

Marie, Tagona, and Poplar Lake, mileage 63 and intermediate points, issued Oct. 18, 1904; between Sault Ste. Marie, Tagona and Rock Camp, mileage 50 and intermediate points, issued Mar. 1, 1904; between Sault Ste. Marie, Tagona and Beaver Camp, mileage 54 and intermediate points, issued Dec. 17, 1903; local passenger tariff between stations on main line, issued June 8, 1903; Algoma Central Steamship Line, fares on steamers between Sault Ste. Marie and Killarney, Ont., issued Aug. 1, 1904; Algoma Central Steamship Line, fares on steamers between Sault Ste. Marie and Windsor, Ont., and Toledo, Ohio, issued July 19, 1904; A.C. Ry. steamship line, fares between Sault Ste. Marie to Michipicoten, Ont., inclusive, issued May 1, 1901; fares on steamships between Michipicoten Island and Rossport, Ont., issued Sept. 1, 1903; table of fares charged on Michipicoten branch railway between Michipicoten and Helen Mine and Josephine Mine, issued June 8, 1903.

**Atlantic and Lake Superior Ry.**—The standard passenger tariff is based on a rate of 4c. a mile for first class, 3c. a mile second class; return fare, 3c. a mile first class; and half fare for clergymen and nuns.

**Canadian Pacific Ry.**—The standard passenger tariff is compiled on the following basis:—15c. per capita between St. John and Fairville, N.B.; 10c. per capita between Fredericton and Gibson, N.B.; 10c. per capita between Castlegar Jct. and West Robson, B.C.; four cents a mile between Megantic Que., and the boundary of the State of Maine; Ste. Therese Jct. and St. Eustache, Que.; Ottawa and Prescott, Ont.; Regina, Assa., and Prince Albert, Sask.; Dunmore Jct. and Kootenay Landing, B.C.; Macleod and Strathcona, Alta.; North Star Jct. to Kimberly, B.C.; Marysville Jct. to Marysville, B.C.; Proctor to Midway, B.C.; Castlegar Jct. to Rossland, B.C.; Smelter Jct. to Trail, B.C.; Slocan Jct. to Slocan City, B.C.; Sandon to Nakusp, B.C.; Lardo to Gerrard, B.C.; Granby Jct. to Granby Smelter, B.C.; Exholt Jct. to Phoenix and spurs, B.C.; Greenwood to Greenwood Smelter and spur, B.C.; Sicamous Jct. to Okanagan Landing, B.C.; Vancouver to Steveston, B.C.; and the following steamer lines:—Kootenay Landing to Nelson, B.C.; Pilot Bay to Argenta, B.C.; Gerrard to Trout Lake City, B.C.; Slocan City to Rosebery, B.C.; West Robson to Arrowhead, B.C. Between the following points at 3½c. a mile:—Fairville, N.B., and Maine boundary; West St. John and Fairville, N.B.; Fredericton Jct. and Fredericton, N.B.; McAdam Jct. and St. Andrew, N.B.; Watt Jct. and St. Stephen, N.B.; McAdam Jct. and Edmundston, N.B.; Debec Jct., N.B., and Maine boundary; Aroostook Jct., N.B., and Maine boundary; Gibson and Newburg Jct., N.B.; Montreal, Que., and Ottawa, Ont. (north shore); Ste. Therese Jct. and Nominique, Que.; St. Lin Jct. and St. Lin, Que.; Hull and Waltham, Que.; Millwood Man., and Shebo, Assa.; Kirkella, Man., and 136 mile post, Assa.; Antler and Arcola, Assa. Between the following points at 3½c. a mile:—Perth Jct. and Plaster Rock, N.B.; Megantic and Montreal Jct., Que.; Foster and Sutton Jct., Que.; Foster and Drummondville, Que.; Brigham Jct., Que., and Vermont boundary; Vermont boundary and boundary (Newport branch); Farnham and St. Guillaume, Que.; Farnham and Stanbridge, Que.; Mile End and Montreal Jct., Que.; Montreal and Toronto; Vaudreuil, Que., and Ottawa, Ont.; Rigaud and Point Fortune, Que.; Ottawa and Brockville, Ont.; Burketon Jct. and Bobcaygeon, Ont.; Hull Jct. and Maniwaki, Que.; Carleton Jct. and Pembroke, Ont.; Eganville Jct. and Eganville, Ont.; Toronto and Windsor, Ont.; Leaside Jct. and Toronto Jct., Ont.; Streetsville Jct. and Melville Jct., Ont.; Cataract Jct. and Elora, Ont.; Guelph Jct. and Guelph, Ont.; Woodstock and St. Thomas, Ont.; Toronto and Owen Sound, Ont.; Orangeville and Wingham, Ont.; Glenannan

and Teeswater, Ont. Between the following points at 3c. a mile—St. Martin Jct. and St. Martin, Que.; Joliette Jct. and St. Gabriel, Que.; Berthier Jct. and Berthier, Que.; Piles Jct. and Grandes Piles, Que.; Pembroke and Callander, Ont.; Mattawa, Ont., and Temiskaming Que.; Kipawa Jct. and Kipawa, Que.; Toronto and Hamilton, Ont.; Winnipeg and Souris, Man.; West Selkirk and Winnipeg Beach, Man.; Elm Creek and Carman, Man.; Portage la Prairie and Millwood, Man.; Binscarth and Russell, Man.; Chater and Minnedosa, Man.; Forrest and Lenore, Man.; Rapid City and Mineota, Man.; Wood Bay and Mowbray, Man.; Deloraine and Lyleton, Man.

**Central Vermont Ry.**—The standard tariff approved has been compiled on a 3c. a mile basis for points between St. Johns, Que., and the Vermont boundary, and S.S.C. Jct. and Waterloo, Que.; 3½c. a mile for points between Farnham and Frelighsburg, Que., and St. Lambert and Farnham, Que.

**Grand Trunk Ry.**—The standard passenger tariff is compiled on the following basis:—4c. a mile between St. Lambert Jct. and New York State boundary, Rouses Point branch; 3c. a mile between Harrisburg and Tillsonburg Jct., Ont., and between Harrisburg and Guelph, Ont.; and 3½c. a mile between all other points.

**Great Northern Ry. of Canada.**—The standard passenger tariff for the main line is compiled on a basis of 3c. a mile for the main line and 5c. a mile for the Montford division.

**Oshawa Ry.**—The standard passenger tariff on this electric railway shows a maximum fare of 25c. from Prospect Park or Oshawa, Ont., to Port Oshawa, with 20c. and 15c. fares for other distances; baggage is carried at a rate of 5c. a piece of 100 lbs. or under, and an additional charge of 5c. per 100 lbs. for any additional weight; but not less than 5c. a piece will be charged.

**Thousand Islands Ry.**—The standard fare tariff shows a fare of 25c. from Gananoque and Thousand Islands Jct., and 10c. and 15c. between other points.

The Esquimaux and Nanaimo Ry.'s passenger tariff is compiled on a basis of 4c. a mile. Standard tariffs compiled on the basis of 3½c. a mile are approved for the Dominion Atlantic Ry., the Rutland Ry. for its Canadian line, the Temiscouata Ry., (with a table based on 2½c. a mile for second class) and the Wabash Rd.

The standard tariffs of the Halifax and Yarmouth Ry., the Maine Central Rd., for its Canadian line, the Nova Scotia Steel and Coal Co's Ry., Orford Mountain Ry., and the Quebec Central Ry., are compiled on a basis of 3½c. a mile, the latter stipulating for a minimum charge of 10c.

Standard passenger tariffs compiled on a basis of 3c. a mile were approved for the Boston and Maine Rd.; Central Ontario Ry.; Irondale, Bancroft and Ottawa Ry.; Kingston and Pembroke Ry.; New Brunswick Coal and Ry. Co.; and the Pere Marquette Rd., for the Lake Erie and Detroit River Ry.

The Quebec Ry. Light and Power Co.'s passenger tariff is based on a rate of 2c. a mile.

The tariffs approved for the Bay of Quinte Ry., Bedlington and Nelson Ry., British Yukon Ry., and Manitoulin and North Shore Ry. consisted of tables of the fares charged between the different stations on the line, with, in the case of the first named, tables showing mileages, single, return and excursion fares, and commercial travellers' rates, etc.

The notices stating that standard passenger tariffs had been approved for the following lines did not disclose the basis on which they had been compiled: Canada Atlantic Ry., Ottawa and New York Ry., Quebec Southern Ry.

#### FREIGHT TARIFFS.

The freight tariffs approved and published are described as "Standard Freight Tariff to be applied where no other tariff is in effect,"

and it is set forth that the rates are subject to Canadian freight classification. There is a condition attached to the effect that no single shipment of freight from one consignor to one consignee will be charged less than for 100 lbs. 1st class rate, with a minimum charge of 35c.; the rates are exclusive of cartage.

The tariffs are all given for distances under five miles, for which the charges are per 100 lbs.:—

Class.....	1	2	3	4	5	6	7	8	9	10
Cents.....	8	7	6	5	4	4	4	3	3	3

and are calculated for each five miles up to 100 miles, then for 10 mile or 25 mile distances up to the limit of the mileage of the different companies, the C.P.R. having one table calculated to a distance of 3,000 miles. The tariffs on which the figures above quoted form the basis are approved for Algoma Central and Hudson Bay Ry., Bay of Quinte Ry., Brockville, Westport and Northwestern Ry., Canada Atlantic Ry., Central Ontario Ry., Dominion Atlantic Ry., G.T.R.; Irondale, Bancroft and Ottawa Ry.; Kingston and Pembroke Ry.; Manitoulin and North Shore Ry.; Michigan Central Rd., for the Canada Southern Ry.; New York Central and Hudson River Rd., for the St. Lawrence and Adirondack Ry.; Oshawa Ry.; Ottawa and New York Ry.; Quebec Central Ry.; Quebec Southern Ry.; Thousand Islands Ry.; Temiscouata Ry.; Toronto, Hamilton and Buffalo Ry. Standard tariffs differing in a few of their figures from the starting rates above quoted were approved for the Moncton and Buctouche Ry., and for the Maine Central Rd.'s Canadian line.

(To be continued.)

#### ELECTRIC RAILWAYS.

##### Handling Express by Electric Suburban Railways.

By E. A. Evans, General Manager, Quebec Ry., Light and Power Co.

The writer had the honor of submitting a paper to the members of the Canadian Electrical Association in 1902, upon Electrical Suburban Railways, in which he took the ground that steam railroads will, in the near future, handle their suburban and short distance interurban passenger traffic and mail, express, baggage and light local freight by electric motive power. In this paper the writer submitted statements showing the results from passenger traffic, of carrying out this theory upon the existing steam railway running between Quebec, Ste. Anne and St. Joachim, a distance of 25½ miles. These results showed that during the year 1889-1890, the first year's operation, 95,563 passengers were carried, and in 1899-1900, 261,175 passengers were carried; this under the old regime of steam railroading. The next year, 1900-01, under the electric motive system, 537,933 passengers were carried, and last year, 1903-04, 877,310 passengers were carried, of which number 155,980 passengers were carried by the steam trains. By way of explanation, it is necessary to mention that the same number of steam trains arriving and departing at the same hour, are being operated now as in 1899-1900. The passenger receipts, which averaged \$38,246.47 a year during the eleven years of steam operation, last year amounted to \$96,943.47. From this it will be noted that the average fare per passenger has decreased from 18.17 cents to 11.05 cents, showing that the more frequent service permits of and encourages the residents along the railway to visit from village to village, which under the old system was not frequent, and, as there has been no apparent increase in population, accounts for the large increase in travel.