

It is difficult to see what further improvement may be expected in the railway service. Road-beds, gradients, curves and bridges, are generally being put in first-class condition. The rolling-stock is also attaining a high degree of perfection. People on the branch lines, who fall heir to the old cars, sometimes relieve their feelings by a vigorous kick, but altogether the railway service of Canada is equal to the best, and inferior to none. It might perhaps be possible to improve the sleeping cars. The desire of the travelling public in that respect is for better ventilation, more room, cheaper rates, and all lower middle berths.

Railway conditions in Canada are much the same as in the U.S. We have the same climate as the northern and western states. The roads of the two countries connect at many points, and a constant interchange of traffic is going on between them. This business would be greatly increased by equalizing the Customs tariff of the two countries. The tariff of the U.S. is much higher than ours, and operates to keep Canadian goods out of the American market. Last year we bought from the U.S. \$144,764,357 worth of their goods, whilst we sold them only \$71,783,924 worth of ours. With an equal tariff there would be equal trade, whilst as things stand, the railways of both countries annually lose the carrying trade of over \$70,000,000.

Commerce is a great promoter of national friendship. It is desirable that such friendship should exist between Canada and the U.S. We are in all essentials the same people. We have the same language, the same laws, and the same literature. And there should be no unnecessary business barriers between our countries. There is no desire in Canada for political union with the U.S., but there is a desire for equal tariffs. The managers of the great American railways are credited with extensive influence in the public affairs of their country, and it looks to us as if they could do something in the direction of modifying its tariff, should they consider it good policy to do so.

I thank you for the courteous attention with which you have listened to my presentation of the Canadian ticket agents' view of the railway situation. We appreciate the compliment of being invited to your meeting, and trust that the personal good-will arising from our intercourse, may at no distant date be productive of good business results.

Mr. McNamara received many compliments on his speech from the members of the convention, and it has been extensively commented on by U.S. papers. Saxby's Magazine, of Cincinnati, has published it in full, and the New York Commercial has quoted extensively from it.

The committee on safety paper reported that the time had arrived when its exclusive use for tickets be ordered for and after a specified date. The convention voted favorably and fixed May 1, 1905. The committee was continued and enlarged by adding the executive committee of the protective committee and C. L. Stone, General Passenger Agent of the Louisville & Nashville Rd.

An effort was made on the part of religious organizations and various Sunday observance societies to induce railroads to discontinue Sunday excursions. A number of influential railway passenger officials had given encouragement, if not actual support, to the movement. There was enough opposition, however, to delay definite action for the time being, and the resolution introduced to abolish Sunday excursions was referred to the various territorial associations.

F. E. Boothby, General Passenger Agent of the Maine Central Rd., was unanimously elected president of the association, and A. J. Smith, General Passenger Agent of the Lake Shore & Michigan Southern Ry., was elected vice-president. Mr. Smith, who has been

secretary of the association for 25 years, is succeeded by C. M. Burt, General Passenger Agent of the Central Rd. of New Jersey. Mexico City was selected as the place for the next convention.

The social features were remarkably enjoyable. Old Point Comfort is a point of land running out into Chesapeake Bay, and commanding the entrance to Washington by water. It is famous in the history of the civil war, and belongs to the Federal Government. It consists only of Fortress Monroe, and the magnificent Chamberlin Hotel, celebrated as a winter resort, and maintained in a certain style of grandeur, by contract with the Government. There are nearly 1,000 men in the garrison, and at the time of the convention there were also three warships in the harbor. Army and navy officers thronged the lobby of the Chamberlin, and they extended the courtesies of their club to the visitors. For the entertainment of the visitors there was a grand mount and dress parade at Fortress Monroe, and a marine parade along the splendid water front. The labors of the business sessions were relieved by a ball one evening, and a dinner the next. There were also water excursions, and an old-time oyster roast at one of the neighboring fashionable resorts. In the evening before the dinner a reception was held by the Governor of Virginia, assisted by Gen. Fitzhugh Lee, the famous Confederate commander in the civil war, at which the ladies and gentlemen of the party were presented. The dinner was a splendid and costly affair, at which the ladies sat at table along with the men. About 1,000 guests were present. Governor Montague delivered a splendid address of welcome, and was followed by Gen. Lee. The Hon. Mr. Morton, a member of the Federal Government, sent a letter of regret at being unable to attend. He is an honorary member of the Association, and was formerly a general passenger agent.

Grain Elevator Notes.

The Alberta Grain Co. will build an elevator, and Bain & McKelvey a warehouse, at Ponoka, Alta.

The elevator at Goderich, Ont., up to Oct. 27, handled 1,635,724 bush. of grain, brought there by 16 steamers.

The officers of the Portland, Me., Elevator Co., and of the New England Elevator Co., Portland, for the current year are:—President, C. M. Hays; Vice-President, F. W. Morse; Treasurer, F. Scott. The elevator companies are subsidiary enterprises of the G.T.R.

The Canadian Northern Ry. has made a further concession in reference to the receipt of "tough" wheat. It has decided to receive grades 1, 2, and 3 northern "tough" wheat and hold it in storage without drying or cleaning, until the close of navigation, at which date it would all have to be removed.

The machinery at King's drying elevator at Port Arthur, Ont., was recently disabled, and grain requiring cleaning from the C.P.R. elevators at Port William was treated by the Canadian Northern Ry. elevator at Port Arthur. On Oct. 31, the wharf adjoining the King elevator broke down, and 16 cars of wheat were thrown into the water.

The Prescott, Ont., Journal says:—"Some enterprising citizen might form a joint stock company with a view to the purchase of the elevator property and convert it into a Y.M.C.A. building, with a hockey rink in the basement, a billiard hall, shooting gallery and bowling alley on the ground floor, and the top—well, they might as well burn it off, as it is practically of no commercial value.

The Chief Inspector of the Manitoba grain inspection district, recently published a statement showing the number of licensed elevat-

ors and warehouses in the district. There were 918 elevators and 64 warehouses, having a capacity of 41,186,000 bush., for the season of 1903-04, against 740 elevators and 82 warehouses, having a capacity of 30,356,400 bush., for the season of 1902-03. For the year ended 1900-01, there were 426 elevators, 97 warehouses, having a capacity of 18,899,352 bush. In the year under review the elevators, etc., were distributed as follows:—

	C.P.R.	Canadian Northern Ry.
Ontario terminal elevators.....	5	1
Capacity in bushels.....	10,622,000	3,350,000
Manitoba elevators.....	475	176
" warehouses.....	33	13
Capacity in bushels.....	14,685,100	4,611,900
N. W. Territories elevators.....	261	
" warehouses.....	18	
Capacity in bushels.....	7,917,000	

There are also in Manitoba and the N.W.T., 291 loading platforms, of which 65 have recently been erected, and about 60 others lengthened. In addition to the elevators at the Ontario terminals, there are the Empire and the Ogilvie elevators at Fort William, with a united capacity of about 2,000,000 bush.

SHIPPING MATTERS.

Notices to Mariners.

The Dominion Department of Marine has issued the following notices to mariners:—

No. 88. Oct. 13—Ontario—231. River St. Mary, Canadian Sault Ste. Marie canal, range lights at lower entrance improved.

No. 89. Oct. 14—British Columbia—232. East coast of Vancouver Island, Stuart channel, Escape reef, beacon established. 233. Vancouver Island, east coast, Stuart channel, Danger reef light, corrections. 234. Strait of Georgia, approaches to Nanaimo harbor and Departure bay, shoals located, hydrographical notes. 235. Malaspina strait, Nelson rock, beacon erected.

No. 90. Oct. 22—Quebec—236. River St. Lawrence, below Quebec, Father Point, change in fog alarm. Newfoundland—237. Bay of Exploits, Burnt bay, St. Michael's head, light established.

No. 91. Oct. 24—Nova Scotia—238. South coast, Halifax, time signal established.

No. 92. Oct. 26—Ontario—244. Great Lakes, lights to be kept in operation until Dec. 15. 245. Lake Erie, Port Dover, front range lighthouse being rebuilt, temporary light.

No. 93. Oct. 26—Quebec—246. River St. Lawrence, south shore, Ste. Felicite, fog alarm established.

No. 94. Oct. 27—British Columbia—247. West coast of Vancouver Island, Templar channel, entrance to Clayoquot, Lennard Island, lighthouse established. 248. East coast of Vancouver Island, Ladysmith, rocks found, hydrographical notes. 249. Strait of Georgia Malaspina Strait, uncharted rock. Alaska—250. Lynn channel, Point Sherman, light established.

No. 95. Oct. 27—Ontario Lighthouse division—251. River St. Lawrence, Lake St. Louis, off Brown point, gas buoy established. 252. River St. Lawrence, Lake St. Francis, Port Louis, gas buoy established. Ontario—253. River St. Lawrence, Lake St. Francis, east of South Lancaster, gas buoy established. 254. River St. Lawrence, Thousand Islands, off Wood Island, Fiddler's Elbow, gas buoy established.

No. 96. Oct. 29—Ontario—257. Lake Erie, Port Colborne, gas buoy placed. 258. Lake Superior, Thunder Bay, entrance to Port Arthur, gas buoy established. 259. Lake Superior, Thunder Bay, entrance to Fort William, gas buoy established.

No. 98. Oct. 31—British Columbia—266. Strait of Georgia, off Sechart peninsula,