

should be run six days per week in both directions, and the best practice is to assign crews with small engines to the service, running them on ratings sufficiently reduced to ensure, if possible, getting them over the sections in daylight.

Conductors of all freight trains should at the end of their trip be required to furnish the yard office with a list of all cars they take into the terminal, showing contents, destination, etc., so as to save delay on the part of the yard staff in beginning switching operations.

The prompt placing of cars at destination is important. The consignee should be promptly advised of the arrival of his goods, and when it is in order to make delivery, the car should be listed to the yard staff and the freight agent should then be held responsible to see that there is no unnecessary delay in having the car placed.

A common cause for the slow movement of freight at certain seasons of the year, is shortage of locomotive power. There is very little doubt that during recent years, when there was such an outcry throughout Canada and the United States because of a shortage of cars, the real difficulty in many cases was not that the railway companies did not have the cars, but rather that they did not have the power with which to move them. The building of additional cars, therefore, was not a remedy, but where the increases in such equipment were made the serious condition was intensified rather than relieved. It is not at all times possible to preserve an even balance between locomotives and cars, but a simple fact worth remembering and one which should be emphasized is, that, if either are to remain idle waiting upon the other, it is infinitely better that engines should always be available for cars, than that cars should be delayed for the want of power with which to move them. Apart from the necessity of promptly handling the freight which the cars contain, and many considerations of less importance, the relative amount of money invested in the engine and a train of say 50 cars should be taken into account when one or the other is forced to remain idle. There can be no doubt that the cry for more power is a chronic complaint, for very often an appeal is made when a little quicker movement at terminal and turn-around points would make such an appeal unnecessary. One having to do with the distribution of power might very well be reminded of the old negro in a protracted religious meeting who prayed fervently and lustily, "O Lor! send down more power!" "O Lor! send down more power!" when a nearby worshipper shouted, "Say brudder, 'tain't more power you need, its ideas!"

In order that the very best results in the movement of traffic may be secured it is of paramount importance that there exist between the transportation officers and the men under them the most perfect confidence. The superintendent should be the operating unit, and he should be held responsible not only for the movement of the traffic of his district, but as well for the maintenance of the track and bridges over which it is to run and the upkeep of locomotives that are to haul it. His staff of subordinate officers should be practical men, able to lead and to direct the operating forces. They must all be made to appreciate the fact that the railway company is doing a transportation business, and that its customers are the travelling and shipping public. They have to do with the quality of the goods the company has to sell. It is their part of the work to see that the traffic the company charges for handling is safely, speedily, and economically moved from its origin to its destination.

Inasmuch as the greatest delays to traffic occur in the terminal yards, the

position of yardmaster is an important one. Someone has very aptly and truly said that yardmasters, like poets, are born and not made, and those who have had much experience in transportation matters will appreciate the statement that if freight is to be handled with any kind of system and dispatch through a large terminal, and disorganization, congestion, and sometimes profanity avoided a yardmaster of the heaven-born type, must be in command.

In this western country the railway officer is often hampered by the scarcity

### An Australian Tribute

Thomas Tait, Chairman of the Victorian State Railway Commission, is well known in Canada, on account of his service with the C.P.R., in which he rose to one of the highest positions. As the chief official of the Victorian railway service, he has achieved marked success in his six years' work, having stopped the yearly deficits which previously occurred and turned the system into a paying one, which is now yielding a good rate of interest on the State's investment. He has been a subscriber to the Railway and Marine World ever since its inception, and we therefore highly appreciate the following letter from him to our Managing Director:—

Victorian Railway Commissioner's Office,  
Melbourne, Australia,  
August, 1909.

Dear Mr. Burrows,—

I look forward always to receiving your journal, and highly appreciate it, for it contains so much news and information about Canadian railway affairs and men, and generally about transportation matters in the Dominion.

Indeed, I do not know of any railway journal that gives so much information of the kind in respect of Canada or any other country.

You are to be complimented and congratulated on the Railway and Marine World and I hope that you are meeting with the financial success with it that it merits.

Yours faithfully,

THOS. TAIT.

Mr. Tait's opinion, coincides with that of our other subscribers, hundreds of whom have expressed in writing or verbally, the value they place on our paper, and their appreciation of the accuracy and the comprehensiveness of its information on every branch of transportation service. The thoroughness with which our paper is edited, and the great care exercised to ensure accuracy, has secured a circulation throughout the whole of Canada and Newfoundland of which we are extremely proud, and we have no hesitation in saying that no other transportation paper in the world has as subscribers so large a percentage of all the transportation officials in its particular field.

of experienced men. The demand for men of all kinds is so great that frequent changes take place, and it is a most difficult matter to secure and retain competent staffs. The opinion also prevails that there is not much to learn about railroad operation. W. F. Allen, the efficient Secretary of the American Railway Association, in referring to this fact, and in illustration of it tells of a farmer's son in Illinois who conceived a desire to shine as a legal light. Accordingly, he went to Springfield, where he

accepted employment at a small sum from a fairly well known attorney. At the end of three days study he returned to the farm. "Well, Bill, howd 'ye like the law?" asked his father. "It ain't what it is cracked up to be," responded Bill gloomily. "I'm sorry I learned it."

There are many difficulties of a like nature to be encountered and overcome by the transportation officer. In these, however, the patron of the railway company is not interested. What he wants is an adequate service, and the officer who possesses the requisite qualifications will be able to provide this in spite of the difficulties which are inseparable from his position.

The foregoing paper was read before the Western Canada Railway Club recently.

### G.T.R. Semi-Annual Meeting.

The semi-annual meeting was held in London, Eng., Oct. 21, when the report for the half-year ended June 30, was presented. The following summary shows a comparison of the revenue for that period with that for the corresponding half-year, 1908:—

	1908.	1909.
£2,854,787	Gross receipts .....	£2,866,468 8 7
	<i>Deduct—</i>	
2,069,144	Working expenses, being at the rate of 72.54%, as compared with 72.47% in 1908 .....	2,079,196 14 10
785,643	Net traffic receipts ...	787,271 13 9
Dr. 3,738	Balance of income from rentals, outside operations and car mileage .....	Cr. 58,092 7 0
781,905	Total net revenue ....	845,364 0 9
	<i>Add—</i>	
16,013	Amount received from the International Bridge Co. ...	16,012 16 7
6,507	Interest on Central Vermont Ry. bonds .....	6,506 14 3
60,310	Interest on securities of controlled lines and on St. Clair Tunnel bonds acquired by the issue of G. T. 4% debenture stock. ...	60,320 17 9
40,936	Balance of general interest account .....	33,997 2 4
£905,671	Net revenue receipts ..	£962,201 11 8

Following are the net revenue charges, compared with the corresponding period:

	1908.	1909.
£77,603	Rents (leased lines) ....	£77,603 0 9
494,441	Interest on debenture stocks and bonds .....	503,481 1 8
37,667	Interest on debenture stock and bonds of lines consolidated with the G. T. R. ....	34,332 5 11
68,892	Canada Atlantic Ry. deficiency .....	41,103 5 5
46,574	D. G. H. & M. Ry. deficiency .....	25,749 4 10

725,177		682,268 18 7
180,494	Leaving a surplus of ....	279,932 13 1

£905,671  
Adding the balance, £12,226, 7s. 9d. at the credit of net revenue account, Dec. 31, 1908, to the above surplus of £279,932 13 s. 1 d., the total amount available for dividend is £292,159 0s. 10d., from which the directors recommend the payment of the following dividends, viz.:  
Half-year on the 4% guaranteed stock. £196,800 4 3  
Half-year on the first preference stock 85,420 15 0

£282,220 19 3  
leaving a balance of £9,938 1s. 7d. to be carried forward to next half-year's account.

The actual expenditure on capital account, was as follows:

	£	s.	d.
New works .....	215,432	13	5
Double track .....	22,922	0	8
Land purchased .....	128,888	8	2
	£367,243	2	3

This amount of £367,243 2s. 3d. was reduced by £85 15s. 10d., representing the premium on 4% debenture stock sold less accrued interest, thus making the total charges to the capital account, £367,157 6s. 5d.

During the half-year the cost of 15