

Traffic Orders by Board of Railway Commissioners.

Storage and Demurrage at Sarnia, Capreol, and North Bay.

General Order 175. Dec. 26, 1916. The track storage and demurrage and general order 174, Dec. 23, 1916, prescribing tolls at all points in Canada from Jan. to April 30, 1917, both inclusive. It is ordered that the following charges for demurrage and track storage apply upon grain and lumber held in transit at Cartier, Sarnia, Capreol, and North Bay, from Jan. 1 to April 30, 1917, both inclusive: 24 hours, free; 48 hours, \$1; 72 hours, \$2; 96 hours, \$5; 120 hours, \$10; 144 hours, \$15; 168 hours, \$20; subject to an increase of \$5 for each addition 24 hours or part thereof. It is further ordered that order 24436, Nov. 11, 1915, as amended by order 25285, Aug. 18, 1916, be suspended from Jan. 1 to April 30, 1917, both inclusive.

Moncton & Buctouche Ry. Tariff.

25737. Dec. 20, 1916. Re application of Moncton & Buctouche Ry. under sec. 327 of the Railway Act, for approval of its Standard Freight Mileage Tariff, C. R.C. 23. It is ordered that the said tariff be approved subject to the condition that the 5th class rate for the 11-15 mile group be reduced from 7 to 6c per 100 lbs.

Classification of Health Salts.

25755. Dec. 26, 1916. Re application of Harry Horne Co., Toronto, for the same specific classification for health salts as provided in the Canadian Freight Classification for Epsom salts. Upon hearing the application at Toronto, Oct. 5, 1916, in the presence of the Chairman of the Canadian Freight Association for the railway companies, the applicant company being represented, and upon the report of the Board's Chief Traffic Officer, it is ordered that the application be refused.

Mileage Rates on Forest Products.

25761. Re complaint of Mountain Lumber Manufacturers' Association, of Nelson, B.C., against proposed cancellation by C.P.R. of mileage rates on forest products for distances over 500 miles, effective Jan. 1, 1917. Upon its appearing that the said rates for distances over 500 miles, as now in effect in C. P. Tariff, C.R.C. no. W-2055, are being used by the complainant and others; and that their cancellation will injuriously affect the complainant's business, it is ordered that the C.P.R. publish and file a supplement to its Tariff C.R.C. no. W-2214, containing the rates on forest products for distances over 500 miles, as published in rate column no. 7 of its Tariff C.R.C. no. W-2055; such supplement to become effective Jan. 1, 1917.

Freight Interchange at Brantford.

25764. Re order 25570, Oct. 27, 1916, authorizing construction of an interchange track between the Lake Erie & Northern Ry. and the Toronto, Hamilton & Buffalo and Grand Trunk Railways, at Brantford, Ont., and the application of the Dominion Steel Products Co., for an order directing the Toronto, Hamilton & Buffalo and Lake Erie & Northern Railways to interchange cars on the temporary track connecting the said railways where they cross each other in Brantford. Upon reading what has been filed in support of the application and on behalf of the railway companies interested; and the report and recommendation of the Board's Assistant Chief Engineer, it is ordered that the Toronto, Hamilton & Buffalo and the Lake Erie & Northern

Railways be required, pending the construction and completion of the permanent interchange track authorized under order 25570, to interchange cars on the temporary track connecting their railways, where they cross each other in Brantford.

Rates on Zinc Clad Nails.

25798. Jan. 11.—The application of Shingle Agency of British Columbia for authority to include with shipments of shingles from B.C. the requisite quantity of zinc clad nails, the nails to be charged the same rates as the shingles. Upon hearing the application at Vancouver, June 26, 1916, the applicant and the Canadian Pacific and Canadian Northern Railways being represented, and upon the Chief Traffic Officer's report and recommendation, and reading the further written submissions filed, it is ordered that the application be refused.

Freight Rates From United States.

General order 177. Jan. 10.—Re question of way tariffs of freight rates from points in the United States to points in Canada should not bear a notation to the effect that unless specifically indicated as being competitive, they will automatically apply to intermediate points in Canada not mentioned in the tariff, notwithstanding Interstate Commerce Commission rule 77 (a) of circular 18-A. Upon hearing the matter at Ottawa, Dec. 19, 1916, the Canadian Pacific, Grand Trunk, and Ottawa & New York Railways, the Michigan Central Railroad, the Toronto Board of Trade, and the Canadian Manufacturers' Association being represented, the representatives of the railway companies consenting, it is ordered that tariffs of freight rates from points in the U.S. to points in Canada include, or be supplemented by, a rule to the effect that the said rates, unless specifically indicated as being competitive, will apply to intermediate points in Canada not enumerated in the said tariffs, and that railway companies arrange accordingly.

Passenger Rates, Chicago to San Francisco.—The Interstate Commerce Commission decided at Washington recently, in the case of the Public Service Commission of the State of Washington vs. Alabama & Vicksburg Ry. et al, that all-year excursion passenger fares and summer tourist excursion passenger fares from Chicago to San Francisco, applicable in either direction by way of Seattle, Wash., or Portland, Ore., were unduly prejudicial, to the extent that they exceeded the corresponding fares contemporaneously in effect from Chicago to San Francisco, applicable in either direction via New Orleans, La., or El Paso, Texas. The decision really means a reduction of rates from Chicago, St. Louis, etc., to San Francisco, of approximately from \$17.50 to \$20. An order in accordance with the decision was issued to become effective Feb. 15, but, a rehearing having been asked, the effective date has been postponed to Apr. 2.

Canadian Society of Civil Engineers, Toronto Branch.—At the annual meeting on Jan. 11, the following officers were elected for the current year: Chairman, E. W. Oliver; Secretary Treasurer, L. M. Arkley; Executive Committee—H. G. Acres, A. H. Harkness, T. T. Black and E. G. Hewson. The retiring Chairman, G. A. McCarthy, also acts as a member of the Executive Committee.

Canadian Northern Railway Earnings, 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 |
| Sept. | 3,187,900 | 2,455,300 | 732,600 | ×177,300 |
| Oct. | 3,716,800 | 2,496,500 | 1,220,300 | ×36,700 |
| Nov. | 3,722,300 | 2,472,300 | 1,250,000 | 38,600 |
| | \$18,146,100 | \$12,673,800 | \$4,322,400 | \$1,149,900 |
| Incr | \$4,230,100 | \$3,080,200 | \$1,149,900 | ..... |

x Decrease

Approximate earnings for Dec., \$3485,400, and for three weeks ended Jan. 21, \$1,903,000, against \$3,235,600, and \$1,514,400, for same periods, 1915 and 1916.

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 |
| Oct. | 13,237,086.36 | 7,562,346.99 | 5,674,739.37 | ×904,694.78 |
| Nov. | 13,401,943.90 | 7,837,983.76 | 5,563,960.14 | ×790,452.89 |

\$64,291,097.92 \$38,437,760.67 \$25,853,337.25 \$1,931,471.59

Incr. \$10,526,607.53 \$8,595,135.94 \$1,931,471.59

x Decrease

Approximate earnings for three weeks ended Jan. 21, \$6,870,000, against \$5,647,000 for same period, 1916.

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.G.H. & M.R., for November:

| Grand Trunk Railway. | | |
|---|-------|-------------|
| Earnings | ..... | \$4,317,200 |
| Expenses | ..... | 3,272,000 |
| Net earnings | ..... | \$1,045,200 |
| Grand Trunk Western Railway. | | |
| Earnings | ..... | \$ 759,600 |
| Expenses | ..... | 692,900 |
| Net earnings | ..... | \$ 66,700 |
| Detroit, Grand Haven & Milwaukee Railway. | | |
| Earnings | ..... | \$ 266,800 |
| Expenses | ..... | 261,300 |
| Net earnings | ..... | 5,500 |

Approximate earnings for Dec., \$5,280,245, and for three weeks ended Jan. 21, \$3,112,728, against \$4,819,124, and \$2,797,917, for same periods, 1915 and 1916.

Traffic Receipts of the System.

| | Aggregate from Jan. 1 to Dec. 31: | |
|---------------|-----------------------------------|--------------------------|
| | 1916. | 1915. Increase. |
| G.T.R. | \$47,286,799 | \$39,820,694 \$8,006,105 |
| G.T.W.R. | 9,191,107 | 7,876,264 1,314,843 |
| D.G.H. & M.R. | 3,823,992 | 2,884,912 399,080 |
| Totals | \$60,301,898 | \$50,581,870 \$9,720,028 |

Grand Trunk Pacific Railway Earnings.

The approximate earnings of the Prairie Section, 916 miles, for Nov. were \$652,145, against \$848,169 for Nov., 1915; \$608,136 for Dec., against \$744,584 for Dec., 1915. The aggregate earnings from July 1 to Dec. 31 were \$2,903,289, against \$3,451,310 for same period, 1915.

Demurrage Decision.—The Interstate Commerce Commission has refused to sanction a proposed rule of the New York, New Haven & Hartford Rd. and affiliated lines providing that, when cars are held in transit short of billed destination, or on storage tracks at destination, because of the failure of consignees to unload within the free time cars placed for delivery, the published demurrage charges will apply on the cars so held and no additional free time will be allowed after final placement.