

been appointed contracting agents. The agency of the Blue Line, in Ontario, has been withdrawn, and all business for the N. Y. C. and H. R. R. Rd. will in future be handled directly by that road. The business of the West Shore Rd. will be handled as heretofore.

Ottawa, Northern and Western Ry.—By an act passed at the present session of the Dominion Parliament the name of the Ottawa and Gatineau Ry. Co. has been changed to the Ottawa, Northern and Western Ry. Co. The Co.'s head office has been removed from Montreal to 30 Central Chambers, Ottawa. H. L. Maltby, Sec.-Treas., will have the purchasing of all supplies for this Co. and for the Pontiac Pacific Jct. Ry., which is expected to be amalgamated with the O. N. & W. shortly.

Pontiac Pacific Jct. Ry.—See under head of "Ottawa, Northern and Western Ry."

Quebec Southern.—Malcolm Macfarlane has been appointed roadmaster. He was with the G.T.R. for many years.

The Seattle & International Ry. has been merged with the Northern Pacific Ry. Co. The jurisdiction of all officers of the traffic department of the N. P. has been extended to cover the mileage of the S. & I. R. J. A. Nadeau, general agent at Seattle, will have general jurisdiction of freight and passenger traffic upon these lines. R. T. Bretz, under the title of division freight and passenger agent, with office at Seattle, will have local supervision of traffic matters on these lines and other territory from time to time assigned to him, reporting to the Assistant General Freight Agent and the Assistant General Passenger Agent at Portland. Mr. McMullin remains as local agent at Vancouver, B.C.

Southern Pacific.—The San Francisco Call of April 29, said: "It was definitely learned yesterday that when E. H. Fitzhugh arrives here he will take office in the S. P. as assistant to President Hays. President Hays has mapped out a great deal of hard work and he is figuring on able assistance from Fitzhugh. In addition to improving the system, active steps will be taken at once by the Union Pacific and the S. P. officials combined, to freeze out the Northern Pacific, the C. P. R. and the Great Northern from the Oriental trade."

Sydney and Louisburg Ry.—I. L. Boomer has been appointed despatcher at Glace Bay. He served 12 years with the I. C. R., being latterly at Moncton. J. McGillivray, who has been in the Dominion Coal Co.'s service since its organization, has been appointed train-master of the S. & L. R.

The C.P.R.'s Organizational.

In connection with the recent extensive changes in the C.P.R. operating department, the following extract, from a Winnipeg paper of April 25, 1881, is of interest:—

"General Superintendent A. B. Stickney, of the C.P.R., issues a circular announcing that for the purpose of operation of said railway it will be divided into two divisions. First, that portion of the line extending from Emerson, via Winnipeg, to Portage la Prairie, will constitute one division, and will be known as the Red River division. Second, that portion of the line extending from the junction with the Red River division, near St. Boniface, eastward to Telford, will constitute one division, and will be known as the Eastern division. The following appointments have been made:—

"Gen. T. L. Rosser, Chief Engineer; W. R. Baker, Local Treasurer and Assistant to General Superintendent; W. Harder, Assistant Traffic Manager; Mr. Harder will have charge of the traffic department until the appointment of the General Manager. I. G. Ogden, Jr., Auditor; G. P. Nelson, Purchas-

ing Agent and General Storekeeper; Joel May, Division Superintendent in charge of the Red River division; T. J. Lynksey, Division Superintendent in charge of the Eastern division; John Egan, Train Despatcher; F. C. Butterfield, Mechanical Superintendent."

Canadian Freight Association.

A general meeting was held at Montreal April 4, there being 51 members present.

The following were elected members: ACTIVE—I. W. Gantt, G.F.A. Central Vermont Rd., St. Albans; John E. Hawkins, G.A., D. & H.R., Montreal; A. Cowan, G.A., Northwest Transportation Co., Toronto; A. B. Pratt, G.F.A., Northern Navigation Co., Collingwood; C. Cooper, G.F.A., Halifax & Yarmouth Ry., Yarmouth, N.S. HONORARY—J. E. Dalrymple, G.T.R., Montreal, late of Central Vermont Ry.; J. D. Hunter, Allan S.S. Line, Toronto.

The Manager presented the report of Department of Inspection for year ended Feb. 28, 1901, as compared with the previous year:—

	FREIGHT.	LIVE STOCK.	TOTAL.
Total earnings....	\$50,267 89	\$29,506 36	\$79,774 25
Previous year	40,540 64	33,271 75	73,812 39
Increase....	\$9,727 25		\$5,961 86
Decrease.....		\$3,765 39	
The earnings at Winnipeg during the year were			\$10,349 67
Previous year (part only)			3,866 87

Taking these items into account the net earnings in freight at points other than Winnipeg, show an increase of \$3,184.45.

The Secretary-Treasurer's report of the Association funds for the year ended Mar. 31, was as follows:—

Balance for 1899-1900.....	\$97 10
Receipts from 81 active members.....	334 00
.....	\$431 10
Disbursements.....	331 50
Balance on hand.....	\$ 99 60

The Freight Inspection Committee reported as follows: "The Travelling Inspectors' reports continue to indicate considerable leakage in revenue in the matter of weighing freight. Almost every local point visited has been found deficient in this respect. In some cases the underbilling is discovered at destination, but this is evidently the exception. A large number of agents at shipping points, where shippers load their own freight, either direct in the car or through the shed, are scarcely to blame for taking shippers' weights, because for want of weighing facilities and sufficient help it is almost impossible to weigh all shipments without great delay, and consequent congestion of goods in sheds. This is a matter commended to the earnest consideration of superintendents and others concerned, as we are quite convinced that the aggregate amounts lost to the railways in consequence of underbilling of weights runs into the thousands several times over each year."

The question of blank forms of receipts was discussed and left to individual roads to deal with as thought proper.

Receipts for freight at flag stations was considered, and the consensus of opinion appeared to be that the proper course to pursue would be to issue the receipts at the first billing point in the direction in which the freight was travelling.

The following notice of motion, made at the previous meeting, was considered: "That when a number of different articles of the same class in C.L. are shipped at one time by one shipper to one consignee and destination, in carloads, they shall be taken at a rate per 100 lbs. one class higher than said classified rate."

The following was offered as a temporary arrangement pending a further consideration of the question, the general opinion being

that some restriction and probably increased rates should apply on mixed cars:—"When a number of different articles of the same class, in carloads, embraced in one line of trade, are shipped at one time by one shipper to one consignee at one point of delivery, in full carloads, they shall be taken at the rate per 100 lbs. for such class in C.L. The foregoing rule will apply only on freight from one shipper or owner, and will not cover L.C.L. shipments of property from two or more shippers or owners combined into carloads by forwarding agents or others claiming to act as shippers. The term 'forwarding agent' shall be construed to mean agents of the carriers and also agents of actual shippers of the property, or any party interested in the combination of L.C.L. shipments of articles from several shippers into carloads at points of origin. EXAMPLE.—This rule will not apply on mixed shipments of groceries, hardware, dry goods, iron, etc., but only to different articles of one straight line of trade."

The whole matter was relegated to the General Freight Committee to consider, and to report at next meeting.

The Secretary reported receipt of the following circulars from the chairman of the Central Traffic Association, relating to some amendments to the Rules and Regulations of Freight for the Pan-American Exposition.

Roads interested individually advise that on live stock exhibits (except horses and mules), forwarded from points in Central Freight Association territory to the Pan-American Exposition, full tariff rates will be charged, and such exhibits (except horses and mules), if unsold and re-shipped from Buffalo within 30 days after the close of the Exposition, may be returned free at owner's risk to the original forwarder at the original point of shipment by the railway companies which carried the same, upon presentation of the original bill of lading or contract or paid freight bill, together with a certificate signed by the proper officers of the Exposition to the effect that the shipments are unsold exhibits which have paid full tariff rates one way, such certificate to be attached to the manifest of each shipment. Full tariff rates will be charged in both directions on horses and mules for exhibition.

Advices from the Superintendent of the Freight Department, Pan-American Exposition, state that ruling of Exposition Co. which provides it will discontinue receiving exhibits on April 1, 1901, has been withdrawn, and exhibits will be received without limit as to time.

The election of officers and committees for the ensuing year resulted as follows:—President, W. Woollatt, L.E. & D.R., Walkerville; 1st Vice-President, M. T. Donovan, Boston & Maine Rd., Boston; 2nd Vice-President, E. Tiffin, Intercolonial Ry., Moncton; Secretary-Treasurer, Chairman of Committees and Manager Car Service Dept., J. Earls, Toronto; Executive Committee, W. B. Bulling, John Pullen, W. P. Hinton.

Classification Committee: W. B. Bulling, S. P. Howard, F. J. Watson, J. H. Hanna, J. Hardwell, W. P. Hinton, T. Marshall, C. Howe, C. A. Jaques.

Freight Inspection Committee: G. Collins, F. Conway, F. F. Backus, J. Hardwell, C. A. Jaques, C. E. Dewey, W. B. Lanigan, W. N. Warburton.

Car Service Committee: J. B. Morford, T. Marshall, M. C. Sturtevant, G. S. Cantlie, W. P. Hinton, J. J. Mossman, E. Fisher, J. F. Chapman.

The President called attention to a circular recently issued by the American Railway Association on the subject of the standard dimensions of box cars, and the advisability of providing classification minimums for the various articles, more in harmony with average probabilities than appear to exist at present. The Secretary will endeavor to obtain