

MANUFACTURERS ASSOCIATION OPPOSED TO GOVERNMENT OWNERSHIP.

The business sessions of the annual convention of the Canadian Manufacturers' Association ended at Winnipeg with the adoption of a resolution submitted by the Association's Transportation Committee dealing with the recent reports of the Drayton Commission on railway nationalization.

"Whereas, the Royal Commission appointed to inquire into railways and transportation has found that the policy of assisting private railway companies with favorable legislation, subsidies and extension of credit, with a view to the development of our resources, and upon which the money invested in the properties have largely been borrowed prior to the commencement of the undertaking, has resulted—owing to the lack of proper supervision—in unnecessary duplication of lines in territories previously served, thus leading to unprofitable working conditions:

"And, whereas the Commission has found that such roads must be maintained to a great extent through large advances of public money, represented by guarantees of the Dominion and Provincial governments, the ordinary stocks of those railways representing practically no cash investments or value:

"And whereas both reports of the Royal Commission have declared that further large expenditures are absolutely essential to complete these lines and for betterments and equipment;

"Be it resolved that this association urge upon the Government as a matter of present national necessity:

"(1) That immediate steps be taken to assist in overcoming the desperate need for equipment, which at present exists, by providing an ample supply of cars and locomotives and turning them over to the companies under lease or contract of purchase;

"(2) That a board of trustees be appointed to receive all moneys of the companies unable to meet their obligations, and to determine and supervise all expenditures of the railways to whom advances might have to be made."

The project of railway nationalization did not find favor with the association, although advocated by a few speakers.

REVISED DEMURRAGE RULES NEEDED IN CANADA.

Judging from the opposition at the recent hearing before the Board of Railway Commissioners to the proposed revision of the existing car demurrage rules, applicable to Canada, it is evident, railroad men state, that the consignees of traffic coming from points in the United States, particularly coal, do not realize how acute is the situation which exists to-day in car supply and transportation.

The car shortage on the railroads which are members of the American Railway Association, on February 1st, 1917, totalled 109,988 cars; March 1st 130,082; April 1st 144,797 and on May 1st 145,449, showing a rapidly increasing shortage of cars, and with the United States now getting down to the war work in earnest the transportation problems will become more pressing and the car shortage more intense.

Canada's coal supply, at the present time, is entirely dependent upon the car supply. One railway official here stated that his road could not get a pound of coal unless they sent their own cars for it. With the demand increasing in their own territory it is only natural to expect that the United States railroads will, as far as possible, confine their cars to their own country where they state that they are able to get better service out of them than by allowing them to come into Canada, where the demurrage rules are such as to reduce rather than increase car efficiency.

The present Canadian Rules were framed in the year 1906. They may have suited the conditions which prevailed at that time, but they are undoubtedly not suited to meet present day conditions, railroad men declare. It is claimed that consignees in Canada have three times the length of free time to unload cars before any charge is involved, compared with what is allowed in the United States, where the demurrage rate at the present time is \$2.00 per day for each of the first five days and \$5.00 per day for the sixth and each succeeding day, whereas in Canada the old 1906 code of one dollar per day, after a much longer free time, still prevails.

The shipping public, in their own interest, it is urged, should not oppose the proposed changes, as if the rules are not changed, and the U.S. railroads for this reason, decline to allow their cars to come

RAILWAY EARNINGS.

Bureau of Railway Economics says March net operating income of American railroads per mile was 11.8 per cent less in 1917 than in 1916, 30.5 per cent greater than in 1915, 32.7 per cent greater than in 1914 and 35.7 per cent greater than in 1913.

ELLERMAN'S BIG CONTROL.

Sir John R. Ellerman, the steamship owner, is under fire on account of his German ancestry. Ellerman's vessels number 300, with a combined tonnage of more than 1,500,000—greater than the whole Italian mercantile marine, much more than the combined tonnage of Russia before the war. The value of the fleets which he controls is estimated at more than \$175,000,000, and he pays more in income tax than any other man in the country; something like \$15,000,000.

BARGES ON MISSISSIPPI.

The barge line system inaugurated on the Mississippi quite modestly, two or three years ago, seems to be impressing the commercial bodies in the central valley of the United States. A number of them are giving it financial support, the New Orleans Board of Trade, which has just subscribed for \$25,000 worth of stock, being among the most recent to co-operate. Recognition of the barge marks the abandonment of the hope that the river steambot may come back into general use. Sentiment is evidently going out of the scheme for restoring navigation to the great streams of the interior, and practical methods are coming in. The entire nation is far more deeply concerned than it realizes in this movement toward a greater use of the waterways.

SHIPBUILDING IN GERMANY.

It is to be gathered from various statements in the German press that throughout last year all the shipbuilding yards in the country were busily engaged, not only in the construction of new tonnage, but also in extending their capacity for production, for which purpose a considerable amount of new capital was issued. According to a statement in The Hamburger Fremdenblatt, out of twenty-two joint stock and limited liability shipbuilding companies on the coast—that is to say, excluding those on the canals and internal waterways—no fewer than eighteen have either begun or have decided upon an extension of their works, while twelve have provided for or already carried out an increase of their capital by the amount of about 22,000,000 marks. During last year also two new yards were established for the building of seagoing ships, namely, the Hamburger Werft Aktiengesellschaft, with a nominal capital of 1,000,000 marks, and the Elsflether Werft A-G., with a capital of 500,000 marks.

SHIP CAPACITY.

Shipping circles in New York were astonished by statements coming from Washington to the effect that 300,000 tons of shipping will be required to send 24,000 men to Europe. This figure is regarded by shipping men who have been in close touch with the business of transporting troops as little less than absurd. It is feared that if the War Department's arrangements should count on any such schedule as this the already keen shortage in shipping would be unnecessarily aggravated.

It is a matter of record, the shipping men point out, that the Olympic carried 7,800 men on one trip when in the service between England and Salonica. The Olympic is of 45,000 tons, and thus the shipping men figure that three such ships as the Olympic, or about 135,000 tons of shipping, would be enough to transport 24,000 men. Shipping men estimate such a ship as the Vaterland could carry greatly in excess of 7,800 troops. The Olympic is believed to have the record for the war so far in the transportation of troops, having carried in all some 38,000.

Shippers pointed out that the President Grant could carry 6,000; President Lincoln 6,000; George Washington 5,000; while such vessels as the former Hamburg-American liner Amerika at Boston would greatly add to the estimate.

Halifax Shipbuilding Co. has been incorporated at Ottawa with a capital of \$3,000,000.

into Canada with coal and other commodities, and Canadian railways are unable to provide equipment to take care of traffic offered, the railroads of Canada will feel that they are not wholly responsible, from a transportation point of view, for any shortage of cars and possible scarcity of coal in Canada this fall and coming winter.

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BETWEEN

MONTREAL and LONDON

(Calling Falmouth to land Passengers)

AND

MONTREAL and BRISTOL

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CANADIAN NORTHERN

CHANGE OF TIME—MONTFORT BRANCH. EFFECTIVE JUNE 30TH, 1917.

The following connections will be made at Montfort Jct. effective June 30th by Canadian Pacific Ry. trains from Montreal mentioned below:

From Place Viger Station:

9.20 A.M. Mondays and Thursdays arriving Huberdeau 2.50 P.M.

1.40 P.M. Saturdays arrivals Huberdeau 5.35 P.M.

3.30 P.M. Daily except Fridays and Sundays arriving Huberdeau 8.15 P.M.

From Windsor St. Station:

1.25 P.M. Saturday only arriving Huberdeau 5.00 P.M. This train only stops at all stations North of Laurel.

For other changes apply to City Ticket Office, 230 St. James Street, Montreal, Que.



TRANSPORTATION NEWS ITEMS.

New shipping and shipbuilding corporations with authorized stock of \$48,490,000, were organized in May, according to the New York Journal of Commerce, a new record for a single month. The total since war began is \$232,082,000.

It is rumored that Steel Corporation will construct a shipbuilding plant at Gary, Ind., where vessels for the Shipping Board will be built.

The Peninsular & Oriental Steamship Co. has bought Union Steamship Co., of New Zealand, bringing its tonnage above 1,725,000.

American railroad equipment builders in May received orders for cars and locomotives that will represent an outlay of \$110,000,000. This compares with orders for \$23,300,000 in April. Foreign orders predominated.

Despite the fact that the American railroads showed a gain of \$79,000,000 in traffic in the first quarter of 1917, they suffered a loss of \$26,000,000 in profit in comparison with the same period of a year ago, according to the Bureau of Railway News.

A big British steamship arrived at Boston Tuesday night with 15,000 bales of Egyptian cotton, valued at \$8,000,000. The war insurance on cargo was one of largest ever written.

FEWER TRAINS.

As a result of proposed cut in passenger train service June 24-25, there will be 551 fewer trains in operation on New England railroads.