

Manitoba & N. W. Ry., recently underwent an operation in Winnipeg General Hospital for a tumor in the calf of his leg, caused by a blow from a cricket ball. He lost a good deal of blood, & the wound did not heal at all satisfactorily at first, but he is now getting along favorably.

J. W. C. Haldane, C. E., of Liverpool, Eng., left there June 2, for a tour in Canada, with the object of gaining special information regarding the C.P.R. system. He will travel over the Co's. whole area as far as Vancouver. The knowledge thus obtained of the line; the country through which it passes; & its steamship connections with England, Japan & Australia, is intended for future use in new literary projects.

A. G. Wand has been appointed General Agent for North America of the London & North Western Ry. (Eng.), Caledonia Ry. (Scotland), & Great Southern & Western Ry. (Ireland), to succeed C. A. Barattoni, deceased. Mr. Wand has been in the service of the L. & N. W. nearly 25 years, and was transferred to New York from the London office of the Co. when the late agent was appointed in 1887.

A newspaper rumor at the end of May appointed B. B. Osler, Q.C., of Toronto, General Counsel of the G.T.R. at a salary of \$20,000 a year, to succeed John Bell, Q.C., of Belleville. We are in a position to say the rumor had no foundation in fact & it has already been denied by Mr. Osler. No doubt he will continue to receive briefs from the G.T. as in the recent case of Hannaford vs. the G.T.R., in which he represented the defendant at Sarnia Assizes.

A report was recently sent out from Moncton, N.B., to the effect that Collingwood Schreiber, Deputy Minister & Chief Engineer of the Department of Railways, was to be superannuated & succeeded by D. Pottinger, at present General Manager of the Intercolonial, who, in turn, was to be succeeded by J. E. Price, now District Superintendent at Truro, N.S. It is not thought in the best informed quarters that there was any foundation for the rumor. In any event Mr. Pottinger would not be given the dual position at Ottawa, as he is not an engineer.

Sir Wm. Van Horne left for England May 20, accompanied by R. B. Angus, another C.P.R. director. Of course, the dailies have been busy with "authentic" reasons for the trip. First it was the Manitoba & Northwestern Ry. bonds that had to be looked after; then they had gone to float the bonds of the Laurentide Pulp Co., & this was followed by the "positive information" that it was in connection with the establishment of a fast Atlantic service. The fact is, that business has very little to do with Sir William's trip. He has been far from well lately. Early in the spring he suffered from bronchial trouble, relief from which was sought in a brief sojourn at Atlantic City. Later the trouble was diagnosed as catarrhal fever; hence the ocean trip. Sir William's visit will be only a brief one; he is expected back before the end of June.

OPERATING.

The C.P.R. Graphic Car Record.

In the early history of railways in this country it was customary for them to do their business in their own cars, transferring freight destined to stations on a connecting road at the junction point of the two roads. While this system had the advantage of keeping at home the equipment of each road, it resulted in the very slow movement of freight, which became more & more annoying as the volume of traffic increased, so that the railways found it to their advantage to allow their cars to run through to the destination of the freight without transfer. The result of this is, that at present the cars of any one company may be scattered all over the country, & located on as many as 200 different lines. The control of the movements & the distribution of freight cars were at that time under the superintendents, while the computing of mileage & other statistics in connection with the same was done by the car accountant, who was under the control of the auditor. The general superintendent's duties were very numerous, & the greater part of his time was given to looking after the running of his trains, examining bridges, the condition of the roadbed, etc., so much so, that the handling and distribution of the cars received little attention, & was often entirely overlooked, in fact, in some instances the greater part of the distribution was done by yardmen & agents. As a natural result the expenditure for mileage of foreign cars increased very rapidly, while his own cars were allowed to remain on other roads just as long as they wished without any request being made for their return. Moreover, no check whatever was kept on foreign roads to see if they paid a fair amount for the use of the cars. The car accountant was not responsible for this state of things, as he considered it was his duty to only compile the mileage statements, the expenditure for mileage being a matter entirely under the control of the operating department, with which it was not his duty to interfere.

The general managers, however, noticed that in many cases half-a-million dollars annually was being paid out of the treasury for mileage, & were, therefore, confronted with the problem how to change this debit to a credit. The reply was—Improve the movements of cars belonging to your company by getting them home from foreign roads & reduce, as far as possible, the use of other roads' cars on your line, improve the time of through freight, & thereby improve the service. The first step towards the accomplishment of this result was to organize & fully equip the car service department. The head of this department is known as the manager of transportation, or superintendent of car service, & has been given full charge of the distribution & use of all passenger & freight car equipment, & the movement of time or fast freight, also the compiling of mileage & statistical statements. The duties of this of-

ficial have increased to such an extent on many of the large railways that it has been found necessary to appoint two subordinate officers, so as to relieve him of some of the routine work, & thus allow him to give more attention to the more important part of his duties. The two subordinate officers are known as car accountant & car distributor. The car distributor is, as a rule, immediately under the control of the head of the department; in fact, in many cases it is found necessary for him to be in the same room or office, so that the cars may be distributed to the best advantage & under the personal supervision of the head of the department. The car accountant's office may be divided into two parts, viz., mileage & record. In the 1st-mentioned is compiled statements of the mileage made by the different classes of cars on each division, section or branch, & the mileage of trains & locomotives, which information is extensively used by the accounting officers. The mileage made by other roads' cars on the line is computed, for which a stated rate per mile is paid, & monthly accounts issued for same. The record part of the office may be considered the most important, & is certainly the most interesting to the head of the department. It consists of a complete record being kept of the daily movement & location of each & every car upon the road, & may be considered a check on the distribution & handling of the cars on the line. The car accountant is called upon daily to give a variety of information regarding the location of the equipment. He must know what cars owned by his company are located in any foreign territory, where a large shipment is in sight to be loaded to or via his line, so that arrangements can be made to have his company's cars supplied for the shipment; watch the movements of the cars on foreign roads, & "catch on" to any abuse of them, & call the attention of the guilty parties to same; trace or write to foreign roads for cars delayed & endeavor to secure their return home, also issue to agents tracers for cars delayed over a certain period at stations on the line, & when the explanations given are not considered satisfactory, the tracers are referred to the head of the department for his action. He must also be able to supply at a moment's notice the location of the equipment owned by the company, which, perhaps, may be considered one of the most difficult problems with which car accountants have been confronted. It has been recognized by the managers of the principal railways that it is of the utmost importance to the welfare of their roads that the car accountants be placed in a position to instantly supply the various information called for, & therefore, no expense has been spared experimenting with many different systems, but, unfortunately, not altogether with success.

The movements of the cars have heretofore been generally kept in books specially ruled for that purpose, which method of car recording has been acknowledged to be unsuitable for this age, & everybody has felt the need of a change, so that car accountants, alive to

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