

hoped for, and were led to expect. There are several reasons for this, chief among which, I imagine, are, first the difficulties experienced by the mines in securing labor, and in getting full time work from that available, and second the fact that certain of the western coals will not stand outdoor storing without deterioration, making dealers hesitate to stock it in any quantity. Consumers, notwithstanding repeated warnings, have not laid in as much as was hoped, due, in some measure, no doubt, to the difficulty in financing at once a whole or considerable portion of a season's supply.

More than any other large employers of labor, the railways have found it difficult to secure capable employees to take the place of those who either voluntarily

enlisted or were called to the colors. Those classes of employees whose duties are connected with the movement of trains must be of high standard, and some of them must be trained for years before they can be entrusted with the lives of passengers and fellow employees. Troop movements and heavy traffic of an emergent nature due to the war have made their demands on the railways. They have met these and will continue to meet them. If a coal shortage should develop this coming winter, it will not be because the railways have failed to do everything in their power to prevent it.

The foregoing paper was read before the Engineering Institute of Canada's Saskatchewan branch in Saskatoon recently.

Marking and Addressing of Freight for Transportation Between Points in Canada.

The Canadian Freight Association issued the following circular Oct. 1:—

The attention of all concerned is directed to the following rules regarding marking and addressing of freight, framed for the purpose of minimizing, so far as possible, loss or miscarriage of the property.

1. Freight, when delivered to carriers to be transported at less than carloads, or any quantity ratings, must be marked in accordance with the following requirements and specifications, except as provided in rules 7 and 8, or in the Board of Railway Commissioners for Canada Regulations, for the transportation of explosives and other dangerous articles by freight.

2. (a) Each package, bundle, or loose piece of freight, except as provided for in rules 7, 8 and 9, must be plainly, legibly and durably marked by brush, stencil, marking crayon (not chalk), rubber type, metal type, pasted label (see note 1), tag (see note 2), or other method which provides marks equally plain, legible and durable, showing the name (not initials) of only one consignee, and (except as provided in rule 2 (b) of only one town or city, and province or state to which destined.

When consigned to a place of which there are two or more of the same name in the same province or state, the name of the county must also be shown.

When name and address of shipper is marked on freight, it must be prefixed by the word "From."

(b) When consigned to a place not located on the line of a carrier, each package, bundle, or loose piece required to be marked by this rule, must be marked with the name of the station at which the consignee will accept delivery, in addition to the name of final destination, if routed in connection with a water line via which there are no joint rates in effect, the name of the station at which delivery is to be made to such water line, must also be shown.

(c) When consigned "To order" each package must be so marked, and further marked with an identifying symbol or number which must be shown on shipping order and bill of lading.

Note 1. Labels must be securely attached with glue or equally good adhesive.

Note 2. Tags should be used only when the nature of the freight will not readily permit the use of labels, or other suitable marking. Tags must be made of metal, leather, cloth or rope stock or sulphite fibre tag board, sufficiently strong and

durable to withstand the wear and tear incident to transportation; and

When such cloth or board tag is tied to any bag, bale, bundle or piece of freight, it must be securely attached through a reinforced eyelet.

Tags used to mark wooden pieces or wooden containers must be fastened at all corners and centre, with large headed tacks or tag fasteners; or

Tags may be securely tied to wooden pieces when the freight would be injured by the use of tacks or tag fasteners.

Tags tied to bags, bales, bundles or pieces must be securely attached by strong cord or wire, except that when tied to bundles or pieces of metal, they must be securely attached by strong wire or strong tarred cord.

3. The marks on bundles, packages or pieces must be compared with the shipping order or bill of lading and corrections, if necessary, made by the shipper or his representative before bill of lading is signed by agent of the carrier.

4. Marks on bundles, packages, or pieces must correspond with those shown on shipping order or bill of lading. For example, on a shipment to Winnipeg, the package must be marked "Winnipeg," and not some other destination for which the goods may be ultimately intended. If packages are intended for reshipment, a special designating mark may be used for the guidance of those attending to the reforwarding, but only the destination given in the shipping order or bill of lading must be shown on the goods.

5. Old consignment marks must be removed or effaced by the shipper.

6. Freight in excess of full cars must be marked as required for less than carload freight.

7. Shipments of bar iron and steel must be marked as follows:—

All iron and steel bars five-eighths inch and under to be bundled; a tag to be placed on each bundle.

All iron and steel bars over five-eighths inch, in addition to each shipment being painted on end a distinctive color, to be tagged as follows:—

Shipment of 50 bars and under, 1 tag for every 5 bars.

Shipment of over 50 and under 100, 1 tag for every 10 bars.

Shipment of 100 or over, 1 tag for every 20 bars.

These tags to be fully addressed to consignee and destination and endorsed "Part of lot of 5, 10, 50, or 100, as the case may be, marked Red, Green, Yellow, etc.," in

accordance with the colors painted thereon.

Shipments of bars, in 5 ft. lengths or under, exceeding a value of 10c a pound, to be either boxed or crated.

8. (a) A shipment that fully occupies the visible capacity of car or that weighs 24,000 lb. or more, when shipped from one station, in or on one car, in one day, by one shipper, for delivery to one consignee, at one destination, need not be marked, except when for rail and water transportation, as provided in rule 9.

(b) L.c.l. shipments of cheese may be accepted with the factory brand plainly stencilled on the container, instead of name and address of consignee.

9. Each package, bundle or piece of freight, either in carloads or less than carloads, for transportation via rail and water, must be fully marked as required for less than carload freight, except for shipments of flour and other grain products, sugar, cement, and salt bearing standard brands or trade-marks.

10. Freight traffic for points in United States must be marked as required by the Official Classification and supplements thereto.

The proper marking and addressing of freight is as much in the interest of the shipper as of the carrier, as neglect in the addressing of packages may result in the loss or miscarriage of the goods.

If the above requirements and specifications are not complied with, freight will not be accepted for transportation.

Coal Shipments From Sydney, N.S.

The Railways Department at Ottawa has issued the following statement:—"The Canadian Government Railways, between May and Sept. 12, carried 196,189 tons of coal from Sydney, N.S.

"From May 1 to Aug. 23, the Dominion Coal Co. shipped from Sydney 3,697 cars, 129,734 tons of coal, of which 1,440 cars, 55,934 tons, were on railways' account, and the balance, 2,257 cars, 73,800 tons, for private consumers. From Aug. 23 to Sept. 12, 564 cars, 21,382 tons, were shipped on railways' account, and 393 cars, 14,934 tons, for private consumption.

"Since Aug. 23, the output has increased from an average of 36 cars to an average of 63 cars per working day, due to the coal company having provided additional facilities for loading box cars.

"Shipments of both private and railway coal are consigned almost exclusively to places in Nova Scotia and New Brunswick, less than 2% of the total being consigned to other provinces.

"The car supply was adequate during the period covered by this report, and there are a large number of empties available in Nova Scotia to take care of shipments for some time to come.

"The movement of coal from Sydney is well in hand, although hampered to some extent by passing tracks in Cape Breton being congested with Newfoundland freight. Additional power has been transferred to that section of the railway to enhance the movement. Mikado and Santa Fe locomotives were transferred early in October, which will materially reduce the number of trains to be dispatched, thereby increasing the capacity of the railway in Cape Breton for prompt movement.

"In addition to rail shipments, 20,692 tons were forwarded to Halifax and 9,447 tons to St. John from Sydney in railway steamships and barges from May 1. This coal was consigned to the railway."