIPPING WORLD were appointed a committee to make the local arrangements for the Hamilton Convention.

J. JELLY.—Roadmaster Kelly told me the other day that circumstances would prevent him from being present with us, & asked me to apologize for him.

SUBJECTS FOR NEXT YEAR.

THE CHAIRMAN.—The meeting is now open for discussion as to the subjects for our next annual meeting. It will be necessary to couple with the suggestion of each subject the names for the committee.

The following subjects were selected:—

The best mode of relaying track, & whether with broken or square joints. Committee, A. McAuley, T. Hickey & N. Delaire.

The creeping of rails, & why the rail travels further on one side than on the other, so as to allow one side to run past the other, making the joints uneven. Committee, F. J. Holloway, J. R. Brennan & J. Malloy.

THE OFFICIAL ORGAN.

A proposition having been submitted from the publisher of THE RAILWAY AND SHIPPING WORLD, it was resolved, on motion of A. McAuley & J. Jelly, that the same be accepted, & that the Secretary be authorized to have the paper supplied regularly to all members of the Association in good standing, & to pay therefor out of the Association's funds.

VOTES OF THANKS.

J. DRINKWATER.—Before we close I would like to move a vote of thanks to our retiring President for the able manner in which he has filled his office since being elected.

J. JELLY.—I have much pleasure in seconding the motion.

THE CHAIRMAN.—I thank you, gentlemen, for the honor conferred upon me as President. However, I am sorry that I could not do more for the Association. I would like to see it grow in numbers, & have a better attendance at our annual meetings. I think that those who have kept away from it are missing a great deal.

J. JELLY.—I wish to move a vote of thanks to our Secretary-Treasurer for the energetic way in which he has worked for the Association since it was started.

T. GRAHAM.—I have great pleasure in seconding the motion.

J. DRINKWATER.—I thank you, gentlemen, for the way in which you have tendered me this vote of thanks. When I first took the Secretaryship of the Association I had great aspirations—I thought I would do great things, but my time is pretty well occupied with my regular work. However, I have given all the time I could without interfering with my work; I have done the best I could, & you have shown your appreciation by re-electing me.