

ter the field for a share of the business originating in the western peninsula of Ontario. In taking over the Great Western Line, the G. T. had also to take the Detroit, Grand Haven & Milwaukee Ry., which was one of its affiliations.

The work of crossing trains over the St. Clair river between Point Edward & Fort Gratiot by means of large ferry boats adapted for carrying cars was at times obstructed by the large number of lake boats passing up & down that rapid stream, & in winter the operation of these car-ferry boats was attended with considerable risk, owing to the running ice. The feasibility of a tunnel under the river a short distance below the town of Sarnia was considered & finally decided upon. Evil prophets there were then, just as there are to-day in connection with the reconstruction of the Victoria Bridge, who cried "disaster" & "failure"; but the same skill & good judgment that stilled the voice of jealousy & mistrust in the successful completion of the great submarine tunnel in Sep., 1891, will undoubtedly re-assert itself in the completion of the work over the St. Lawrence River. The Interstate Commerce Act, passed by the U.S. Congress, took effect on April 5, 1887, & to a certain extent hampered the operations of the leading companies in the U.S. The G. T. running, as it does, through seven States of the Union—Maine, New Hampshire, Vermont in the east, New York State at several points, & Michigan, Indiana & Illinois in the west—had to comply with the requirements of the Act.

In Feb., 1888, the Northern & North Western lines were fused in the G.T. system, & in a few months after the Toledo, Saginaw & Muskegon, & the United States & Canada lines were taken over. The last subsidiary road incorporated in the Co.'s system, under Sir Jos. Hickson's management, was that running from Durand to Saginaw, Mich. This took place in Oct., 1890. On Dec. 29 following, that gentleman laid down the cares of office after having piloted the Co. safely through the rocks & shoals of 17 years, & the Board, in accepting his resignation, expressed its sense & appreciation of the eminent services he had rendered, & of his devotion to the interests of the concern during his term of service. He took a warm interest in the Co.'s welfare up to the time of his death in Jan., 1897. He was succeeded in the management in Jan., 1891, by L. J. Seargeant, formerly Traffic Manager of the Co. In April, 1893, the consolidation of 14 different lines with the parent company was effected, thus dispensing with that number of Boards of Directors, annual meetings, etc.

Early in 1895 a large number of the shareholders, desiring a change in the policy of the Board, tested the question by a vote in the month of May. The result was the resignation of Sir H. W. Tyler, as President, & the election of a new Board with Sir Chas. Rivers-Wilson as President. In Dec. following, Mr. Seargeant was called to London to take a seat at the Board there, & was succeeded by the present General Manager, C. M. Hays, on Jan. 1, 1896. The policy of the Board of Directors since May, 1895, has been one of friendly intercourse with rival as well as connecting lines, in proof of which it may be stated that various portions of the line have been made with the New York Central, Adirondack, the Canadian Pacific & the Wabash Ry. companies. The Grand Trunk is well equipped with all the accessories such as express, telegraph & telephone services, cartage delivery, elevators, grain warehouses, cattle yards & ice-houses. Traffic can be carried without transshipment from Chicago, or points west, to the wharves at Montreal or Portland, alongside ocean steamers, & the advantage secured in the construction of long stretches of double track, enabling fast time to be made by both

express & freight trains, is apparent. That the line is popular in the Eastern & Western States is evidenced by the fact that when legislation was sought at Washington with the object of cancelling the bonding & sealing privileges of the Canadian companies, the most strenuous protests have been made against any interference with the G.T. by the mercantile communities of Chicago & Boston through their Boards of Trade. It is the desire & aim of the present Board & management to make the road equally popular in Canada, whilst making it remunerative to those financially interested in it, & this object it is hoped will be secured by a continuance of that co-operation so freely given by the Co.'s employes to the Canadian Executive in the past.

That the Co. is not unmindful of the welfare of those who enter its service, is apparent in the existence of insurance & superannuation funds for the benefit of such employes as may become disabled, or the families of those who die, as also for affording a means of support to such as have grown old in its service. A supplemental advantage was secured in the Co.'s Act of Parliament, 1896, by the authority given to the management to grant pensions in cases not covered by the two funds already mentioned. Comfortable reading-rooms are located at the principal stations on the system, for the convenience of its officers & employes.

Canadian Freight Association.

The Freight Committee met in Montreal, July 6, when special rates & arrangements nos. 1626 to 1638 were agreed to.

The regular summer meeting of the Association was held at the same place July 7, when J. E. Dalrymple, District Freight Agent, G.T.R., Hamilton; W. R. MacInnes, General Freight Agent, C.P.R., Winnipeg; M. H. Brown, District Freight Agent, C.P.R., Detroit; & M. Overend, Foreign Freight Agent, Canada Atlantic, Montreal, were elected active members. J. Pullen stated he now represents the Central Vermont instead of the G.T.R. It being announced that E. A. Chittenden had severed his connection with the Central Vermont & was out of active railway work, tributes were paid to the very important work he had performed for the Association.

Correspondence was submitted from the Department of Railways stating reasons why the new classification no. 11 had not been approved by the Governor-in-Council & the Chairman was instructed to urge upon the Department the necessity of early approval in the interest of the shippers.

Authority was given for the appointment of 2 freight inspectors at Winnipeg in connection with the C.P.R. & N.P.R. there.

In submitting statistical reports the Car Service Committee reported as follows: It is evident that the number of loaded cars handled is steadily increasing, & that the number of cars detained 7 days & over is also steadily increasing. The principal reasons given by local agents for serious delays in making deliveries are: "Insufficient siding accommodation, both public & private," "insufficient engine power to make the number of shunts required for the volume of business handled," "later arrivals placed first." Attention has been called several times to all these difficulties, & to the necessity of having them remedied as much as possible; but, as the conditions appear to be growing worse instead of better, the Committee again urgently recommend that the attention of superintendents, or other general officers concerned, be specially directed to the consideration of the question as to whether it would not be greatly to the interest of their respective companies to provide sufficient power to perform the yard work & shunting required at important trade centres in order to make reasonably prompt

deliveries more practicable. Consignees doing a comparatively extensive business frequently say: "Give us the cars & we will unload them." Agents reply to the effect that they are unable to place the cars promptly for the reasons given above, & very serious delays consequently occur for which consignees cannot be made to pay. Your Committee are of opinion that promptness in handling cars is of the first consideration, & that all practicable means should be adopted to carry this out.

The Manager reported that he attended the Convention of the National Association of Car Service Managers, Niagara Falls, in June. The discussions at this convention were interesting & profitable, showing in part the practice of the various Associations in connection with subjects discussed, which were:

1. "The private car," owned by individuals or car companies, & used by railroads by hire or for mileage, for general traffic. The consensus of opinion was that such cars should be subject to car service charges same as railway companies' cars.

2. "One man's car delayed on the private tracks of his customer." On this subject opinions were divided—some holding that as the railway companies were responsible for the car until it was returned to the owner it should not be held free. Others held that railway companies were justified in holding such cars free if the owner so directed.

3. "What should be considered warehouse freight?" Upon this question there was also considerable difference of opinion. Quite a number of managers were of opinion that it was the duty of consignees to remove their freight within a reasonable time after arrival, ex cars, or ex warehouse, at the option of the railway companies. That it was not the duty of a railway company to provide large & costly warehouses to store freight, & that large expenditures had often been made by railway companies to build warehouses which would not be necessary if the public were given to understand that when the railway companies carried freight to its consigned destination, their duty had been performed, & it was for the owners of the freight to receive it, or have it sent to public store. This had reference to all freight in carloads not handled through an elevator or through-consigned for export. In other words, that the handling of freight through a warehouse should only be in small miscellaneous lots & for the convenience of the railway companies.

4. "Refunding car service charges caused by errors of other roads." It was considered right that the railway company making the error should assume the charge.

5. "Delays through bills of lading in banks." It was not thought right to make any allowance for this.

6. "Prompt release at terminals more than offset by stop-off privileges." The discussion on this subject was very interesting, showing that very serious delays occurred to cars in transit through stop-over privileges; that in many cases the privileges allowed & authorized would detain a car from 20 to 40 days between Chicago & ultimate delivery at eastern points, in addition to the ordinary running time of the car. This was a matter which it was considered was well worthy the attention of general superintendents & railway managers.

The question of restricting the payment of customs duties by railway companies was discussed, & a special committee was appointed to consider the matter & report at next meeting.

It was reported that agreed rates were not being observed by boat lines, members of this Association. The Secretary-Treasurer was instructed to call a special meeting of the Freight Committee to investigate the matter as soon as possible.

The following changes on committees were ordered: Classification Committee—J. H.