

FILL THE CARS.

A little more co-operation between the merchants and the railways will do much to relieve the present freight situation. The railways are not trying to shift the responsibility on to the public, but are asking the public's help. Much more tonnage, for instance, could be handled with the existing locomotive power and terminal facilities if cars were loaded to capacity instead of being so often only two-thirds full. In the old days when traffic was lighter, it mattered less to the railways if a shipper did not use all the space he paid for — that was the shipper's loss. But now it is realized that the extravagance of one shipper may cause delay to others owing to the limited amount of locomotive power and terminal facilities. The shortage is not so much in equipment as in train crews, and labor in the yards and roundhouses. Anything which can help to secure quicker clearance and freer movement in the yards helps to speed up the movement of freight. Another drawback to the economical movement of freight is that a great many consignees order not the full carload of freight, but merely the minimum allowed under the classification. It would materially help to solve the problem if in placing orders consignees would order enough to fill a car to capacity instead of the minimum, which very often does not represent more than half a carload.

The question of the capacity of cars is itself the subject of investigation. The standard of loading grain, for instance, has remained the same for many years, but improvement in the engineering of cars has gone on steadily, so that the modern freight car can bear stresses greatly in excess of what was possible twenty years ago. The result is that there is prospect of considerably increasing the load line on quite a large proportion of freight equipment, thus increasing the train capacity without requiring additional train crews. Grain cars rated for 80,000 lbs. are found capable of carrying over 90,000.

It has been figured that if the average load could be increased on Canadian railways in 1917 by five times over that of 1915, this would be equivalent to 54,800 additional cars, requiring no additional locomotives or man-power.

Canadian business men are, therefore, being urged to co-operate with the railways in their endeavor to increase the existing carrying capacity, by using to better advantage the present available rolling stock. Light bulky commodities, of which there are many, should be loaded to the full cubic capacity of cars. Heavier freight should be loaded to the full carrying capacity which is 10 per cent in excess of their stencilled capacity.

The following figures are taken from the Railway Statistics of the Dominion of Canada, issued by the Deputy Minister of the Department of Railways and Canals, and cover all the railways of Canada:

Note.—1907 is the first and 1915 the last year for which figures are available.

	1907.	1915.	Inc'se.
Total tons freight carried 1 mile	11,687,711,830	17,661,309,723	51.1%
Aggregate capacity of freight cars (in tons).	2,908,903	6,731,265	131.4%
Total freight cars	105,540	201,690	91.1%

The car capacity increased 5.8 tons. The contents increased 3.0 tons.

48% of the additional capacity provided was not used. The public is asked to co-operate with the railways in an endeavor to remedy the existing car shortage.

It can be done by utilizing to better advantage the present available rolling stock.

By increasing the average car load to 23.4 tons or 5 tons more than during 1915 would be equivalent to the placing of 54,800 additional cars in service.

Light bulky commodities, of which there are many, should be loaded to the full cubic capacity of cars. Heavier freight should be loaded to the maximum carrying capacity authorized.

"The financial and economic strength developed by Canada since the beginning of the war is little short of marvelous. In the first seventeen months she evolved from a debtor to a creditor country, with a balance of \$206,706,000 in her favor. In the past twelve months the balance has reached \$329,000,000. More remarkable still is the transition from an habitual borrower in London to a lender to the Imperial Government, coincident with the raising of large domestic loans."—E. L. Pease, Managing Director Royal Bank.

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