

Traffic Department

This came about through efforts on the part of this department and on the part of the El Paso Chamber of Commerce Washington Department. In fact, in October our attention was called to the fact that all shipments coming out of or passing through the pink boll weevil infested areas of Mexico, regardless of their character, had to be fumigated at the border and the fumigation charge paid by the consignee. Up to that time it was understood that only shipments of cotton, cottonseed and cottonseed products had to be fumigated. The fumigation charge amounts to \$8.09 per car. It is not so bad for the man shipping cotton, cottonseed and cottonseed products to have to pay this charge, for in paying it, he pays for his own protection. It is different, however, with the man who is paying for the fumigation of carloads of ore and various other such commodities. This results in his having to pay, in a measure, for somebody else's protection, which does not seem fair. This department took the matter up with the Washington Department of the El Paso Chamber of Commerce, and later the above quoted bill was introduced by Representative Hudspeth. Whether or not it will be enacted into law at this session of Congress, we cannot say. We can say, however, that we are going to continue our efforts in that direction.

Reconsignment.

Under Dallas District Freight Traffic Committee Docket 1274, dated November 5, 1919, it was proposed to place certain restrictions on the destination territory to which trans-continental shipments might be reconsigned from El Paso and other points in Texas. This department, along with others, opposed the proposal, and we are now advised that Railroad Administration authorities at Washington have issued instructions that this docket be cancelled and that no action be taken toward restricting these reconsigning privileges.

N. I. T. L. Treasurer Resigns

Mr. O. F. Bell, for the past seven years secretary-treasurer of the National Industrial Traffic League, is withdrawing from active duties and has tendered his resignation as a member and treasurer of the National Industrial Traffic League. Mr. E. C. Wilmore has been appointed treasurer to succeed Mr. Bell.

Executive Secretary for the N. I. T. L.

Mr. Guy M. Freer, formerly President of the National Industrial Traffic League has been appointed Executive Secretary effective Jan. 15, 1920, with headquarters at 413 Tacoma Bldg., Chicago, Ill.

New Ruling on Claims

As a result of the Commission's decision in Docket No. 10696, the Jacob E. Decker & Sons Case, Mr. E. Marvin Underwood, General Counsel of the U. S. Railroad Administration has issued the following instructions to all Regional Directors under date of Jan. 16, 1920, relative to the payment of claims on shipments moving prior to and during Federal Control

"The Interstate Commerce Commission has held in the Decker Case, I. C. C. Docket 10696, that it does not construe the limitation in the bill of lading as prohibiting the payment after two years and one day of meritorious claims if seasonably filed.

Claims on account of shipments moving prior to Federal Control, if filed within the period prescribed in the bill of lading, should be paid or declined on their merits, notwithstanding the two year and one day clause in the bill of lading, provided that in every case, the consent of the corporation to such payment is first obtained.

Until further notice, claims on account of shipments moving during Federal Control, if filed within the period prescribed in the bill of lading, should be adjusted on their merits, notwithstanding the two year and one day clause in the bill of lading.

Extreme care should be exercised in the settling of all claims of this class so that there will be no discrimination."

"Order and Notify" Shipments

Mr. Hale Holden, Regional Director for the Central Western Region, U. S. Railroad Administration, issued his Circular No. 296 under date of January 5, 1920. For the information of members we are giving the following quotation from same:

"Rule No. 7 of Consolidated Freight Classification No. 1 reads as follows:

"The name of only one shipper, one consignee and one destination shall appear on a shipping order or bill of lading. This rule does not prohibit showing the name of the party to notify, when shipment is consigned 'To Order' or the address of consignee when shipment is consigned to a point beyond the final carrier's point of delivery, but the issuing of bills of lading for shipment consigned 'To Order' will not be permitted, unless the name of the person, firm or corporation to whose order the shipment is consigned, is plainly shown after the words 'To Order.' This rule does not prohibit showing the points at which shipments are to be stopped in transit for partial loading or unloading when such partial loading or unloading is specifically authorized by the carrier's tariffs applicable to such shipments. Issuing bills of lading for freight consigned to shipper's order at one point, notifying consignee at another point, will not be permitted, except where consignees are located at prepay stations or interior points, in which case freight must be consigned to an open station to be designated by shipper."

"Please instruct that this rule shall apply to all shipments whether or not the tariffs governing are subject to the consolidated classification rules, also that the billing of cars to 'Shippers' order' without specifying person to be notified is prohibited."

Reduced Carbide Rate

For account of the Western Welding Manufacturing Company of El Paso, the traffic department of the Chamber of Commerce made application for and obtained a reduction in the rates applying on carbide of calcium, car-

loads, from Welland, Ont., and from Shawinigan Falls, Que., to Nogales and Douglas, Ariz. The rate from Welland, Ont., was reduced to \$1.37½; from Shawinigan Falls, Que., \$1.50. Previously the rate from Shawinigan Falls, Que., to Nogales, for example, was \$1.69.

Cancellation of Emergency Refrigerator Detention Charge

Effective February 5, 1920, in Supplement 5 to J. E. Fairbank's Tariff No. 4, ICC No. 4, the \$10.00 emergency penalty charge for detention of refrigerator cars not unloaded at the expiration of five days after the hour at which free time begins to run under uniform demurrage rules, was cancelled.

Amended Parcel Post Regulations—Returning or Forwarding Undeliverable Packages Collect

Order No. 3740, issued by Postmaster General, contains amendments to Parcel Post Regulations that are of much convenience to shippers. Second, third and fourth class matter of obvious value, which is undeliverable to the addressee, may, upon guarantee of postage by shipper, be forwarded to a new address or be returned to shipper. Interested shippers should secure a copy of the new order and familiarize themselves with the new regulations.

New and Reduced Rates

The attention of El Paso shippers is called to the following new or reduced rates, as the case may be, from and to El Paso:

Cement, carloads, El Paso, Texas, to "85" Mine, New Mex., 27c.

(Effective Dec. 31, 1919, in Item 240-A, Supplement 4, EP&SW tariff 507-L)

Talc, Crude, or Soap Stone, Crude, carloads, Tularosa, N. M., to El Paso, Texas, 12½c.

(Effective Dec. 31, 1919, in Item 512, Supplement 3, EP&SW tariff 890-D)

Box and crate shooks (wire bound) have been added to the list of articles taking lumber rates in Southern Pacific tariff 47-G.

(Effective Dec. 31, 1919, in 2d revised page 35, S. P. Tariff 47-G and also Item 270-B on 3d revised page 97, S. P. Tariff 47-G)

Lumber and articles taking lumber rates, El Paso to:

Tularosa, N. M.	28c
Three Rivers, N. M.	29c
Oscura, N. M.	29c
Carrizozo, N. M.	29c
Walnut, N. M.	29c
Indian Divide, N. M.	29½c
Capitan N. M.	30c
Coyote, N. M.	29c
Ancho, N. M.	29c
Tecolote, N. M.	29c
Gallinas, N. M.	29c
Corona, N. M.	29c
Torrance, N. M.	29c
Duran, N. M.	29c
Vaughn, N. M.	29c
Pastura, N. M.	29c
Santa Rosa, N. M.	29c
Los Tunas, N. M.	29c
Cuervo, N. M.	29c
Montoya, N. M.	29c
Tucumcari, N. M.	29c