

## ICED BUTTER CAR SERVICE.

Mr. Guy Tombs, Ass't. Freight Traffic Manager of the C. N. R. system in circular letter No. E. 66 has the following announcement to make as regards an iced butter car service over the C.N.R. for 1917:

Commenced May 14th, and continuing unless otherwise advised, until October 6th Iced Cars, for the transportation of Butter to Montreal will be run weekly as follows:

## (1) TUESDAYS.

	A.M.
Leave St. George .....	10.23
St. Jacques .....	10.40
St. Alexis .....	10.48
Rawdon .....	Arrive 11.30
	P.M.
Rawdon .....	Leave 1.25
Leave Salomee .....	2.20
L'Epiphanie .....	Arrive 2.50
L'Epiphanie .....	Leave 3.15
L'Assomption .....	3.35
St. Paul L'Ermite .....	3.55
Charlemagne .....	4.20
Arrive Montreal, Tuesdays .....	5.45

## (2) WEDNESDAYS.

	A.M.
Leave Joliette .....	4.00
Arrive Montreal, Wednesdays .....	6.00

## (3) WEDNESDAYS.

	A.M.
Leave Montfort Jet. ....	8.30
St. Jerome .....	Arrive 9.00
St. Jerome .....	Leave 9.15
Lachute .....	Arrive 10.40
	P.M.
Lachute .....	Leave 1.10
Mirabel .....	1.35
St. Canut .....	2.00
Papineau .....	2.15
Paisley .....	3.36
Ste. Sophie .....	3.46
New Glasgow .....	3.55
St. Lin .....	4.25
Bissonnette .....	4.33
La Fourche .....	4.39
St. Julienne .....	4.43
Dugas .....	5.06
Montcalm .....	5.30
Arrive Joliette .....	6.00
	A.M.
Montreal, Thursdays .....	6.00

## (4) WEDNESDAYS.

	A.M.
Leave	
Morin Heights .....	6.28
Christieville .....	6.36
St. Sauveur .....	6.48
Shawbridge .....	7.02
Filion .....	7.12
St. Jerome .....	Arrive 7.30
St. Jerome .....	Leave 8.40
	A.M.
Montreal, Thursdays .....	6.00

## (5) TUESDAYS.

	A.M.
Leave	
Charette .....	10.00
St. Paulin .....	10.30
Ste. Ursule .....	11.25
	P.M.
Ste. Ursule Falls .....	12.30
St. Justin .....	1.15
Bois Blanc .....	1.45
St. Barthelemi .....	2.25
Ecrement .....	2.45
St. Cuthbert .....	3.15
St. Norbert .....	3.45
St. Pierre .....	4.10
St. Elizabeth .....	4.45
Arrive Joliette .....	5.15
	A.M.
Montreal, Wednesdays .....	6.00

## NOTES.

- (1) This car remains at Rawdon from 11.30 a.m. Tuesday until 1.25 p.m. and at L'Epiphanie from 2.50 p.m. to 3.15 p.m. Tuesday.
- (2) This car remains at Joliette from 9.00 a.m. Monday until 4.00 a.m. Wednesday.
- (3) This car will be at St. Jerome until 9.15 a.m., and at Lachute from 10.40 a.m. to 1.10 p.m. Wednesday.
- (4) Butter from Montfort Branch will be transhipped into Iced Car No. 3, at St. Jerome, 9.00 a.m.
- (5) This car remains at Charette from 7.00 a.m. to 10.00 a.m. Tuesday.
- (7) Between May 14th and October 6th inclusive,

## APPLICATION OF RAILROADS FOR 15 P.C. INCREASE.

At the hearing of the application of the railroads for an increase of 15 per cent. in freight and passenger rates and protests against such increase heard at Toronto on June 12th, Mr. D. R. Hanna, for the Canadian Northern, stated that the increase in the price of materials would this year amount to \$5,517,485 and in addition they were facing a wage increase which, with other matters, would bring the cost of operation \$6,000,000 over the previous year. The proposed increase would provide an additional revenue of \$5,497,700. He would, however, give no assurance that the increased revenue would be devoted to new equipment and betterment of the service.

Mr. J. Dalrymple, vice-president of the Grand Trunk and representatives of the T. H. & B. and the C.P.R. endorsed Mr. Hanna's contentions.

Mr. T. Marshall, Traffic Manager of the Board of Trade, and Mr. S. B. Brown, for the Manufacturers' Association, said their organizations would not oppose the increase, provided that heavy commodities of little value, but carrying relatively heavy freight charges and tolls covering such services as switching, weighing, demurrage, etc., be exempt, and that it be considered a war measure, the rates to remain in effect for a limited period.

Coal, stone and sewer pipe representatives asked for exemption, and fruit growers, livestock men and united farmers opposed the increase on the ground that the industries could not stand it.

Decision was reserved and argument will be proceeded with at Montreal this week, as the board is hearing the pros and cons of the application in all the important centres of the country, Mr. D'Arcy Scott is presiding.

Objections to the change in demurrage were presented by the Toronto Board of Trade, the Retail Coal Merchants' Association, the Canadian Manufacturers' Association and the Steel Company of Canada. The objections centred principally about the following points: that the free time was reduced by the period of one day; the one day at present allowed to payment of charges and placement orders was eliminated; the raising of the demurrage charge from \$1 to \$3 per day; charging demurrage for Sundays and holidays, and not allowing for the same days when computing time exempted for loading and unloading. Those against the new charges did not think practicable the suggested rule of the railroads that no additional time be allowed to a shipper in inclement weather unless other shippers situated similarly also were delayed in loading and unloading. Furthermore the railways suggest that in cases of dispute the shippers pay the bill and then apply for a refund, the shippers prefer to have the matter of debt settled before they pay at all.

New demurrage charges were in force for some time last winter, and the railways will show to the board the effect of these, the shippers think that all these charges result in increases of revenue rather than in quicker handling of freight traffic.

The commissioners and the shippers will meet in conference in Ottawa on July 3rd.

In addition to above, an Iced Refrigerator car will arrive St. Raymond about noon Wednesdays, leaving by way-freight same night, and arriving Quebec Thursdays 6.00 a.m.

Butter loaded in these cars will be charged the current tariff rates without additional charge for icing.

If the special car or cars running on the different routes should be found on arrival at a point at which shipments may offer, to be fully loaded, such shipments can only be accepted for transportation in an ordinary car, at Owner's Risk, unless the shipment is of such a quantity as to warrant a special car being furnished for its transportation, in which event the butter will be held in our possession at Owner's Risk, pending arrival of the special car in question.

Cheese must not be loaded into these Special Iced Butter Cars, an ordinary car, refrigerator when possible, will be on same trains for accommodation of cheese, and agents should endeavor to have cheese shipped regularly on same days in order to insure prompt delivery at destination.

Special.—Commencing June 11th, and continuing until September 8th, Special Iced Refrigerator Cars for the transportation of Cheese will also be furnished without additional cost, upon previous arrangement with the Freight Traffic Department.

## GOVERNMENT R. R. REPORTS.

## Surplus on I.C.R. and Deficit on N.T.R.

In his annual statement with reference to Government Railways, before the House of Commons, last Tuesday, the Hon. Frank Cochrane reported a surplus of earnings over operating expenses amounting to \$1,137,713 on the Intercolonial Railway System and a deficit of \$1,966,626 on the National Transcontinental Railway during the past fiscal year. That system now comprises 4,063 miles of railway made up of the Intercolonial, 1,562 miles; Transcontinental, 2,009 miles; Prince Edward Island Railway, 275 miles; International Railway, 112; St. John Valley, 105.

The earnings of the Intercolonial, Mr. Cochrane said, were abnormally low during the four winter months because the road was engaged in hauling war materials and had to embargo many lines of freight which paid higher rates. Moreover, on that line, the operating expenses were augmented by increased cost of coal, materials and supplies and increased wages and also by the unfavorable weather conditions and the congestion of traffic at Montreal.

Earnings amounted during the year to \$16,802,290 and operating expenses to \$15,664,577, leaving a surplus of \$1,137,713, as compared with \$1,517,295 in 1915-16.

The surplus, the Minister of Railways said, would be absorbed by the equipment renewal account.

On the Transcontinental, earnings amounted to \$5,916,550, as compared with \$3,758,387 in 1915-16, and operating expenses were \$7,883,177, as compared with \$4,410,528. The deficit, Mr. Cochrane stated, was due to the comparatively small amount of traffic offering for that railway, to the fact that trains not warranted by business had to be established and to the necessity for maintaining the road at the standard of other transcontinental lines.

The operating expenses of the entire Government Railways System for the fiscal year ended March 31st last were \$24,645,433, as compared with \$17,797,061 in 1915-16; the earnings were \$23,465,565, as against \$18,373,143. The deficit for the whole system in 1916-1917 was, therefore, \$1,179,867. The total number of passengers carried on the system was 5,673,796, including 277,155 men of the military and naval forces who travelled in 443 special trains.

The total estimated cost of the work on the Prince Edward Island car ferry terminals and railways leading thereto is \$2,910,000, of which \$2,600,000 has been expended.

Rails have been laid on the Hudson's Bay Railway to Mile 232, which is the second crossing of the Nelson River. Of the 92 miles remaining between the bridge and Port Nelson, all is graded but 11 miles. The bridge across the Nelson will be completed this summer and the rails will be laid into Nelson this year. Work has been slowed up on the Nelson harbor owing to war conditions. The estimated cost of railway and harbor work is \$26,000,000, of which \$18,175,000 has been expended—\$12,565,000 on the railway and \$5,610,000 on harbor terminal work.

The estimated expenditure on the Welland Ship Canal is \$50,000,000, and of this about \$13,000,000 has been spent. Work has been suspended on the canal owing to war conditions, but is in such condition that no damage is anticipated during the period of suspended operation.

The Trent Valley canal is practically completed between Lake Simcoe and Lake Ontario. The section to connect the Severn River with Georgian Bay has not yet been placed under contract.

## CANADIAN GOVERNMENT RAILWAYS.

## St. Lawrence Special to the Seaside.

For the accommodation of their numerous patrons to the Seaside resorts of the Lower St. Lawrence, the Canadian Government Railways announce that the St. Lawrence Special service will again be in operation this summer, as follows, viz:

**EASTBOUND:** Leaving bonaventure Station at 8.10 P.M., Mondays, Wednesdays and Fridays, during the season, commencing Friday, next, June 15th, with through sleeping car service Montreal to Riviere Ouelle Wharf, with boat connection for Murray Bay, arriving latter point at 7.45 P.M.; Montreal to Riviere du Loup and Cacouna and Montreal to Metis Beach, via Mont Joli and the Canada and Gulf Terminal Railway, due Metis Beach at 7.50 A.M.

**WESTBOUND:** The St. Lawrence Special will leave Metis Beach at 7.40 P.M., Sunday, Tuesday and Thursday, commencing Sunday, June 17th, with through sleeping car service to Montreal. Through sleeping cars will also be attached to the train at Cacouna and Riviere Ouelle Jet. (with connection from Murray Bay points) arriving Montreal at 7.40 A.M., Mondays, Wednesdays and Fridays.