

Traffic Orders by Board of Railway Commissioners.

Carload Minimum on Bricks.

24674, Jan. 22. — Re complaint of Western Retail Lumbermen's Association of Canada against increases by railway companies in carload minimum on brick over their lines in Western Canada, from 40,000 to 50,000 lbs. Upon hearing the matter at Winnipeg, May 25, 1915, the Western Retail Lumbermen's Association of Canada, and the Canadian Pacific, Canadian Northern, and Grand Trunk Pacific Railway Companies being represented, and upon reading the further submissions filed, it is ordered that the complaint be dismissed.

Charges for Heated Refrigerator Cars.

24680, Jan. 27. — Re complaint of Fruit Growers' Association of Ontario against proposed tariffs of the Canadian Pacific, Grand Trunk, Canadian Northern and Toronto, Hamilton and Buffalo Railway Companies, making charges for the use of heated refrigerator cars. It is ordered that the following tariffs be suspended, pending hearing at Ottawa, on Feb. 8, Canadian Pacific, C.R.C., no E-3093; C.R.C., no. E-3094; Canadian Northern C.R.C., no. E-728; C.R.C., no. E-729; Grand Trunk, C.R.C., no. E-3319; C.R.C., no. E-3321; Toronto, Hamilton and Buffalo, C.R.C., no. 1080; C.R.C., no. 1081.

Unloading Empty Milk Cans.

24686, Jan. 26. — Re application of milk shippers for a reconsideration of order 15413, Sept. 26, 1911, requiring, inter alia, that shippers supply a man to assist in unloading empty milk cans, and the question of the general handling of the same. And re the question of a general order fixing the minimum number of milk cans, or minimum carload rate, necessary to entitle a shipping station to a separate car. Upon hearing the application at Ottawa, Oct. 19, 1915, the Montreal Milk Shippers' Association, the Canadian Pacific and Grand Trunk Railway Companies and New York Central R.R. Co. being represented at the hearing, W. F. Empey appearing in person, it is ordered that the application be refused.

Charge For Diversion of Livestock

24714, Feb. 9, the complaint of A. H. Mayland of Calgary, Alta., against "completion of loading charge" and "diversion" charge made by the C.P.R. on shipments of pigs or on livestock shipments billed through Calgary. Upon hearing the complaint at Ottawa, Jan. 18, 1916, the Montreal Board of Trade and the C.P.R. being represented at the hearing, and the railway company, in the Board's opinion, having established that the charge is justifiable—it is ordered that the complaint be dismissed.

Interchange of Freight at North Bay.

24694, Jan. 29. — Re application of Canadian Northern Ry. Co., under sections 317 and 334 of the Railway Act, for an order directing the Grand Trunk Ry. to interchange freight traffic with the applicant company at North Bay, on an equality with the C.P.R. Co. Upon hearing the application at Ottawa, Jan. 25, 1916, the applicant company, the Grand Trunk Ry. Co., the Canadian Pacific Ry. Co., and the Quaker Oats Co. being represented, it is ordered that the Grand Trunk be directed to concur in joint freight tariffs to be forthwith published and filed by the applicant company to apply on grain and grain products, in carloads, from Port Arthur, Fort William and Westfort, Ont., to Grand Trunk stations, via North Bay, Ont., the joint

rates to be the same as those published and filed by the C.P.R. Co. from the said points of shipment to the said destinations, the said grain to be accorded the milling-in-transit privileges pertaining to shipments received by the Grand Trunk from the C.P.R.; the Grand Trunk proportion of the joint freight charges, when prepaid, to be paid to the Grand Trunk by the applicant company at North Bay upon the transfer of the car containing the grain or grain products in each case.

Sale of Canadian Northern Tickets at Toronto Union Station.

24706. — Re application of Canadian Northern Ry., for an order amending 24462, Nov. 19, 1915, directing the Grand Trunk Ry. Co. to sell tickets for the applicant company's and exchange the applicant company's tickets for orders, the applicant company to pay one-third of the cost of operating the ticket office, including salaries and actual disbursements, but not rental charges. Upon hearing the application at Ottawa, Jan. 25, 1916, in the presence of counsel for the railway companies interested, and what was alleged, it is ordered that the operative part of order 24462 be rescinded and the following substituted therefor: That temporarily, and for a period of six months from the date of this order, during which time the G.T.R. shall keep an account of the cost of operating and maintaining the ticket office and the amount chargeable pro rata against the applicant company on a wheelage basis, exclusive of rental charges, the G.T.R. be directed to sell tickets for the applicant company and exchange the applicant company's tickets for orders, the applicant company to pay to the G.T.R. in advance \$25 a month.

Rates from Eastern Canada via Fort Frances.

24724, Feb. 14. — Re complaint of Canadian Northern Ry., against the cancellation by the Grand Trunk Ry. of rates from points in Eastern Canada to stations in the Canadian Northwest, via Fort Frances, Ont., Upon reading what has been submitted, and in accordance with the understanding reached at the sittings in Ottawa, Feb. 8, 1916, that certain joint rates were to remain in effect pending arrangements between the Canadian Pacific, Grand Trunk, and Canadian Northern Railway Companies, it is ordered that the proposed cancellation of joint rates from Eastern Canada to points in Western Canada, applying via the routes specified below and published in Supplement 8 to G.T.R. Tariff C.R.C. no. E-2962, and Supplement 18 to G.T.R. Tariff C.R.C. no. E-2977, issued to take effect Feb. 15, 1916, be suspended until further order.

Canadian Northern via Duluth, Minnesota, Duluth, Winnipeg and Pacific Ry., and Fort Frances; via Duluth, Minnesota Duluth, Missabe and Northern Ry., Duluth Winnipeg and Pacific Ry., and Fort Frances; via Superior, Wisconsin, Duluth, Winnipeg and Pacific Ry., and Fort Frances.

Grand Trunk Pacific via Duluth, Minnesota, Duluth, Missabe and Northern Ry., Fort Frances, Canadian Northern Ry., and Winnipeg, via Superior, Wisconsin, Duluth, Winnipeg and Pacific Ry., Fort Frances, Canadian Northern Ry. and Winnipeg.

Grand Trunk Pacific via Duluth, Minnesota, Duluth, Winnipeg and Pacific Ry., Fort Frances, Canadian Northern Ry., and Winnipeg, via Superior, Wisconsin, Duluth, Winnipeg and Pacific Ry., Fort Frances, Canadian Northern Ry. and Winnipeg.

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
	\$10,649,300	\$6,978,800	\$3,670,500	\$1,925,100
Inc.	\$4,033,400	\$2,108,300	\$1,925,100

Approximate earnings for January, \$2,086,800, against \$1,439,400 for Jan., 1915, and for three weeks ended Feb. 21, \$1,441,500, against \$1,155,800 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.	13,351,288.51	6,996,870.48	6,354,418.03	3,710,340.86
Dec.	12,705,673.45	7,003,351.97	5,702,321.48	3,502,797.67
	\$66,470,163.84	\$36,845,976.70	\$29,624,187.14	\$9,950,610.88
Inc.	\$10,532,038.26	\$581,427.38	\$9,950,610.88

Approximate earnings for January, \$8,380,000, against \$5,908,000 for Jan., 1915, and for three weeks ended Feb. 21, \$5,881,000, against \$4,688,000 for same period 1915.

Grand Trunk Railway Earnings.

The following figures show the earnings of 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:—

	1916	1915	Increase
G.T.R.	\$3,341,263	\$2,661,080	\$680,183
G.T.W.R.	689,786	559,938	129,848
D.G.H. & M.R.	229,279	192,131	37,148
	\$4,260,328	\$3,413,149	\$847,179

Approximate earnings for three weeks ended February 21, \$2,858,616, against \$2,426,849 for February, 1915.

Grand Trunk Pacific Railway Earnings.

The approximate earnings for the Prairie Section, 916 miles, for January, were \$314,344, against \$194,620 for January, 1915.

Canadian Locomotive Co., Ltd.—Consequent on the resignation of A. W. Wheatley, Vice President, to become President of the Lima Locomotive Corporation, F. G. Wallace, formerly of Pittsburgh, Pa., who has lived in Kingston for several years and is one of the Canadian Locomotive Co's directors, has been appointed Managing Director, and Wm. Casey, heretofore Assistant to the General Manager, has been appointed Manager.

Canadian Transfer Co., Ltd.—The directors for the current year, elected at the recent annual meeting, are: C. C. Sills, Hugh Paton, G. R. Starke, Sir H. Montagu Allan and F. W. Molson. F. M. McRobie is General Manager and Secretary.

Canadian Exhibits in France.—A London, Eng., cablegram says that three booths at the Lyons Industrial Exhibition have been taken by the C.P.R. The Canadian Consolidated Rubber Co. have engaged booths.