

FREIGHT MATTERS.**Vanderbilt Fast Freight Lines.**

Another important step in the general scheme of consolidation of the Vanderbilt railroad interests was determined upon at a meeting recently held of the presidents & managers of the several railways & fast freight lines. President Callaway of the New York Central Railroad announced on Aug. 6 that the 8 fast freight lines, which operate over the railways comprising the Vanderbilt system, will also be consolidated into 2 divisions with a general headquarters in Buffalo. This step, it is expected, will result in a large saving of expenses. It will reduce the working forces now employed by these freight lines more than one-half. The 8 fast freight lines connected with the Vanderbilt roads are now under the supervision of 5 managers as follows: The Red, White & Midland lines are managed by F. L. Pomeroy with headquarters at Buffalo, the Blue & Canada Southern lines by G. G. Street from Rochester, the West Shore line by W. F. Wilson from Buffalo, the North Shore Despatch by W. J. Mann from Detroit, & the Nickel Plate by D. F. Jennings from Chicago. These lines are to be so consolidated that all operating over the N.Y.C. Ry. & its connections will constitute one system, & all operating over the West Shore Ry. & its connections the other system. It is likely that each individual freight line will retain its name for the sake of convenience. The N.Y.C. system will include the Red, White, Midland, Blue & Canada Southern lines. The West Shore system will include the North Shore Despatch & the West Shore & Nickel Plate lines. The N.Y.C. system will be in charge of H. L. Pomeroy as General Manager & the West Shore System's General Manager will be W. F. Wilson. A reorganization of the accounting departments of the lines will also be made at the same time. A clearing house will be established at Buffalo, in charge of G. G. Street, now General Manager of the Blue Line, with the title of General Accountant, where the accounting of all the lines, which is now done separately, will be consolidated. Consolidations in the traveling & other outside agencies will also be made wherever it is found practicable to do so. Just how radical this will be will not be determined until after the managers of the roads have had a meeting & canvassed the situation. No official estimate of the saving to be effected is given, but the Railroad Gazette thinks it safe to say that the present force can be reduced one-third, effecting a saving of at least \$250,000 a year. At all events there is not a particle of doubt that the business could be just as efficiently conducted with two-thirds the present force of men.

Montreal's Elevator Facilities.

The elevator question is one that is now engaging the attention of the shipping interest of the port of Montreal & from the experience already this season of the shippers & the transportation companies ranks as one of the most important problems confronting those who have the interests of the port in their keeping. The G.T.R. has felt the need of greater accommodation for handling the large amount of business coming over its line, there having been considerable delay at times owing to the failure of the elevating facilities to keep up with the shipments as they arrive. From the General Manager's office it is learned that the facilities of the G.T.R. as at present constituted, consist of elevators of the Montreal Warehousing Co., which are in reality G. T. institutions. They are 2 in number, elevator A being situated on Wellington street, with a capacity of 400,000 bus. of grain & 60,000 barrels of flour, & C, located on Mill St., with a capacity of 600,000 bus. of grain.

The quantities handled through these elevators during 1897, was 6,374,204 bus. of grain, & 96,000 barrels of flour. Up to the end of June this year the following quantities have been handled: Grain, 3,579,735 bus.; flour 43,129 barrels. It will be seen that already this season more than half the quantity shipped last year has been handled, & the heaviest portion of the season—the harvest part—is yet to come. Matters at Windmill Point have been facilitated this year by the putting in of a carrier which can deliver grain direct from the elevator into the ocean steamers at that point. General Manager Hays says: "I believe that one or more large elevators of a capacity of at least 1,500,000 bus., should be constructed at Windmill Point, but the basin, of course, should be extended, & the depth of water made sufficient for ocean vessels, to come up right alongside the elevator. It is only by handling grain at a minimum cost that the port of Montreal can expect to hold its own. That alone increases its importance as an export grain port, as everything is now down to such a close margin that even one-eighth of a cent per bushel is many times looked upon as quite a profit."

C.P.R. Freight Differentials.

The C.P.R. was recently notified of a meeting of the executive officers of all railways doing a trans-continental freight business to be held in Denver, August 22. The C.P.R. was requested to send a representative to this convention, & R. Kerr, traffic manager of the C.P.R. lines west of Fort William, will represent it. It is generally understood that the officials of the western railways are preparing to register a formal protest against the continuance of the C.P.R. differential on freight business. The management of the Southern Pacific Ry., from whose offices the call for the Denver meeting was issued, states that the time has arrived when the different U. S. lines either should agree to allow the C.P.R. to do all the trans-continental freight business that is offering, or should deprive that line of the advantage it possesses in its present differentials on freight business across the continent. This is practically an extension of the much-discussed C.P.R. differential problem, in order to make the fight include both the freight & the passenger departments. The C.P.R., on account of its longer haul between U.S. cities in the east & U.S. cities in the west, has always been conceded a differential on transcontinental freight business. The U.S. lines claim that this existing concession permits the C.P.R. to name a rate at least 10% lower than rates over U.S. lines. Now that interlinear competition has led to a demoralization of tariffs, the U.S. lines, as usual, are attempting to shift the blame of that demoralization upon the shoulders of the C.P.R. It is not likely, however, that the C.P.R. will relinquish its claim to its authorized differential, whatever far-fetched charges may be brought against it by its disconcerted U.S. rivals.

Elevators in the Northwest.

From all indications 1898 will be the banner elevator building year in the history of the Northwest. There is not an elevator company in Manitoba that will not add to its storage facilities along every branch line in the province. Prominent among the new elevators will be those erected by the Northern Elevator Co. Already 10 are under construction at the following points: Oak River, Varcoc, Petty-piece, Cypress River, La Salle, Starbuck, Elm Creek, Somerset, Swan Lake & Union Point. Each of these will have a capacity of 30,000 bushels, & a few others will be erected later on in the season. When those mentioned are completed the Northern

Elevator Co. will have 102 elevators in Manitoba & the Territories. Besides the 5 to be built for the Lake of the Woods Milling Co., there is about completed an elevator for the Richardson Grain Co., of Kingston, Ont., at Sydney, to replace the one destroyed last winter. The Manitoba Grain Co. will also erect a number, & it is understood the Dominion Elevator Co. will add to its storage capacity. Bready, Love & Tyron will spend about \$50,000 in erecting elevators at 13 or 14 Manitoba & Territorial points.

Transcontinental Freight Rates.

A conference of considerable importance was held at the Great Northern headquarters in St. Paul, in July, at which were present traffic officials of the 4 great trans-continental lines. Freight rates to the Kootenay country, to Washington & the entire north Pacific coast & Puget sound country were discussed, & what is understood to be an amicable agreement was reached. The matter chiefly discussed was freight rates to Kootenay points. Those at the conference were Traffic Manager Kerr & Kootenay Agent Peters of the C.P.R.; Assistant General Freight Agent Garrett, of the Union Pacific; General Traffic Manager Clarke, & General Freight Agent Somers, of the Great Northern; General Traffic Manager Hannaford & General Freight Agent Moore, of the Northern Pacific. The St. Paul Pioneer Press says in speaking of the objects of the meeting:—"There have been no material reductions requiring advances, but in many cases the rates have fallen down, & in many other cases they have become ill-proportioned. It was necessary to check them up & re-adjust them."

The Ottawa & New York has given its freight cartage at Ottawa to A. Thoburn, treasurer of the Russell Theatre.

A joint through tariff, C.P.R., New York & Ottawa Ry., & Ottawa & New York Ry has been issued between Cornwall & stations on the C.P.R., Smith's Falls & east to Montreal via Finch Jct.

An immense business is being done by the Ottawa, Arnprior & Parry Sound Ry. this season in grain & lumber. The activity is from the west, Arnprior, Whitney, Gilmour's Mills & Parry Sound. All the lumber is for Montreal for export.

The G.T.R. has decided to make a bid for a share of the oat carrying trade, & for that purpose has arranged for the erection of an oat clipping elevator in Chicago. Such a building is a necessary part of the business. Hitherto the G.T.R. has not handled any of that class of business for the reason that it had not the necessary facilities. That deficiency will soon be removed, & the road hopes to participate in the carrying of the immense quantities of oats which are shipped every year from western points to the east, for export as well as for local consumption.

All freight rates were restored to a normal tariff July 25 on the Western roads. In this way was brought to a close a long-continued & disastrous rate war. While it was in progress many millions of dollars were recklessly thrown away. For twelve months rates in all parts of the territory west of Chicago have been badly demoralized. No section escaped. It is difficult to determine where the ill results were most severely felt. From St. Paul to the Gulf, & from Chicago to the Pacific Coast, the ravages of the war were experienced. But for it earnings of the roads would have shown phenomenal & unprecedented increases, & stockholders would have been enriched by the enlargement of dividend payments.—Railway World, Philadelphia.