

was reported that the machinery for the car shops had been shipped and would be installed immediately. The present installation of machinery will provide for the building of five cars a day.

It is reported that as soon as the car ferry docks at Patricia Bay, on Vancouver Island, are completed, a direct car ferry service from Port Mann will be put in operation.

Vancouver Terminals.—A large land transaction in connection with the company's terminal plans on False Creek is reported from Vancouver. The company is said to have bought 18 lots on the east side of Main St., with a total frontage of 2,000 ft., for about \$700,000. The acquiring of this property by the company

and the turning it over to the city forms part of the terms of the agreement of Feb., 1913, relative to the False Creek area.

We are officially advised that the contract for the freight offices and shed at the False Creek flats, Vancouver, has been let to McDonald, Nettleton & Bruce, Vancouver.

Vancouver Island Lines.—It was reported, Nov. 8, that tracklaying and other work had been completed on the line from Patricia Bay to Victoria, 17.5 miles, and that it was expected to be put in operation early in 1917. A gasoline electric car has been delivered for use on the line.

The car ferry slip at Patricia Bay is reported to be nearing completion.

Car Supply for Western Grain Shipments.

Sir Henry L. Drayton, Chief Railways Commissioner, gave the following judgment, Nov. 20, which was concurred in by Commissioner McLean:—

A large number of complaints have been received as to the transportation of grain on the Canadian Northern Ry. lines, to the effect that cars are scarce, and, in some instances, have not been supplied for a considerable length of time; that the elevators are, or are becoming, full; and that, in some instances, farmers are unable to market their grain.

The daily average of cars transported over the system is much lower than the result attained last year. The company states that it is doing everything it can do in hauling the traffic as quickly as possible, giving a fair proportion of the share of cars to every point. It accounts for the apparent falling off in its efficiency in a number of ways. It points out that the grain crop last year was well distributed, and that when the large movement of last year was under way it had the benefit of the short haul as well as the long haul, and that the average distance of transportation, and therefore the number of days per car that was required per load, was much less last year than this year; that this year the shorter hauls are comparatively few, and that the real traffic comes from the western portion of the territories. This, of course, itself would diminish the company's efficiency. In addition to this the company also states that the weather has not only hindered its operation, but has greatly hindered the farmer in his loading. A partial record showing the manner in which cars have been delayed at grain loading platforms has been submitted by the company as follows:—

Maon—1 car delayed 13 days.
Oberlin—1 car delayed 6 days; four cars delayed 5 days.
Lanfine—1 car delayed 8 days.
Eckville—1 car delayed 7 days.
Inland—1 car delayed 8 days.
Campbelltown—2 cars delayed 12 days.
Rosallind—1 car delayed 18 days.
Hay Lake—1 car delayed 11 days.
Vanscoy—1 car delayed 3 days; 1 car delayed 4 days.
Rosetown—1 car delayed 8 days.
Delisle—9 cars delayed 2 days; 3 cars delayed 3 days; 1 car delayed 4 days; 1 car delayed 5 days; 1 car delayed 8 days; 1 car delayed 17 days.
Zealandia—1 car delayed 3 days.
Speers—1 car delayed 2 days.
Hafford—7 cars delayed 12 days.
Forgan—1 car delayed 2 days.
Birdview—2 cars delayed 4 days; 1 car delayed 6 days; 2 cars delayed 7 days; 1 car delayed 9 days.
Girvin—1 car delayed 2 days.
Krydor—1 car delayed 3 days.
Laura—1 car delayed 4 days.
Dundurn—1 car delayed 3 days.
Streblov—8 cars delayed 2 days; 3 cars delayed 3 days; 2 cars delayed 4 days; 3 cars delayed 6 days; 1 car delayed 12 days.

Haultain—2 cars delayed 2 days; 5 cars delayed 3 days; 1 car delayed 7 days.
Grasswood—2 cars delayed 2 days; 1 car delayed 5 days; 1 car delayed 7 days.
Saskatoon—12 cars delayed 3 days.
Elrose—1 car delayed 10 days; 1 car delayed 3 days.
Maymont—6 cars delayed 2 days; 3 cars delayed 3 days; 1 car delayed 4 days; 1 car delayed 7 days.
Findlater—2 cars delayed 3 days; 1 car delayed 4 days; 1 car delayed 6 days.
Dana—3 cars delayed 2 days.
Aberdeen—32 cars loaded over platform, 22 of these delayed 35 days over free loading.
Clarkboro—22 cars loaded over platform, 14 of these delayed 49 days over free loading.
Edam—1 car delayed 4 days; 1 car delayed 8 days.
Clyde—3 cars delayed 2 days.
Collinton—1 car delayed 4 days.
Lashburn—1 car delayed 8 days.
Minburn—1 car delayed 3 days.
Benton—1 car delayed 3 days.
Youngstown—1 car delayed 2 days.
Valley River—1 car delayed 18 days.
Gilbert Plains—3 cars delayed 2 days.
Togo—1 car delayed 6 days.
Veregin—3 cars delayed 3 days; 8 cars delayed 4 days; 2 cars delayed 5 days; 2 cars delayed 6 days; 5 cars delayed 7 days; 1 car delayed 8 days; 1 car delayed 9 days; 1 car delayed 10 days; 1 car delayed 13 days.
Mikado—6 cars delayed 2 days; 1 car delayed 3 days; 1 car delayed 6 days.
Canora—4 cars delayed 5 days.
Buchanan—2 cars delayed 2 days; 1 car delayed 3 days.
Invermay—1 car delayed 8 days.
Wadena—1 car delayed 3 days.
Kenville—1 car delayed 7 days.
Norquay—1 car delayed 5 days.
*Hawthorne—1 car delayed 13 days; 1 car delayed 32 days.
Briercrest—1 car delayed 2 days; 1 car delayed 5 days.
Mossbank—1 car delayed 7 days—case of car being ordered before grain cut.
*In the two cases at Hawthorne the same man created both delays.

The company points out that when cars are placed and a few bushels of grain put in, the company can do nothing but leave it there until the loading is completed. During the period of congestion last year the farmers largely abandoned platform loading and loaded through elevators in order to speed the movement. This is a question, however, on which the board can take no action one way or the other. The loading platform has served, and, of course, does serve, a very good end in providing the farmer with a measure of competition for the sale of his grain, which he otherwise, in many instances, would not get. The question is entirely one for him.

The company also claims that the other demands of the provinces have greatly increased, and that the freight deliveries into and out of prairie distributing centres are greatly in excess of last year, and that fair attention must be given to this traffic. Everything, however, ought to be done which can be done in order to facilitate the grain movement and each complaint has been taken up with the company to secure this end. The request has been made that the legislation of last

year, under which the board may require the company, when unable to provide facilities for the movement of grain, to furnish all facilities within its powers for the carriage of such grain to a point of interchange with another company or any terminal elevator, and requiring such other company to then complete the transportation, be put into effect. It is, of course, impossible to do this at present, for two reasons,—first, that this legislation, which was passed entirely to meet a greater emergency, only comes into operation after the close of navigation, so that the board has no jurisdiction at present to make any such order; and, secondly, for the obvious reason that the first duty of the other companies is to farmers on their lines, and that the grain on these other lines has not yet been marketed. The best results will be best obtained by the close co-operation of all interested. The railways can assist very much in seeing that cars are handled with the least possible delay, both to and from the wheat fields, and the producers can similarly assist in seeing that the cars are loaded with as little delay as possible. The board's Chief Operating Officer, Mr. Spencer, will leave today for the west with a view of further assisting the rapid movement as much as possible.

It must, of course, be recognized that car shortage is not confined to the Canadian Northern lines, nor to western territory. The complaint of car shortage in different directions is one more or less common. The Canadian Pacific, for example, has an absolute car shortage in connection with the elevator equipment. While the situation in Canada is not so acute as it is in the United States, nevertheless, the American Railway Association's figures are illustrative of general conditions. Its returns show that while at one period in 1908 there was a surplusage of over 413,000 cars, that the car surplus (which, of course, changes from time to time and becomes in certain districts a shortage), on Aug., 1916, only showed 9,762 idle cars, while there was an actual car shortage on Sept. 1 of 19,873, on Sept. 30 of 60,967, and on Nov. 1 the net car shortage was 108,010 cars. The empty car situation in Canada is aggravated by the fact that a large number of Canadian cars have not been returned by the United States to Canadian railways. The Canadian Pacific reports 24,000 cars off its system and the Canadian Northern 5,112 cars.

Conserving C.P.R. Freight Cars.—On account of the car shortage in the United States and the fact that the interchange rules are being generally disregarded there, the C.P.R. Western Lines management has issued instructions that C.P.R. cars are not to be loaded with grain for points in the U.S. The C.P.R. will, of course, supply any U.S. cars routing in the proper direction for such business.

Alaska Rates.—A Washington, D.C., press dispatch recently stated that the Interstate Commerce Commission had notified the Canadian Pacific Ry., Grand Trunk Pacific Coast Steamship Co. and Border Transportation Co. that they had been made additional parties to the investigation of the railway rates and practices in Alaska. Examiner Wilson conducted hearings at Cordova Nov. 11 and at Juneau Nov. 23, and will conclude at Seattle Dec. 4.

Canadian Railway Club.—J. S. Coffin, Jr., Canadian Sales Manager, Locomotive Pulverized Fuel Co., read a paper on pulverized fuel for locomotives on Nov. 14, in Montreal.