

The settlement after all is only temporary. It was agreed to by the shippers, not because the railways were entitled to any increased demurrage, not because the railways were not themselves in large part responsible for delays in transportation owing to lack of motive power and cars, but because it was felt that the increased demurrage fee was the only practical way in which a real public emergency resulting from shortage of cars could be in some degree relieved. The reciprocal "per diem" allowance, so called, which is paid one railway company by another for the use of its cars while on the tracks of the paying company has been increased by agreement amongst the railway companies, from 45c. to 75c. a day per car, with the proposal of a further increase if necessary to attain the object in view. In addition to this per diem allowance, the railway companies have agreed that the company having possession of the car shall pay a penalty of \$5 a car if it moves it in a direction away from the lines of its owner when available for the return movements. This \$5 charge is made in cases where the company having possession of the car notifies the owning company of the diverted movement. If the car is so moved and the owning company is not notified, the penalty is \$10.

The agreement arrived at between the shippers and the railways was that increased tolls should go into effect on Dec. 20, but owing to the fact that the matter has had to be delayed by the Board in order to obtain the views of the western shippers, the increased tolls will go into effect on Jan. 1, 1917. They must cease on the close of business of Apr. 30, 1917. It should also be understood that this increase is not a retroactive increase. On Jan. 1, when the new schedule comes into effect, there will undoubtedly be many cars which have been held for an undue time by consignees; the tolls now prescribed will only apply to defaults taking place on and after Jan. 1. In like manner the tolls on cars already subject to demurrage on Apr. 30, when the higher tolls cease, will be reduced on May 1 to the old basis.

A further question arises as to the calculation of demurrage on the new scale at Cartier and other points where stop-over privileges are allowed. The present scale, based on the present demurrage plus the track storage chargeable at these detention points is as follows:—

24 hours	Demurrage.	Track Storage.	Total.
24	1	0	1
48	2	0	2
72	3	1	4
96	4	2	6
120	5	4	9
144	6	6	12

The railways ask that the following schedule be adopted:—

24 hours	Demurrage.	Track Storage.	Total.
24	1	0	1
48	2	0	2
72	3	1	4
96	4	2	6
120	5	4	9
144	6	6	12
168	7	8	15

The railways urge in support of their application the fact that a rate higher than the rate which they ask has been allowed by the Interstate Commerce Commission, as follows:—

24 hours	Demurrage.	Track Storage.	Total.
24	1	0	1
48	2	0	2
72	3	1	4
96	4	2	6
120	5	4	9
144	6	6	12
168	7	8	15

Full consideration has been given the different schedules and the measure of traffic, and the Board is of opinion that the proper charge during the period of increased tolls, including both demurrage and track storage should be as follows:—

24 hours	Demurrage.	Track Storage.	Total.
24	1	0	1
48	2	0	2
72	3	1	4
96	4	2	6
120	5	4	9
144	6	6	12
168	7	8	15

Subject to a further increase of \$5 for each successive 24 hours.

General order 174 was passed Dec. 23, putting the new demurrage rules into effect in accordance with the judgment, which was concurred in by the Assistant Chief Commissioner, D'Arcy Scott, and Commissioner McLean.

Railway Finance, Meetings, Etc.

Algoma Central & Hudson Bay Ry.—There has been deposited with the Secretary of State at Ottawa, a supplemental trust deed, dated Oct. 31, 1916, between the company and the United States Mortgage & Trust Co. and the Lake Superior Corporation, affecting the terms of a mortgage and deed of trust, dated July 1, 1910, and also a supplemental agreement, dated Mar. 14, 1916, and a second mortgage supplemental agreement, dated Oct. 31, 1916, between the same parties, affecting the terms of a mortgage and deed of trust, dated Aug. 14, 1914.

Algoma Eastern Ry.—There has been deposited with the Secretary of State at Ottawa an agreement, dated Nov. 8, 1916, between the company and the Lake Superior Corporation relative to the purchase of rolling stock.

Canadian Pacific Ry.—It is reported that the German submarine vessel, Deutschland, on her recent trip to New London, Conn., brought over a considerable number of certificates of C.P.R. stock owned in the German Empire, which have been placed upon the New York market for sale.

Canadian Northern Ry.—Lazard Bros. & Co., London, Eng., are prepared to purchase £75,000 of C.N.R. 4% first mortgage land grant bonds at 93, a brokerage of ½% being paid to authorized agents. The offer is liable to be withdrawn at any time without notice.

Central Vermont-Southern New England Rd.—Attachments have been filed in the Registry of Deeds of Hampton County, Mass., by John Marsch, of Chicago, Ill., amounting to \$6,000,000. One of the attachments is against the Southern New England Rd., and the other against the S.N.E. Rd., the Central Vermont Ry., and the G.T.R. Mr. Marsch was the contractor for building the S.N.E. Rd. from Palmer, Mass., to Providence, R.I., on which work was suspended. The S.N.E. Rd. is owned by the Central Vermont Ry., which in turn is controlled by the G.T.R.

Guelph Junction Ry.—The income available for dividend for the quarter ended Sept. 30, 1916, was \$11,260.50, equal to 6½% upon the capital of \$170,000. The total amount paid to the City of Guelph, Ont., which owns the line, for the year ended Sept. 30, was \$41,012.50.

Kaslo and Slocan Ry.—The Dominion Parliament is being asked to declare this railway to be a work for the general advantage of Canada, to change the head office from Field, B.C., to Montreal, and to authorize it to enter into agreements with the C. P. R.

Lotbiniere and Megantic Ry.—The hearing was started before the Court of Exchequer at Ottawa, Dec. 15, in the proceedings to fix the value of this railway, which was purchased by the Dominion Government under the terms of the act, to take over the Quebec and Saguenay Ry. and other lines. The price fixed for the line was \$310,000, subject to the Court of Exchequer's valuation. The principal question before the court is the company's claim for \$35,000 for the charter rights of the Quebec Eastern Ry. for which a route was survey to include the L. & M. R.

Pere Marquette Rd.—The plan for the reorganization of the P.M.R. is under consideration by the Michigan State Railroad Commission. It provides for the issuance of new securities amounting to \$90,000,000 which with securities which the road is said to own will bring the capitalization of the new company up to \$105,000,000, and it is claimed that after the various indebtednesses, which are nearly all of long standing, have been wiped off, there will be a cash balance of \$16,000,000. The company owns or controls the Lake Erie & Detroit River Ry. in Canada and leases running rights over the Michigan Central Rd. lines in Canada from St. Thomas to the Niagara frontier.

Spokane International Ry.—Referring to the reported purchase of this railway in our last issue, D. C. Corbin, President, is reported to have said that it has been acquired by the C.P.R. and the latter's subsidiary, the Minneapolis, Saint Paul & Sault Ste. Marie Ry. jointly from him and his associates. The bonded indebtedness of the line with the Coeur d'Alene and Pen d'Oreille branches is \$4,744,000, and the outstanding debt is \$4,200,000.

Temiscouata Ry.—Gross earnings for September, \$16,588; operating expenses, \$15,365; net earnings, \$1,223. Aggregate net earnings for three months ended Sept. 30, \$11,725.

Wellington Colliery Ry.—The British Columbia Minister of Railways has consented to the increase of the company's capital from \$50,000 to \$500,000 by the issue of 450,000 new shares of \$1 each, and has defined the company's borrowing powers at \$500,000 and approved the issue of debentures and other securities covering the company's line, which is 21 miles long.

A general meeting of shareholders was called to be held in Victoria, Dec. 15, to authorize the directors to issue bonds or other securities for \$500,000, secured by mortgage upon the whole or any part of the company's undertaking, franchises, etc., and to authorize the directors to carry out the terms of an agreement made between the Canadian Collieries (Dunsmuir), Ltd., and the company, dated June 12, 1916. This agreement conveys to the Wellington Colliery Ry. Co. certain properties consisting of the right of way of the railway, the railway constructed thereon, and the railway equipment and rolling stock at a price fixed by valuation, and the issuance to the Canadian Collieries (Dunsmuir), Ltd., the \$500,000 of bonds or other securities to be issued and sufficient paid up shares of the company's stock in payment for the same. H. Browning is Secretary of the W.C.R. Co.

White Pass & Yukon Ry.—The accounts for the year ended June 30, show a loss of £14,107, after charging interest on debenture stock and debentures payable in income debenture stock. This increases the debit balance on profit and loss account to £24,675. For the previous year there was a loss of £26,182.