

## Traffic Orders by the Board of Railway Commissioners.

### Express Merchandise, Receipts and Labelling.

General Order 144, April 29.—Re complaints by shippers against sec. 5, sub sec. (c) of the form of Express Merchandise and Receipt, and re labelling "prepaid" and "collect" packages: That sub-section (c) of sec. 5 of the "Terms and Conditions" endorsed on the Express Merchandise Receipt be amended by striking out the concluding words of the sub-section, reading "or from conditions beyond its control"; and by inserting as sub-section "(cc)" the following:

"For any loss or damage caused by delay or by injury to or loss or destruction of the shipment, or any part thereof, from conditions beyond the control of the company, unless such loss or damage is caused by the negligence of the railway company upon whose trains or property the shipment was at the time such loss or damage occurred."

That express companies shall firmly affix a printed label to every shipment of goods received for carriage, which label shall indicate in conspicuous type whether the charges thereon have been prepaid, or are payable by the consignee. One such label affixed to any one package or article in a shipment composed of two or more packages or articles may suffice, provided that the label indicates the total number of packages or articles in the shipment. For "prepaid" shipments the label shall be printed in black on yellow paper. For "collect" shipments the label shall be printed in black on white paper. Permission of the consignee shall be obtained before the removal of any tag, wrapper, or portion of wrapper from any package or article for the purpose of verifying a "prepaid" label, or marks indicating prepayment, on a consignment billed "to collect."

And it is further ordered that General Order 142, April 17, be rescinded.

### Allowance for Car Doors for Lime Shipments.

The Board of Railway Commissioners for Canada, 23500, April 3.—Re complaint of Christie, Henderson & Co., Toronto, against refusal of G.T.R. to make an allowance for 296 doors furnished for cars of lime shipped from Galt, Ont. It is ordered that the complaint be dismissed.

### Manure Rates to St. Catharines.

23507, April 10.—Re complaint of W. H. Bunting, of St. Catharines, Ont., against increase by G.T.R. in the rates on manure, in carloads, from Toronto, for Canadian Northern delivery at St. Catharines as published in G.T.R. Tariff, C.R.C. no. E-3035: It is ordered that the rate of 3½ cts. per 100 lbs. on manure from Toronto to St. Catharines for Canadian Northern Railway track delivery, shown in item 226 of said tariff, be disallowed; the rate of 2½ cts. per 100 lbs., previously in effect, to be restored, subject to a minimum carload weight of 60,000 lbs., and to the provisions of the General Inter-switching Order, no. 4988, July 8, 1908; the said changes to be made effective not later than April 21.

### Winter Rate on Unrossed Green Pulpwood.

23521, April 7.—Re application of E. W. Roberts, of Montreal, for a special winter rate on unrossed green pulpwood, which shall equal that applied on dry, peeled wood by applying the weight per cord of dry wood to the green wood: It is ordered that the application be refused.

### Freight on Malt Grain ex Fort William.

23536, April 10.—Re application of Sudbury Brewing & Malting Co. for an order directing the C.P.R. to apply the milling-in-transit privilege to the "malt grain" ex Fort William, which as "dried grain," or feed, is reshipped from the applicant company's

brewery at Sudbury, Ont.: It is ordered that the application be dismissed.

23572, April 21.—Re complaint of Cowichan Creamery Association, of Duncan, B.C., against rate charged by C.P.R. on alfalfa meal from Enderby to Duncan: It is ordered that the C.P.R. be directed forthwith to reduce its rate on alfalfa meal, in carloads, from Enderby, B.C., to Duncan, to 30 cts. per 100 lbs.

### Demurrage on Coal at Windsor, Ont.

23638, April 28.—Re application of J. H. Duthie, on behalf of the American Coal and Coke Co., for a re-hearing of the complaint that the Michigan Central Rd. has been holding cars for orders in its freight yards at Windsor, Ont., and has refused to bring coal into Detroit, Michigan, until such orders were received: It is ordered that the application for a re-hearing be dismissed.

## Great Northern Railway Lines in Canada.

**Vancouver, Victoria and Eastern Ry. and Navigation Co.**—The section of the line from Coalmount to Otter Creek was reported practically completed May 5, and preparations were being made for operation. The line is already in operation to Coalmount. The Kettle Valley Lines will connect up its traffic with the V. V. and E. Ry. at Princeton, between which point and Otter Creek the line will be operated as a joint section. The company does not propose to carry on any further construction at present as upon the completion of the Otter Creek-Hope section of the Kettle Valley Ry., it will be operated as a joint section, thus enabling the company to connect up with its New Westminster-Vancouver line.

**Vancouver Terminals.**—Work has been started at the False Creek flats in laying out the actual site of the terminal buildings. The city's committee has declined to grant the company's request for an extension of time for the completion of the buildings, but will not oppose any application on the company's part for an alteration in the location of the buildings nearer to the Canadian Northern Pacific Ry.'s terminal buildings. (May, pg. 179.)

## Dominion Government Railway to Hudson Bay.

In connection with the work on the terminals at Port Nelson, the Dominion Government steamship Minto, is expected to leave Halifax to place the buoys in Hudson Strait, and Bay. No further hydrographic survey work is to be carried on this season. Construction work on the terminals is to be pushed on rapidly during the season as it is expected that the grading gangs on the line from Pas, Man., will get through their work this season.

Work has started for the season at the several camps on the line, the work in progress ranging from "finishing up" at the Pas end, on clearing of right of way beyond mileage 393, the furthest out station.

The engineers at the different stations are:—Goose Lake, mileage 137, Division Engineer, W. J. D. Reed-Lewis; Resident engineers:—A. M. Hanson, A. McNaughten, and W. W. Christopherson. Landing River, mileage 280, No. 1:—Division Engineer, F. P. Moffatt; Resident engineers:—F. L. Lloyd, S. Hett, L. Johnson. No. 2:—Division Engineer, A. Timbrell; Resident engineers:—W. A. McCarthy, G. C. P. Montizambert, J. Strachan, Jr., and Kettle Rapids, mileage 332:—Division Engineer, L. F. Sil-

cox; Resident engineers, W. A. Hillman, J. S. Fraser, B. Henderson, F. E. Matthews. Kismagistakum, mileage 393:—Division Engineer, G. H. Parker; Resident engineers, H. McNeil, L. Easton. The staff at Pas consists of J. P. Gordon, Assistant Chief Engineer; T. B. Campbell, Division Engineer, and W. T. Jamieson, Resident Engineer. (May, pg. 183.)

## Canadian Northern Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those for 1913-14, from July 1, 1914:

	Gross Earnings	Expenses	Net Earnings	Increase or Decrease
July	\$1,594,300	\$1,163,800	\$430,500	x \$53,800
Aug.	1,367,700	1,123,000	244,700	x 163,900
Sept.	2,100,900	1,519,000	590,700	x 65,800
Oct.	1,895,300	1,332,100	563,200	x440,900
Nov.	1,670,200	1,123,100	547,100	x417,700
Dec.	1,329,100	908,000	423,100	200,900
Jan.	950,800	773,000	177,800	x175,100
Feb.	1,105,100	823,700	281,400	42,800
Mar.	1,379,000	956,000	423,000	62,600
	\$13,401,400	\$8,719,900	\$3,681,500	x\$1,311,100
Decr.	\$4,392,400	\$3,981,300	\$1,311,100	.....

x Decrease.

Approximate earnings for April, \$1,421,000, against \$1,610,000 for Apr., 1914, and for 2 weeks ended May 14, \$546,200, against \$830,600 for same period 1914.

## Canadian Pacific Railway Earnings, Etc.

Gross earnings, working expenses, net earnings, increases, or decreases, compared with those of 1913-14, from July 1, 1914:

	Gross Earnings	Expenses	Net Earnings	Increase or Decrease
July	\$10,481,971.72	\$6,703,525.89	\$3,778,445.83	\$338,347.35
Aug.	8,917,764.33	6,554,606.68	3,373,157.70	597,981.54
Sept.	10,754,139.67	6,387,091.28	4,367,048.39	48,580.30
Oct.	9,282,923.49	5,961,600.13	3,321,323.36	2,281,529.43
Nov.	8,057,358.89	5,413,286.72	2,644,072.17	2,244,173.89
Dec.	7,443,962.43	5,244,438.62	2,199,523.81	2,027,297.90
Jan.	6,109,026.94	4,968,793.64	1,140,233.30	140,059.24
Feb.	6,735,678.49	4,756,663.87	1,979,014.62	507,438.16
Mar.	7,852,989.67	4,879,974.94	2,973,014.73	x126,224.14

\$76,635,820.68	\$50,869,981.77	\$25,765,838.91	x\$7,016,587.15
Dec. \$23,608,191.57	\$16,591,604.42	\$7,016,587.15	.....
xDecrease.			

xDecrease.

Approximate earnings for April, \$7,164,000, against \$9,431,000 for April, 1914; and for 2 weeks ended May 14, \$3,198,000, against \$4,352,000 for same period 1914.

## Grand Trunk Railway Earnings, Etc.

The following figures show the earnings for the G.T.R. (including the Canada Atlantic Ry.), the G.T.W.R. and the D.G.H. & M.R. for March:

Grand Trunk Railway.			
Earnings	.....	\$3,242,450	
Expenses	.....	2,419,800	
Net earnings	.....	\$822,650	
Grand Trunk Western Railway.			
Earnings	.....	\$582,750	
Expenses	.....	573,800	
Net earnings	.....	\$8,950	
Detroit, Grand Haven and Milwaukee Ry.			
Earnings	.....	\$189,000	
Expenses	.....	213,000	
Deficit	.....	\$24,000	

Approximate earnings for April, \$4,005,778, against \$4,376,167 for Apr., 1914; and for 2 weeks ended May 14, \$1,785,301, against \$1,923,260 for same period 1914.

### Traffic Receipts of the System.

Aggregate from Jan. 1 to Mar. 31:

	1915	1914	Incr.	Decr.
G.T.R.	\$11,734,513	\$13,098,254	.....	\$1,363,741
G.T.W.R.	2,274,071	2,272,347	\$1,724	.....
D.G.H.&M.R.	757,343	751,222	6,121	.....
Totals	\$14,765,927	\$16,121,823	.....	\$1,355,896

## Grand Trunk Pacific Railway Earnings.

The approximate earnings of the Prairie Section and Lake Superior Branch, 1,104 miles, for April, were \$266,925, against \$470,744 for same period 1914, and the aggregate from Jan. 1 to Apr. 30 was \$1,157,156, against \$1,614,551 for same period 1914.