

**Railway Earnings**

Railroad earnings in December follows:			
Co.	December.	Increase.	P.C.
C. P. R. . . . .	\$12,580,000	\$5,259,000	x71.8
G. T. R. . . . .	4,819,124	731,157	x18.2
C. N. R. . . . .	3,435,600	1,626,000	x90.3
Total . . . . .	\$20,834,724	\$7,616,157	x58.6
x Increase.			
Comparisons of the aggregate returns of the three roads by months since April follow:			
Month	Earnings.	Decrease.	P.C.
April . . . . .	\$12,598,978	\$2,818,389	18.3
May . . . . .	12,205,202	3,279,008	21.2
June . . . . .	12,595,913	3,165,073	20.0
July . . . . .	13,151,046	3,207,371	19.6
Aug. . . . .	14,192,781	1,512,041	9.6
Sept. . . . .	16,614,441	646,020	3.7
Oct. . . . .	21,656,191	*5,522,974	34.2
Nov. . . . .	20,840,071	*7,018,665	50.8
Dec. . . . .	20,834,724	*7,616,157	58.6

\* Increase.

**RAILROAD BUILDING AT LOW EBB.**

Fewer miles of railroad were built in United States during 1915 than in any other year since 1864, and more miles were in receivers' hand than ever before. In 1915 total miles of new railroad constructed in United States were 933 compared with 1532 in 1914 and 3071 in 1913.

**GRAND TRUNK RAILWAY SYSTEM.**

Traffic earnings from December 22, to 31, 1915.	
1915 . . . . .	\$1,743,306
1914 . . . . .	1,511,606
Increase . . . . .	\$ 231,700

**C. P. R. AGENT IN BUFFALO.**

L. R. Hart has been appointed general agent of the passenger department at Buffalo for the C. P. R., effective January 1. This is a new general agency and will cover Syracuse, Rochester and Niagara Falls, N.Y. He has been chief clerk in the York.

**Railroad Building in 1915**

During 1915 there were only 1,687 miles of first track built on this Continent. Canada's share of the new mileage was 718 miles, the United States 933, and Mexico 36½ miles. The following table shows the construction by countries for the past two years:

	1st tk	1st tk	2d tk	2d tk	Total
	1915.	1914.	1915.	1914.	1915.
United States . . . . .	933	1,531	356	565	1,354
Canada . . . . .	718	1,978	84	152	719
Mexico . . . . .	36½	..	..	..	36½

**ELECTRIC ROAD RECEIVERSHIPS.**

The number of electric railways placed in receivership in 1915 was the largest in five years, and mileage affected was double any one of previous years, according to the Electric Railway Journal.

The record since 1910 has been as follows:

Year.	cos. miles.	Stocks.	Bonds.
1915 . . . . .	28	1,152	\$40,298,050
1914 . . . . .	10	362	35,562,550
1913 . . . . .	18	343	31,006,900
1912 . . . . .	26	374	20,410,700
1911 . . . . .	19	519	29,533,450

**CAMAGUEY COMPANY EARNINGS.**

The gross earnings of the Camaguey Company, Limited, Halifax, N.S., for November, 1915, were \$20,890.38 and net earnings \$8,653.26, compared with gross earnings of \$17,213.09 and net earnings of \$7,407.61 for November 1, 1914.

**OWNERSHIP OF THE C. P. R.**

Our English friends and even some of our Canadian neighbors seem to be alarmed lest, in the mobilization of United States and Canadian securities, New York interests will be able to gain control of the big Canadian Pacific system. Considering the fact that in the year 1914 no less than 1,639,000 shares of Canadian Pacific were sold on the New York Stock Exchange, and that up to date this year 1,420,874 shares of the same stock have been traded in, such apprehensions are harmless, for if control was the object aimed at, it would have been attained before this time.—Financier of New York.

**CANADIAN PACIFIC****OTTAWA SERVICE.**

From Windsor St. Station.  
\*8.30 a.m. †10.45 a.m., †4.05 p.m., †7.40 p.m., \*8.45 p.m., \*10.15 p.m.

From Place Viger.

\*8.00 a.m., \*5.45 p.m.  
\*Daily. †Daily ex. Sunday. ‡Sun. only.

**TICKET OFFICES:**

141-143 St. James Street. Phone Main 8125.  
Windsor Hotel, Place Viger and Windsor St. Stations.

**GRAND TRUNK RAILWAY SYSTEM****THE DOUBLE TRACK ROUTE.  
TORONTO—DETROIT—CHICAGO.****INTERNATIONAL LIMITED,**

Canada's train of superior service.  
LEAVE MONTREAL 10.15 A.M. DAILY.  
Pullman Sleeping and Observation Cars and Parlor, Library and Dining Cars.

**CITY TICKET OFFICES.**

122 St. James St., Cor. St. Francois.  
Xavier—Phone Main 6908.  
Windsor Hotel " Uptown 1187  
Bonaventure Station " Main 8229

**St. John and Quebec Railway**

Irving R. Todd of Milltown has resigned from the presidency of the St. John and Quebec Railway. Announcement to that effect was made following the meeting of the directors of the company a few days ago.

Pending the completion of a new agreement, the Intercolonial will continue to operate the St. John Valley Railway. The government has been operating at a loss of a thousand dollars a day. It is expected that in making the new agreement this government will insist on a larger share of the earnings being turned over to it, possibly the whole of the earnings will be taken until the road shows a profit.

**EMBARGO ON GRAIN SHIPMENTS.**

The Canadian Pacific Railway has placed an embargo for one week against the loading of grain for Fort William and Port Arthur. This is occasioned by the large number of loaded cars in transit for those terminals. To load up more grain until that in transit is disposed of would cause congestion in terminals, and consequently delay in securing release and furnishing out-turns. It is hoped by the officials, however, that at the end of the week it will be possible to remove the embargo. The embargo does not affect the loading of grain for interior elevators and mills.

**C. N. R. EARNINGS.**

Gross earnings of the Canadian Northern Railway system for the week ending Dec. 31, 1915, and for the period July 1 to Dec. 31, 1915, compared with corresponding periods in 1914, were as follows:—

	1915.	1914.	Increase.
Week ending Dec. 31	\$1,006,900	\$ 464,300	\$542,600
From July 1 to Dec. 31	10,649,300	6,594,400	4,054,900

**FREIGHT CARS SCARCE.**

A scarcity of freight cars is reported by railway officials in Toronto, owing to the sudden increase in the freight business in the United States and Canada. If the shortage becomes bad difficulty in getting soft coal supplies will be felt. The railways are at present stocking soft coal at all their terminals, and this may lessen the amount available for factories.

**C. P. R. HALIFAX SERVICE.**

The Canadian Pacific now operate a service between Montreal and Halifax, leaving Montreal Windsor St. Station daily except Saturday at 7.15 p.m. Equipment of this train: Standard electric-lighted sleepers, dining car and coaches. Returning train leaves Halifax daily except Sunday arriving Montreal daily except Monday.

**A FINE RECORD.**

Pennsylvania Railroad system in past two years carried 361,572,114 passengers without one being killed. Lines east of Pittsburgh completed their third year without a single train accident fatality.

Double  
Daily  
Service



Trains  
Leave  
Windsor  
Station

**8.50 A.M.**

Through Parlor Car and coach accommodation to New York arriving 8.00 p.m., and Coach and Parlor Car arriving Boston 7.40 p.m. Excellent Dining Car Service.

**8.00 P.M.**

Electric Lighted Steel Pullman Sleeping Cars, arriving New York 7.26 a.m. and Boston 7.05 a.m. also Coach to Boston. A night of perfect sleep.

**The Lake Champlain-Green Mountain Route**

Consult agents at Windsor Station, Windsor Hotel, or at City Ticket Office, 230 St. James St., Telephone, 1038-1039 Main. Neil Mooney, General Agent, Montreal.

**CANADIAN NORTHERN  
QUEBEC**

Daily except Sunday 9.30 A. M. Buffet Parlor Cars.

**SHAWINIGAN FALLS** **GRAND MERE**

Via the Short Line

9.30 A. M. Daily except Sunday. 4.45 P. M. Daily except Sunday.

**L'ÉPIPHANIE**

**JOLIETTE**

Via the Short Line

9.30 A. M. Daily. 4.45 P. M. Daily except Sunday.

5.30 P. M. Daily except Sunday.

For tickets, parlor car reservations, etc., apply to **City Passenger Agent,**  
230 St. James St., Tel. Main 6570 or **Depot Ticket Agent, St.**  
**Catherine St. East Station, Tel. Lasalle 141.**