

REDUCE CAR SHORTAGE BY FILLING CARS

The object in issuing these bulletins is not to start a controversy with the public and not to shift responsibility to the public, but to secure the co-operation of the public.

Bulletin No. 1 contained the following information, from 1907 to 1915:

The Freight carried on Canadian Railways increased..	51%
The number of Freight Cars increased.....	91%
The total car capacity increased	131%
The average capacity of cars increased	5.8 Tons
The average weight of contents increased	3.0 Tons

The present heavy volume of traffic will no doubt continue so long as the war lasts.

Additional cars and locomotives are needed but they cannot be secured in large numbers for many months.

There is also a serious shortage of labor and in some places of yard trackage.

The only way to improve the conditions therefore is to secure greater efficiency in the present equipment, terminal trackage, and man power.

The railways alone cannot develop the maximum efficiency; the railways and the public co-operating can.

Consignees can help by ordering full car loads instead of minima authorized in the tariffs and classifications, and consignees can help by loading cars to their full authorized cubic or carrying capacity.

A 1915 Typical Train

Proposed Typical Train for 1917

Comparison	Cars	Average load	Weight of train	Weight of contents	Result
Typical train, 1915	23	18.4 tons	860 tons	423 tons	45 more tons carried
" " proposed,	20	23.4 tons	848 tons	468 tons	in 3 less cars

A COMPARISON

The Average Train

	1915	Proposed for 1917
Average weight of contents of cars	18.4 tons	23.4 tons
Total weight of cars	503 tons	448 tons
Total weight of contents	344 tons	399 tons
Total weight of train	847 tons	847 tons

Had the average load per car in 1915 been 23.4 tons instead of 18.4 tons the same traffic would have been handled with:

6,947,588 less trains hauled one mile.
1,563,765 less car trips.
29,806,535 less tons of dead car tare hauled one mile.

By increasing now the average load by 5 tons per car the public would improve the efficiency of the equipment, facilities, and man power of the railways to an extent equal to:

54,800 additional freight cars
482 additional freight and yard engines
415 additional miles of yard trackage and
13.5 per cent increase in man power employed in train and yard service

A CAR SAVED IS A CAR GAINED.

DEAD TIMBER IN BORDEN
CABINET TO BE UNLOADED

Movement for Coalition Has Spread to Members on Both Sides of the House-- Sir Robert and Sir Wilfrid are Keeping Their Own Counsel--Hon J. D. Hazen One of Those Likely to be Effaced by Reconstruction.

Ottawa, May 27.—Radical cabinet reconstruction, a further pause for reflection, and well-considered counsels before invoking conscription, are the developments in the political crisis at the capital.

Whether cabinet reconstruction is to drift into coalition through the exigencies of political uncertainties on both sides and a sense of the wisdom of united effort by both parties to meet the problems arising through the conscription proposal, or whether it is to be undertaken by Sir Robert Borden as a party and governmental necessity, is still problematical. There is a strong move on for coalition among members on both sides of the house. Whether the practical difficulties in the way of divergent party policies, affiliations, and personal diversity of views, will prevent the carrying out of the coalition scheme is uncertain.

Sir Robert Borden and Sir Wilfrid Laurier are keeping their counsels on the subject, although there is reason to believe that there has been an exchange of views between the two leaders. On the Liberal side there is naturally some reluctance towards now stepping in to save the situation for a moribund government after nearly three years of war and after partyism has been exploited to the full by the present administration. As against this, however, there is the sincere desire to do what is considered best for the national interest in securing stability of government and all possible unity of national action towards winning the war, as well as, also, the realization that there will be a serious split within the party ranks in an election should be forced, with conscription as the main issue. Both parties are looking for some form of satisfactory compromise in order to avoid the political chaos which looms ahead, and which

Hon. J. D. Hazen, minister of marine and naval affairs, is also on the list of the ministers who are to go. A judicial position will meet his requirements. Hon. Robert Rogers, minister of public works, with singular obtuseness does not see why he should promptly retire from the government. But the party sees it and Sir Robert Borden has been plainly told that Mr. Rogers is too heavy a burden to be carried longer. He is likely to be the minister who will stand most upon the onerous government service will be found for them. Both of them, in any case, are uncertain of re-election in their own constituencies in the event of a general election. Hon. T. W. Crothers, minister of labor, for obvious reasons, is also slated for retirement. He may be given a judgeship, but it is said that he is personally rather anxious to retire from public life and resume the quietude of his St. Thomas home.

(Continued on page 5.)

HOMESEEKERS' EXCURSIONS

Via
CANADIAN GOVERNMENT RAILWAYS,
To
MANITOBA AND THE CANADIAN NORTH-WEST.

Choice of Routes — Through the "Clay Belt" Country.

Second class reduced fare excursion return tickets will be sold from Maritime Provinces every Wednesday and from Province of Quebec every Tuesday up to and including October to Winnipeg, Regina, Saskatoon, Calgary, Edmonton and numerous other points in the Canadian Northwest. These tickets will be good for return within two months of date of issue and full particulars can be obtained from any Ticket Agent of the Canadian Government Railways.

Holders of these tickets have the choice of different routes. They can travel via Quebec and Canadian Government Railways to Winnipeg—the route of the "Western-National" Express, or via the new "Transcontinental Line" via Toronto, North Bay, Cochrane, Ont., and Canadian Government Railways to Winnipeg.

Homesekers' tickets reading via Canadian Government Railways through Quebec will be good for stop-over at Stations, Doucet, Que., Hearst, Ont., and intermediate points, while tickets routed via "Transcontinental Line" will permit stop-over at Cochrane, Ont., Hearst, Que., and intermediate stations, with the additional privilege of sidetrip tickets (if desired) from Cochrane to Canadian Government Railways Stations east thereof, to and including Doucet, Que., at special low fare.

The above stop-over and side-trip

privileges are arranged in order to enable passengers for western points to inspect the famous "Clay Belt" of Quebec and New Ontario—a rich farming country opened up by the new line of the Canadian Government Railways. Those interested will be forwarded copy of booklet "Notes by the Way—Quebec and West," describing that territory.

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SIR WILFRID'S MESSAGE

Ottawa, May 26.—Sir Wilfrid Laurier sent the following message to Quebec this morning:

Louis Letourneau, M. P. P. for Quebec East:

I regret to learn that the Chronicle has suffered from some absolutely reprehensible acts. I entreat the citizens, at the meeting which is to take place today in Quebec East, to abstain from all violence, either language or action, and to remember that the liberty of opinion which they claim for themselves they must allow to all those who think differently.

(Signed) Wilfrid Laurier.

WOMEN'S AILMENTS

Come From the Heart and Nerves.

Young girls budding into womanhood who suffer with pains and headaches, and whose face is pale and blood watery, will find Milburn's Heart and Nerve Pills build them up.

Women between the ages of 40 and 50, who are nervous, subject to hot flashes, feeling of pins and needles, smothering feeling, shortness of breath, palpitation of the heart, etc., are tired over this trying time of their life by the use of this remedy.

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Milburn's Heart and Nerve Pills are 50c., or three boxes for \$1.25, at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Ltd., Toronto, Ont.

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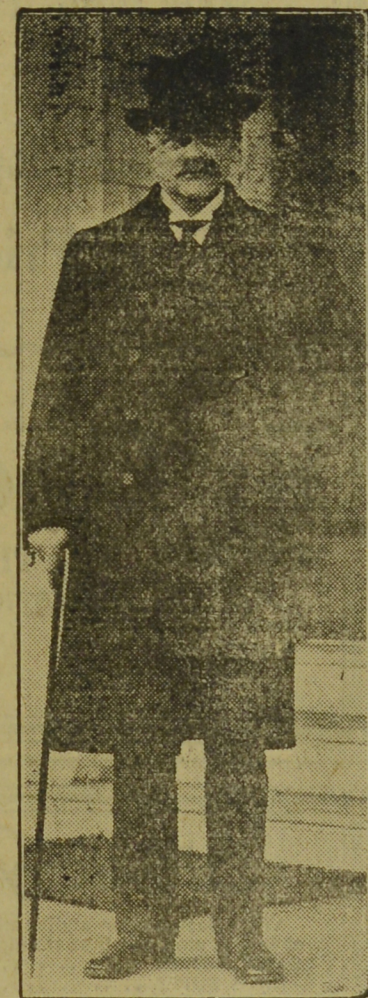
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HON. J. D. HAZEN,

A Member of the Borden Cabinet Who May Be "Effaced."

would prove disastrous to the national interest in the present critical war year.

Drastic Action Likely.

If coalition does not materialize it is certain that there will be a very drastic cabinet reconstruction forced upon Sir Robert Borden. The party and the country demand it. So far as can be learned he is handling the situation himself, without taking his own cabinet colleagues into his confidence. Half a dozen of the cabinet ministers are already marked for retirement. Hon. Frank Cochrane, minister of railways, is ready, it is understood, to retire. His health is not good, and he is weary of the stress and worry of governmental responsibility under especially trying conditions. Hon. Martin Burrell and Hon. Dr. Roche will, it is expected, vacate the agriculture department and interior department folios, and probably appropriate positions in the perma-

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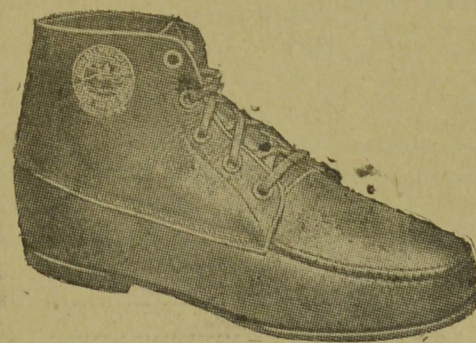
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