

Northern has in other instances refused to establish rates at intermediate points, notwithstanding the fact that the tariffs naming the rates to the farther distant points carried reference to rule 77 of Tariff Circular 18-A. The effect of the failure to establish rates at intermediate points in conformity to such rule was

fully discussed in Missouri River Building Stone Rates, 28 I.C.C., 269, and need not be repeated here. The establishment in August of the rate requested in June cannot, under the promise made in the tariff, be considered as properly prompt action. The complaint must be dismissed and an order will be entered accordingly.

Birthdays of Transportation Men in November.

Many happy returns of the day to—

F. W. Alexander, A.M.Can.Soc.C.E., Engineer, Alberta District, C.P.R., Calgary, born at Fredericton Jct., N.B., Nov. 22, 1878.

J. O. Apps, General Baggage Agent, C.P.R., Montreal, born at Tara, Ont., Nov. 9, 1877.

A. B. Atwater, Assistant to President, lines west of Detroit and St. Clair Rivers, G.T.R., Detroit, Mich., born at Sheffield, Ohio, Nov., 1845.

H. E. Beasley, General Superintendent, Esquimalt & Nanaimo Ry., Victoria, B.C., born at Hamilton, Ont., Nov. 10, 1862.

C. C. Bonter, General Baggage Agent, Canada Steamship Lines, Ltd., Montreal, born at Toronto, Nov. 13, 1884.

G. B. Burchell, Managing Director, Bras d'or Coal Co., Ltd., North Sydney, N.S., born at Sydney, N.S., Nov. 1, 1877.

J. R. Cameron, Assistant General Manager, Canadian Northern Ry., Winnipeg, born at Truro, N.S., Nov. 5, 1865.

F. H. Clendenning, Division Freight Agent, B.C. Coast Service and Ocean Steamship Lines, C.P.R., Vancouver, B.C., born at Montreal, Nov. 9, 1881.

F. Conway, City Freight and Passenger Agent, C.P.R., Kingston, Ont., born at Ernestown, Ont., Nov. 19, 1850.

W. L. Crighton, Advertising Agent, Canadian Government Railways, Moncton, N.B., born at Derby, Eng., Nov. 9, 1871.

W. R. Davidson, General Superintendent, Western Lines, G.T.R., Chicago, Ill., born at Everton, Mo., Nov. 8, 1871.

W. R. Devenish, A.M.Can.Soc.C.E., Superintendent, District 3, Intercolonial Division, Canadian Government Railways, Moncton, N.B., born in County Tipperary, Ireland, Nov. 21, 1882.

A. C. Douglas, acting Assistant General Purchasing Agent, C.P.R., Montreal, born at Montreal, Nov. 10, 1881.

W. Downie, ex-General Superintendent, Atlantic Division, C.P.R., now of Whitby, Ont., born at Rock Currie, Ireland, Nov. 12, 1850.

Jos. Dubrule, jr., Manager, Canadian Pacific Car & Passenger Transfer Co., and President, Prescott & Ogdensburg Ferry Co., Ltd., Prescott, Ont., born at Spencer-ville, Ont., Nov. 14, 1872.

R. L. Fairbairn, General Passenger Agent, Canadian Northern Ry., Toronto, born at Stillwater, Minn., Nov. 24, 1880.

W. A. Fitch, Assistant Superintendent, District 3, Intercolonial Division, Canadian Government Railways, Moncton, N.B., born at Kentville, N.S., Nov. 25, 1867.

J. E. Gibault, A.M.Can.Soc.C.E., Resident Engineer, District 1, Transcontinental Division, Canadian Government Railways, Quebec, Que., born at St. Jerome, Terrebonne County, Que., Nov. 16, 1887.

H. E. Haanel, Trainmaster, Regina Division, Saskatchewan District, C.P.R., Regina, born at Cobourg, Ont., Nov. 2, 1880.

Grant Hall, Vice President and General Manager, Western Lines, C.P.R., Winnipeg, born at Montreal, Nov. 27, 1863.

N. B. Jones, Car Foreman, C.P.R., Kenora, Ont., born at St. John, N.B., Nov. 9, 1869.

W. E. Ladley, Superintendent of Motive Power, Reid Newfoundland Co., St. John's, Nfld., born at Leeds, Eng., Nov., 1875.

J. McGillivray, Receiver and Manager, Inverness Ry. & Coal Co., Inverness, N.S., born at Nairn, Scotland, Nov. 13, 1867.

J. McMillan, Manager of Telegraphs, C.P.R., Montreal, born at Liverpool, Eng., Nov. 2, 1866.

A. B. McNaughton, General Yardmaster, Ottawa Terminals, G.T.R., Ottawa, Ont., born at Arnprior, Ont., Nov. 10, 1877.

C. Murphy, General Superintendent, Manitoba District, C.P.R., Winnipeg, born at Prescott, Ont., Nov. 20, 1865.

G. H. Nowell, Master Mechanic, Nelson Division, British Columbia District, C.P.R., Nelson, born at Montreal, Nov. 13, 1885.

W. J. Quinlan, District Passenger Agent, Grand Trunk Pacific Ry., Winnipeg, born at Montreal, Nov. 21, 1883.

J. J. Rose, General Agent, Union Pacific System, Toronto, born there, Nov. 22, 1870.

G. H. Shaw, General Traffic Manager, Canadian Northern Ry., Toronto, born at Smiths Falls, Ont., Nov. 25, 1859.

P. D. Sutherland, General Agent, Passenger Department, Canadian Pacific Ocean Services, Ltd., Hong Kong, China, born at Toronto, Nov. 2, 1879.

L. C. Thomson, General Storekeeper, Eastern Lines, Canadian Northern Ry., Toronto, born at Kingston, Ont., Nov. 25, 1882.

H. P. Timmerman, Industrial Commissioner, Eastern Lines, C.P.R., Montreal, born at Odessa, Ont., Nov. 6, 1856.

H. E. Whittenberger, General Superintendent, Ontario Lines, G.T.R., Toronto, born at Peru, Ind., Nov. 9, 1869.

C. G. Washbon, Resident Engineer, Medicine Hat, Alta., born at Morris, N.Y., Nov. 27, 1887.

W. A. Whyte, District Freight Agent, Canadian Northern Ry., Regina, Sask., born at Hornsey, Eng., Nov. 24, 1890.

Distances and Gradients Between Quebec and Winnipeg.

In the Senate, on Sept. 3, Sir James Loughheed gave the following information in answer to series of questions by Senator Casgrain. The railway distances between Quebec and Winnipeg are as follows: National Transcontinental, 1,356 miles; Canadian Pacific, 1,587; Canadian Northern, 1,640.

The following information was supplied by the managements of the three railways mentioned in respect to the adverse grades:

Canadian Northern—Main line from Quebec to Winnipeg is built to 0.5% westbound and 0.4% eastbound grades, with the exception of 53 miles of westbound and 84 miles of eastbound short momentum grades, which can be reduced later when necessary. Of these latter

temporary grades, there are less than 6 miles of 1% and less than 1 mile of 1.15% grade. All other temporary grades are less than 1%.

Canadian Pacific—Ruling grades vary from 0.3% to 1.1% on different subdivisions eastbound and from 0.4% to 1.25% on different subdivisions westbound.

National Transcontinental—The total adverse grade eastbound from Winnipeg to Quebec amounts to 608.0 miles in length and 8,946.7 ft. of a raise. The total adverse grade westbound over the same distance and between the same points amounts to 536.8 miles in length and 9,730.3 ft. of a raise.

Senator Casgrain accepted the answers to the distances, but stated that the information given in reply to the questions as to adverse gradients did not answer them at all. The "total adverse grade" is the grade up which a locomotive must haul a train. The total on the National Transcontinental Ry. and on the G. T. Pacific Ry. is 6,900 ft.; while on the C.P.R. it is 23,000 ft. On the C.P.R., for instance, between the Pacific and the Atlantic every ton of freight had to be raised to a height of 23,000 ft., or nearly five miles, while on the National Transcontinental it had to be raised only 6,000 ft. He thought the Canadian Northern would make a very good showing in this respect.

Senator Casgrain repeated his questions as to the total adverse gradients on Canadian railways between Quebec and Winnipeg, and between Winnipeg and Quebec, Sept. 18, and Sir James Loughheed in reply said the mileage between Quebec and Winnipeg was: Canadian Pacific Ry., 1,587 miles; Canadian Northern Ry., 1,640 miles; National Transcontinental Ry., 1,351 miles. The railways concerned had supplied the following information as to total adverse gradients: C.P.R., 681.51 miles in length, with 14,102 ft. of rise, going east; 659.83 miles in length with 14,578 ft. of rise going west. C.N.Ry.—9,655 ft. going east, 10,393 ft. going west. The elevation above sea level is: 18 ft. at Quebec, and 756 ft. at Red River bridge, Winnipeg. N.T.Ry.—608.0 miles in length and 8,946.7 ft. of rise going east; 536.8 miles in length and 9,730.3 ft. of rise going west.

The Necessity for Loading Cars Fully.

A. H. Harris, Director Overseas Transport, Montreal, has issued the following circular: The volume of Imperial Government war material and supplies which Canadian railways will be called upon to move to the Atlantic seaboard during the coming winter will tax their resources to the limit. If the demands of the allied governments are to be met, conservation of railway facilities is absolutely necessary. A careful analysis of government overseas traffic moved to winter ports last season shows an underloading of 30% in cars containing packing house products, ammunition, explosives, shells, forgings, acetate of lime, carbide, etc. In all cases cars should be loaded to the full capacity authorized by the various railways, and traffic of a bulky nature to the full cubic capacity of car. Had this rule been observed last winter, about one third less cars, and fewer locomotives, would have been required, while seaboard terminal accommodation would have been relieved to that extent. The question is one of national importance, and I earnestly request every Imperial Government contractor will realize the seriousness of the situation.