

Car service prevents blocked yards, minimizing expense of operating terminals, improves the service rendered patrons, restricts discrimination between shippers maintaining expensive & permanent facilities & those who would make warehouses out of rolling stock, is without doubt directly beneficial to a large majority of shippers, & with possibly the exception of fast schedules regularly operated, is to traffic the most important feature of transportation. Therefore, I submit that traffic organizations should, in every consistent manner, co-operate with & sustain car service associations, discountenancing actions of traffic agents which contemplate aiding or encouraging shippers to evade car service rules, or in any manner embarrassing managers of car service bureaus.

To conclude, permit me to suggest that it is not enough that you gentlemen of the service have done well, but predicated on your work of the past, I am persuaded that you will continue to progress & to increase the efficiency & importance of your branch of the service.

General Baggage Agents' Association.

J. E. Quick, of Toronto, Secretary of the American Association of General Baggage Agents, has issued the following circular:—

At Charlevoix meeting of the Association, July, 1899, the following resolution was adopted:—"Resolved, That it is the sense of this Association that all junction points be shown on all foreign checks." The Secretary desires to call the attention of all lines to this

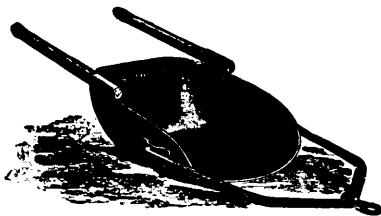
resolution, with the request that all transportation companies, whether members of this Association or not, issuing through checks kindly comply with it. It is a very important matter to larger lines, having more than one junction point with any one line, that the full routing in accordance with the reading of tickets presented & showing junction points, be shown on checks. For example as to how this will apply: Should the G.T.R. System receive at Chicago from western connecting lines, baggage checked to Ottawa, Ont., & routed simply via G.T.R. & C.P.R., train baggageman would be at a loss to know at what junction point with the C.P.R. he was to deliver baggage, as the G.T.R. connects with the C.P.R. at London, Hamilton, Toronto, Brockville & Prescott, through either of which gateways passengers & baggage could reach Ottawa, but should passengers & baggage be sent via different routes, it would make a difference in the time of arrival. This same state of affairs exists with other lines, thus the importance of showing junction points of all interline checks.

The London & Port Stanley Ry., which connects those places, is 23.75 miles long, & is owned by the city of London. It was leased to the Lake Erie & Detroit River Ry. Co. for 20 years from Jan. 1, 1894, so that the lease has 13 years to run from Jan. 1 next. The L. E. & D.R.R. pays \$10,000 a year rental, interest on the bridges which were built by the city of London over the ravines near St. Thomas amounting to about \$2,500, & 10¢ on

gross earnings over \$80,000 a year. Last year was the first when there was any percentage payable on gross earnings, & it amounted to \$225. The L.E. & D.R.R. wishes to get the lease extended in order to enable it to consolidate its bonded indebtedness & to issue bonds for 30 years. It therefore recently proposed to the city of London to have the lease extended for a further 20 years, & offered what it considered a fair increase in the rental for what it would get in return. This, however, was not accepted, & the city's figures are in the Co.'s estimation altogether too high. It is considered probable that the Co. & the city will be able to compromise the matter on some equitable basis, & that a conference for this purpose will be held in the near future.

A. B. Stickney, formerly General Superintendent of the C.P.R. at Winnipeg, & now President of the Chicago Great Western Ry., has been trying a co-operative experiment among the employees of the latter road, which has, according to his own statement, proved a failure. He offered them a chance to become money-making stockholders in the corporation, but with comparatively few exceptions the offer was silently declined. The few that bought stock soon wearied of saving their money, & whenever the stock mounted a peg or two they would sell out & go to spending their wages as of old. They could not stand prosperity—they tired of economy; & so the plan, originated so wisely & so generously for their benefit, failed of its purpose & became inoperative.

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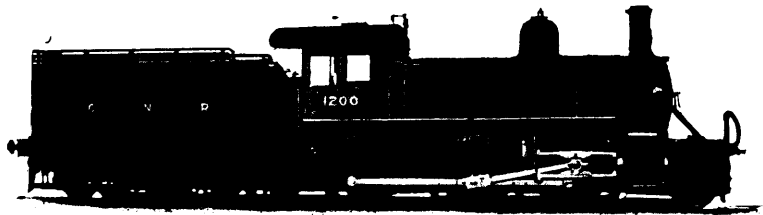
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