

that position until Mar., 1896, when he went to Chicago as General Agent of the Freight Department of the Canadian Pacific "Soo" Line & Duluth South Shore & Atlantic, & also as agent of the Canadian Pacific Dispatch.

D. D. Mann, of Mackenzie, Mann & Co., left Montreal July 25 for Vancouver, to sail by the R.M.S. Empress of India for Shanghai. Before starting he said to a Star reporter:—"I shall look over the ground, while in China, & if there happens to be an opening, it is quite probable we will take a hand in, & build a few railways in that country. We have, however, received no concessions, nor have we had anything to do with the schemes which certain New Yorkers desire to carry through. There is a very wide field for railways in China, & if possible we intend to do our share in constructing them." Mrs. Mann & family accompanied Mr. Mann as far as Banff, where they will spend the remainder of the summer.

By a unanimous vote Eben E. McLeod, Assistant General Passenger & Ticket Agent of the Chicago, Rock Island & Pacific Ry., has been selected Chairman of the Western Passenger Association, to succeed Mr. Caldwell. The selection is hailed as an admirable one from all quarters, & probably the most surprised man of all is the young "dark horse" himself. Mr. McLeod has made an enviable record in the railway service. He is only 33 years of age. He was born in Newport, Nova Scotia, from where his father moved to Charlottetown, Prince Edward Island, when he was a child. He was graduated from Prince of Wales College & went to Boston as a clerk in the G.T.R. offices in 1885, & into the Boston & Albany ticket office in 1887. Dec. 1, 1889, he was made Travelling Passenger Agent in New England for the Chicago, Rock Island & Pacific Ry., & in 1892 he was given the Canadian territory in the same position, & afterward the Pittsburg territory. In Jan., 1898, he was made Assistant General Passenger Agent at Topeka, Kan., & was promoted to First Assistant at Chicago, Dec. 1 last. He is the son of the Rev. J. M. McLeod, of Vancouver, B.C.

Immigrant Traffic Conference.

The Special or Advisory Committee of the Western Passenger Association in charge of immigrant traffic, headed by Chairman McLeod, held extended sessions in New York in the middle of July for the purpose of rendering effective the agreement regulating that class of business through the port of New York. The committee held conferences with representatives of the transatlantic, trunk

lines & others, including the Canadian Pacific & Southern Pacific. There was a general disposition to co-operate on the part of the two transcontinental lines, & the outlook is regarded as extremely bright for the new compact. The new compact which is to govern the Western Passenger Association lines in the matter of immigrant traffic, provides for the management of the bureau by an advisory committee, which also has the general supervision of the carrying out of the agreement. The advisory committee is to promptly provide for European supervision of the business, & is to arrange with the steamship lines for the handling in Europe of bureau orders, upon which is to be shown the names of each line in the bureau, under the terms of a contract heretofore made with the steamship companies. Split orders are prohibited, & the committee has full authority to arrange for the through ticketing of the business subject to the bureau, from seaboard to destination. The officers of each line, it is declared in the agreement, "are bounden to do all they can to aid the Chairman to locate & properly describe the tickets used by any immigrants, to the end that such passengers may be properly charged to the roads that carry them, provided that no road shall be bounden to furnish any record or information for the purpose of making such charge against other roads." Withdrawals may be made from this agreement upon 30 days' notice to the Chairman of the advisory committee.

These rules are supplemented by a memorandum which provides that in the event of failure to arrange satisfactorily with the steamship companies in regard to European supervision of the business, the advisory committee may, within 90 days from July 1, establish an agency or agencies, for the sale of bureau orders, in Great Britain & on the continent of Europe, in order to secure the business for the lines; if, however, for any reason it proves impossible to place these immigrant orders on sale in Europe, or for any reason the orders have to be withdrawn, & the advisory committee fails to promptly accomplish European supervision in some other manner, then, in order to meet the competition of the Southern Pacific, the Canadian Pacific or other roads, any line or group of lines may exercise the right to place orders of their own in Europe for sale through any agency that may be deemed best, provided that the business subject to the agreement thus secured on such orders shall be subject to the rules & regulations of the agreement in the same as they apply to the business handled by the steamship lines & the Southern Pacific.

Negotiations are to be opened with the

Southern Pacific by the advisory committee to at once secure its co-operation with its connections via Ogden & its participation with them in the division of rates & commissions on current or agreed ticket divisions when normal rates are reduced, or normal commissions increased. The arrangements heretofore in force between the bureau & A. E. Johnson, an outside immigrant agent, are to be discontinued. In the revision of percentages for the division of any or all of the business, if the advisory committee is unable to reach a unanimous conclusion, the subject may be submitted to arbitration. If the bureau cannot, by unanimous action, agree upon a single arbitrator, there are to be 3 arbitrators—1 chosen by the applicant for revision, 1 by the bureau without the vote of the applicant, & these 2 to select a 3rd. The decision of the sole arbitrator, or a majority of the 3, is to be final.

The most important features of this agreement are the provisions relative to European supervision & requiring steamship companies to use the bureau immigrant orders, together with the independent action allowed the lines if this is not accomplished in 90 days; the settlement of percentages by arbitration, if not otherwise agreed upon, restriction of authority to be exercised by the Chairman, & the discontinuance of all arrangements with all outside immigrant agents. These agents will, of course, continue to do business abroad, but if the agreement can & is carried out to the fullest extent of its provisions, especially with reference to control the traffic in Europe, they are likely to suffer big losses. In this much depends upon what the steamship companies do. They have always insisted that they could control the traffic, & they now have the best opportunity ever accorded them to prove this.—Leonard's Railway News.

Passenger Traffic Matters.

The Passenger Department of the Dominion Atlantic Ry. has issued *The Story of Acadia*, by Dr. Hannay, in book form.

Think of being able to go from Victoria to Dawson in 10 days; 14 days from Montreal, if you please, & on a pinch 20 days from London. These are assuredly days of progress.—Victoria, B.C., Colonist.

A San Francisco telegram says the C.P.R. has withdrawn from the California Passenger Association on the ground that the purposes of the Association were in conflict with the provisions of the Interstate commerce law.

W. D. Reid, General Manager of the Newfoundland Ry., predicts that Newfoundland as

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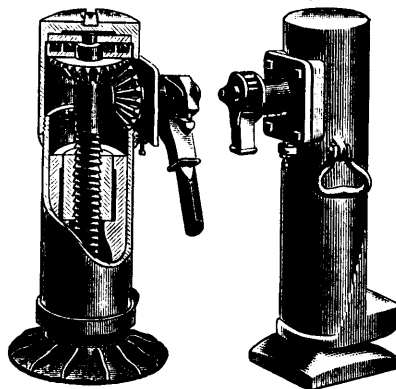
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