way Act must, be accorded Wallaceburg and Chatham. The conditions of today are extraordinary, and the measure of relief suggested for the eastern refiners cannot, under present conditions, work any hardship either against those of Ontario or Montreal.

I now deal with the complaint of the British Columbia Sugar Refineries at Vancouver. The C.P.R. had largely to do with the inception of this refinery, and for the purpose of developing the industry, put into effect low commodity rates. For local movements the commodity moved on the appropriate 5th class scale, but a commodity blanket rate was made effective from Banff east in prairie territory. As a result of the establishment of the refinery, raw sugars of the Orient are refined in Canada. The raw sugar is subject to a duty of $1.37½ per 100 lb., the duty on the refined product being $2.07½. As a result, the movement of sugar from the Pacific has been practically that of the refinery in question, which has been very successful. The change brought about in rates under the order is indicated by the following table:

Vancouver-Calgary rate of 86½ becomes $1.05.
Vancouver-Medicine Hat rate of 86½ becomes $1.21½.
Vancouver-Moose Jaw rate of 86½ becomes $1.42½.
Vancouver-Regina rate of 86½ becomes $1.44.
Vancouver-Brandon rate of 86½ becomes $1.50.
Vancouver-Portage la Prairie rate of 86½ becomes $1.59.
Vancouver-Winnipeg rate of 89½ becomes $1.59.

Many complaints have been made from time to time by the Montreal refineries against the low commodity rates enjoyed by the British Columbia Sugar Refineries. At one time the rates broke as far east as Winnipeg. Under a judgment of the board, rates were equalized at Portage la Prairie. The rates referred to as equalizing at that point were all-rail rates, but as a matter of fact the rail and water breaking point, which constitutes the real movement, was at Wapella, Sask., just past the Manitoba boundary. The complaints, however, have continued and the matter was pending for judgemnt at the time the order in council was made. Under the rate basis applicable in the different territories under consideration, the prairie territory enjoying a lower rate basis than British Columbia (owing to the great cost of railway construction and of railway operation in B.C.), the all-rail rate today from Fort William west would meet the rate from Vancouver east between Medicine Hat and Calgary, while the rate from Montreal, if the commodity moved on the lower water basis in eastern territory, and thus be a rail-lake and rail movement, would now break at about Swift Current, Sask. The eastern refineries have always argued that they were entitled to the rates being so adjusted. On the other hand, the British Columbia Refineries has always taken the position that its particular movement ought not to be considered on a mileage basis, and that the rate, having voluntarily been put in by the C.P.R., should stand. In the past the C.P.R. was the only railway company interested. It certainly required no increased revenues. The Canadian Northern today is operating out of Vancouver. Its deficit for the current year will not be short of ten million dollars, and to this deficit would have to be added the annual cost of the payment the government makes under the arbitration proceedings, which cannot well be stated as being less than $550,000. But the Canadian Northern rates cannot be raised unless the rates of the Canadian Pacific today are not those it was enjoying when the former complaint was heard. It is, however, in the interests of the railways themselves, as well as in the interests of the public, that a substantial movement of sugar should be made from the west east. To break rates at Bassano, which is practically Calgary, would unduly and unfairly shut the B.C. Refineries out of a market which is contiguous to it and hand that market over to competitors situate many hundreds of miles farther away. The position is not that of the Nova Scotia and New Brunswick refineries, which seek to have an added mileage of 487 miles in part absorbed by the railways. The position is reversed.

Under all the circumstances, recognizing on the one hand the absolute necessity of an increase in rates, and on the other hand that the markets of the British Columbia Refineries should not by a change of railway rates be largely wiped out, I beg to recommend that Regina, which is 388 miles east of Bassano, be made the breaking point, and that the requisite amending order be made. In order to cover the situation, the order should read as follows:

The commodity rates to be charged upon sugar, in carloads, from Vancouver to destinations in Alberta, Saskatchewan, and Manitoba shall be as follows:

(a) To Regina, Lanigan, Humbolt, and Melfort—the rail-lake-and-rail 5th class rates contemporaneously in effect from Montreal to the same points.

(b) To Winnipeg—the percentage of the 5th class rate from Vancouver to Winnipeg, equivalent to the ratio of the commodity rate from Vancouver to Regina, to the 5th class rate from Vancouver to Regina.

(c) Subject to the said rates as maxima, the commodity rates to destinations intermediate to the aforesaid on the direct lines of transit shall be reasonably graduated until they merge into the 5th class rates from Vancouver.

(d) To destinations off the aforesaid direct lines of transit, the commodity rates shall not exceed those for equivalent direct line distances applied to the shortest practicable routes, with reasonable additions where the direct line mileage is insufficient for the purpose.

(e) During the exisetnce of the class freight tariffs from Vancouver and Montreal in effect at the date of this order, the commodity rates from Vancouver, graduated as aforesaid, shall not exceed 94c to Banff, $1 to Calgary and Edmonton, $1.05 to Lethbridge, $1.21 to Saskatoon, and $1.26 to Prince Albert, per 100 lb. respectively.

Order in Council Changing the Dates.

On Aug. 24, the Dominion Government passed an order in council under authority of the War Measures Act, 1914, ordering that the commodity rates on refined sugar in carloads be as follows:—

To Montreal for local deliveries, 32c per 100 lb. from St. John, N.B., and 33c per 100 lb. from Halifax.

To destinations in Canada, west of Montreal, the 5th class rates current from Montreal, with the addition of 14½c per 100 lb. from St. John and 15½c per 100 lb. from Halifax.

From Vancouver, B.C., the rates provided for in the order in council are those recommended by the Chief Railway Commissioner, at the end of his report as given above, in paragraphs a, b, c, d and e.

The new rates are to come into force from St. John and Halifax on Sept. 12, and from Vancouver on Sept. 23, by publishing and filing on one day's notice with the Board of Railway Commissioners, and shall remain in force for the duration of the war or until further ordered.

The United States Railroad Administration's Work.

Coastwise Steamships.—The Railroad Administration has placed H. B. Walker, President of the Old Dominion Steamship Co., in charge of all coastwise steamships operated by the administration. He succeeds the administration's coastwise steamship advisory committee, of which L. J. Spence was chairman.

Meals on Dining Cars.—A la carte luncheon and dinners on dining cars on U.S. railways will be abandoned after Oct. 1, and table d'hote meals of not more than four courses substituted, with the charge limited to $1, except on a few through trains, where $1.25 will be charged. Breakfast will be served a la carte with a restricted menu. The purpose is to economize and put meals within the reach of more people, increase the capacity of dining cars, save labor and conserve food.

Pullman Lines.—The operating department of the Pullman Co., now under U.S. Government control, is known as the Pullman Car Lines. L. S. Taylor, heretofore Controller, Pullman Co., has been appointed Federal Manager of the Pullman Car Lines, with office in the Pullman Building, Chicago. He has jurisdiction over all departments, reporting to the Director, Division of Operation, U.S. Railroad Administration.

Garnisheeing of Wages, Etc.—The Director General has issued the following order:—"Whereas proceedings in garnishment, attachment, or like process by which it is sought to subject or attach money or property under federal control or derived from the operation of carriers under federal control under the act of Congress of Mar. 21, 1918, are inconsistent with said act, and with the economical and efficient administration of federal control thereunder; and whereas such proceedings are frequently commenced, particularly for the garnishment or attachment of amounts payable, or claimed to be payable, as wages or salaries of employes, which practice is prejudicial to the interests of the Railroad Administration in the operation of the lines and systems of transportation under federal control, and is not necessary for the protection of the rights or the just interests of employes or others; and whereas if any rules or regulations become necessary to require employes to provide for their just debts, the same will be issued hereafter; it is therefore ordered, that no moneys or other property under federal control or derived from the operation of carriers while under federal control shall be subject to garnishment, attachment, or like process in the hands of such carriers, or any of them, or in the hands of any employe or officer of the United States Railroad Administration.

E. B. Tilt, formerly Engineer of Tests, Angus Shops, C.P.R., who returned recently to Montreal from Spain, where he was for some time as President and General Manager, Sociedad Hispano-Americano (Gaston Williams) writes: "I have been making an effort to catch up with the reading of the copies of Canadian Railway and Marine World which came here after I requested you to change my address, so that I may get up to date on current transportation matters. Canadian Railway and Marine World was among my most welcome visitors in Madrid and kept me most completely in touch with the railway and marine situation in Canada."