

given to understand that the railway companies will not allow us a refund or 15c per 100 lb., owing to their maintaining a delivery service at this point, but did not handle this shipment from our elevator to the station. We are also given to understand that a very recent case of this nature was dealt with by your commission. Would you kindly advise status of the commission ruling on this subject?"

The board's ruling was communicated to complainants by letter from the Assistant Secretary, Dec. 19, as follows:—"I am directed to state that a somewhat similar situation was dealt with in the case of the Neal Baking Co. of London, Ont., which was advised as follows: 'Referring to your letter to the Chief Commissioner, I am directed to say that the judgment recites, inter alia: "There are many points, hundreds of them, where there is no wagon service and where the cost of maintaining a wagon service would be entirely disproportionate to the total receipts. Nevertheless these points pay just the same rates as do points where a wagon service exists," and then goes on to provide as to the reductions to be made. Your correspondence raises the contention that where at a cartage point the shipper or consignee performs a wagon service after cartage hours there should be a similar reduction in respect of the shipper or consignee. The intention of the judgment is that the reduction should be limited to points where there is no cartage of any kind whatever performed by the express companies.'

"I am further directed to say that the rates have been checked. The first-class rate between the Virden and Cromer blocks is 85c Cromer is not a cartage point. In accordance with the judgment, there is deducted from the 100 lb. rate 15c, making the net first class rate 70c. The charge for the box of apples graduated on the first class rate of 70c gives a rate of 55c, as charged. Virden is a cartage point. In terms of the letter above quoted the reduction of 15c as referred to applies only at points where there is no cartage service of any kind. Where the express company maintains a cartage service, which the shipper does not see fit to take advantage of, this does not justify the reduction asked for."

#### Demurrage on Coal at Three Rivers.

The application was set out in a letter of Dec. 4, 1919, from Bureau & Bique, advocates, as follows:—"We are acting for J. H. Giroux, owner of a lime quarry which is situated a short distance from Three Rivers, but some 4 miles from the nearest station on the St. Maurice Valley Ry., running from here to Shawinigan Falls. Under regulations ratified by your board, demurrage is charged after 3 days without unloading. As the pit of this quarry is some 4 miles from the station and the roads are none too good, especially in winter and spring, it is almost an impossibility to unload a car of coal in 3 days. Mr. Giroux would want 5 days without demurrage. Under the circumstances, his request seems fair; as his industry is young, but very important for the district, it seems that no undue expense should be added to his cost of production. The St. Maurice Valley Ry. is operated by the C.P.R. Would you kindly tell us when it would be possible to have this point adjudicated upon by your board?"

The board rules as follows:—"The condition of the highway over which haul-

age of the coal was to be made, and which is referred to as a reason for extension of the free time, is a disability for which the railway is in no way responsible. The free time for unloading as fixed by the board in the Demurrage Rules is of general application, and covers what, after careful consideration, is regarded as a maximum reasonable

term for unloading. In other cases where road disabilities, or lack of facilities on behalf of the applicant, have been advanced as a reason for additional free time, the board has not felt itself justified in granting additional free time. It does not feel justified in granting that an extension should be made in the present instance.

## Transportation Appointments Throughout Canada.

The information under this head, which is gathered almost entirely from official sources, is compiled with the greatest care, so as to ensure absolute accuracy. Anyone who may notice any error in our announcements will confer a favor by advising us.

**Canadian National Rys.—F. J. BULLER**, formerly Paymaster, Eastern Lines, Canadian Northern Ry., has re-entered the service and has been appointed Supervisor in charge of Local Treasurers and Paymasters, Canadian Northern Railway System. Office, Toronto.

**W. A. KIRKPATRICK** has been appointed acting Assisting Superintendent, Division 2, Central District, vice D. W. Steeper, assigned to other duties. Office Sioux Lookout, Ont.

**G. H. PERLEY**, heretofore transitman, New Glasgow, N.S., has been appointed Resident Engineer there, vice R. Montgomerie, resigned on his removal to Scotland.

The positions of Supervisors of Work Equipment, with jurisdiction north, and south, of the St. Lawrence River held by **W. S. Secord**, Toronto and **T. Carroll**, Moncton, N.B., respectively, as announced in our last issue, are new ones. Their duties are to look after the maintenance of work equipment, provide the necessary outfit and operators for its successful operation, and arrange for its distribution, after consultation with the proper officials.

**Canadian Pacific Ocean Services Ltd.—H. B. BEAUMONT** has been appointed General Agent, Passenger Department, Montreal District, vice W. Webber, promoted. Office, Montreal.

**P. D. SUTHERLAND** has been appointed General Passenger Agent for the Orient. Office, Hong Kong, China.

**W. WEBBER**, heretofore General Agent, Passenger Department, Montreal District, has been appointed General Agent, Passenger Department in charge of the handling of passenger traffic at Atlantic ports. Office, Montreal.

**Canadian Pacific Ry.—S. A. BROWN**, heretofore Assistant Yardmaster, has been appointed Yardmaster, Port Arthur, Ont., vice J. D. Callahan, transferred.

**J. D. CALLAHAN**, heretofore Yardmaster, Port Arthur, Ont., has been appointed Yardmaster, Medicine Hat, Alta.

**R. F. RICHARDSON**, heretofore Local Freight Agent, Edmonton, Alta., has been appointed General Agent, Alaska and Yukon Territory. Office, Juneau, Alaska.

**D. STEVENSON**, who returned recently from active military service overseas, has been appointed Assistant Yardmaster, Port Arthur, Ont., vice S. A. Brown, promoted.

**Grand Trunk Ry.—G. H. BROWN** has been appointed Commercial Agent, Grand Trunk Ry. lines in Canada, vice J. Waugh, transferred. Office, Minneapolis, Minn.

**FRANK FOSTER** has been appointed Assistant to Superintendent, Motive Power, Ontario Lines, Allandale, Ont., vice John Vass, assigned to other duties.

**C. J. HAIGH** has been appointed Commercial Agent, G.T.R. lines in Canada. Office, Philadelphia, Pa.

**S. G. WAGSTAFF** has been appointed Commercial Agent, G.T.R. lines in Canada. Office, Toledo, Ohio.

**C. S. WAINWRIGHT** has been appointed Commercial Agent, G.T.R. lines in Canada. Office, Los Angeles, Cal.

**JAMES WAUGH**, heretofore Commercial Agent, Minneapolis, Minn., has been appointed Commercial Agent, G.T.R. lines in Canada. Office, San Francisco, Cal.

**Grand Trunk Western Lines Rd.—W. M. GUY**, heretofore Travelling Freight Agent, London, Ont., has been appointed Division Freight Agent there, vice R. W. Youngs.

**Walford Forwarding Corporation—H. A. YOUNG**, formerly Traffic Manager, Canadian Lake Line, has been appointed agent Walford Forwarding Corporation, New York. Office, 53 Yonge St., Toronto.

**Telegraph Address Registration—Jas. Richardson & Sons, Ltd.**, et al, complained to the Board of Railway Commissioners recently against the fee of \$2.50 proposed to be charged by the C. P.R. Co.'s Telegraph and the Great North Western Telegraph Co., for recording a registered address as set forth in a circular letter of Nov. 20, 1919, issued by those telegraph companies. The Chief Railway Commissioner gave the following ruling, Dec. 24, 1919: The board has considered the substance of the application. I am of the opinion that the charge is not a rate under the control of this board, because it is a charge made by the telegraph companies for a service to be performed by the cable companies, over which we have no jurisdiction. In other words, the telegraph company is acting to some extent as an agent for the cable company by devising a means by which one or two words may answer the purpose of half a dozen words which would be charged for individually by the cable company. Therefore, I do not see that we have any jurisdiction to interfere.

**Rules for Wires Erected Along or Across Railways—The Board of Railway Commissioners** issued the following circular, Jan. 5: Referring to circular 167, June 19, 1918, to the effect that under the provisions of the old act and the amendment of 1911, sec. 7, c. 22, general order 231, May 6, 1918, and the rules thereby adopted and confirmed, applied only to construction across a railway. Sec. 372 of the Railway Act, 1919, is not so limited and applies to construction along as well as across a railway. Where, therefore, the construction, whether along or across the railway, is by consent and in accordance with the Standard Conditions and Specifications set out in the schedule to general order 231, and approved by that order, no further leave of the board is necessary.