

Duluth, South Shore & Atlantic net earnings for the 4 months to the end of March were \$111,149, as against \$65,023 for the corresponding period.

Kingston & Pembroke.—We made some reference in our May issue to the legislation this Co. is securing at Ottawa. It may be added that the road was originally bonded for \$572,000 in 30-year 6% bonds, but no interest has been paid for the last 5 years. Some months ago the road went into the hands of a receiver, but that official had no power to sell the line. As a means of relief, it is proposed to allow the stock, amounting to \$5,000,000, to be reduced one-half, to issue preferred stock to an amount sufficient to pay off all liabilities, amounting to about \$150,000, & to discharge the overdue interest charge on the bonds. It is then proposed that bondholders surrender their 6% bonds for new ones at 3%. The difference of 3% for the unexpired portion of the 30 years is to be capitalized & distributed pro rata among the present holders of the bonds.

Lake Erie & Detroit River.—At the recent annual meeting at Walkerville, the following were elected: President, F. H. Walker; Vice-President, Dr. S. A. King; Managing Director, E. C. Walker; Treasurer, J. H. Walker; Secretary, Henry Lye; Solicitor, J. H. Coburn. The latter succeeds J. Leggat.

Manitoba & Northwestern.—In reference to the paragraph in our May issue, pg. 63, it may be stated that no action has been taken by the Manitoba Government on this Co.'s proposal to give the Government 590,000 acres of land at \$2 an acre, in extinction of its debt of \$1,185,000, which would leave the Co. 110,000 acres to sell. The proposal was made too late in the recent session for the Government to deal with it, so that nothing definite can be done before next session, even should the Government be favorable to the proposal, of which as yet there is no indication.—(Official.)

Minneapolis, St. Paul & Sault Ste. Marie net earnings for March were \$149,600, as against \$111,700 for the corresponding period.

Quebec Central net earnings for the three months to the end of March was \$10,397, as against \$13,559 for corresponding period.

PASSENGER MATTERS,

The G.T.R. Baggage Department.

A new edition of the revised rules & regulations of the Baggage Department has recently been issued by the General Baggage Agent, J. E. Quick, who, in response to an enquiry as to what important changes have been made, writes us as follows:

The Baggage Department has been practically reorganized throughout with a view of the betterment of the service. In all journeys undertaken for pleasure or profit, the baggage question is an important one, because upon its convenient, safe, & prompt transportation the success & satisfaction of such journeys almost entirely depend. To promote these results in the highest degree possible is the object of these instructions. The most important change of interest to the travelling public is the improved method of checking in the way of the introduction of card checks in the place of brass checks. The present system, as nearly every one who has had baggage checked is aware, consists of a brass check which simply bears the number & the name of the road issuing it. them.

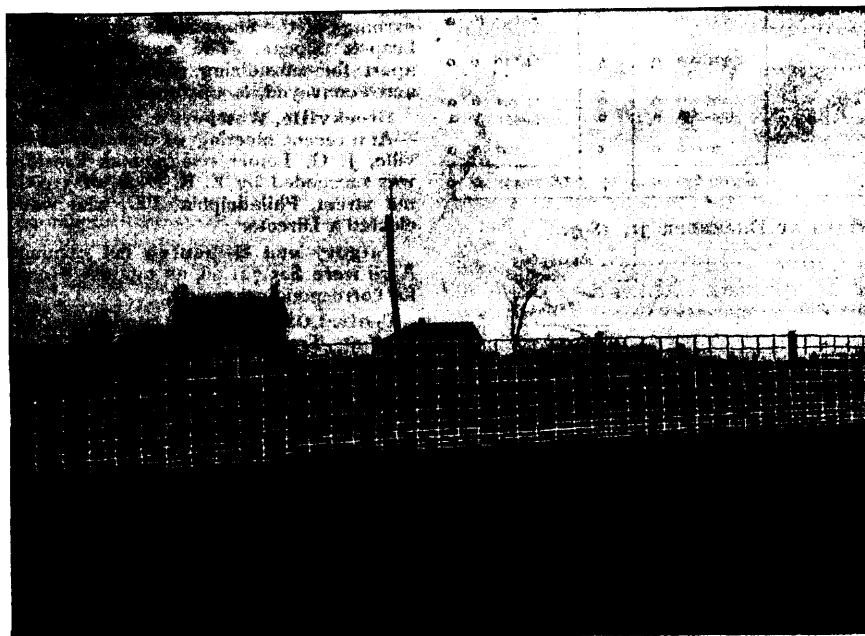
In addition to being cumbersome & unwieldy to carry, it gives no information to the passenger as to the destination the baggage is checked to, & passengers receiving one of these for baggage feel that they only have a check calling for a certain piece of baggage, but are not at all certain that it is checked to the correct destination, or that they will find it at proper station when they arrive at destination, & feel more or less uneasy until baggage is again in their possession.

The new system that I have introduced is as follows: The check in itself is a neat card-board check, convenient to carry, with a good plain number, & with blank space, in which

the baggagemaster must write the name of station destined for fully, so that passenger receiving check for baggage can see at once whether it is checked to proper destination or not. The strap portion of this check, bearing the same destination & number, is placed on a brass holder provided for that purpose, & attached to baggage. The advantages of this check over the old brass check are manifold. In addition to the convenience of handling & assured correctness of checking to a passenger, it is a much safer check to the railway company, & will avoid a great many vexatious delays & much unnecessary tracing for baggage by the railway company. These card checks are issued to the different stations from the General Baggage Office, & a correct record of such issue is kept, so that in case of a piece of baggage being short, a telegram to the General Baggage Agent, giving number of check, will enable him at once to trace same, as it will give him the starting point for such tracing.

It is the desire of the Management, in addition to systematizing the manner of checking & handling baggage, to avoid vexatious delays, to impress upon the staff the importance of handling baggage as carefully as circumstances will allow, & all cases of careless & rough handling will be investigated & severely dealt with.

The handling of baggage in England & on the European continent is generally more carefully performed than in America. This is not due so much to a higher standard of service as to the improved facilities for handling, to the fact that the men so employed have no other duties to perform, that the character of the baggage is not so heavy and unwieldy to handle, & that more time is granted for the work. Much of the complaint against the rough handling of baggage on our American railways is due to the high speed of trains demanded by the public for their accommodation & the rapidity required in consequence in the handling of baggage. The generous allowance of 150 lbs. free has also much to do with the matter. It is no uncommon thing for baggagemen to have offered to them trunks weighing from 200 to 250 lbs. each, &



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