

**DEMURRAGE RATES.**

Railway men are looking forward with confidence to the result of their application for increased demurrage rates made to the Railway Commission at Toronto on Monday.

One of the most serious phases of the situation is the demand made upon the Motive Power Department of the roads for increased locomotive power for use in the congested terminals. A representative of the railroads stated today that there were scores of road locomotives urgently needed for haulage on the various divisions which were now being used for switching purposes.

"With a team track accommodating seventy-five cars, ideal conditions would make it possible for the terminal superintendents to withdraw each night seventy-five empty cars from each track and replace them with loaded cars for the next day's business," said a railway expert. "With the very large number of cars detained day after day on these tracks the railroads are compelled to move in and out of the sidings hundreds of cars in order to obtain possession of those which have been unloaded. So heavy has this work become that locomotives are being withdrawn from road service day by day to assist in this switching work, thus crippling to some degree the service given to all the patrons of the roads, most of whom are doing their utmost to replace cars promptly, but whose efforts are nullified by 10% of delinquents with whom self interest is the guiding force."

The Railroads in their application to the Board state that their application for increased demurrage charges is not made with the desire to collect larger sums of money from the public, "but solely with a view to compelling shippers and consignees to permit all available rolling stock to remain in active service continuously, or as nearly continuously as possible, and consequently to facilitate the expeditious handling of freight generally."

The application is signed on behalf of the Canadian Pacific Railway, by E. W. Beatty, Vice-President and General Counsel. The Michigan Central by Henry Russel, Vice-President and General Counsel. The Grand Trunk, by W. C. Chisholm, General Solicitor, and the Toronto-Hamilton and Buffalo Railway by E. D. Cahill, General Solicitor.

**UNITED STATES MERCHANT SERVICE.**

Merchant ships built in the United States in the first eleven months of this year more than doubled in tonnage the whole of last year's output. The Bureau of Navigation announced that 1,115 vessels had been turned out, with a gross tonnage of 521,711. All but 49 were for the American flag.

Domestic wooden vessels numbered 936, with a tonnage of 127,276 and steel 130, with a 361,170 tonnage. The Atlantic and Gulf trade took 546 vessels, the Pacific trade 263, the Great Lakes 114 and Western rivers 143.

There now are building and under contract vessels with aggregate tonnage of 1,200,000, the largest total ever reported in the country's history.

**WAR RISK INSURANCE**

The report of the Bureau of War Risk Insurance, of the United States, which began operations September 2, 1914, immediately after the outbreak of the European war, says that from the commencement of its business to November 17, 1916, the Bureau has written 1,684 policies, covering total insurance of \$163,595,687. There have been incurred losses to date of \$833,924, from which salvage of \$59,055 has been received. This makes the net losses to date \$774,868 and leaves a surplus of premiums received over losses of \$2,367,657.

**PORT NELSON DOCK COMPLETED.**

The Winnipeg Free Press says that a dock capable of accommodating ocean-going vessels has now been completed at Port Nelson, on Hudson's Bay. It is 3,000 feet out from shore, and connected with the mainland by a steel trestle, over which trains will be running next summer to reach the ships. Grain elevators and warehouses will be located on the new dock.

**WHEN THE RUSSIAN PORTS OPEN.**

By the spring of 1917 Russian ports will be open to shipments of almost every commercial article, according to John Harold Snodgrass, United States Consul General at Moscow, who is now in New York. Since the beginning of the war only Government cargoes, such as munitions or supplies needed for the army, have been admitted. However, with the increasing demand for commodities and the opening of new railroads, in the opinion of Mr. Snodgrass, Kola and Archangel will be allowed to admit consignments of all kinds. This action on the part of Russia, which has heretofore been a rumor, is now almost assured, said the consul, who sees vast opportunities open for the manufacturers and exporters in the United States, because the stocks in Russia are being rapidly depleted.

"Russia is in need of a great many kinds of goods," said Mr. Snodgrass, "and with the opening of Kola and Archangel to private shipments, there will be a demand for almost every commodity. Foodstuffs and wearing apparel are most in demand. Shoes are very scarce, and a great deal of leather is needed. In Russia, overshoes and boots are necessities, and a dearth of leather will bring much suffering. Clothing will also be in demand. Coffee is selling at something like \$1.50 a pound and prices of all goods have increased tremendously."

"From Archangel to Moscow is a direct railroad line. A new railway is in the course of construction between Petrograd and Kola. It is a great undertaking and when completed will be very advantageous. At present from Kem to Kandalaksha the goods have to be carried on sleighs or by water on ice-breakers."

"At present there is little opportunity for investment in railways, but with close of the war this field should bring large profits. The forests offer splendid opportunity also. Concessions can be obtained from the Government or there are openings in companies already stationed there."

**RAILWAY EARNINGS.**

For the year ending June last the grain business of the Canadian Pacific represented about twenty-five per cent of its total tonnage. In the previous year, when the crop in bulk was approximately the same as that of the present year, grain tonnage represented 15 per cent. Assuming that the proportion of the gross tonnage carried this year is about the same as in the year ending June 30, 1915, it will represent a falling off of about 3,900,000 tons this year. So far, however, the increased tonnage of other classes, bearing higher freight charges, has been sufficient to maintain the earnings at parity with those of the previous year. It would be perhaps unreasonable to expect the earnings for the remaining seven months of the company's year to be maintained at the present level. Business conditions however, for the moment are very promising. Of this there is no better evidence than the increase in the earnings of the Grand Trunk, which does not tap the heavy tonnage gathered from the grain areas of the prairies. Its larger earnings than in previous years are due to industrial activity in districts which it serves. The Canadian Pacific likewise reaches some of the same territory, and has exclusive access to other important manufacturing districts.—The Globe.

**INCREASED PAY.**

An agreement embodying a greatly advanced schedule of wages and substantial concessions in the conditions of employment was signed last week by the C. N. R. and the representatives of the maintenance of way men in the section west of Fort William.

The advance is on a 20c a day basis and although the men sought an increase of 30c, their representatives are well satisfied with the result of their negotiations with the company's officials. The new schedule affects about 6,000 men, including those employed on the track, bridge and building departments, signalmen, pumpmen and pump repairers, laborers, extra gangs, painters and others.

**PULLMAN HOSPITAL CARS.**

At the request of the Military Hospitals Commission several Pullman cars are being converted into hospital cars, to be used in transporting returned wounded soldiers from the port of landing in Canada to interior points.

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**THE NEW C. P. R. TUNNEL.**

The longest mountainous double-track railway tunnel in America—or, in fact, in the Western Hemisphere—was recently opened for traffic by the Canadian Pacific Railway under Mount Macdonald, one of the highest peaks of the Selkirk range of mountains in British Columbia. Three and a half years were allotted to complete the work at the time it was started, which would make the date of completion December 31, 1916.

It reduces the length of the line by about four and a half miles of main line and dispenses with four miles of sheds in about thirteen miles of main line. It also eliminates the use of two long spiral loops on the western slope. This section of the road has been one of the most costly.

The tunnel was named "Connaught," after the Governor General of Canada, by Lord Shaughnessy, president of the Canadian Pacific.

The amount of material taken from the bore is approximately 750,000 cubic yards and weighs considerably over 1,500,000 tons, a conservative estimate considering only two tons to one cubic yard of material. Much of the centre portion of the tunnel was through the solid rock. J. G. Sullivan, chief engineer of the western lines, and George Bury, senior vice-president of the Canadian Pacific, are chiefly responsible for the undertaking.

The cost of the tunnel is \$6,500,000.

**LOCOMOTIVE ORDER?**

The Russian Government has distributed additional orders for 157 locomotives among the American, Baldwin and Canadian Locomotive companies. Both the American and Baldwin Works will construct 66 locomotives each; the other 25 will be built in Canada.

American roads have also placed orders for 60 additional locomotives and are negotiating for 100 more. Car builders are still being asked to make tender on the construction of 15,000 to 20,000 cars. The Great Northern Railway is expected to order 40 engines.

A very demure looking Salvation Army lassie, a man sitting next her whether she believed every who was traveling in a railway train, was asked by word in the Bible.

"Yes," she replied; "I do."

"Surely," exclaimed the man, "you don't believe that Jonah was swallowed by a whale?"

"I do," she answered, "and when I get to heaven I'll ask him about it."

"But suppose he's not in heaven?" inquired the stranger, with a sneer.

"Then you ask him!" was the Salvation Army girl's reply.