

Freight and Passenger Traffic Notes.

Magnolia is the name of a new Grand Trunk Pacific station at mileage 855 west of Winnipeg.

During the summer, weekend (Saturday to Monday) excursions will be run from Toronto to allround Muskoka Lakes and return at \$5.

The G.T.R. informs all ticket agents that tickets must be filled in with ink and not with indelible or other pencil. Reports on tickets must also be made out in ink.

The Canadian Government Railways has issued a folder containing the time-tables of all the lines operated for the Dominion, viz., the Intercolonial, the National Transcontinental and the Prince Edward Island Railways.

The Canadian Northern Ry., according to a western press dispatch, has raised the embargo on grain shipments to Port Arthur in that it will now accept shipments consigned to Canadian Northern elevators at Port Arthur.

The Canadian Northern Ry. will probably make its transcontinental passenger service between Toronto and Vancouver daily beginning June 1, instead of three trains a week each way as at present.

The Canadian Northern Ry. has had in operation two agricultural trains for short course lectures in conjunction with the Alberta Government up to Feb. 23, and a similar train in Saskatchewan started a route on the Goose Lake Branch Feb. 29, to run to Mar. 14.

W. Eastland was fined \$20 and costs by a Vancouver, B.C., magistrate recently for selling a railway ticket in contravention of the Railway Act. He lent some money on the security of the ticket and was afterwards told to sell it for what he could get, the original holder of the ticket sending a purchaser.

In a recent interview at Edmonton, Alta., J. D. McArthur, President, Edmonton, Dunvegan and British Columbia Ry., said that after Apr. 1 three trains a week in each direction would be run between Edmonton and the Spirit River, 357 miles, and that it was expected to put a similar service on the branch from Spirit River to Grand Prairie by Aug. 1.

The C.P.R. through service between Nelson and Revelstoke, B. C. via West Robson has been temporarily discontinued owing to the conditions on Arrow Lake, and through passengers are being carried via Slocan. A local steamboat service is being operated on Arrow Lake between West Robson and Edgewood three times a week.

The Vancouver City Council decided, Feb. 1, to appoint a sub-committee to investigate Canadian Northern Pacific Ry. freight rates, in connection with the application being made to bring the railway under the Board of Railway Commissioners jurisdiction. The Vancouver Board of Trade has passed a resolution deprecating the city's action, and it is not unlikely that it will be stopped.

The Pacific Great Eastern Ry. announced Jan. 28, that it would have to abandon for an indefinite period the operation of trains on its Squamish-Clinton section. The heavy snowfalls of the end of January completely blocked the line, and it cannot be cleared without the aid of a rotary snowplough. As the other railway companies are using all such equipment on clearing and keeping their own lines clear, it is impossible to borrow one.

The Vancouver City Council decided, Feb. 4 to postpone for the present its application that the Canadian Northern Pacific Ry. be declared to be a railway for the general advantage of Canada and therefore subject to the Board of Railway Commissioners as to rates. The Vancouver Board of Trade on Feb. 9 passed a resolution asking the Provincial Government to appoint a Board of Railway Commissioners to have authority over all railways within the province subject to provincial control.

Replying to a question in the House of Commons, Feb. 3, Dr. Reid, on behalf of Minister of Railways said: There are through rates on lumber from all points on the National Transcontinental east of the St. Lawrence River; also from such points west of the river to Hearst, Ont., inclusive, from which lumber is likely to be shipped to points on the G.T.R. in Quebec and Ontario. No through rates are yet arranged to points on either the C.P.R. or Canadian Northern Ry. in Quebec and Ontario.

Passengers for Australia, who are not Canadians or other British subjects, now require passports to secure their admission to Australia and it is desirable that such passengers for New Zealand also provide themselves with passports. Round trip passengers for Australia and for New Zealand as well, whether they are Canadian or other British subjects or of United States or other foreign citizenship, require passports to permit of their leaving Australia or New Zealand on the return trip and should provide themselves with such documents before setting out.

The Canadian Pacific Ry. has given notice that agents at Chicago, Ill., St. Paul, Minn., and Fort William, Ont. and east thereof, will secure reservations for the Canadian-Australian Steamship Line from W. H. Snell, General Passenger Agent, C.P.R., Montreal, instead of from C. E. Benjamin, heretofore General Passenger Agent, Trans-Pacific Service, Montreal, and now G.P.A., Canadian Pacific Ocean Services Ltd., Montreal. Agents west of Chicago, St. Paul, St. Louis, and Fort William will continue to apply to J. C. Irons, General Agent, Canadian-Australian Line, Vancouver, B. C.

The Lake Erie and Northern Ry's timetable shows an hourly service every day, starting at 7 a.m., from Galt, and at 8 a.m., from Brantford, Ont., and continuing until 8.55 p.m. from Galt, and 10 p.m. from Brantford. With the exception of the first train in the morning, all the trains from Galt start five minutes before the odd numbered hours, while the trains from Brantford start on the even numbered hours. The timetable for Sundays is the same, except that the first train from Galt is at 8.55 a.m., and from Brantford is at 10 a.m. There is a connection with the Galt, Preston and Hespeler St. Ry. on Sundays, the cars running to and from Concession St., Galt. The line, which is an electric one, was opened for traffic Feb. 7.

The G.T.R. is appealing against being assessed for local improvements in London, Ont., alleging that the asphalt pavements and cement curbs on certain streets were put in for the benefit of the London & Port Stanley Ry., and that its properties are rendered inaccessible by the L. & P. S. Ry. tracks.

Lumber Rates from Beaudette, Minn. to Vincennes, Ind.

The Interstate Commerce Commission at Washington has given the following decision, dated Jan. 3, in the case of Bradley Timber and Railway Supply Co., vs. Canadian Northern Ry. Co.—Complainant is a corporation dealing in lumber at Duluth, Minn. By complaint, filed Nov. 26, 1914, it alleges that defendants' rate of 27c. per 100 lbs. for the transportation of a carload of lumber shipped from Beaudette, Minn., to Vincennes, Ind., Feb. 18, 1913 was unreasonable to the extent that it exceeded 26c. per 100 lbs. Reparation is asked. The shipment weighed 33,900 lbs. and charges were collected of \$91.53 at the 27c. rate assailed. Effective Apr. 1, 1913, defendants voluntarily established a rate of 26c. Previous to that date the rate from Beaudette to Chicago had been reduced by 1c. per 100 lbs.; and it is because the through rate from Beaudette to Vincennes was not reduced equally at the same time that this complaint was filed. For a number of years the rate to Vincennes had been made with some regard to the rate to Chicago. When the rate to Chicago was reduced the rate to Vincennes still was lower than the combination of the intermediate rates to and from Chicago by $\frac{1}{2}$ c. per 100 lbs. Effective Nov. 16, 1913, the rate to Vincennes was increased to 26 $\frac{1}{2}$ c. Complainant adduced no evidence relative to the unreasonableness of the rate assailed other than the changes in the rates to Chicago and Vincennes just described. We find that the rate charged is not shown to have been unreasonable, and an order dismissing the complaint will be entered.

National Transcontinental Ry. Transcona Shops.—The Minister of Railways informed the House of Commons recently in reply to a question by Hon. G. P. Graham, that the portion of the National Transcontinental shops at Transcona, Man., not required at present in connection with railway operation, being about one-twentieth of the floor space, and comprising the frog shop, and the south bay of the freight car shop, had been leased to the Transcona Shell Co., the lease being in the names of G. R. Drenon, President, and W. A. Petrie, Secretary. The space is being used for the manufacture of shells, the company paying \$6,780 a year, and the insurance premium on \$113,000, together with a rental for any machinery used calculated at 20% on the value of the machinery. No machinery can be used without the General Manager's approval. The first year's rental of \$6,780 had been paid.

New Dominion War Taxation.—In his annual budget statement in the House of Commons, Feb. 15, the Minister of Finance announced a new tax of 25 per cent. on the profits of incorporated companies in which a capital of over \$50,000 is engaged, exceeding 7 per cent. on the paid up capital stock, computed on every accounting period after Aug. 4, 1914. Included in the businesses covered, is that of transportation, whether continuously carried on or not. Any further issues of stock, or other increases of capital, or any changes therein, having the object, or the tendency, to increase the capital stock, made after Feb. 15, 1916, are subject to the minister's decision as to whether it is fair and proper to include such, when determining the company's capital and his decision is to be final.