

tion to Saskatoon. That the Grand Trunk Pacific be directed, in so far as may be necessary, to use all its available cars and locomotives in the west for the purpose of moving the said grain from Saskatoon to eastern points. That the through rates for the joint carriage of the said grain, as herein prescribed, shall be the rates published and filed by the Canadian Northern Railway for the carriage of grain over its own rails, or jointly with its eastern connections as so published, east of Saskatoon, from the said points

of shipment to the same destinations; the allocation of the said joint rates between the carriers hereby made parties thereto to be arranged between themselves within one week from the date of the Board's judgment herein, viz., Mar. 4, and, failing such arrangement, to be settled by the Board, subject to such submissions in relation thereto as either railway company may desire to make, provided that the uninterrupted movement of the said grain be not impaired pending such settlement.

Bonaventure Station, Montreal, Destroyed by Fire.

Fire was discovered in a cupola at the front of the Grand Trunk Bonaventure Station, Montreal, at the front of the building, to the right of the centre, on Mar. 1, at 4.50 a.m., by one of the train dispatching staff, but it had gained such a hold on the inflammable material in the section of the building where records were stored, that when the fire engines arrived there was nothing to do but to keep it, as far as possible, from spreading to adjoining buildings. The isolated posi-

minal, were transferred at St. Henri. Temporary ticket offices for the Intercolonial were opened in G.T.R. ticket booths near Mountain St. The Canadian Express Co.'s shed was untouched. The platform roofs at the rear of the station were undamaged, and temporary buildings have been erected in the vicinity for the transaction of business.

The burned station was a brick building erected in 1886 at a cost of several hundred thousand dollars, and was in its



Bonaventure Station, Montreal, Grand Trunk Railway.

tion of the building aided greatly in preventing the spread of the fire, and although at one time the buildings on the north side of St. James St., facing the station, were in danger, the flames were confined to the station itself. The interior of the building, which was very largely of wood, was entirely destroyed, together with large quantities of records, etc. Only two people were actually sleeping in the building and were got out easily.

Notwithstanding the fire, there was no interruption of traffic, all trains arriving and departing as usual. Within an hour after the discovery of the extent of the fire new sets of railway tickets had been prepared, and the entire train dispatching system duplicated at St. Henri. Trains arrived at and departed from the station platform at Drummond St., and heated cars were provided as waiting rooms. Passengers arriving for transfer to the Intercolonial or the Delaware & Hudson, which use the G.T.R. ter-

minous structure, but it has long been out of date and insufficient for the company's purposes. The question of the erection of a new building has been under consideration for some time, and has been coupled with the elevation of the tracks from the station to St. Henri. Under an agreement entered into with the city in 1883, prior to the building of the burned station, the company agreed that the Bonaventure Station should be maintained in "good order for ever," and that in case of fire it should be reconstructed on the same site, and according to the same plan, unless agreed otherwise by the parties to the agreement.

The Montreal Board of Control on Mar. 9, granted the company a permit to erect a temporary station around the ruins. The intention is to roof in the concourse, and to clear out and utilize part of the burned out building. These alterations are for temporary accommodation pending the settlement of plans for a building.

An investigation into the cause of the fire was concluded Mar. 16 by Fire Commissioner Ritchie, who decided that it was impossible to determine the cause of the fire other than that it was of accidental origin.

Canadian Northern Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, for Western Lines, compared with those of 1914-15, from July 1, 1915:

| | Gross Earnings | Expenses | Net Earnings | Increase or Decrease |
|-------|----------------|-------------|--------------|----------------------|
| July | \$1,206,100 | \$921,000 | \$285,100 | x\$145,400 |
| Aug. | 1,192,800 | 954,000 | 238,800 | x5,900 |
| Sept. | 2,014,500 | 1,358,000 | 661,600 | 1,900 |
| | \$4,413,600 | \$3,227,000 | \$1,186,600 | x\$79,300 |
| Decr. | \$658,300 | \$579,000 | \$79,300 | |

Mileage in operation at Sept. 30, 1915, 4,965, against 4,670 at Sept. 30, 1914.

Commencing with October, the figures show the earnings of the entire system, both eastern and western lines.

| | Gross Earnings | Expenses | Net Earnings | Increase |
|------|----------------|-------------|--------------|-------------|
| Oct. | \$3,678,500 | \$2,421,500 | \$1,257,000 | \$537,800 |
| Nov. | 3,535,200 | 2,323,800 | 1,211,400 | 618,400 |
| Dec. | 3,435,600 | 2,233,500 | 1,202,100 | 768,900 |
| Jan. | 2,086,800 | 1,831,400 | 255,400 | 88,100 |
| | \$12,736,100 | \$8,810,200 | \$3,925,900 | \$2,034,700 |
| Inc. | \$4,702,300 | \$2,667,600 | \$2,034,700 | |

Mileage under operation at Jan. 31, 7,899, against 6,899 at Jan. 31, 1915. Approximate earnings for February, \$2,089,200, against \$1,602,200 for Feb. 1915, and for three weeks ended Mar. 21, \$1,537,200, against \$1,261,500 for same period 1915.

Canadian Pacific Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those of 1914-15, from July 1, 1915:

| | Gross Earnings | Expenses | Net Earnings | Increase |
|-------|----------------|----------------|----------------|--------------|
| July | \$7,895,375.47 | \$5,094,972.35 | \$2,800,403.12 | \$978,042.71 |
| Aug. | 8,801,451.52 | 5,359,136.80 | 3,442,314.72 | 79,157.02 |
| Sept. | 10,273,165.45 | 5,527,864.81 | 4,745,300.64 | 378,252.25 |
| Oct. | 13,433,206.88 | 6,863,780.29 | 6,579,426.59 | 3,258,105.79 |
| Nov. | 13,351,283.51 | 6,996,870.48 | 6,354,413.03 | 3,710,340.86 |
| Dec. | 12,705,673.45 | 7,003,351.97 | 5,702,321.48 | 3,502,797.67 |
| Jan. | 8,588,826.04 | 6,498,417.81 | 2,090,408.23 | 954,174.93 |

\$75,058,989.88 \$43,344,394.51 \$31,714,595.37 \$10,900,785.81

Inc. \$2,479,799.10 \$1,529,624.17 \$10,900,785.81
Approximate earnings for February, \$8,546,000, against \$6,503,000 for Feb. 1915, and for three weeks ended Mar. 21, \$6,737,000, against \$5,136,000 for same period 1915.

Grand Trunk Railway Earnings.

Following are the earnings and expenses for the G.T.R., including the Canada Atlantic Ry., the G.T.W.R. and the D.G.H. & M.R., for January, compared with those for January, 1915.

| Grand Trunk Railway. | | | |
|---|-------------|-------------|--|
| | 1916. | 1915. | |
| Earnings | \$3,339,000 | \$2,659,300 | |
| Expenses | 2,783,000 | 2,431,800 | |
| Net earnings | \$ 556,000 | \$ 227,500 | |
| Grand Trunk Western Railway. | | | |
| Earnings | \$ 689,300 | \$ 559,500 | |
| Expenses | 558,650 | 588,900 | |
| Net earnings | \$ 130,650 | \$ 29,400 | |
| Detroit, Grand Haven & Milwaukee Railway. | | | |
| Earnings | \$ 229,100 | \$ 192,000 | |
| Expenses | 255,650 | 219,300 | |
| Deficit | \$ 26,550 | \$ 27,300 | |

TRAFFIC RECEIPTS OF THE SYSTEM.

| Aggregate from Jan. 1 to Feb. 29, — | | | |
|-------------------------------------|-------------|-------------|-------------|
| | 1916 | 1915 | Increase |
| G.T.R. | \$6,437,336 | \$5,287,339 | \$1,149,997 |
| G.T.W.R. | 1,883,708 | 1,082,245 | 301,403 |
| D.G.H.&M.R. | 474,761 | 370,874 | 103,887 |
| | \$8,295,805 | \$6,740,458 | \$1,555,347 |

Approximate earnings for February, \$4,032,715, against \$3,325,036, and for three weeks ended Mar. 21, \$2,916,801, against \$2,567,235 for same period 1915.

Grand Trunk Pacific Railway Earnings.

The approximate earnings of the Prairie Section, 916 miles, for February, were \$277,619, against \$227,604 for Feb. 1915. Aggregate for two months ended Feb. 29, \$591,962, against \$422,224 for same period 1915.