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Application by Railways for Higher Import Freight Rates.

Sir Henry Drayton, Chief Railways Commissioner, gave the following judgment, Nov. 6, which was concurred in by the Assistant Chief Commissioner, D'Arcy Scott, and Commissioner McLean:—The companies desired to materially increase their import rates, which were on a relatively low basis, but which were all rates made by the companies themselves and not imposed by the board. Treated as individual rates, they undoubtedly are low. The proposed increases were suspended by order 24440. The case has been heard and has been standing some time for judgment.

Importers claim that with high ocean rates, the burden on their traffic is already unduly heavy. Undoubtedly ocean rates are very high; but, as a matter of principle, a high ocean rate affords of itself absolutely no reason why the railways companies should be compelled, for the purpose of reducing as much as possible the traffic disability engendered by the high ocean rate, to carry imports at a probably low and unremunerative basis. On the other hand, there is no question as to the fact of high ocean rates and grave resulting difficulties for the importer.

In the Eastern Rates Case, the general rate structure was dealt with, and the whole question of railway finances and requirements of the different lines was given most careful consideration by the board. Such increases as were reasonable were authorized,—these increases in some instances being substantial. The application now made deals with a general rate schedule, and the effect of it cannot properly be measured aside from the effect of the Eastern Rates Case. The full effect of the increases there authorized is not yet apparent. Some of the higher tariffs authorized have not, indeed, been yet put into effect. The condition of the railways, while certainly not all that might be desired, is, nevertheless, much better than it was 18 months ago; and, in view of the assistance already given, no hardship will be worked against the railways in determining that no action should be taken in this case until the effect of the Eastern Rates Case judgment can be clearly demonstrated. Theoretical demonstration really amounts to nothing. The actual traffic returns alone can show what, under the new conditions as developed, the railway situation will be. I am of the opinion that the board should at the present, therefore, take no action in this application.

Railway Mechanical Conventions.—The executive committees of the American Railway Master Mechanics' Association and the Master Car Builders' Association have decided to hold the annual conventions at Atlantic City, N.J., the first named from June 13 to 16, and the latter from June 18 to 21. Strong arguments were advanced in favor of Chicago, the Chamber of Commerce offering the exclusive use of the municipal pier for the occasion.

Passenger Rate Meetings.—Meetings will be held at the Chateau Frontenac, Quebec, as follows:—Niagara Frontier Summer Rate Committee, Jan. 9, 10 and 11; Great Lakes and St. Lawrence River Rate Committee, Jan. 11; International Water Lines Passenger Association, either Jan. 10 or 11, definite date not being yet announced.

Canadian Northern Railway Earn- ings, Etc.

Gross earnings, working expenses, net earnings, increases, compared with those of 1915-16, from July 1, 1916:

	Gross Earnings	Expenses	Net Earnings	Increase
July	\$3,834,200	\$2,636,800	\$1,197,400	\$ 711,000
Aug.	3,684,900	2,612,900	1,072,000	614,300
	\$7,519,100	\$5,249,700	\$2,269,400	\$1,325,300
Incr	\$3,573,800	\$2,248,500	\$1,325,300

Approximate earnings for Sept., \$3,187,900; Oct., \$3,716,800; 3 weeks ended Nov. 21, \$2,563,100; against, \$2,757,000 for Sept., \$3,678,500 for Oct., and \$2,396,200 for 3 weeks ended Nov. 21, 1915.

Canadian Pacific Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those of 1915-16, from July 1, 1916:

	Gross Earnings	Expenses	Net Earnings	Increase
July	\$12,247,440.39	\$8,230,348.66	\$4,017,091.73	\$1,216,688.61
Aug.	13,570,467.31	7,802,680.46	5,467,786.85	2,025,472.13
Sept.	12,134,159.96	7,004,400.80	5,129,759.16	384,458.52

\$37,652,067.66 \$23,037,429.92 \$14,614,637.74 \$3,626,719.26
Inc. \$10,682,075.22 \$7,055,455.96 \$3,626,610.26

Approximate earnings for Oct., \$13,132,000, against \$13,311,000 for Oct., 1915.

Grand Trunk Railway Earnings.

Following are the earnings and expenses for the G.T.R., including the Canada Atlantic Ry., the G.T.W.R. and D.H.G. & M.R., for September, compared with those for September, 1915:—

	Grand Trunk Railway, 1916.	1915.
Earnings	\$4,617,000	\$3,667,800
Expenses	3,099,000	2,501,100

Net earnings

	Grand Trunk Western Railway, 1916.	1915.
Earnings	\$ 744,200	\$ 669,900
Expenses	615,300	445,200

Net earnings

	Detroit, Grand Haven & Milwaukee Ry. 1916.	1915.
Earnings	\$ 275,600	\$ 257,300
Expenses	296,600	192,150

Net earnings

Approximate earnings for Oct., \$5,651,321, and for 3 weeks ended Nov. 21, \$3,731,151, against \$4,666,691 for Oct., and \$2,894,364 for 3 weeks ended Nov. 21, 1915.

TRAFFIC RECEIPTS OF THE SYSTEM.

	Aggregate from Jan. 1 to Oct. 31.—	1916.	1915.	Increase.
G.T.R.		\$39,127,270	\$33,045,502	\$6,081,768
G.T.W.R.		7,781,671	6,241,222	1,540,449
D.G.H. & M.R.		2,761,787	2,272,021	489,766
		\$49,670,728	\$41,558,745	\$8,111,983

Grand Trunk Pacific Railway Earn- ings.

The approximate earnings for the Prairie Section, 916 miles, for Oct., were \$566,503, against \$973,581; and from July 1 to Oct. 31, \$1,643,008, against \$1,858,557 for same period 1915.

Rogers Pass Tunnel Suit.—Argument in Foley, Welch & Stewart's appeal against the assessment of damages at \$576,155.99 in the suit brought by McIlwee & Son was begun in the British Columbia Court of Appeal, Nov. 8. A condition of the granting of permission to appeal was that Foley, Welch & Stewart should deposit in the court \$600,000 to cover judgment and costs.

Attempt to Remedy Car Shortage.—The American Railway Association has adopted a per diem charge, ranging from 45c to \$1.25, for each freight car which any one road shall withhold from another, and imposes a penalty on any road which violates the association's rules relating to car shortage.