

Boundary north of St. John, N.D., north to Brandon, Man., 69.45 miles, was opened for traffic, April 4.

THE MIDLAND RY. OF MANITOBA from the International Boundary north of Neche, N.D., north-west to Portage la Prairie, Man., 77.01 miles, was opened for traffic Mar. 11. The line from the International Boundary north of Walhalla, N.D., to Morden, Man., 15.54 miles, is to be opened this fall. The Great Northern Ry. has constructed an extension of its branch from Neche, to connect with the Portage la Prairie line, 0.64 miles, at the International Boundary, and also from Walhalla to connect at the International Boundary with the line to Morden, 5.35 miles.

CROW'S NEST SOUTHERN RY.—Work is under way on this railway upon a 24-mile extension from Fernie, B.C., north to the Crow's Nest Pass Coal Co.'s mines at Michel, B.C.

VANCOUVER, VICTORIA AND EASTERN RY. AND NAVIGATION CO.—The construction work of this railway covers the work on the Canadian side, and that of the Washington and Great Northern Ry., the work on the U.S. side of a line to connect Spokane, Wash., and Vancouver, B.C. The line runs from the G.N.R. near Spokane, to Marcus, at which point branches run to Nelson and Rossland, B.C. The W. and G.N.R. runs from Marcus to the International Boundary, then the V.V. and E. R. carries it round Grand Forks, with a branch to Phoenix, B.C.; then comes another dip into the U.S. to Curlew and Republic, and from Curlew back to the boundary, from which point the V.V. and E.R. has completed the line to Midway. The report says: "The V.V. and E. R. and the W. and G.N.R. have been opened for operation from Midway, B.C., to the International Boundary near Molson, Wash. (V., V. and E.), 28.89 miles, and from the International Boundary near Molson to Oroville, Wash. (W. and G.N.), 27.82 miles. On the section from Oroville west to the International Boundary at Chopaka, (W. and G.N.), 20.64 miles, and from that place to Keremeos, B.C. (V.V. and E.), 18.20 miles, tracklaying has been finished. The V.V. and E. is also building from the Pacific coast east to meet the line building west from Keremeos. On this section work is under way from Cloverdale, B.C., east to Abbotsford, 26.25 miles. The V.V. and E. and the Victoria Terminal Ferry and Ry. Co. is building a low-grade line from New Westminster, B.C., south to Blaine, Wash. The portion of the line from New Westminster to Olivers, 9.80 miles, is being built by the V.V. and E., and from that place to the International Boundary north of Blaine, 11.32 miles, is being built by the V.T.F. and Ry. Co." When completed this piece of line will permit of the abandonment of the present New Westminster Southern Ry.

At a meeting of the creditors of the J. B. McManus Co., of Memramcook, N.B., Jan. 4, a composition of 30c. on the dollar, payable in cash within 30 days, was accepted.

The G.T.R., it is announced, will not attach private cars to the fast trains between Montreal and Ottawa. The ordinary travel by the trains is so heavy that it is impossible to make schedule time with the added weight of a private car.

The Car Service Committee of the American Railway Association reported Jan. 15 that the Canadian and U.S. railways had 206,800 freight cars in excess of business demands. Shortages exist on only a few roads, the total number of cars that could be used on these roads amounting to 774. The figures are compiled from reports made to the committee by 158 companies.

Inquiry into C.P.R. Facilities.

A. F. Dillinger, Operating Assistant to the Chief Traffic Officer of the Board of Railway Commissioners, who was directed in April last to make an enquiry into certain complaints about the C.P.R., has made the following report:

"That the C.P.R. Co., within the period of 12 months next preceding the issue of the order, failed, and does now and up to the time of the making of this report, fail to furnish at the place or places of starting on its railway, or at the junction or junctions of its railway with any other railway or railways, and at the stopping place or places established for such purpose, adequate and suitable accommodation for the receiving and loading of traffic offered for carriage upon its railway; and to furnish adequate and suitable accommodation for the carrying, unloading, and delivering of such traffic; and without delay, and with due care and diligence, to receive, carry and deliver such traffic; and to furnish and use all proper appliances, accommodation, and means necessary for receiving, loading, carrying, unloading and delivering such traffic.

"That the company failed, and does fail as aforesaid in not furnishing at the points named the requisite number of cars to move the freight offered for carriage at these points; and in its inability to utilize to the best advantage the motive power the company has. In my opinion the causes for such failure have been and are largely if not entirely—the need of additional facilities, such as additions to roundhouses, repairs to machine shops, and additional yard, siding, and warehouse accommodation properly and expeditiously to care for the same; the abnormal increase in traffic; the particularly severe winter; the refusal and failure of consignees to take prompt delivery of traffic on account of their inadequate accommodation and teaming facilities, causing congestion at shipping points and at points of destination; delays at the larger terminals caused by the customs requirements; consignment of freight to order, requiring additional shunting which causes delay in placing and unloading, and the consequent congestion at terminal yards.

"The company is not possessed of all proper appliances, accommodation, and means necessary for receiving, loading, carrying, unloading, and delivering the traffic which will probably be offered immediately or within the two years next succeeding the issuance of the order hereinbefore referred to, at all places of starting on its railway, at all junctions of its railway with other railways, and at all stopping places established by it for such purpose, for carriage upon its railway. The company is possessed of a sufficient number of locomotive engines, cars, and snow-fighting appliances, but is not possessed of a sufficient number of roundhouses and repair or machine shops, yards, sidings, and warehouse accommodation.

"The company had in use on its system on April 15, 1907, the following equipment, viz., 40,336 cars for handling of freight traffic. These include box, stock, flat and coal cars, 1,763 passenger cars. These include all kinds, 1,363 locomotives. Contracts have been entered into for delivery to the company during 1907 of 5,090 freight cars, 156 passenger cars, and 39 locomotives. The company has provided for an expenditure on rolling stock and equipment during 1907 amounting to upwards of \$12,000,000. The company is also making provision at its principal terminals, for instance, at Montreal, Toronto, and Fort William, for additional yard room in which to unload traffic; and generally throughout its system for additional roundhouses and repair or

machine shops, storage, and sorting yards, sidings, and warehouse accommodation. The company is also double-tracking its railway between St. Anne's, Que., and Smith's Falls, Ont., and between Fort William, Ont., and Winnipeg. The portion of the line between St. Anne's and Smith's Falls is to be completed in 1907, and that between Fort William and Winnipeg by the end of 1908. The effect of this double-tracking must necessarily be to cause delay in the movement of traffic while the construction work is going on. This will be, of course, only temporary, and there is no way that it can be overcome. The provision made for additional cars and locomotive engines and additional facilities, as stated, will, in my opinion, furnish adequate and suitable accommodation for the receiving, loading, carrying, and delivering of the traffic which will probably be offered for carriage upon the company's railway this year. With the equipment, appliances, and facilities the company is making provision for, added to that it already has, especially after the double-tracking of the portions of its railway herein referred to is completed, the company will, in my opinion, be in a position to enable it, without delay and with due care and diligence, to receive, carry, and deliver all traffic offered for carriage upon its railway.

"The effect upon the power of the company to receive, carry, and deliver traffic without delay, of compliance with the provisions of the Lord's Day Act, will, in my opinion, mean a loss of 21% per week, or, in other words, the company would move only 79% of its capacity during the week.

"It is impossible to state with any definiteness just how far and to what extent the company has been prevented by any of the causes set out in the second paragraph of its answer of Feb. 27, 1907, to the enquiries made by the letter of the Secretary of the Board of Feb. 14, 1907, from receiving, carrying, and delivering traffic without delay, and how far and to what extent any of such causes are likely to continue to prevent the said company from doing so. Certain of these causes for delay, viz., the inability and refusal of merchants to take prompt delivery of freight on account of their inadequate accommodation and teaming facilities, causing congestion at shipping point, en route and at destination; delays for customs requirements; consignment of freight to 'order' requiring much additional shunting, without additional charges to owners and causing delays in placing and unloading, and congestion of terminal yards; too long free allowance for loading and unloading certain classes of freight, permitting dealers to use rolling stock as warehouses, and make deliveries to and from cars direct instead of compelling prompt loading and unloading; the Manitoba Grain Act, as it relates to the distribution of cars; one of the greatest factors in reducing car supply could, in my opinion, be removed or lessened by—merchants increasing their accommodation for delivering and receiving freight at shipping points and points of destination; a more prompt entry or payment of the customs duty by the consignee of shipments subject to the Customs Act; doing away with the practice of consigning freight 'to order'; the railway company furnishing more adequate accommodation at points of shipment and destination, for the loading and unloading of such freight as is given too long free allowance after it has been placed 24 hours; amending the Manitoba Grain Act.

"In respect of this last, under the Act of 1903, amending the Manitoba Grain Act, 1900, the railway agent at each station where grain is shipped keeps what is called an 'order book' for the distribution of cars,