

**Canadian Railway
AND
Marine World**
ESTABLISHED 1898.

Devoted to Steam and Electric Railway, Marine, Express, Telegraph, and Railway and Canal Contractors' Interests. Official Organ of the various Canadian Transportation Associations.

ACTON BURROWS LIMITED - Proprietors.
70 Bond Street, Toronto, Canada.

ACTON BURROWS - Managing Director and Editor-in-Chief.
AUBREY ACTON BURROWS - Secretary and Business Manager.

Associate Editor - JOHN KEIR
Mechanical Editor - DONALD F. KEIR
Mechanical Editor - FREDERICK H. MOODY, B.A.Sc.

United States Representative - A. FENTON WALKER
143 Liberty Street, New York City.
Canadian Advertising Representative - W. H. HEWITT

SUBSCRIPTION PRICES, INCLUDING POSTAGE:

TORONTO AND WEST TORONTO POSTAL DELIVERY, \$1.25 a year.

To other places in CANADA, and to NEW-FOUNDLAND AND GREAT BRITAIN, \$1 a year.

To the UNITED STATES and other countries in the Postal Union, except those mentioned above, \$1.50 a year, or six shillings sterling.

SINGLE COPIES, 15 cents each, including postage.

The best and safest way to remit is by express money order. Where one cannot be obtained, a post office money order or bank draft, payable at par in Toronto, may be sent. Cheques or drafts not payable at par in Toronto cannot be accepted. Remittances should be made payable to CANADIAN RAILWAY AND MARINE WORLD.

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ADVERTISING RATES furnished on application.

ADVERTISING COPY must reach the publishers by the 10th of the month preceding the date of publication, if proof is required, or by the 15th if proof is not required.

TORONTO, CANADA, OCTOBER, 1912.

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Among the Express Companies.

The Canadian Northern Ex. Co. has opened offices at Fiske, and Blaine Lake, Sask.

J. Richardson has been appointed line auditor, Dominion Ex. Co.'s eastern lines, with territory east of Port Arthur, Ont. Office, Toronto.

M. W. Hastie, heretofore route agent, Dominion Ex. Co., Calgary, Alta., has been appointed superintendent there, with supervision of the offices in Alberta.

L. D. Oakley has been appointed line auditor in charge of the Dominion Ex. Co.'s western lines, covering territory west of and including Port Arthur, Ont. Office, Winnipeg.

The Canadian Northern Ex. Co. has issued its transfer tariff covering points in Ontario, the rates shown on which must be used to compute the through charges on shipments destined to offices of other companies to which through rates have not been furnished, applying only from its offices. Shipments originating at the company's offices must be waybilled through to destination, and routed through the transfer point nearest to, but short of destination, and charges computed in accordance with the rules of Official Express Classification 21.

The express business in the United States has been the subject of a thorough investigation by the Interstate Commerce Commission, and the report of the Commission recently filed will result in marked reductions in express rates and notable changes in methods of conducting business, unless at the hearings, which commence Oct. 9, the express companies are able to show cause why the orders should not go into effect. The rates proposed by the Commission are based on a block or zone system, each block being about 50 miles square and the U. S. containing altogether 950 blocks. The rates are made for packages weighing from 1 to 100 lbs. between each zone and every other zone or block, the rate being the same for all cities within a block. The express companies will be required to publish a directory of express stations, showing the number of the block in which each station is located, and at every station there must be filed a single sheet tariff giving the rates from that station to every one of the 949 other blocks. The sheet must also state the local free delivery limits. For light-weight parcels the proposed reductions are considerable. The Commission will also insist on the most direct routings.

NEW METHOD OF HANDLING PREPAID PARCELS.

The Canadian Ex. Co. has recently adopted throughout its entire system of railway and steamship lines a plan having for its object the prevention of double collection of charges at destination when shipments have already been prepaid, the prevention of overcharges and undercharges, and the elimination of the occurrence of packages going astray or being found over without mark, resulting in delay in delivery and inconvenience and loss to the public. The foundation of this new plan for the correct receiving, billing and handling of shipments is the fact that waybills and package labels of distinctive colors are used. For example, all packages, the charges on which are to be prepaid, will bear a label printed on golden red paper. This served as a warning to all employes that charges are not to be again collected. Where charges are to be collected at destination a white paper label is used; for c.o.d. shipments green paper, and for shipments in bond pink paper labels. Waybills printed on paper of corresponding colors

will also similarly distinguish the one class of business from the other. A waybill is made in triplicate for every consignment, one copy which contains full particulars of consignee, address, weight and charges, being pasted on the package; one copy being handed to the train messenger in whose custody the package is forwarded, and one copy retained for office use. For mutual convenience special arrangements are made with large or regular shippers to supply them with labels to be attached to shipments in advance of the call of the driver. Where a consignment consists of a number of packages a special "lot shipment" label is placed upon each package, which gives reference to the entire consignment. This it is expected will prevent packages which are a part of a consignment from going astray, and will go a long way towards removing the difficulty which the public have heretofore experienced. A similar system was put in force by all the express companies in the United States on Sept. 1, but we are officially advised that the Dominion Ex. Co. and the Canadian Northern Ex. Co. have decided not to adopt it at present.

The plan which has been adopted by the companies in the United States is in accordance with an order by the Interstate Commerce Committee, and while the Canadian Ex. Co. is following the same plan the Dominion and Canadian Northern Ex. Co.'s managements are of opinion that it will be subject to some, if not many changes, before it is perfected. In the meantime they prefer not to introduce it, but will promptly adopt any good features that may be developed after it has been tried.

Trade and Supply Notes.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time, we wish our readers to distinctly understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

The Brown Hoisting Machinery Co., Cleveland, Ohio, has issued its catalog E, describing and illustrating the Brownhoist grab, slag contractors' grab, drag line and shovel buckets, and various kinds of tubs, showing the various manners in which they are utilized in steam and electric railway, and general contracting work, coaling and other similar plants.

The Detroit Lubricator Co., Detroit, Mich., and Windsor, Ont., has issued a general catalogue of 232 pages, which deals, among many other things, with new locomotive lubricators, with oil control valve, air cylinder lubricators, boiler valves, throttle valves, etc. Complete repair part lists are given for all the company's locomotive lubricators, with instructions for installation, operation and care. While this catalogue is complete in some respects as regards locomotive lubrication, it was impossible, owing to lack of space, to include all the information contained in the company's Bullseye Locomotive Lubricator Catalogue, a new edition of which is on the press.

Anticosti Island Ry.—This line, which runs from Ellis bay for 15 miles into the interior of Anticosti island, Que., has been built by the owner of the island, Henri Menier, of Paris, France, for logging purposes. It is standard gauge and has 4 locomotives, 1 passenger car, 20 dump cars, and 1 steam shovel.