

### Winter Grain Rate on National Transcontinental Railway to Atlantic Ports.

Ottawa press dispatch, Dec. 24: "A winter grain rate practically as low as the summer rate by water has been declared by the Minister of Railways for the National Transcontinental Ry. The new rate strikes a new low level for the winter movement of wheat between the head of the lakes and tide water. The change will be 6c a bushel between Armstrong, on the National Transcontinental, and Montreal and Quebec. Armstrong is the competitive point corresponding most closely with the rate points of other lines. An important feature of the new arrangement is that Halifax is to have absolutely equal opportunity with other Atlantic ports so far as the wheat traffic is concerned, and will no longer be handicapped by an adverse differential rate. The National Transcontinental, it is expected, will handle 100 cars of grain a day. It is believed that the new low rate will have to be met by competing private roads. Special arrangements are being made by the Railways Department to store the grain which will be carried east over the Transcontinental and the Intercolonial."

"A statement announcing the new rate was issued today as follows: 'On account of the very large amount of grain still in farmers' hands and in country elevators in Western Canada and the terminal elevators at Fort William and Port Arthur taxed to their capacity with what is already stored and in transit, the Canadian Government Railways are completing arrangements, as an emergency measure, in order to enable shipments to continue freely throughout the winter, to move this grain over the Transcontinental Ry. to elevators at Montreal and Quebec on through all rail rates, which will be based approximately on the all water cost from Fort William to Montreal during the summer season, in other words, using the Transcontinental as the all water carrier during the winter. There will be about 5,000,000 bush. elevator capacity for the reception of this grain at Montreal and Quebec, and in order to increase available space many times over arrangements have been made to reship as required to winter ports on the Atlantic seaboard. Halifax is also made a common point with other Atlantic seaports. Formerly, a higher rate prevailed to Halifax, but now that the Government Railways control the entire route from shipping points to Halifax they are able to announce a reduction, making Halifax basis of export rates the same as to other Atlantic winter ports.'"

**A Quebec Quarry Spur Line Suit.**—The right to use a spur line connecting a quarry with the C.P.R. at St. Francis de Sales, Que., was involved in the case of Bellefleur against Labelle, decided in a court at Montreal, Dec. 10. The quarry was originally owned by the defendant, and he still owns part of the land over which the spur line runs. The quarry was sold with the right of using the spur line. The judge held that defendant could not prevent the plaintiff using the line, and awarded \$1,197 for accrued damages.

**The Dominion Government and Grain Shipments.**—An Ottawa press dispatch, Dec. 20, states that the Dominion Trade and Commerce Department has arranged with James Carruthers & Co., Grain Shippers, to take over the transporting overseas the grain which the Government commandeered recently between the elevators and the seaboard.

### Shell Making at National Transcontinental Railway Shops.

We are officially advised that previous to the Dominion Government taking over the National Transcontinental Ry. east of Winnipeg, including the Transcona shops, the Grand Trunk Pacific Ry. had arranged with the Shell Committee at Ottawa for the manufacture of high explosive shells and received contracts to produce 72,000 eighteen pounder shells. The company, previous to the acquisition of the shops by the Government, fitted out a small section of the Transcona shops with a complete outfit of machinery, tools, etc., to manufacture about 200 shells a day. The machinery and appliances were nearly all the property of the G.T.P.R. Not having experience in shell manufacture, naturally it took time to organize a force to enable the company to turn out the complement of shells it considered the shop fitted up was capable of producing 20 hours a day. When the Government took over the actual operation of the shops on July 1, 1915, the company, of course, had no further control over the manufacture of the shells and the conditions under which it would have had to carry out the work would not have been satisfactory to the company. It was then decided to complete the contracts in the G.T.R. shops in the east, but permission to do this was refused, and the plant was sold out to the Transcona Shell Co. Nov. 3, 1915.

**Railway Construction in Mexico Contemplated.**—The early construction of a large mileage of railways in Mexico is contemplated by the Carranza government, according to statements given out by R. E. Musquiz, inspector of that country's consulates in the United States. The most important construction planned is a 500-mile line from Nuevo Laredo to Piedras Negras, along the Rio Grande, and thence to a connection with the Matamoros-Monterey Division of the national railways. A 450-mile road from Monclova to the city of Chihuahua, which will traverse a region said to be rich in coal deposits and valuable minerals, is also proposed. Construction will, it is said, be resumed very soon on the Tampico to the city of Mexico cut off, which was being built when the revolutionary troubles commenced.

**Safety Appliances Equipment for U. S. Railways.**—The Interstate Commerce Commission decided at Washington, D.C., recently, that the time within which common carriers shall make their freight cars conform to the standards of equipment described by the Commission in order of Mar. 31, 1911, be further extended for one year from July 1, 1916. J. Coleman, Superintendent Car Department, and J. Powell, Chief Draughtsman, Motive Power Department, represented the Grand Trunk at the hearing; W. H. Flynn, Superintendent Motive Power, representing the Michigan Central.

**Railway Lands Patented.**—Letters patent were issued during November covering Dominion railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:

|   | Acres.   |
|---|----------|
| Calgary and Edmonton Ry. ....                                     | 322.30   |
| Canadian Northern Ry. ....  | 236.27   |
| Canadian Northern Western Ry. ....                                | 289.35   |
| Canadian Northern Pacific Ry. ....                                | 134.80   |
| Canadian Pacific Ry. ....   | .68      |
| Edmonton, Dunvegan and British Columbia Ry. ....                  | 13.23    |
| Grand Trunk Pacific Ry. ....                                      | 63.80    |
| Grand Trunk Pacific Branch Lines Co. ....                         | 6.34     |
| Qu'Appelle, Long Lake and Saskatchewan Rd. and Steamboat Co. .... | 3,675.00 |
| Total .....   | 4,741.83 |

### 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. | 2,014,600      | 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     | .....                |

x Decrease.  
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 |
|       | \$3,678,500    | \$2,421,500 | \$1,257,000  | \$ 537,800 |
| Incr. | \$1,100,200    | \$ 562,400  | \$ 537,800   | .....      |

Approximate earnings for November, \$3,535,200, against \$2,228,000 for Nov., 1914, and for three weeks ended Dec. 21, \$2,423,700, against \$1,345,300 for same period 1914.

### 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 or Decrease |
|-------|----------------|----------------|----------------|----------------------|
| July  | \$7,895,375.47 | \$5,094,972.85 | \$2,800,402.12 | x\$978,042.71        |
| Aug.  | 8,801,451.52   | 5,359,176.80   | 3,442,314.72   | 79,157.02            |
| Sept. | 1,273,165.45   | 5,527,864.81   | 4,475,300.64   | 378,252.25           |
| Oct.  | 13,433,206.88  | 6,863,780.29   | 6,579,434.15   | 3,258,105.79         |

|       |                 |                 |                 |                |
|-------|-----------------|-----------------|-----------------|----------------|
|       | \$40,413,206.88 | \$22,845,754.25 | \$17,567,452.63 | \$2,737,472.35 |
| Incr. | .....           | .....           | \$2,774,472.35  | .....          |
| Dec.  | \$23,597.38     | \$3,761,069.73  | .....           | .....          |

Approximate earnings for Nov., 1915, \$13,114,000, against \$7,823,000, and for two weeks ended Dec. 14, \$6,101,000, against \$3,473,000 for same period 1914.

### Grand Trunk Railway Earnings, Etc.

The following figures show the earnings for the G.T.R. (including the Canada Atlantic Ry.), the G.T.W.R. and the D.G.H. & M.R. for October, compared with those for October, 1914:

| Grand Trunk Railway.                   |             |             |  |
|--|-------------|-------------|--|
|  | 1915.       | 1914.       |  |
| Earnings .....                         | \$3,591,305 | \$3,509,350 |  |
| Expenses .....                         | 2,527,500   | 2,533,100   |  |
| Net earnings .....                     | \$1,063,805 | \$ 976,250  |  |
| Grand Trunk Western Railway.           |             |             |  |
|  | 1915.       | 1914.       |  |
| Earnings .....                         | \$ 781,944  | \$ 639,900  |  |
| Expenses .....                         | 562,392     | 602,000     |  |
| Net earnings .....                     | \$ 219,552  | \$ 39,900   |  |
| Detroit, Grand Haven and Milwaukee Ry. |             |             |  |
|  | 1915.       | 1914.       |  |
| Earnings .....                         | \$ 293,442  | \$ 255,100  |  |
| Expenses .....                         | 212,887     | 224,800     |  |
| Net earnings .....                     | \$ 80,555   | \$ 30,300   |  |

Approximate earnings for Nov., 1915, \$4,190,871, against \$3,770,406 for Nov., 1914, and for two weeks ended Dec. 14, \$2,035,759, against \$1,736,014 for same period 1914.

### TRAFFIC RECEIPTS OF THE SYSTEM.

Aggregate from Jan. 1 to Nov. 30:—

|                  | 1915         | 1914         | Incr.     | Decr.       |
|------------------|--------------|--------------|-----------|-------------|
| G.T.R. ....      | \$36,085,580 | \$38,496,571 | .....     | \$2,410,991 |
| G.T.W.R. ....    | 6,085,046    | 6,575,654    | \$509,392 | .....       |
| D.G.H.&M.R. .... | 2,581,860    | 2,348,095    | 233,765   | .....       |
| Totals ....      | \$45,752,486 | \$47,420,320 | .....     | \$1,667,834 |

### Grand Trunk Pacific Railway Earnings.

The approximate earnings of the Prairie Section, 916 miles, for November, 1915, were \$848,168, against \$401,458 for Nov., 1914. The aggregate earnings for five months ended Nov. 30, were \$2,706,726, against \$2,069,000 for same period 1914.

The Grand Trunk Ry. employees at Toronto have appointed a committee of ten to look after the families of former fellow employees now engaged on active service. W. H. Farrell, Terminal Superintendent, is chairman.