

CO-OPERATION WILL RELIEVE CAR SHORTAGE.

Representatives of the various boards of trade and the railway companies are to meet in Ottawa on July 3rd, to outline a plan for revising the existing car demurrage rules. If an agreement can be reached, the Railway Commission will be asked to ratify the new regulations immediately. It is felt that if the present rules are not changed car shortage will become more acute month by month.

"The public should have a clear realization of what is aimed at in the revision of these demurrage rules," said Mr. J. E. Dalrymple, Vice-President of the Grand Trunk recently. "The situation is unprecedented. In every territory on the continent there is a demand for cars that cannot be fully met. It is useless to look to the car builders for relief. They have more work now than they can handle. If the situation is to be improved, or at least prevented from becoming more serious, there must be the greatest possible co-operation between the shippers, the consignees and the railways. Every car available must be kept moving and every car must be loaded to its capacity. That is without doubt the only way out of the present difficulties. Any measures that may be adopted to prevent the undue holding of cars for loading and unloading will, therefore, be of national advantage. Rules that were probably equitable under normal conditions are to-day hampering the efficiency of transportation."

"The coal supply of Canada," continued Mr. Dalrymple, "will be largely controlled by the number of cars available. The railroads have exceptional opportunities for knowing just how serious the fuel problem is. No Canadian coal can be obtained for our use. Supplies of Nova Scotia coal hitherto entering on our line at Montreal and Portland can no longer be procured, and as we can only get a limited quantity through Depot Harbor and through Midland, Ont., we are obliged to rail our coal from the Pennsylvania mines. Not only are we obliged to do that, but we have to send our own cars down there for service between the mines and tidewater on the lakes, that is to furnish foreign roads with equipment of Grand Trunk ownership for the movement of coal for railway use."

"The increased mileage we are called upon to perform, by reason of this abnormal condition, at the four points mentioned is equal to 132,406,000 ton miles. In order to bring these figures down to something we can all understand I may say that the extra service the Grand Trunk will be called upon to perform this year, over and above the increased cost of five million dollars on the purchase of coal, is equal to one freight train a day for 330 days between Montreal and Toronto."

WHERE RAIL EARNINGS GO.

Speaking before the Home Industry League of San Francisco on the 15 per cent freight rate increase recently, vice-president E. O. McCormick, of the Southern Pacific, said that the people of California received back 76 cents of every dollar of gross revenue collected for transportation service by the company within the state. This included, he said, \$32,000,000 for wages and \$10,000,000 for material and other expenses, but did not cover taxes. As to taxes, he explained, "we pay the people of California seven cents out of each dollar collected. That means for each working day we turn over to the state the sum of \$11,388 to cover taxes for that day. After paying interest on borrowed money the margin is so small that the average railway turnover represents about the same as a \$20,000 gross business for a store with a capital of \$100,000."

THE FRENCH MERCHANT FLEET.

The French merchant fleet was 2,500,000 at the beginning of the war and since that time it has lost 560,000 tons, 460,000 by acts of war. During the same period 680,000 tons have been built or bought and another 140,000 are on stocks, so that fleet is actually greater now than before war. Germany has lost 2,500,000 tons, 50% of its entire fleet.

"That is the situation as regards railway fuel. If the railways cannot muster sufficient cars to keep a supply of coal on their lines for locomotive purposes their operation will be interfered with, and that would be a national calamity at the present time. Precisely similar difficulties face the country in connection with a general fuel supply for commercial and household purposes."

"It will be clearly seen that every available car must be used to the fullest advantage, and that no individual is entitled, at this critical period, to hold a car for a day or for an hour when it might be released. It is the duty of every user of coal to obtain his winter supply, as far as possible, immediately and not wait until bad weather comes along, bringing with it transportation difficulties and the always pressing demand for fuel."

"Surely this is a time for mutual effort and broad co-operation. New demurrage rules will help to bring pressure to bear upon the delinquents who selfishly hold up cars and thereby hurt every other shipper. With all cars loaded to rated capacity and every car kept on the move, as far as practicable, the facilities at the disposal of the nation's business will give a good account of themselves."

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RAILWAY EARNINGS.

The gross earnings for Canada's three principal railways in the third week of June aggregated \$5,429,824, an increase of \$764,084, or 16.3 per cent as compared with the same period a year ago. This increase compares with an increase of 17.4 per cent for the second week in June, and 17.1 per cent for the first week.

	1917.	Increase.	P.C.
C.P.R.	\$2,939,000	\$308,000	11.7
G.T.R.	1,441,424	288,984	25.0
C.N.R.	911,400	167,100	22.5
Totals	\$5,291,824	\$764,084	16.8

LOSSES OF BRITISH TONNAGE.

British Losses in Ships Lower for Past Week.

Twenty-one British vessels of more than 1,600 tons each and seven under 1,600 tons were sunk by mines or submarines last week, according to the weekly statement of losses issued by the British Admiralty. No fishing vessels met with disaster.

The Admiralty statement reads:

"Arrivals, 2,876; sailings, 2,923."

"British merchant ships over 1,600 tons, including one previously reported sunk by mine or submarine, 21; under 1,600 tons, including one previously reported, seven."

"British merchant ships unsuccessfully attacked, included seven previously reported, 22."

The aggregate number of vessels flying the British flag destroyed by mines or submarines last week shows a net falling off of four as compared with the losses reported the previous week, which numbered 32—27 of more than 1,600 tons and five in the smaller division. In the larger category a decrease of six vessels is shown, while among the smaller craft an increase of two vessels lost is indicated.

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