

THE CANADIAN GOVERNMENT RAILWAY SYSTEM CLOSING THE BEST YEAR IN ITS HISTORY

GREAT INCREASE IN TRAFFIC AND LARGE SURPLUS PROBABLE—ADDITIONS TO ROLLING STOCK AND PRECAUTIONS AGAINST SNOW BLOCKADE—SUPER-HEATING OF LOCOMOTIVES RESULTS IN GREAT ECONOMY IN FUEL—LITTLE NEW WORK AT MONCTON SHOPS AS CAPACITY IS TAXED BY REPAIRS AND RENEWALS

The people of the Maritime Provinces in general and Moncton in particular will be pleased to know that the Canadian Government Railway system is closing the best calendar year in its history.

It is generally known that the traffic last year showed a large increase and the Minister will be able to present to Parliament a statement showing a large surplus, with the prospect of still better things for the current year. Of course the war traffic is abnormal and it may be considered the part of wisdom to devote this surplus to such improvements in the track and additions to the rolling stock as will meet any possible developments of the future. The greatest difficulty for some time past has been in getting locomotives and cars for moving the traffic, but General Manager Gutelius and his staff have been untiring in their efforts to accommodate the patrons of the road. Every locomotive has been worked to its capacity and while there has been some delay to freight there has been no blockade on any of the Company roads on this Continent.

Perhaps the best test of good management is in the cost of moving traffic, and in this respect the Canadian Government system shows a steady improvement. Every effort has been made to improve the efficiency of the locomotive equipment with the result that there has been a material reduction in the cost of moving trains per ton mile.

In April last, the average miles per locomotive on the line increased 57 p.c. and the engines in service averaged 3,568 miles each. The average of the train loads has been increased and a great saving in coal effected by super-heating of the locomotives. Already 34 locomotives have been super-heated at the Moncton and River du Loup shops, mostly this year and the work will be continued. As super-heating requires new fire-box, new cylinders and partially new frames, it will be seen that it means a lot of work for the shops during the next few years. The Railway shops have been working full capacity throughout the year, as far as labor and material have been available. Notwithstanding the drain of the war, more men are employed in the different branches of the service than ever. 600 men are employed in the Moncton locomotive shops, 260 in the River du Loup locomotive shops and 1200 in the Moncton Car and Locomotive Shops. 135 men are employed in the Moncton Round House, not including firemen and drivers. 173 men have enlisted out of the operating department.

Additions are being made to the locomotive and car equipment of the Government Railways system as fast as the makers can deliver the orders. 55 new freight locomotives have been delivered this year or are in process of delivery, mostly from the Kingston Works. Also 10 modern passenger locomotives, the heaviest and most up-to-date in Canada. These engines are equal in aggregate capacity to at least 90 of the previously recognized standard. Of the freight locomotives 30 are of the Mikado, 10 of the Santa Fe and 15 of the Standard Consolidated type. In showing the wonderful improvement in locomotive equipment it is said the capacity of one of the Santa Fe class is about 4 1/2 times that of the type of locomotives in service in 1888.

There has also been added to the equipment this year a powerful rotary plow in addition to two already in service, for the purpose of getting against a snow blockade during the approaching winter.

The Moncton shops have been very fully occupied on necessary repair and renewal work but some new tenders, tanks and all steel baggage cars have been constructed.

Complete figures of the increased traffic and general betterment in conditions of the Government system will of course be submitted to Parliament. In this connection some increases in

the gross ton mileage for this year may be noted:

January	56 p. c.
February	33 p. c.
March	30 p. c.
April	56 p. c.
May	59 p. c.
June	37 p. c.
July	22 p. c.
August	14 p. c.

These increases are over a steady increase last year. During the year the diversion of the main line out of Moncton has been completed, giving the Intercolonial trains the benefit of the better grade of the Transcontinental. The Traffic of the Transcontinental Division from Moncton to Chaudiere Junction is about equal to that of the Sydney to Truro Division of the Intercolonial. 3468-12-18M1E11.



BERLIN REPORT ON THE SITUATION IN GREECE

BERLIN, Dec. 18.—(Via Sayville) Demands said to have been made by the Greek government in negotiations with the Entente powers are contained in reports received from Athens by way of Sofia, according to the Overseas News Agency. These reports state that the number of Greek reservists voluntarily enlisting in the service of King Constantine has increased and now attained a considerable total. Summing up the reports, the news agency says: "In the negotiations of the Entente powers with Greece, apparently England maintains moderate views while France asks for more reckless measures. Greece demands unhampered ac-

tion by the Greek government in old Greece, the return of all railroad lines to Larissa that all telegraph and telephone stations shall be placed in Greek hands, the withdrawal of the Entente troops from Greek soil in the whole district south of Larissa, the restoration of confiscated Greek merchant ships and the abolition of the blockade against the importation of food. "Greece on her part offers to give an obligation that she will undertake no hostilities against the Entente. The Greek government is said to have informed the Entente powers, in a firm tone, that it has decided to make no other concessions and to defend the honor and dignity of Greece against arbitrary measures. "Public opinion in Greece is reported to be so excited that any inconsiderate step or tactless action may set fire to the power case."

Berlin, via London, Dec. 13.—The Kreuz Zeitung expresses the fear that any peace which to the Entente Allies does not bear the aspect of defeat would prove a great danger for Germany and be only an armistice. The Taegliche Rundschau fears that the Entente Allies will draw out the negotiations by making impossible counter proposals, hoping to enlist pressure from "neutral America." The Tages Zeitung says it wishes Dr. Von Bethmann-Hollweg had emphasized more strongly the fact that Germany offered peace as a victor,

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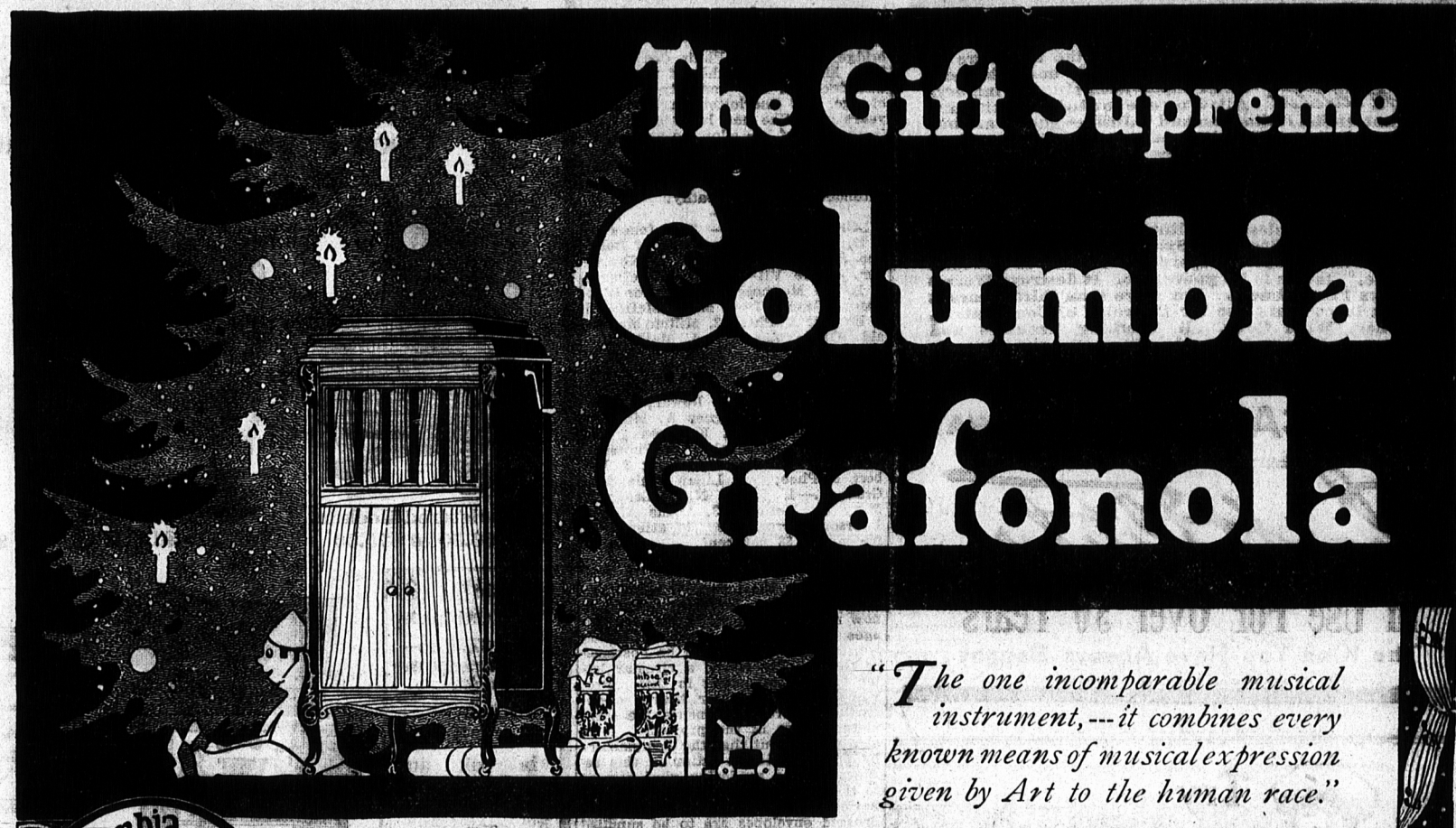
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