

CANADA AND U.S. HIT BY CAR DEARTH

(Western Associated Press.)
Winnipeg, Nov. 2.—Asked regarding the car shortage in the United States and the probability of the extension of it to Canada, a railway official who has just returned from the United States, after looking into the problem, gave out the following statement:

"The monthly bulletin of the committee on relations between railways and the American Railroad Association in the month of September showed a gross shortage of 57,822 cars and net shortage of 14,281 cars in the United States, the largest ever reported on that day. The only other net shortage previously recorded was that of 1907, the first year of the compilation of these statistics.

"From the standpoint of statistics the car situation today is no more encouraging than it was early last spring, when the eastern freight accumulation conference was called and demurrage rates were called and increased. Embargoes have been placed on shipments to a number of eastern ports on account of congestion and eastern roads now have in their possession about 100,000 cars more than they own, with the result that the carriers in the remainder of the country are having difficulty in furnishing equipment to take care of their business.

"On September 20, 1916, there were 24,042 Canadian Pacific cars on American railroads, 21,504 of which were box cars, the result being that so far as the Canadian Pacific Railway is concerned they are short this number of cars for handling local traffic in their own lines, and notwithstanding the fact that every effort possible has been made to get American lines to return this equipment, very little has been accomplished so far in this connection.

"There is a severe shortage of box cars in the western portion of the United States, and there is a severe shortage of coal and box cars in the territory controlled by the Central Freight Association. The United States Interstate Commerce Commission and various state commissions and other organizations of shippers in Canada and the United States have issued circulars urging cooperation to the end that equipment be kept circulated as rapidly as possible. State commissions have likewise called hearings with a view to determining ways and means of alleviating the car shortage.

"There is serious shortage of refrigerator cars throughout the United States, especially in the fruit-growing districts. How much more serious the situation will become is, of course, a matter of conjecture. Mild weather during the remainder of the fall would do much to facilitate the movement of cars. In some respects the movement of this year constitutes less of a spectre to railroad men than it did last year, when the crops were unusually heavy, although the problem confronting the transportation officials is a difficult one. The car congestion in the east is due rather to the tremendous increase of business activity than to lack of shipping facilities, as is generally supposed. Business has increased faster than it can be disposed of, resulting in a general accumulation which impedes traffic through the entire territory. No doubt, the East needs all the cars which it now has and many more, but it lacks sufficient trackage and adequate loading and unloading facilities.

"Although freight cars are obviously designed for transportation purposes, there are still many shippers who find it economical to use them for storage purposes. No time is better suited to start a return than the present, when necessity dictates that every means be used to increase the circulation of equipment and every effort should be made by shippers to keep cars moving by quick loading and unloading, and in car space should be conserved by loading to capacity if possible. No shipper can afford to assume a selfish attitude in connection with the handling of equipment at a time like the present, as all cars held for an unnecessary length of time, either for storage or on account of carelessness, will reduce the total number of cars available and make it increasingly difficult for all shippers to be supplied with stuff.

"On account of the conditions existing in the United States, and the difficulty experienced by Canada roads in having their equipment returned to them by American roads, it has been necessary for some of the railroad roads, such as the Canadian Pacific, to prohibit the loading of their equipment to American points, as every car loaded in this manner is lost to the owners for several months, and only aggravates the situation in supplying sufficient cars for shipment to and from Canadian points. This applies more especially to box and refrigerator cars."

HOTEL ARRIVALS

Royal.
L H Cascarden, Toronto; S D Simmons, Fredericton; R A Spowball, Chatham; S Greger, Portland; T Butler, Montreal; L A Kelsey, W Townsanda, New York; E A Boer, St. Stephen; David Townsland, River Glade; C S Nevelson, New York; W G Hannah, Montreal; Fred Gartman, K F Tompkins, R M Davis, New York; D F Maxwell, St. Stephen; W E House, Rochester; A Alcorn, Blackville; H A Murphy, New York; N R Norman, Moncton; F A Willard, Woodstock;

MEMBER OF 165TH DIES IN HOSPITAL

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Death was due to pneumonia, contracted several days after the arrival of the battalion in St. John. He was popular both with the men and officers, who will mourn his death. Although the deceased soldier did not die on the battlefield he was prepared to pay the price of his own convictions, and will be buried with full military honors.

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