

Freight and Passenger Traffic Notes.

The C.P.R. is operating its transcontinental traffic through the Connaught tunnel at Rogers Pass, B.C., instead of via Glacier, as formerly.

It is expected that the freight congestion on the railways will be so relieved that the normal passenger traffic will be restored after May 1.

The G. T. Pacific Coast Steamship Co.'s s.s. Prince Rupert, during 1916 on the Skagway run, travelled 50,418 miles and carried 8,600 passengers.

The C.P.R. opened an up-town ticket office in the Hotel Vancouver, Vancouver, Jan. 2, W. S. Stewart, formerly of Victoria, being placed in charge.

J. P. Mader, General Freight and Passenger Agent, Algoma Eastern Ry., has been authorized to prepare and issue tariffs for all the company's traffic on its railways and in its vessels.

A deputation from Quebec waited on Lord Shaughnessy at Montreal, Jan. 10, asking that the Chateau Frontenac be enlarged, claiming that the present accommodation is inadequate. Consideration was promised.

A Quebec Superior Court gave a verdict, Jan. 9, for \$107.75 in favor of H. McAvoy against the G.T.R. for the loss of a travelling bag and contents which had been checked in the company's parcel office, Montreal.

The C.P.R. is providing through its dining car department a train basket lunch service, which is operated in connection with its dining cars, and enables passengers who do not desire a regular meal to obtain a light one with tea or coffee.

The Moncton & Buctouche Ry.'s Standard Freight Mileage Tariff C.R.C. no. 23 has been approved by the Board of Railway Commissioners, subject to the condition that the 5th class rate for the 11-15 mile group be reduced from 7 to 6c per 100 lb.

Certain interests in Hamilton, Ont., are agitating in favor of an application being made to the Board of Railway Commissioners for an order directing that the C.P.R. and the G.T.R. make their tickets between Toronto and Hamilton interchangeable. The proposal, however, does not meet with the Hamilton Board of Trade's approval.

The G.T.R. has issued for its agents adhesive tags which are being placed on all letters sent to shippers of freight. They have printed on them: "Important! Business requires all concerned to keep cars moving. Help us to help you. Kindly load or unload cars immediately regardless of free time limit. This will help our car supply and help you. Let's help each other."

The Northern Pacific Ry. has issued a circular to shippers in Vancouver, B.C., to the effect that cars will be withheld from firms which do not load them to capacity. The N.P.R. says that with the co-operation of shippers in regard to the full loading of cars it would be possible for it to show an increase of 10% in one month in the average loading of cars now employed.

The Canadian Northern Pacific Ry. is making use of its car barges, operated on the Fraser River and adjacent waters, for the collection and distribution of freight at any point where traffic may be found. It is reported that a considerable business is being developed, and that it can be economically conducted. Factories having water front facilities are thereby given connection with the Canadian

Northern lines although they may be miles away.

A joint circular has been issued by transportation lines in Eastern Canada directing railway and steamship agents to carefully observe the regulations as to the issue of half fare tickets for children, between 5 and 12 years of age, and instructing conductors and pursers to collect half fares for children apparently over years for whom no tickets are presented, and full fares for children apparently over 12 for whom half fare tickets are presented.

The Canadian Northern Ry. during 1916 carried 189,427 tons of coal from the Northern Alberta coal fields against 111,236 tons in 1915, and about 200,000 tons from the Drumheller collieries in Southern Alberta, against less than 100,000 tons in 1915. The total output of all the Alberta coal fields for 1916 was reported at Ottawa to be 4,400,000 tons, of which the fields tributary to Edmonton produced 904,493 tons, and the Brazeau and Jasper Park collieries 223,678 tons.

Navigation between Point du Chene, N.B., and Summerside, P.E.I., was suspended for the season, Dec. 30, in consequence of which a new train schedule was put in operation on the Intercolonial Ry.'s Point du Chene branch, Jan. 1. Trains leave Moncton at 10.25 a.m., 6.15 and 10 p.m., and Point du Chene, 5.55 and 7.35 a.m., 1.05 and 3.30 p.m. Commencing Jan. 11, all railway traffic for Prince Edward Island was diverted to Pictou, N.S., to be transferred to Georgetown by steamship leaving Mondays, Wednesdays, and Fridays at 7 a.m., and returning from Georgetown, Tuesdays, Thursdays and Saturdays at the same hour.

Railway Finance, Meetings, Etc.

Boston and Maine Rd.—A U. S. Federal Court, sitting at Boston, Mass., Jan. 6, after a hearing extending several weeks, dismissed the minority stockholders suit subject to the final determination of a point of law, against the appointment of a receiver for the company.

A Boston, Mass., dispatch, Jan. 8, says: A bill to repeal the Legislative Act of 1915, authorizing the reorganization of the Boston & Maine Rd. has been filed by Representative Frost, of Somerville, who announced that later he would present a bill to authorize the State to purchase the majority holding of B. & M. Rd. common stock, owned by the New York, New Haven & Hartford Rd., but now administered by Federal trustees."

Canadian Northern Ry.—There has been deposited with the Secretary of State at Ottawa duplicate of trust agreement, dated Jan. 10, between the company and the Central Trust Co., New York, as trustee, securing an issue of 6% gold notes.

Diamond Coal Co.—A meeting of the debenture holders will be held in Calgary, Alta., Feb. 5, to consider and ratify an option given by the liquidator on the company's property and assets or otherwise to arrange for the disposal of the property. The company owns a 6 mile railway from its collieries at Diamond City to a junction with the C.P.R. at Kipp, which was built in 1909, and to which was added some mileage of sidings in 1912-13.

Timiskaming and Northern Ontario Ry.—Passenger earnings, Nov., 1916, \$55,039.83, against \$46,142.17 for Nov., 1915. Freight earnings, Nov., 1916, \$105,798.07, against \$99,897.65 for Nov., 1915.

White Pass & Yukon Route.—Gross earnings from Jan. 1 to Nov. 14, 1916, \$1,825,302, against \$1,454,989 for same period, 1915.

Reduction of Passenger Train Service to Relieve Freight Congestion.

To carry into effect the Board of Railway Commissioners' order, which appears on pg. 48 of this issue, the principal railways made sweeping temporary reductions in their passenger train service east of the Detroit and St. Clair Rivers and Lake Superior on Jan. 14, as follows:

The C.P.R. cancelled 60 trains on its Eastern lines, viz: Farnham Division, 7; Laurentian Division, 7; Ottawa and Smiths Falls Divisions, 15; Smiths Falls and Sudbury Divisions, 2; Bruce and Sudbury Divisions, 2; Smiths Falls and Trenton Divisions, 8; Toronto, Hamilton and Buffalo service, 9; London Division, 10. On the Smiths Falls and Trenton Divisions 2 new trains have been put on, making a net reduction of 58.

The G.T.R. cancelled 61 trains, viz.: Portland-Montreal, 6; Levis-Richmond, 2; Montreal-Toronto, 4; Ottawa-Pembroke-Madawaska, 2; Montreal-Ottawa, 2; Coateau Junction-Valleyfield-Swanton, 2; Toronto-Hamilton-Suspension Bridge-London, 10; London-Port Huron, 1; London-Windsor-Detroit, 2; Hamilton-Jarvis-Port Dover-Port Rowan-St. Thomas, 2; Stratford-Port Huron, 6; Stratford-Goderich, 2; Hamilton-Harrisburg-Guelph-Palmerston, 5; Palmerston-Durham, 1; Stratford-Port Dover, 2; London-Wingham, 2; Hamilton-Allandale, 2; Toronto-North Bay, 2; Allandale-Meaford, 2; Allandale-Midland-Penetang, 4.

The Canadian Northern cancelled 29 trains on its Eastern Lines, viz.: La Tuque Subdivision, 2; Batiscan & Chicoutimi, 6; Montford Subdivision, 2; Joliette Subdivision, 6; Laurentian Subdivision, 2; Hawkesbury Subdivision, 2; Brockville Subdivision, 2; Picton Subdivision, 1; Maynooth Subdivision, 2; Muskoka Division, 2; Orillia Subdivision, 2. The two trains cancelled on Orillia Subdivision leave it without any passenger service.

The Intercolonial, while not under the Board of Railway Commissioners' jurisdiction, has also made considerable reductions. The two daily through trains each way between Halifax and Montreal, the Ocean Limited and Maritime Express, are being continued but the running times have been lengthened, so as to enable them to handle more local business. On Jan. 25, 14 trains were cancelled, viz.: Halifax and Truro, 2; Point Du Chene and Moncton, 2; St. John and Moncton, 2; Newcastle and Campbellton, 2; Campbellton and Levis, 2; St. Leonard Jct. and Montreal, 2; Levis and Montreal, 2. It is said that this will make a total saving of approximately 20,000 miles a month, or 19% of the present I.R.C. traffic.

Car Shortage Situation in United States.—Washington, D.C., press dispatch, Jan. 20: "Drastic regulations designed to relieve the shortage in coal cars and help bring about a lowering of present high prices of coal were prescribed today by the Interstate Commerce Commission. The regulations require return to original ownership of all coal cars as fast as unloaded, and give the railways 10 days to devise methods for relieving the shortage in other types of cars. The commission's order also requires the railways to apply the same regulations to refrigerator, heated, ventilated and insulated cars."