

Reciprocal Demurrage

Winnipeg, Nov. 20.—In reply to the defence of the existing freight rates by the Railway companies, summarised in last week's Guide, D. D. Campbell, formerly Dominion Shippers' Agent, has filed a strong case for Reciprocal Demurrage. The letter to the board of Railway Commissioners is in part as follows:

Dear Sirs:—Having received a copy of the reply of the Canadian Freight Association in regard to the application made by me to your board at Winnipeg, on July 18, for Reciprocal Demurrage ruling on grain in transit. I have read over their statements very carefully and I fail to find one single instance where they have shown my request is not fair and just, but I do find where they assume the applicants will desire the same charge of \$1.00 per car per day where cars are not supplied for loading, within twenty-four hours of being ordered.

Loss To Farmers

In the position which I held for the past seven years I found that very serious loss was sustained by farmers on account of delay of their grain in transit, which could have been avoided to a very great extent if the cars had been handled promptly after being loaded. I found in some cases that the grain was allowed to stand on track in transit or at terminals till grain, which had been graded at Winnipeg as straight grade, was found to be so badly damaged that the grade was changed to No Grade, Condemned Heated and Hot, and when sold realized practically nothing to the shipper, after the charges were paid, and in many cases represented his chief means of support for his wife and family.

I am willing to admit that the railways handle a portion of their cars with reasonable despatch, but my object is to find the remedy for cases where cars have been neglected and allowed to stand on track while others loaded at a later date are taken forward to destination. I am prepared to admit that the charge of \$1.00 per car per day is very small remuneration to the shipper in consideration of the loss and inconvenience which he sustains, but it should be the means of keeping the old date cars moving, as the railway officials will very soon attend to any agent who allows cars to stand on track on which the railways have to pay \$1.00 per car per day for delay in transit.

A Reasonable Demurrage

I consider the basis on which I asked the charges to be granted very reasonable and ample to allow for any temporary delay on account of storm or accident, viz: twenty-four hours to get the car of grain started on its journey when loaded, and that the car be moved at an average of one hundred miles per day and twenty-four hours to be allowed to have car placed for unloading after arrival at destination.

When we take into consideration the fact that a farmer who lives, say, four miles from a station, which is much less than the average distance, will have to cover one hundred and forty four miles with his teams in order to load a 60,000 car to its capacity within twenty-four hours and one hundred and ninety-two miles in twenty-four hours in order to load an 80,000 car or be charged \$1.00 per car per day, it is surely reasonable to ask the railways to move the car an average of one hundred miles per day or allow the farmer \$1.00 per car per day as the grain is often worth twice or three times as much as the car and more liable to deterioration in condition and price.

Hardships In Loading Cars

What the farmers of the West justly object to is that the railways do not handle grain cars in their turn but complete their trains by taking the cars most convenient and allow other cars, which have been loaded much longer, to stand on sidings in order to save a few minutes extra time switching, thus causing serious loss and inconvenience in many ways to the shipper.

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I contend the attached list of delayed cars prove conclusively that the railways have been very negligent in the handling of cars in their turn or in a reasonable time.

I am quite prepared to admit the employees deserve credit for the hardship they have to contend with. This being the case, how much more credit is due the farmers of the West who had to drive miles in the cold weather spoken of, without a caboose or coal stove to keep them warm while loading these cars in the hope of securing sale for their grain within a reasonable time? But in many cases they were sadly disappointed.

Mixed Farming

Mixed farming is recommended by Mr. Bury as a solution of the trouble. I quite agree with him that the system of farming in this Western country is wrong (it is a case of too much land and too little labor), but when we did have mixed farming in a great many parts of this country the very unsatisfactory transportation given to stock helped to kill the stock business as the shrinkage in weight, even in less than 200 miles, amounted to from 8 to 12 per cent. and even at the present time there is very little inducement given by the railways in order to revive stock raising.

In conclusion, I would say, if the Canadian Freight Association had confined themselves to the simple request which I made, viz: twenty-four hours to get the car in motion, car to be moved at an average mileage of one hundred miles a day till it reaches destination, and twenty-four hours to have the car placed for unloading I consider the mileage asked for is low enough to allow for storms and any other conditions that might arise, as the average farmer is more than four miles from a station and is required to load the car within twenty-four hours or be charged \$1.00 a day demurrage.

Trusting that Reciprocal Demurrage may be made effective at once as the delayed cars of the present seasons' crop have been very annoying, examples of this being attached.

Respectfully Yours,

D. D. CAMPBELL.

The railways have been allowed one month in which to reply to Mr. Campbell's contention.

Heroines Three

Continued from Page 16

"Not when you are going to marry Bur."

"Look," said Molly.

I turned and there out of the obscuring fog walked—Evan Mayson.

"What?" I struggled out. "I don't understand."

"Why, I'm running away with Evan."

"But why," I demanded. "When your father approves and everybody approves?"

"Because," said Molly calmly, "papa in a moment of mental aberration,—appalled by the prospect of a marriage ceremony,—told me that if I'd elope and save him the bother of a wedding that he'd give me five thousand dollars. I never thought of telling you that it was Evan in the note because I never imagined that you could doubt."

"Molly!" I exclaimed, clasping her in my arms, having mounted on the step so that I could do it. For a moment I stood hugging her joyfully.

"Now you will be my bridesmaid."

"I will," I exclaimed. "I will be two bridesmaids."

"I mean," I hurried on, "that I will be a bridesmaid for both weddings,—that I will be both your bridesmaids. They are running away too," I said indicating Zelia and Seth Pringle.

"And I'm your godfather, and I can give you away and all will be regular," cried the delighted Mr. Skelmersdale, looking at Marion. "As soon as we find the trolley, which runs somewhere near here, we can go to Rosedale and everybody can be married."

"Will you?" whispered Jim.

"No," I whispered back, "I want a regular wedding."

"At once?" he exacted promptly and with the air of a man concluding a bargain.

"Yes," I answered unhesitatingly.

VIII

I have only one more thing to add. As we left the Rosedale parsonage, and came, a wedding procession, down the

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path, who should we meet at the gate but Mr. Wilkins and Aunt Matilda Vernon. And behind them, of all people, were Hiram Cherry and the exclamatory Mrs.

Cherry. Mr. Wilkins had hurried to the city, bundled Aunt Matilda and himself into his private trolley car—he was president of the Ochigo Trac-

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