

GOOD WILL THE DOMINANT NOTE.

During the summer months of the year 1915 some 1,500 miles of railway—Winnipeg to Quebec, 1,350 miles, and Fort William to Graham, 193 miles — were added to the International Railway and Prince Edward Island Railway, making over 4,000 miles now operated under the name and ownership of the Canadian Government Railways.

Connecting Winnipeg with Quebec, and Montreal with the Atlantic ports of Halifax, St. John and the Sydneys, the Government Railway occupy a new and important position in relation to the transportation question of the Dominion, an importance which the great war requiring the immense transfer of troops and munitions through Canadian territory has been instrumental in demonstrating, resulting in a traffic development away beyond ordinary calculations. This increase of traffic has affected every branch of the service. Additions to the rolling stock have been necessary and to-day the Government Railways are better equipped with motive power than at any period in their history.

With traffic booming there has been a large demand upon experienced and skilled labor. The principal shops at Transcona and Moncton are working at full capacity, and the same remark applies to the smaller shops. The relationship between the employees and the management based upon the spirit of good will, are of the happiest. With the introduction of the merit system individual worth and conduct meet their due reward. Other agencies at work to improve the lot of the employees are the sick, accident and provident funds, the latter being a form of pension on an equitable basis of contribution by employees and the Government. The "First Aid" movement is well organized and has rendered valuable assistance in numerous cases. "Safety First" is practised and encouraged. Thus it will be seen that the welfare of the human element in the conduct of the Government Railways is an essential feature, which with the encouragement of co-operation combine to make a system where good will is the dominant note of operation.—Labor News, 1917

A SMOKE DEVICE.

British admiralty chemists have perfected a device for generating in a few minutes sufficient smoke to mask a vessel for hours. All vessels are being fitted up with the device as a means of escape from submarines.

PANAMA CANAL SHIPPING.

2,780 vessels passed through Panama canal up to January 1. Gross tonnage was 12,086,535, and total cargo carried, 11,652,405 tons. Aggregate revenue from tolls was \$3,677,695, as against a cost of operation and maintenance of \$7,142,124.

BRITISH SHIPBUILDING.

Shipbuilding in the United Kingdom for 1916 amounted to only 582,000 tons of merchant tonnage, compared with 650,000 the previous year. Production in last quarter of 1916, however, was 220,000 tons against 80,161 tons in first three months. American shipbuilding in 1916 amounted to 550,000 tons, against 270,000 the year before. Japan's merchant tonnage output increased from 98,000 tons in 1915 to 246,000 tons last year.

INCREASED COST OF SUPPLIES.

A table showing increased cost of railway supplies, prepared by Vice-President Rice of Frisco lines, shows that 52 per cent of supplies purchased by railroads of the country in 1915 will cost 119 per cent more if purchased this year; the other 48 per cent will cost 60 per cent more. Steel axles purchased in 1915 will cost 297 per cent more if replaced this year, brakes 86 per cent, boiler tubes 201 per cent and steel wheels 107 per cent more.

A force of 400,000 men is required for the British navy, according to the naval estimates for the coming fiscal year, which provide for that number.



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CAUSE OF FREIGHT CONGESTION.

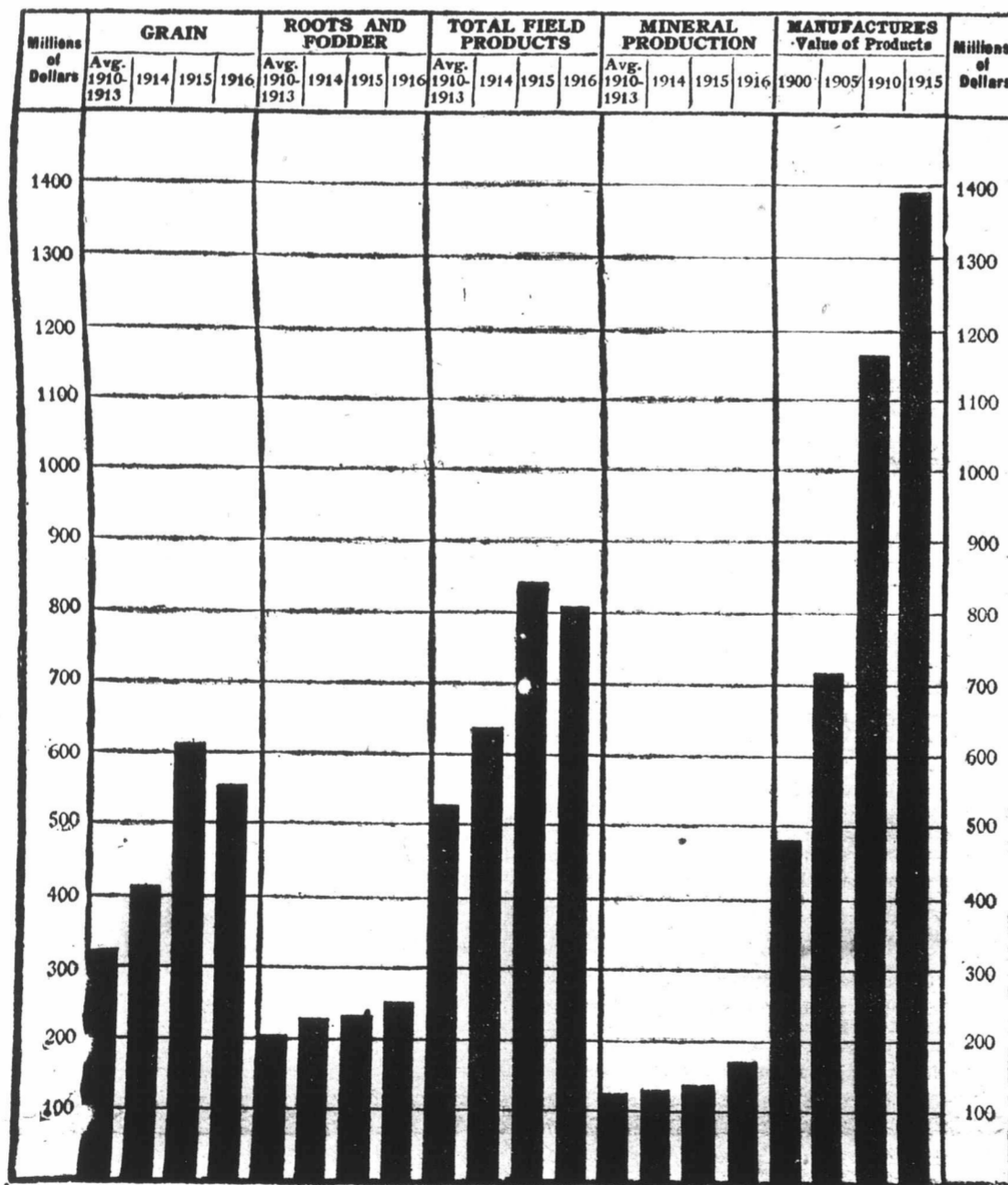
Vice-President Howard G. Kelley, in charge of operation, Grand Trunk Railway, has issued the following statement with reference to freight congestion:

"The general railroad situation is abnormal by reason of the exceptionally heavy business and the balance of loaded movement being to the east. Conditions have been aggravated by shortage of ocean tonnage, and irregularity of arrival of ships upon pre-arranged schedules, thereby disarranging the provision for loading ships, and increasing switching blocking terminal elevators and warehouses and terminal yards.

"Combined with this is the actual shortage of coal supply and continuance for a period of seven weeks of heavy storms and temperatures below zero. These conditions are most difficult to overcome but every possible effort is being made to adjust them and relieve congestion. The Grand Trunk is now accepting freight freely at almost every point on the system.

Agricultural and Industrial Production

Of Canada. This table has been issued by the Canadian Bank of Commerce.



RUSSIAN TRADE IN CANADA.

Russia has established a purchasing commissioner at Ottawa, in the person of Col. Kovaleff, who will make purchases of war supplies of various kinds on behalf of his country. Hitherto Russia has made her large purchases through the Russian supply committee with headquarters in New York.

She has, moreover, obtained a considerable quantity of goods, munitions and freight cars required in her military operations.

The Canadian Government has made representations to the Imperial Russian Government as to the opportunities for supplying its requirements to a greater extent by purchases in Canada and the advantages of trade between the Allies. Its efforts have been rewarded by the appointment of Col. Kovaleff which is an event of importance to Canadian producers. The Canadian Government will give the Russian Commissioner all possible assistance in his work.

SHIPPING MEN NOT AFRAID.

In the week ending February 10, the first complete week of the intensified German blockade, according to the London Board of Trade Journal, the amount of wheat imported into the United Kingdom was 2,766,200 cwt. The figures for the corresponding weeks in the three preceding years are: 1916, 1,111,800 cwt.; 1915, 1,839,700 cwt.; 1914, 1,444,000 cwt.

The totals of corn grain meal and flour imported in the same weeks are: 1917, 4,265,810 cwt.; 1916, 2,456,440 cwt.; 1915, 4,050,044 cwt.; 1914, 2,972,910 cwt.

THE U. S. CAR SHORTAGE.

Reports to American Railway Association showed that on February 1 there was net shortage of 109,770 freight cars, compared with 62,247 on January 1. Shortage existed for most part in West.