

PROCEDURE OF RY. COMMISSION.

When the Railway Commission sat in Montreal on the 18th of April last to discuss the application of the Canadian Freight Association for approval of its proposed new Freight Classification, those representing both the railways and the shipping interests asked that some announcement be made as to what procedure the Board proposed following in connection with further consideration of this matter.

The following memorandum in this connection was received by the Transportation Bureau of the Montreal Board of Trade last week from Assistant Chief Commissioner D'Arcy Scott:

"The proposed classification has now been discussed before us at sittings of the Board of Hamilton, Toronto, Ottawa, and Montreal. We have heard some interim explanations from the railway interests and a number of objections to both the rules and the classification from a large number of shippers. Probably the criticism which shipping interests west of Lake Superior desire to offer to the proposed classification may be somewhat dissimilar to the criticism we have already heard. It seems to me, therefore, that before the Board gives any further consideration to the matter that this application should be set down for a hearing at the chief centres of population in the west so that those interested may have an opportunity of expressing their views to the Board. Such sittings will be held within the next few weeks.

"After these hearings in the west and the general position with regard to the proposed classification of western shippers and traders will be before us. I think the railway interim should be directed to hold informal conferences with those interested in different lines of trade with the idea of having the parties interested agreed as much as possible on the details of the proposed classification. After these conferences there will doubtless have to be a further discussion before the Board, and at that time we will be in a position to decide on further procedure.

(Signed), "D'ARCY SCOTT."

CANADIAN GOVERNMENT RAILWAYS.

Summer Service to Prince Edward Island.

On and after Monday, April 30th, the Canadian Government Railways S.S. "Northumberland" will perform the service between the Mainland and Prince Edward Island, the connection from Montreal being with the "Ocean Limited", leaving at 7.15 P.M., and branch train service from Moncton to Point du Chene, leaving there by the S.S. "Northumberland" arriving Summerside at 9.50 P.M. daily, except Sunday, at which point there will be direct connection with train for Charlottetown.

From Charlottetown, coming west, passengers will leave there at 6.40 A.M. daily, except Sunday, making connection at Summerside with the S.S. "Northumberland" and with branch train service to Moncton, due there at 1.35 P.M. and leaving by the "Ocean Limited" westbound at 2.15 P.M., due Montreal at 9.55 A.M. the following day.

BANKING AND BUSINESS IN THE U.S.
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trial situation that would be far-reaching in its injurious effects.

The following caution against the holding up of industrial activities is offered by Howard E. Coffin, of the advisory commission of the Council of National Defence, who declares that "waste is bad but an indiscriminating economy is worse. Unemployment and closed factories brought about through fitful and ill-advised campaigns for public and private economy will prove a veritable foundation of quicksand for the serious work we have on hand. We need prosperity in war time even more than when we are at peace. Business depressions always are bad but doubly so when we have a fight on our hands. The declaration of war can have no real evil effect on business. What bad effects are apparent are purely psychological and largely of our own foolish making. For our markets are the same in April as they were in March. We need more business not less. There is real danger in hysteria. Indiscriminate economy would be ruinous. Now is the time to open the throttle."

Two years ago the prospective builder was urged to "build now" to secure the advantage of low prices and to give employment to idle labor. Today he is urged to "build now" so as to keep skilled labor employed to keep the wheels of industrial activity going, and to take advantage of present prices, lest he be forced to pay even more if he delays.

COMMANDEERING CANADIAN SHIPS.

An Order-in-Council widening the powers of the Canadian Government to requisition ships under the authority of the War Measures Act was contained in a return tabled in the Commons on Tuesday of last week. This order superseded two earlier ones which were passed on November 24th, 1916, and March 31, 1917. The order of November, 1916, provided that any British ship registered in Canada might be requisitioned for the carriage of foodstuffs and other articles of commerce and authorized the issue of notices of requisition by the Minister of Marine. The second order declared that any vessel under construction or about to be constructed in Canada for neutral owners might be requisitioned for the carriage of foodstuffs or other articles of commerce, even if export thereof for foreign registry had already been authorized by the Governor-in-Council.

Both these orders were cancelled by an order passed on April 24th, which provides that any vessel of Canadian registry, any ship under construction or to be constructed, even if exportation for foreign registry has been authorized, may be requisitioned by or on behalf of His Majesty for any purpose whatsoever. The new order also enacts that cargo space on any British ship registered in Canada may be requisitioned in whole or in part for any purpose whatsoever.

Included in the return is a report of the Privy Council, passed on January 30th last, and setting forth the position of the Canadian Government with respect to the requisitioning of ships for war purposes. This report was made after the requisitioning of the Canadian ship "C. A. Jacques." The report does not question the prerogative or the extent of the prerogative for the taking of ships of British subjects for the defence or protection of the realm, or that the power may be exercised although the place of registry or the domicile or residence of the owners be not within the United Kingdom. It questions the manner of the exercise of the power rather than the assertion of the power. It states that in the opinion of the Minister of Justice the question is not one of legal power, but of constitutional right. It lays down the principle that "it is the Parliament of Canada alone which constitutionally can determine and prescribe the burdens to be borne by this Dominion or by any of its citizens for the purpose of this or any other war."

Similarly it contends that the exercise of the prerogative of requisitioning ships through any other authority than the Governor-General-in-Council would conflict with the autonomy of Canada at its present stage of development. The report concludes: "It is needless to observe that any representations which His Majesty's Government may submit as to the necessity or advisability of taking over a Canadian ship for the purpose of war will receive prompt and sympathetic consideration by Your Excellency's ministers." This statement of Canada's position was forwarded to the Secretary of State for the Colonies.

CANADA TO BUILD SHIPS.

Orders have been placed in Canada by Great Britain for 22 steel vessels of tonnage varying from 3,400 to 8,800. Eight more are under consideration. The total tonnage now under consideration is 159,000.

The vessels are for transportation of feed and other supplies from Canada to Great Britain, and are to be launched this year, or early in 1918.

The question of large orders for wooden ships to the value of \$10,000,000 is also under consideration, and Sir Thomas White has offered to finance the orders for the wooden ships.

All orders are to be delivered through the Imperial Munitions Board.

BEAUTIFUL ALGONQUIN PARK.

Away up in the Highlands of Ontario, two thousand feet above the level of the sea only 185 miles west of Montreal lies Algonquin Park a wonderful spot in which to renew the energies of a tired body or refresh a wearied spirit. Its tonic air filters through hundreds of square miles of pine, balsam and spruce. The Park is a paradise for the fisherman, the excellence of its sport draws anglers from every part of the Dominion and from every state in the Union. The highland Inn opened May 7th and is a delightful place to stop. The spring fishing is an early attraction and a handsome illustrated descriptive publication telling you all about the region can be had free from M. O. Dafoe, Grand Trunk City Ticket Office, 122 St. James St., Montreal.

ANCHOR-DONALDSON LINE

PASSENGER SERVICE

Between

MONTREAL AND GLASGOW

For information as to rates and sailings apply to Local Agents or The Robert Reford Co., Limited, General Agents, 20 Hospital Street and 23-25 St. Sacramento Street, Montreal.

CUNARD LINE

PASSENGER SERVICE

BETWEEN

MONTREAL and LONDON

(Calling Falmouth to land Passengers)

For particulars of sailings and rates apply to Local Agents or to The Robert Reford Co., Limited, General Agents, 20 Hospital Street, and 23-25 St. Sacramento Street, Montreal.

Canadian Northern

Change in Train Schedules
will be made

Saturday, May 12th., 1917

For further particulars apply to City Ticket Office, 230 St. James St., or Depot Ticket Office, St. Catherine St. East, Montreal.



CANADIAN NORTHERN RAILWAY.

Change of Time—Effective May 12th, 1917.

Canadian Northern announce the following changes in train schedules effective May 12th, 1917.

Train No. 2.—Leaving Montreal 9.30 A.M., daily except Sunday for Joliette Shawinigan Falls, Quebec and intermediate Stations will leave at 1.15 P.M. arriving Quebec 8.05 P.M. Buffet parlor car. Train No. 4.—Will leave Montreal, daily, Sundays included, at 9.00 A.M. for Rawdon, Joliette, Shawinigan Falls, Grand Mere, Garneau Jct. and intermediate stations, and daily except Sundays for Hervey Junction. Buffet Parlor Car.

Train No. 6-21.—Leaving Montreal 5.00 P.M., daily except Sunday for Joliette on Mondays and Fridays operating through to Huberdeau will operate to St. Jerome, daily except Sundays, leaving Montreal at 5.45 P.M. for Rawdon, Joliette, St. Jerome and intermediate Stations.

Train No. 28-7.—Will leave Montreal at 3.10 P.M., daily except Sunday for Joliette, St. Jerome, Hawkesbury, Ottawa, connecting at Ottawa for Toronto, and at Toronto on Mondays, Wednesdays & Fridays for Western Canada and Pacific Coast points.

MONTFORT BRANCH.

Connections will be made with the following Canadian Pacific trains:—

Northbound.

Lv. Montreal (Place Viger) 9.20 A.M. Mondays and Tuesdays connecting with C.N.R. train leaving Montfort Jct. at 10.45 A.M., arriving Huberdeau 1.10 P.M.

Lv. Montreal (Place Viger) 4.10 P.M. Wednesdays and Saturdays and at 4.20 P.M. Fridays, connecting with C.N.R. train leaving Montfort Junction at 5.30 P.M., arriving Huberdeau at 8.40 P.M.

Southbound.

Lv. Huberdeau at 1.25 P.M. Mondays and Thursdays only, arriving Montfort Junction at 3.50 P.M., connection with C.P.R. train arriving Montreal (Place Viger Station) 5.05 P.M.

Lv. Huberdeau 6.30 P.M. Sundays only, arriving Montfort Junction 9.05 P.M., connecting with C.P.R. train arriving Montreal (Place Viger Station) at 10.40 P.M.

For further particulars apply to City Ticket Office, 226-230 St. James Street, or Depot Ticket Agent, St. Catherine Street East cor. Moreau St., Montreal.