

railways within the limits of the Province of Quebec. It was urged that there was considerable difficulty on trains in Quebec where trainmen could speak English only, but the amendment was objected to on the ground that it would compel railways to employ men speaking both languages on every train, not only on those operating entirely within the province, but also on those passing through any portion, however small, of the province. The Minister of Railways stated that so far as the Intercolonial Ry. was concerned, he might accept the proposal for trains running in the Province of Quebec, but it was a different matter for other railways running trains out of Montreal, to Ottawa, Toronto, etc., and he could not accept it to apply to interprovincial or international trains.

Later in the day, on the motion of the Minister of Railways, the section was amended by the following addition: All railway employees on local passenger trains running in the Province of Quebec having to deal with the travelling public, shall be conversant with the English and French languages, from and after Jan. 1, 1919.

### Freight and Passenger Traffic Notes.

The Board of Railway Commissioners has ordered the C.P.R. to stop train 172 at Oakville, Ont., to pick up passengers for Toronto, and has ordered the G.T.R. to stop train 106 at Oakville for passengers for Toronto and points beyond.

In last month's issue, in referring to the Toronto, Hamilton & Buffalo Ry. sleeping car service from Hamilton, Ont., to Pittsburg, Pa., the time of the train leaving Hamilton was given as 8.23 p.m., instead of 8.13 p.m.

The British Columbia Government has authorized the Canadian Northern Ry. to operate a workman's train between New Westminster and Port Mann daily, without paying the usual tolls for the use of the provincially owned bridge over the Fraser River.

The Canadian Northern Ry. reports that up to June 1, covering the first three-quarters of the present crop year, it had handled 58,477 cars of grain originating in Manitoba, Saskatchewan and Alberta. This, it is said, represents 30.4% of the total handlings of all railways in Canada, and is an increase of 1.6% over its own handlings for the same period of the 1915-16 crop year.

In connection with the removal of rails from portions of the Grand Trunk Pacific Ry. in the Rocky Mountain District, for shipment to France, the company says some of these rails will be replaced by steel taken from the adjacent Canadian Northern Ry. line, and in some cases the Grand Trunk Pacific Ry. trains will be operated over the C.N.R. grade. There will thus be a considerable length of railway which will be operated as a joint section. As the work proceeds there will doubtless be certain adjustments in the original plan, and consequently only this preliminary advice is given so that all concerned will understand that the operation of G.T.P. trains will continue over the joint section the same as under previous conditions. G.T.P.R. terminals at Jasper and Edson will still be used.

The Grand Trunk Pacific Ry. started operating a through service from Watrous to Prince Albert, Sask., June 24. A passenger train is run from Watrous on Tuesdays, Thursdays and Saturdays, and from Prince Albert on Mondays, Wed-

nesdays and Fridays. A mixed train is run from Watrous on Mondays, Wednesdays and Fridays, and from Prince Albert on Tuesdays, Thursdays and Saturdays.

The Reid Newfoundland Co. has announced that it will endeavor, as far as possible, to forward all freight routed in its care at North Sydney via that port, but it will reserve the right, whenever circumstances require it, to forward freight originally routed via North Sydney, via Louisburg, collecting extra charges over the North Sydney rate for additional haul North Sydney to Louisburg, and also the right to forward freight by steamship from North Sydney or Louisburg to St. John's direct or Newfoundland ports other than Port-aux-Basques.

### Prevent Car Shortage by Filling Cars.

Canadian Railway & Marine World has already published bulletins 1 and 2, issued by the Eastern Lines management, C.P.R., and which appealed more especially to shippers. The officials who have been carrying on the campaign have visited most of the large shipping points in the country, but of course shippers are often unable to load cars fully, because they cannot ship the consignees more freight than is ordered. A third bulletin has, therefore, been prepared, addressed to consignees, and is being distributed from the company's general offices, through its local officers and through station agents. The company has also offered to supply shippers with as many copies as they wish for distribution among their customers. In this connection it may be mentioned that on the Eastern Lines, C.P.R., the cars are being loaded 8% heavier than last year. Bulletin 3 is as follows:

#### "NOTICE TO CONSIGNEES"

"The railways solicit your co-operation in their endeavor to provide all their patrons with a satisfactory freight car supply. Consignees can help by ordering full carloads. Many consignees never order more than the minimum authorized under the tariffs and classification. The result is an economical waste which reduces the efficiency of the railways and the public suffers. To increase the average car loading by one ton, would be equivalent to placing 10,960 additional freight cars in service in Canada. To fully load cars would go a long way towards solving our transportation difficulties. We realize that some consignees cannot always order full carloads, but they are requested to help by ordering in as large units as possible. A car saved is a car gained. The difference between minimum loads and full loads of certain standard commodities is given herewith:

"Flour shipped in 214 lb. barrels; minimum load, 210 bbls.; 1 30 ton car will hold 300 bbls. A 40 ton car will hold 315 bbls. 98 sacks; minimum load, 459 sacks; 3 30 ton car will hold 673 sacks; a 40 ton car will hold 900 sacks.

"Sugar shipped in 100 lb. sacks; minimum load, 300 sacks; a 30 ton car will hold 660 sacks; a 40 ton car will hold 940 sacks.

"Cement shipped in 87½ lb. sacks; minimum load, 457 sacks; a 30 ton car will hold 754 sacks; a 40 ton car will hold 1,074 sacks.

"Nails shipped in 107 lb. kegs; minimum load, 280 kegs; a 30 ton car will

hold 616 kegs; a 40 ton car will hold 878 kegs.

"Consignees can help by promptly releasing cars. To most consignees such an appeal is unnecessary—they do not delay cars under load. There are others, however, who appear to be satisfied if they release cars in what is known as "free time." Again, there are others who hold cars in storage service for weeks, and such consignees are largely responsible for car shortages and terminal congestion. A recent check of cars placed for unloading and held by consignees at some of the stations on one of the railways showed 700 cars delayed an average of 12 days. Had these cars been released within even 5 days they would have made nearly 1,400 trips, and would have handled about 35,000 tons of freight. 2,615 other cars unloaded within 3 days could have been placed for delivery on the tracks occupied by these 700 delayed cars to earn demurrage, but want them employed in carrying freight. A rolling car gathers no demurrage.

"If consignees will order freight from shippers so as to increase the average loading by 5 tons per car, and if they will reduce the average delay in unloading by 24 hours, it will prevent car shortages. In co-operation there is efficiency."

### Railway Construction in Alberta in 1916.

The Alberta Railways Department annual report for 1916 shows that the provincial guarantee has been attached to bonds providing for the construction of 2,656.97 miles of railway, on which 1,706.78 miles of steel had been laid, and 417.85 miles of additional grading completed at Dec. 31, 1916. There were laid 132 miles of rails on provincially guaranteed lines during 1916, and the C.P.R. laid 11 miles in the province, making a total mileage of 143 miles of new track. The lines include the Lacombe & Blindman Valley Electric Ry., on which 37 out of 39.1 miles of grading have been completed, but upon which no track has been laid. The other lines belong to three systems, the Canadian Northern Ry., the Grand Trunk Pacific Ry., and the McArthur lines. Under the Canadian Northern charter 774.8 miles are guaranteed, of which 503.8 are completed; while under the Canadian Northern Western Ry. charter 662.57 miles are guaranteed and 264.67 miles are completed. These two lines have also 248.15 miles of grading completed and ready for track laying. Under the Grand Trunk Pacific Ry. charter 259.5 miles were guaranteed, and this was all completed in 1915. The three McArthur lines show: Of the 471 miles guaranteed on the Edmonton, Dunvegan & British Columbia Ry., 407 miles have been completed, and an additional 54.19 miles was ready for track laying Dec. 31, 1916; of the 350 miles guaranteed on the Alberta and Great Waterways Ry., 212.5 miles have been completed and 78.5 miles of grading were completed Dec. 31; of the 100 miles guaranteed on the Central Canada Ry., 49 miles of rails had been laid. Of the total mileage guaranteed 74% was either in operation or ready for track laying.

The total mileage of railways in the province at Dec. 31, 1916, was 4,566, distributed as follows: Canadian Pacific, 1,920 miles; Canadian Northern, 1,250; Grand Trunk Pacific, 707; McArthur lines 689.