Traffic Orders by the Board of Railway Commissioners.

The dates given for orders are those on which the hearings took place, and not those on which the orders were issued:—

Approval of Supplement 5 to Canadian Classification.

18495. Jan. 14. The application of Canadian Freight Association on behalf of the railway companies, under sec. 321 of the Railway Act, for an order approving of Supplement, no. 5, to Canadian Classification 15, and of a supplemental to the said no. 5, both containing certain proposed increased, reduced, and additional ratings. Notice of the proposed increased ratings having been given in the Canada Gazette, and the Board having invited consideration thereof by the Canadian Manufacturers' Association, the Montreal Chamber of Commerce, the Ontario Wholesale Grocers' Guild, and the Boards of Trade of Montreal, Toronto, Winnipeg, and Vancouver; and the increased ratings objected to having been withdrawn or modified. It is ordered that the said Supplement and Supplemental, consolidated, revised and amended, and designated "Proposed Supplement 5," filed for approval by G. C. Ransom, Chairman, Canadian Freight Association, by his letter of Dec. 2nd, 1912, and amended by his letters of Dec. 23, 1912, and Jan. 10, 1913, in lieu of those first submitted, be, approved for consolidation with Canadian Classification 15, and Supplements 1, 2, 3 and 4 thereto: the new consolidated issue to be known as Canadian Freight Classification 16, and to become effective in Canada, March 1.

Export Dates on Pulpwood.

18577. Jan. 27. Re order 17286, Oct. 23, 1913, made upon the application of International Paper Co. and others, for an order disallowing tariffs of Canadian Pacific, Grand Trunk, Canadian Northern Quebec, and Temiscouata Railway Companies, increasing rates on pulpwood from Ontario, Quebec and New Brunswick to Eastern United States points, and suspending effective date of said tariffs until Feb. 4, 1913: it is ordered that the said tariffs be further suspended until March 1, 1913.

Rates on Ex-Lake Corn.

18578. Jan. 23. The application of Transportation Bureau of Montreal Board of Trade, for an order reducing the rate on ex lake corn for milling purposes from Georgian Bay ports to Montreal to the same basis as in effect on ex lake wheat, barley and oats, for milling purposes; and directing the C.P.R. to apply the mileage basis as in effect in Ontario and Quebec, as shown in its Tariff C.R.C. E1929, on corn meal shipped from Montreal to the company's points in New Brunswick. It is ordered:—1. That order 16394, dismissing the application for an order, as above stated, be confirmed. 2. That the mileage tariffs of the railway companies, from the ports of transhipment, on ex lake corn in carloads, for milling purposes, be revised so as to provide rates on the said corn that shall not, in any case, exceed the mileage tariff rates charged from the same ports of transhipment, and for the same distances, on ex lake wheat, oats, and barley in carloads, for milling purposes; the said revised tariffs to become effective not later than Feb. 10, 1913.

Classification of Paraffine Wax.

18581. Jan. 24. The application of E. A. Lesueur of Ottawa, for an order directing that paraffine wax, at present classified only under "Oils," be added also to the "Chemicals" list in Canadian Freight Classification. It is ordered that in the first supplement to Canadian Freight Classification 16 submitted for the Board's approval, paraffine wax be added to the "Chemicals" list of the said Classification, and continued in the "Oils" list as at present.

Regulations For Transportation of Explosives.

General Order 100. Jan. 16. Re application of Canadian Freight Association, on behalf of railway companies operating in Canada, for approval of the "Regulations for the Transportation of Explosives." Upon its appearing to the Board that the general public safety demands that the receiving, forwarding, and delivering of explosives by railway companies be protected by special regulations; that it is desirable that such regulations, so far as possible, be uniform with respect to shipments from a foreign country into or through Canada, or from Canada to a foreign country, as well as within Canada; and that the regulations submitted for approval are the same as those adopted by the Interstate Commerce Commission, revised and modified to conform to the provisions of the Railway Act and the requirements in Canada; and in pursuance of the powers conferred upon it by secs. 26, 30, 286, and 287 of the Act, and of all other powers possessed by the Board in that behalf—it is ordered that the said regulations, attached hereto marked "A," certified by the Chief Commissioner of the Board, be prescribed for the observance of railway companies within the legislative authority of the Parliament of Canada which accept explosives for carriage; that the said regulations come into force on March 1; and that upon and after that date order 7881, Aug. 27, 1909, be rescinded.

[Owing to the length of the regulations it is impossible to find room to print them here. Editor.]

Heated Cars for Perishable Freight.

General Order 101. Feb. 1.—Re application of Sanitaris, Limited, of Arnprior, Ont., White & Co., of Toronto, the Board of Trade of Hamilton, and others, for an order directing railway companies to furnish during cold weather heated cars for the carriage of perishable freight: Whereas, by order 15819, Jan. 18, 1912, railway companies were directed forthwith to re-establish the system or systems in practice by them, during the winter of 1910-11, of carrying less than carload lots in heated cars, and to grant to shippers the rights and privileges of such shipping facilities in respect to such traffic as were in force upon their various lines during the said winter, until further order, or until the reasonableness of the withdrawal of such facilities could be passed upon by the Board; and whereas, by general order 98, Dec. 6, 1912, railway companies operating in Eastern Canada were required to furnish to any shipper a heated refrigerator car, or cars, for the carriage during cold weather of fruit, vegetables and eggs, in less than carload quantities, subject to certain conditions specified in the order; and whereas the C.P.R. Co. interprets the said general order as superseding order 15819, and has discontinued the heated car service in respect of freight shipments not specifically provided for in the general order, and notwithstanding the fact that it has been notified, under the direction of the Board, that the intention of the said general order was not in any way to cancel or supersede the provisions of the previous order, the company refuses to carry out the terms of order 15819; now therefore the Board orders that general order 98 shall not be taken or construed as in substitution for, or in cancellation of, order 15819, but as in addition thereto; and the C.P.R. is hereby directed forthwith to comply with and carry out the terms and requirements of order 15819.

Canadian Northern Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those for 1911-12, from July 1, 1912:—

	Gross Earnings	Expenses	Net Earnings	Increase
July	$1,829,700	$1,335,100	$494,600	$133,000
Aug.	1,745,800	1,375,000	270,800	56,100
Sept.	1,671,500	1,248,000	423,500	4,100
Oct.	2,351,200	1,645,900	705,300	24,900
Nov.	2,509,700	1,631,900	877,800	212,600
Dec.	2,132,000	1,551,000	581,000	77,200
	$12,239,900	$8,736,900	$3,453,000	$507,900
Incr.	$1,905,200	$1,397,300	$ 507,900	......

The mileage operated at the end of 1912 was 4,297, against 3,856 at the end of 1911.

Approximate earnings for Jan., $1,513,400, against $1,228,100 for Jan., 1912.

Canadian Pacific Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases or decreases, compared with those for 1911-12, from July 1, 1912:—

	Gross Earnings	Expenses	Net Earnings	Increase
July	$12,052,398.58	$7,604,221.68	$4,448,176.90	$745,148.57
Aug.	12,251,715.87	7,533,790.21	4,717,925.66	642,354.65
Sept.	11,579,733.98	7,329,430.13	4,250,303.85	332,857.05
Oct.	13,060,397.80	7,999,510.61	5,060,887.19	379,782.44
Nov.	12,362,666.42	8,104,527.38	4,258,139.04	270,772.55
Dec.	12,219,278.72	7,823,559.21	4,395,719.51	289,989.25
	$73,526,191.37	$46,395,039.22	$27,131,152.15	2,660,904.51
Inc.	$10,959,825.38	$8,298,920,87	$2,660,904.51	....

Approximate earnings for Jan, $9,519,000, against $7,201,000 for Jan., 1912.

The mileage operated was increased in Jan. to 11,458.

Grand Trunk Railway Earnings, Etc.

Subject to audit, the accounts for the half year ended Dec. 31, 1912, show the following results:—

Gross receipts		$22,463,849
Working expenses		16,240,476
Net receipts		$ 6,223,373
Deduct debit balance on account of rentals, outside operation and car mileage		424,177
Total net revenue		$ 5,799,196
Net revenue charges for the half year, less credits		2,473,473
Balance		$ 3,325,723
Deduct C.A.R. deficit	$344,552	
Deduct D.G.H. & M.R. deficit	179,216	
		523,769
Surplus		$ 2,801,954

This surplus, added to the balance of $41,395 from June, 1912, makes a total of $2,838,450 available for dividend, which will admit of the payment of dividend for the half year on the 4% guaranteed stock, and first and second preference stocks, and a dividend of 2½% for the year on the third preference stock, leaving a balance of about $61.849 to be carried forward.

The accounts of the G.T. Western Ry., for the half year, after providing for the deficit of $78,621 at June 30, 1912, show a surplus of $234,455, which is carried forward to the current half year's accounts.

TRAFFIC RECEIPTS OF THE SYSTEM

Aggregate from Jan. 1 to Jan. 31:—

	1913	1912	Increase
G.T.R.	$3,098.977	$2,581,543	$516,424
C.A.R.	176,774	160,910	15,964
G.T.W.R.	590,147	519.473	70,674
D.G.H. & M.R.	590,147	519,573	23,317
Totals	$4,051,022	$3,424,633	$626,389

Grand Trunk Pacific Railway Earnings.

The earnings for the portion of the line being operated by the company, viz., the Prairie Section and the Lake Superior Branch, with a mileage of 1,104 miles, for January produced a revenue of $377,844.

In issuing the statement the company calls attention to a recent statement of the Chairman, to the effect that the results published for the first few months are for local traffic.

Press reports state that arrangements are being made for the absorption of the Esquimalt and Nanaimo Ry. into the C.P. R. system, the transfer to take place June 30. The E. and N. Ry. is owned by the C.P.R., but has so far retained its separate organization.