

Vancouver, B.C.; Vice-President, A. E. Wood, Vancouver; Secretary, Superintendent and Traffic Manager, F. Van Sant, Victoria, B.C. The annual meeting held at Victoria, Oct. 13, was a formal affair. The company is owned by the Victoria Terminal Ry. and Ferry Co.

Victoria Terminal Ry. and Ferry Co.—The annual meeting was held at Victoria, B.C., Oct. 13, when formal business was transacted. The officers for the current year are: President, Jno. Hendry, Vancouver, B.C.; Vice-President, A. E. Wood, Vancouver; Secretary, J. Jeffrey, Vancouver; Superintendent and Traffic Manager, F. Van Sant, Victoria, B.C.

Transportation Instruction at McGill.

The calendar of McGill University for 1905 sets forth that a course of study in transportation has been added to the seven existing courses in the faculty of applied sciences, and is especially intended to educate young men who propose to take up railway service as a profession. The C.P.R., G.T.R., and Canadian Northern Ry. companies have strongly advocated the project, and have shown their practical sympathy by promising liberal annual contributions to enable the University to undertake the work in a thorough manner. Conferences with the same object in view are being held with other railways, and it is expected that further assistance will be secured. Students taking this course will be required to specialize along the lines of either civil or mechanical engineering. On graduation they will receive the degree of Bachelor of Science in Civil or Mechanical Engineering, and mention will be made of the fact that they have taken the course in transportation. The table of subjects is tentative only, and subject to modification. For the first two years the curriculum is identical with that for all other engineering students in the faculty, and is based on the assumption that the proposed unification scheme will be carried into effect. For the third and fourth years, the course is divided into two sections, the one dealing with the mechanical and the other with the civil branch of engineering. The subjects of the course as laid out in the calendar are as follows:—

FIRST YEAR.—Descriptive geometry, 4 hours; English, 1 hour; freehand drawing, 3 hours; lettering, 3 hours; mathematics, 10 hours; physics, 2 hours; physical laboratory, 4½ hours; shop work, 7 hours.

SECOND YEAR.—Chemistry, 3 hours; mapping, 3 hours; materials of construction, 2 hours; mathematics, 6 hours; mechanical drawing, 3 hours; physics, 2 hours; surveying, 2 hours; chemical laboratory, 4 hours; physical laboratory, 3 hours; shop work, 3 hours.

THIRD YEAR.—Mechanical—kinematics and dynamics of machines; machine design; mathematics; mechanical engineering; railway economics; theory of location; theory of structures; transportation; mechanical engineering laboratory, kinematics and dynamics; draughting-room work; graphical statics; mechanical drawing; railway plans, profiles, estimates, track design, etc.; shopwork; testing laboratory. Civil—Machine design; mathematics; mechanical engineering; railway economics; theory of location; surveying; theory of structures; transportation; graphical statics; mechanical drawing; railway plans, profiles, estimates, track design, etc.; shopwork, testing laboratory; surveying field-work.

FOURTH YEAR.—Mechanical—Dynamics of mechanics; electrical engineering; hydraulics and hydraulic machinery; locomotive engineering; machine design; prime movers; railway construction, and maintenance and structures; railway management; railway organization, operation, etc.; shop design,

equipment and practice; signalling; law and accounting; thermodynamics; designing; dynamics and thermodynamics; electrical engineering laboratory; hydraulic laboratory; mechanical engineering laboratory. Civil—Electrical engineering; hydraulics and hydraulic machinery; railway construction and maintenance and structures; railway management; railway organization, operation, etc.; signalling; law and accounting; theory of structures and bridge design; transportation; electrical engineering laboratory; hydraulic laboratory; mechanical engineering laboratory; station, yard and terminal design; structural design; testing laboratory.

It is intended that students taking the course in transportation shall enter the service of the railway companies as apprentices during the summer vacations, so as to gain a preliminary insight into the actual working of the several departments. It is also proposed that the students, upon graduation, shall serve a probationary term as graduate apprentices for a period of one or two years.

The sessional fee for the course is \$175, and the work of the first year commenced in Sept. It is expected that the railway companies will give preference in the matter of employment to graduates in transportation.

In connection with this special university course it is of interest to note that the University of Chicago has arranged for the delivery of a series of evening lectures in railroad transportation for the benefit of the clerical and other staffs of the railways in Chicago, Ill., and of those desiring to enter railway service. The movement has been endorsed by the railway officers, and the outline of the courses has been approved by them. The lectures will be in charge of Professor E. R. Dewsnap, who has been engaged in conducting similar courses in England, and the university proposes, in the event of the lectures meeting with success, to arrange courses of construction of from three months to four years in duration. The first series of lectures is to be on railroad conditions and problems, and will deal with the outboard freight house, railroad organization, roadbed and signalling equipment, passenger service, rates and fares, railroad statistics, etc.

Decisions in Freight Cases.

The full text of the judgments of the Board of Railway Commissioners in a number of cases mentioned on pg. 407 of our last issue, give some additional information which, being of interest, we now publish.

In the case of the United Factories (Ltd.), of Newmarket, Ont., against the G.T.R., on account of an increase of the rate of log shipments from Penetanguishene to Newmarket, the judgment sets out that the rate of 3 cents a 100 lbs., maintained from 1895 to Nov. 16, 1903, conditional upon the product of the logs being delivered to the G.T.R. for carriage, was a special concession by the company to the factory with a view to encourage the Newmarket plant and secure the carriage of the manufactured output. The total carload movement of logs from Penetanguishene to Newmarket in 1894 was only 150 cars; it had increased to 350 cars in 1899 and to 707 in 1903. The object in view by the G.T.R. in nursing the industry in its infancy had to a large extent been accomplished, but it was argued on the part of the complainants that the growth in volume of the business meant a reduction in the actual cost of transportation, and should be followed by a reduction, rather than an increase, in the rate. The latter inference, the Commissioners think, is by no means conclusive. The ordinary mileage tariff, when special encouragement is not needed and when water competition does not exist, is 7½c. per 100 lbs. Against this rate

the commissioners had not heard any complaint, and yet this mileage tariff rate would apply if the railway should wholly withdraw its concession, and make no terms as to outward shipments from the mills and factories of the complainant company at Newmarket. The Commissioners then proceed to say:—

"We are inclined to the opinion that this complaint does not involve the question of fairness between the railway company and the shippers. The 4c. rate itself, on the face of it, appears to be a moderate, if not a low one; and the motive which inspired its adoption by the railway was a laudable motive, and one which the railway company should be encouraged to repeat in other cases, if any should arise. We think also, in connection with this rate, and, relatively, others for varying distances, that the railways, when properly influenced by unobjectionable motives, should be better able to judge than this Board can be, as to what course will tend to best promote the common interest of carrier and shipper. Beyond this consideration, however, there lies a much more conclusive reason why we cannot make the order applied for. We are asked to intervene and disallow the rate in question under the powers conferred upon us by sec. 257 of the Railway Act, which section in part reads as follows: 'The Board may disallow any tariff, or any portion thereof which it considers to be unjust or unreasonable, or contrary to any of the provisions of this Act.' Unless we can consider the rate objected to unjust or unreasonable, or contrary to some provision of the Railway Act, we are not authorized, at law, to disallow it; and we are not able to say in this instance that we do consider the rate unjust or unreasonable, and we know of no provision of the act which it contravenes. Our judgment, therefore, is that this application must be refused."

RATES FOR FRUIT.

The Ontario Fruit Growers' Association's complaints, which were heard at Toronto in June, were that freight charges are unreasonable and excessive; that the charges for icing shipments are too great; that there is much carelessness and roughness in handling of fruit; and that there are unnecessary delays and a lack of expedition in forwarding fruit. After the hearing of the case, mutual efforts were made to arrive at an understanding as to a scale of rates which would be acceptable and satisfactory to both shippers and carriers; and such an understanding was arrived at. The order of the Board is therefore made to give legal effect to the agreement. The freight charges which are approved involve a substantial reduction in the cost of transportation of fruit, and the reduction occurs not only by placing these commodities in a more favorable classification, by removing them from a higher to a lower class, but by direct lowering of the rates themselves, in some instances. As to the complaint respecting the charges made by the railways for icing of cars containing fruit shipments en route, it appears that the general practice of the railways at present is to make a fixed charge per carload, varying somewhat according to distance, but wholly irrespective of the actual cost of the service. This complaint was not covered by the agreement arrived at between the parties; but the Board is of opinion that the charges for this service are not made on a sound principle, and they cannot therefore permit the present system to be continued. The shippers are quite willing to pay railway companies what it costs them to perform the service; and the Board is of opinion that the latter should not seek for profit in connection with the shipment except as carriers. The Board has decided that railway companies shall in future make up their charges based upon the actual cost to them of icing cars. The order of the Board, therefore, is that the under-mentioned modifications in the exist-