

heretofore successively in its Hong Kong and Yokohama offices, as Agent. The circular adds: "Jardine, Matheson & Co., who have so long and satisfactorily represented the company in north China, will continue as formerly, to act as agents at the other China coast and Yangtse ports."

Central Vermont Ry.—R. L. Burnap, heretofore Commercial Agent, C.V.R., and General Agent National Despatch Line, New York, has been appointed General Freight Agent, C.V.R., succeeding J. E. Dalrymple, appointed General Freight Agent, G.T.R. Office, St. Albans, Vt.

H. M. Baker, has been appointed Commercial Agent at New York, succeeding R. L. Burnap, promoted.

Commissioners of the Transcontinental Ry.—S. N. Parent, ex-Premier of Quebec, has been gazetted a member and Chairman of the Corporation of the Commissioners of the Transcontinental Ry., vice F. B. Wade, deceased.

C. F. McIsaac, ex-M.P. for Antigonish, N.S., has been gazetted a member of the Commission, succeeding A. Brunet, resigned.

Grand Trunk Ry.—J. Pullen, heretofore General Freight Agent, has been appointed Assistant General Traffic Manager. Office, Montreal.

J. E. Dalrymple, heretofore General Freight Agent Central Vermont Ry., has been appointed General Freight Agent, G.T.R., succeeding J. Pullen, promoted.

The jurisdiction of A. F. Read, Foreign Freight Agent, has been extended to include import freight traffic; correspondence relative thereto, which has heretofore been addressed to the General Freight Agent, will in future be addressed to the Foreign Freight Agent.

The following agents have been appointed—Aston, Que., J. O. Laroche; Howick, Que., F. E. Mahon; Beaconsfield, Que., H. Tanney; Newmarket, Ont., J. Willoughby; Oakville, Ont., H. D. Galbraith; Pinkerton, Ont., J. K. Sutherland; Ethel, Ont., J. Smith.

Great Northern Ry. (U.S.A.)—C. W. Graves, District Freight and Passenger Agent, Montreal, has resigned.

Mackenzie, Mann & Co.'s Lines.—It is semi-officially announced that C. W. Spencer, heretofore General Superintendent of Transportation C.P.R. Eastern Lines, is about to be appointed Manager of M. M. & Co.'s lines east of Port Arthur, in charge of operating the James Bay Ry., the Great Northern Ry. of Canada, the Halifax & Southwestern Ry. and Inverness Ry. & Coal Co.'s line, and that his office will be in Montreal.

Pere Marquette Rd.—R. W. Young, heretofore agent at Chatham, Ont., has been appointed Division Freight Agent at London, Ont., succeeding T. Marshall, resigned.

The Great Western Ry., of England, has issued a handsome book for American travelers in England, describing the historic sites and scenes of England reached by its line.

The business, plant, etc., of M. Beatty & Sons, Welland, Ont., has been taken over by M. Beatty & Sons, Ltd. The factory will be under the same management and control, and will continue to manufacture the same lines of machinery as heretofore.

The Toronto Transportation Club abandoned its proposed outing to Niagara Falls which it was proposed to hold on Aug. 11, as only about a dozen members signified their intention of attending, in response to the Secretary's circular.

It has been announced that the C.P.R. Atlantic liners, under construction in Scotland, will be named the Empress of Britain and the Empress of Ireland, respectively. One of these steamers was expected to be launched by the end of Aug., and the other early in Oct.

Canadian Car Service Bureau.

The Canadian Car Service Bureau has been organized with jurisdiction over all Canadian territory east of Port Arthur, Ont., and embracing all railways operating in that territory. Its object is to secure the prompt loading and unloading of cars and to that end enforce a reasonable and uniform charge for detention to cars and use of tracks. The members are railway companies, each member being entitled to one vote, but where the aggregate mileage of any member exceeds 1,000 miles, such member shall have one additional vote for each additional 1,000 miles or part thereof operated within the Bureau's territory. The annual meeting is to be held in Montreal on the second Thursday in July. An executive board of five shall be selected at the annual meeting, and the board shall elect one of its members as chairman. The board shall appoint a Manager, who shall be ex-officio Secretary of the Bureau and of the board. The board shall have power to make rules to carry out the purposes of the Bureau and decide all questions which may arise. The board shall meet on the second Thursday of each month. Each member shall have the privilege of sending a representative to meetings of the board, when claims in which it is interested are to be considered. The Manager shall construe all rules and regulations and his decisions shall be final unless changed by the board. The Manager shall obtain from the local agents of the respective railways daily reports of all cars subject to car service rules. The Manager shall make a monthly report to the members showing respectively by railways, the expenses of the Bureau, the number of cars handled and the average detention thereto, also the amount of car service charges collected, uncollected and refunded. The expenses of the Bureau shall be assessed monthly on the basis that the number of cars reported by each railway during the previous month bears to the total cars reported by all members and shall be paid to the Manager prior to the 15th of the month. Car service charges accruing under the rules shall be collected by and belong to the member on whose tracks the cars are detained.

At a meeting in Montreal July 27, at which the operating departments of various railways were represented, articles of organization were adopted, from which the above are extracts. The following were elected as the executive board:—M. C. Sturtevant, Car Service Agent, G.T.R.; G. S. Cantlie, Superintendent Car Service, C.P.R.; J. B. Morford, Assistant to the General Manager, Michigan Central Rd.; T. E. Henderson, Superintendent Car Service, Intercolonial Ry.; G. Collins, Receiver and Manager, Central Ontario Ry. J. B. Morford was elected chairman of the board. The board appointed as Manager, J. E. Duval, heretofore Chief Inspector of the Board of Railway Commissioners, who took charge on Aug. 1, and has opened offices at 121 Board of Trade, Montreal. The car service department of the Canadian Freight Association, which has heretofore dealt with car service matters, ceased to exist on that date. The Manager will probably divide the territory under the Bureau's jurisdiction into five or six districts, each in charge of an inspector, who will have authority to settle matters on the spot. P. K. Perry, who has been an inspector under the Canadian Freight Association, will be given the Toronto district. J. Wiley, heretofore a train dispatcher on the Canada Atlantic Ry., at Ottawa, has been appointed chief clerk at Montreal.

The board drafted car service rules which were considered at a conference between the board, the Manager, and J. R. Marlow, Manager of the Canadian Manufacturers' Association's Transportation Department, who also represented the Dominion Millers' Association

and the Lumbermen's Association of Ontario. J. Hardwell, Chief Traffic Officer, Board of Railway Commissioners, was also present at the conference. Certain changes were made at the conference and the proposed rules have since been submitted to the Railway Commissioners for approval. The Commissioners have given full publicity to the rules, so that other interested parties may be heard if they desire. In the meantime the old rules of the Canadian Freight Association are being used. The proposed rules are as follows:—

All freight in carloads, or less, handled by shippers or consignees, is subject to a service charge of \$1 a car, per day of 24 hours, or part thereof, if not loaded or unloaded within 48 hours. Exception—Twenty-four hours additional will be allowed on cars loaded with coal and coke in bulk, boards and deals.

Cars delayed under load beyond the free time, for any reason for which shippers or consignees are responsible, will be subject to the car service charge.

On cars placed before 12 noon, free time begins at noon; if placed after 12 noon, free time begins at 7 a.m. following. Cars to be accessible at all times during the period allowed for loading and unloading. Time lost through interruption, for which the railway is responsible, to be added to the free time allowance.

No charge will be made for Sundays or legal holidays.

When, owing to wet or stormy weather, loading or unloading is temporarily impracticable, agents will extend the free time allowance so as to give altogether the full free time period of suitable weather. Agents must immediately report particulars to the Manager, and note in their daily reports "Waived rule 5" opposite each car affected, giving dates on which the car service charge has not been assessed.

When, owing to irregularities in transportation, cars have been "bunched" and are tendered to the consignee in numbers beyond his ascertained reasonable ability to unload within the authorized free time, he shall be allowed such additional time as may be necessary to unload the cars so in excess, by the exercise of due and usual diligence. The agent must at once report the particulars to the Manager and obtain his ratification.

When both cars and tracks are owned by the same private party, no charge will be made.

Consignees must be promptly notified of the arrival of their freight, and will be held to have been notified when notice of arrival is given at their address or place of business, or if notice is mailed to the address given on the way-bill, consignee will be held to have been advised at 7 a.m. of the day following.

Twenty-four hours will be allowed to consignees, after notice of arrival, in which to pay charges, if any, and give orders for special placing or delivery. If not ordered within that time, car will be considered as for public team track delivery, and will be placed accordingly, and if not unloaded within the free time will be subject to the car service charge. Twenty-four hours additional will be allowed for clearance of customs, where the destination is a port of entry. Where the destination is not a port of entry, 48 hours will be allowed for clearance of customs at the outside port of entry.

The extra time after notice of arrival for paying charges and ordering, will not apply on cars for which agents have previous or standing orders or arrangements for placing for regular delivery on designated tracks or private sidings.

The delivery of cars to private tracks shall be considered to have been made either when such cars have been placed on the tracks designated, or when they would have been placed but for some condition for which shipper or consignee is responsible.