

**COAL OUTPUT INCREASING.**

A marked development of the coal-bearing lands in Alberta traversed by lines of the Canadian Northern Railway, is indicated by figures handed out recently by Mr. D. B. Hanna, third vice-president, upon the handlings of the road for this year and in 1915. For the six months ended October 31 this year, the Canadian Northern Railway has moved in round figures 200,000 tons of coal from the mines in the Cardiff and Drumheller districts alone, as compared with 100,000 tons for the similar period in 1915, or an increase of 100 per cent.

This coal, almost entirely semi-bituminous character, is marketed throughout the Canadian prairies to points as far east as Winnipeg, where it meets the competition of the anthracite from the fields of Pennsylvania. No decrease in the demand is in evidence. On the contrary the movement appears to be gaining steadily in power, and the Canadian Northern expects to improve upon this showing for the next period of comparison.

**SHORT OF ICE BREAKERS.**

The Canadian Marine Department will be somewhat handicapped this year as regards icebreaking facilities on the St. Lawrence. The Minto was sold to the Russian Government a year ago and this year the huge million-dollar ice-breaker which was being built for the Government has also been so disposed of. It will go to Russia shortly. This will leave the Department with only the Montcalm and the Lady Gray on the river and the Stanley in the Gulf of St. Lawrence, to keep navigation open.

**GRAND TRUNK IS EXTENDING ITS DETROIT TERMINALS.**

The Grand Trunk has under construction some important improvements in connection with its Detroit terminals. A new classification yard has now been practically completed at Pontiac and this will have a capacity of 456 cars. At Pontiac there is also being constructed 2.08 miles of new second track, work which necessitates the erection of standard gauge track steel bridges with concrete abutments and piers and another three track standard bridge. Masonry and track work is completed and steel rails will be delivered this month.

Seven miles of new second track is also being constructed easterly from Milwaukee Junction with a receiving, departure and classification yard with a capacity of 2,040 cars. The grading on this work is practically completed and facilities have already been created for handling six hundred cars.

**THANK GRAND TRUNK FOR RELIEF GIVEN TO FIRE SUFFERERS.**

The Northern Ontario Fire Relief Committee has expressed to President E. J. Chamberlin, of the Grand Trunk Railway, its appreciation of the assistance rendered by that road in transporting food and clothing to the district, when overrun by fire some months ago. The Chairman of the Relief Committee states that the railway has co-operated to the fullest extent in securing the quick despatch so imperative in relief work of this description.

"We also wish to express," says the chairman of this committee, "our gratitude for the very personal interest you have taken in the fire sufferers, which has resulted in such a magnificent service being extended by the Grand Trunk Railway on behalf of these people, not only through the large quantities of relief supplies carried without charge, but also through the granting of free return transportation to those sufferers who had come south after the fire and returned prior to October 31st. Without coming into close personal contact with the settlers and townspeople of the north, as members of the committee have, it is impossible to realize what the aid meant to them, so that it affords me a great deal of pleasure to convey the committee's high appreciation and thanks for all you have done."

**CHRISTMAS AND NEW YEAR EXCURSIONS VIA GRAND TRUNK.**

Excursion tickets at single first class fare for the round trip are now on sale good going December 23rd, 24th and 25th; valid for return until Tuesday December 26th. Also good going December 30th and 31st and January 1st, 1917, valid for return until January 2nd, 1917.

Tickets at one way first class fare and one third for the round trip can also be purchased good going December 21st, to December 24th, returning until December 27th; also good going December 28th to December 31st, valid for return until January 3rd, 1917.

Buy your tickets now at City Ticket Office, 122 St. James Street, Windsor Hotel Ticket Office, or Bonaventure Station.

**RAILWAY MAN IN CABINET.**

Sir Albert Henry Stanley, one of Lloyd George's cabinet, was head of trolley traffic division of Public Service Railway Co. in Newark, N. J., for four years. He resigned in February, 1907, to become general manager of London Underground United Railways Co.

**CUNARD LINE**

Canadian Service

**HALIFAX-LONDON PASSENGER SERVICE**

(Via Falmouth.)

From London. From Montreal

Dec. 2nd ..... ASCANIA ..... Dec. 25th

Dec. 16th ..... AUSONIA ..... Jan. 4th

**CABIN AND THIRD CLASS.**

For information apply THE ROBERT REFORD Co., Limited, General Agents, 20 Hospital Street, Steerage Branch: 23 St. Sacramento Street, Montreal.

**DONALDSON**

GLASGOW-PORTLAND SERVICE

From Glasgow From Portland

via Halifax to Glasgow

to Portland. direct, noon.

Dec. 2nd ..... CASSANDRA ..... Dec. 20th

Dec. 9th ..... Athenia ..... Dec. 28th

GLASGOW-HALIFAX SERVICE

From Glasgow to From Halifax to

St. John direct Glasgow 5 p.m.

Dec. 30th ..... SATURNIA ..... Jan. 20th

For information apply local Agents or THE ROBERT REFORD CO., Limited, General Agents, 20 Hospital Street, Montreal.

**CANADIAN NORTHERN****Christmas and New Year's Excursions**

Single Fare.

GOING December 23, 24, and 25th, return limit December 26th, also

GOING December 30, 31, 1916, and January 1st, 1917, return limit January 2nd, 1917.

Fare and One-Third.

GOING December 21, 22, 23 and 24th, 1916, return limit December 27th, 1916, also

GOING December 28, 29, 30 and 31st, 1916, return limit January 3rd, 1917.

For particulars, tickets etc., apply to City Ticket Office, 230 St. James St., Montreal, Phone Main 6570, or Depot Ticket Office, St. Catherine St. East, Phone Lasalle 141.

**PANAMA CANAL TRAFFIC.**

In the six months from May 1st to November 1, 1916, the traffic through the Panama Canal has totaled 856 ships, aggregating 2,612,916 net tons, according to the rules of measurement of the Panama Canal. The ships carried 3,493,105 tons of cargo, of 2,240 pounds to the ton. This was an average of 143 ships, 435,486 net tons, and 582,184 cargo tons per month.

The average for the first six whole months of canal operation, beginning with September, 1914, was 87 ships, 314,396 net tons, 419,787 cargo tons. The aggregate for this period was 523 ships, 314,396 net tons, 419,787 tons of cargo. The number of vessels for the last six months was 164.3 per cent of the number for the first six months; the net tonnage was 138 per cent, and the cargo was 115 per cent.

The six months of heaviest traffic through the canal were those immediately preceding September, 1915, the month in which the canal was closed. The traffic for that period aggregated 872 ships, 2,943,103 net tons, and 3,620,592 tons of cargo. It averaged 145 vessels, 490,512 net tons, 603,432 cargo tons. The average for the six months from May 1 to November 1, 1916, is 98.6 per cent of that for the busiest six months in ships, 88.7 per cent in net tonnage, and 96.4 per cent in cargo tons.

**CUNARD LINE MAY BUY CANADIAN PACIFIC FLEET.**

Cables from London last week stated that the Cunard Line is about to purchase the Canadian Pacific Railway's Atlantic fleet. It is also stated that the Canadian Pacific intends to devote attention to developing its Pacific trade, and that, in this connection, the purchase of control of the Union Steamship Company of New Zealand is under consideration.

CANADA

**NATIONAL SERVICE**

PUBLIC NOTICE is hereby given under the authority of the "War Measures Act, 1914," that during the first week in January, 1917, an inventory will be made by the Post Office Authorities, of every male between the ages of sixteen and sixty-five, residing in Canada.

National Service Cards and addressed envelopes for their return to Ottawa have been placed in the hands of all Postmasters for distribution amongst the persons required to fill in such cards. Every male person of the prescribed ages is required to fill in and return a card enclosed in an envelope within ten days of its receipt.

Any person who fails to receive a card and envelope may obtain the same upon application to the nearest Postmaster.

R. B. BENNETT,

Director General.

Ottawa, 15th December, 1916.

GOD SAVE THE KING.

NATIONAL SERVICE WEEK : 1st to 7th JANUARY.