

NEW CAR-FERRY LAUNCHED FOR CANADIAN SERVICE

Scotia II. Will Carry Cars Across Strait of Canso—Of Unusual Description and Constructed for Winter Work.

Newcastle-on-Tyne, April 21.—Messrs. Sir W. G. Armstrong, Whitworth & Co., Ltd., launched from their Walker Shipyard on April 13, the ferry steamer Scotia II, which has been designed and built to the order of the Canadian Government for the purpose of carrying railway cars across the Strait of Canso from the mainland of Nova Scotia to Cape Breton Island on the Truro-Sydney Line.

The principal dimensions are: Length over all, 309 ft.; length b.p., 282 ft.; breadth extreme over fenders, 50 ft.; depth, 20 ft. The draught of water, when laden with a total deadweight of 1,355 tons is 14 ft. The vessel is of a very unusual description. She is intended to carry on a railway service under all conditions, which entails her passing across the Strait of Canso, or less blocked with drift ice. The scantlings, therefore, are arranged in accordance with icebreaking practice, and the form of the ends has been designed and constructed to comply with these conditions so far as is compatible with the full deck line required by the fact that there are three railway tracks to be accommodated on the deck, which makes the problem one of considerable interest.

The propelling machinery consists of two sets of triple-expansion engines, each actuating a propeller, one at the forward and the other at the after end of the vessel. The engines are so arranged that both propellers can be worked together, or separately, and either engine can be arranged to work both propellers. The machinery throughout is of a strength sufficient to resist the shocks encountered whilst working amongst ice, even though they are sufficiently severe to stop the propellers when working at full speed.

Accommodation is provided for two captains and two sets of officers, one for night and the other for day service. The control for the navigation of the vessel is arranged in a pilot house on a specially high bridge in which are fitted the usual steering gear and telegraphs, and a projector is arranged immediately overhead for working at night. There is a complete installation of telephones. The comfort of officers and crew is provided for as far as is possible in a vessel of these dimensions under the varying temperatures, and care has been exercised in all details to avoid interference with the working of the vessel under extreme winter conditions.

The launching ceremony, which was favored with beautiful weather, was performed by the commandant of the Red Cross service of Canada.

AMERICAN MIDDIES WILL TAKE 10,000-MILE JOURNEY.

Washington, D.C., May 4.—The Panama-Pacific Exposition at San Francisco will be the objective point of a 10,000-mile cruise of the Annapolis midsalmon this year. They will leave Annapolis on June 6 and return on August 30, under command of Rear-Admiral Fullam, on the battleships Missouri, Ohio, and Wisconsin.

The squadron will reach Guantanamo, Cuba, June 12 and Colon June 16. It will leave Panama, the Pacific terminal of the Canada, June 20, putting into Magdalena Bay, on the west coast of Mexico, June 30. After a day's stay the vessels will resume their cruise, reaching San Diego July 3 and San Francisco July 8.

Returning the ships will leave San Francisco July 24 to 26, arrive at Panama August 7, Colon August 10, Hampton Roads August 17, and Annapolis August 30.

DULUTH-SUPERIOR IN APRIL.

The Duluth-Superior Traction Company's comparative weekly statement of gross passenger earnings for the month of April, 1915, is as follows:—

Table with columns: 1915, 1914, Decrease of Dec., 1st week, 2nd week, 3rd week, Remainder of month, Month to date, Year to date. Includes passenger earnings data.

APRIL WAS BAD MONTH.

New York, May 4.—April was one of the poorest months in equipment orders in the last 15 years. September and December of 1914 were smaller but April showed about eight times the number of cars bought as did April 1915.

Last month equipment companies received orders for only 1,185 cars and 18 locomotives, compared with 10,000 cars and 127 locomotives in April 1914. Total number of cars placed from the first of May was 10,097 and locomotives 224 compared with 41,500 cars and 485 locomotives for similar period of last year.

CANADIAN NORTHERN RAILWAY'S EARNINGS FALLING AWAY.

The Canadian Northern Railway's gross earnings for the week ending April 30th were \$429,900, and for the corresponding period last year \$505,400, a decrease of \$75,500.

From July 1st to date the gross was \$14,830,400, as against \$19,403,700 in the corresponding period a year ago, a decrease of \$4,573,300.

WINNIPEG ELECTRIC RAILWAY.

Returns of earnings of the Winnipeg Electric Railway for the month of February show a decline of 10 per cent. gross and 13 per cent. net.

GETS RAIL ORDER.

Philadelphia, Pa., May 4.—Penna. Steel Co. has received an order for 1,000 tons steel rails from Havana Central R. R. Co., of Cuba.

DESPITE DECLINE IN LONDON COPPER PRICES ARE FIRM AROUND 19 CENTS.

New York, May 4.—Despite a further decline in the London copper market large agencies continue to hold the metal around 19 cents. Smaller concerns are willing to make slight concessions. A lull in buying is apparent which sellers say is periodical and natural.

April exports of copper were disappointing considering all that has been said of the enormous demand for export. Exports from Atlantic ports amounted to only 27,686,000 pounds, compared with nearly 80,000,000 pounds in the same period last year.

Fortnightly statistics from London showed a substantial gain in stocks and viable supplies. All selling concerns are well sold ahead and many profess to regard the course of the market over the next few months with indifference. One large lake producer is sold out for May, June and July and electrolytic is being sold for August delivery, while some contracts are reported to have been made for six months delivery.

RAILROAD NOTES

Sir Thomas Shaughnessy, on his way to Montreal from California, reached Winnipeg last night, and is expected to leave this evening.

Mr. J. R. Leckie has been appointed assistant master mechanic of the Ontario lines of the G. T. R. with office at Toronto, in succession to Mr. W. C. Sealey.

The Grand Trunk suburban traffic commenced yesterday and the company's officials expect a busy season as it is evident that more people are going to the country this summer than formerly.

Mr. W. C. Sealy, who was for many years connected with the G. T. R. shops at Stratford, Ont., and later transferred to Toronto, as assistant master mechanic, has been appointed to succeed Mr. James Markey as master mechanic with office at Toronto.

Rufus H. Flinn, the incoming general foreman of the Pennsylvania Lines shops at Bradford, Ohio, was recently tendered a reception at the Railroad Young Men's Christian Association. George J. Stichter, car inspector foreman, made the address of welcome and several others made short talks.

The National Elevator, located on the C. N. R. tracks at Winnipeg, was completely destroyed by fire yesterday. The elevator had a capacity of about 500,000 bushels, but was holding only a small amount at the time of the fire. The plant was worth about \$100,000, and insured for about \$60,000.

Representatives of Western Engineers and Firemen in the United States, besides unanimously voting for a congressional investigation of the recent wage arbitration award and appointment of Charles Nagel, as neutral arbitrator have adopted resolutions urging all brotherhoods to set a day soon after the expiration of the present agreement, when a demand will be made not only for an 8-hour day, but for time and a half for overtime.

Mr. O. A. Jorgensen, formerly agent at Port Arthur and Regina, who has been appointed local telegraph agent of the C. P. R. at Ottawa, took over his new duties on Saturday. Mr. Jorgensen, who is a young man, is a native of Winnipeg, where he entered the company's service as a telegrapher 19 years ago. He had risen rapidly and after being several years at Port Arthur was recently transferred to the Regina agency. His promotion to the Ottawa office followed almost immediately afterwards.

The Water Commissioners of Edmonton are submitting to the City Council a recommendation or a suggestion that water be supplied to the Canadian Northern Railway at ten cents per hundred gallons. The actual cost to the waterworks department is stated to be 14 cents. The commissioners advise that the difference be paid the department out of the general revenue from taxes. The Canadian Northern declares that in all other cities in the west the water rate is eight cents and that they cannot afford to pay the present high rate charged, but will have to go somewhere where water for roundness purposes is cheaper.

Darman Wilson, aged 39 years, was found lying beside the G. T. R. Railway tracks near Luzon road, in the township of Sandwich East, Ont., by section men on Friday, so seriously injured that at Hotel Dieu, Windsor, where he was taken, he was not expected to live many hours. Wilson was partially conscious when found, and was able to tell his name. Before relapsing into a state of coma the man told a story of having been thrown from an eastbound passenger train, which left Windsor at 12.40 p.m. Friday, by a man whose name he was unable to give. In his hand was found a conductor's check, showing a ticket had been collected from Windsor to London.

Sir Thomas Shaughnessy, in an interview regarding the employment of more men by the C. P. R. in order to help the unemployed, said: "Orders have been issued to place full gangs of men at work over the whole of the western division on those track improvements and general betterment undertakings which are ordinarily done every season; but in view of the unemployed situation we shall do all this work at once, or as speedily as possible. That is to say, instead of spreading the work over the entire season, we shall each month, for a time, do four or five times the amount which we would have done under normal conditions. I am hopeful that this will tend to materially relieve the unemployment in the western centres, and lessen the strain upon the authorities, who have had a somewhat trying time in many parts of the Dominion."

PENNA. R. R. FINANCING.

Philadelphia, May 4.—Penna. R. R. financing is expected to be announced shortly although information from official sources is lacking. In addition to financing already accomplished an additional amount of bonds will be issued to cover maturities in October plus the ordinary requirements of the company.

GRAND TRUNK EARNINGS.

The Grand Trunk Railway System's traffic earnings from April 22nd to 30th, 1915, were as follows: 1915 ... \$1,263,028 1914 ... 1,315,790 Decrease ... \$52,762

PRETORIAN AND SARDINIAN NEARING PORT OF MONTREAL.

A steamer, supposed to be the Allan Liner Pretorian from Liverpool, is reported as passing Cape Magdalen shortly after midnight. She should arrive in Montreal to-morrow night or Thursday morning. The Sardinian, of the same line, from Glasgow, arrived at Quebec early this morning and is due in port to-night.

Two full rigged sailing ships passed Cape Ray yesterday afternoon. They are presumably bound for Nova Scotia or the Miramichi ports to load deals for Great Britain.

Lake navigation is now in full swing and a large number of vessels are reported bound down to Montreal.

STANDARD OF EFFICIENCY ON RAILROADS BECOMING HIGHER.

Mr. W. D. Robb, superintendent of motive power on the G. T. R., discussing the benefits which the company derives from the Railroad Young Men's Christian Association, said: The standard of efficiency on our railroads is becoming higher and more exacting, requiring men to be thoroughly competent and at all times in good condition physically and mentally. The service given by the Young Men's Christian Association provides for our men and assists them to fulfill these requirements. It stands also for the betterment of our employees, always teaching a practical religion and a higher standard of morality. It has been said, "By their fruits ye shall know them," and from personal knowledge I know the Young Men's Christian Association is bearing good fruit on this system. No more profitable investment can be made or greater asset secured by this, or any, railroad than providing Young Men's Christian Association institutions at points or terminals where they are needed."

THE GROWTH OF RAILROAD MILEAGE.

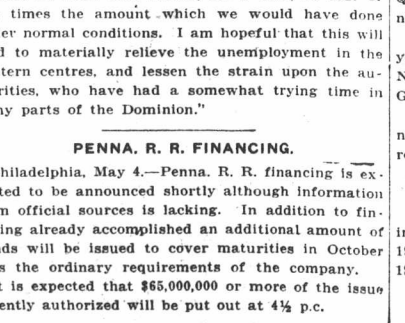
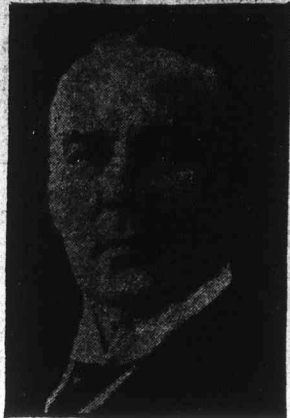


CHART SHOWING THE RAILWAY MILEAGE IN THE UNITED STATES.



MR. G. M. BOSWORTH, Head of C.P.R. Steamships. The C.P.R. liner Metagama is here on her maiden voyage.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)

New York, May 4.—A limited amount of business was reported in steamer chartering, but a good general demand prevails for tonnage, particularly for coal boats to South America and Mediterranean ports. Grain, lumber and general cargo freights offer moderately and there is a considerable inquiry for case oil boats for Australia, New Zealand and the Far East. Rates in all trades are fairly well sustained with but few quotable changes.

The sailing vessel market continues quiet, owing principally to the scarcity and light offerings of vessels suitable for South American and trans-Atlantic voyages. Rates are firm and unchanged in all trades.

Charters: Grain: British steamer Cardiff Hall, previously 20,000 quarters, from Montreal to Avonmouth, Barry or Cardiff, 8s option, London 8s 3d, or Dunston 8s 9d, option 19,000 quarters oats, 1s 6d, less May-June.

British steamer Cloughton previously 40,000 quarters, oats from the Atlantic from Avonmouth 6s 3d, option, London 6s 6d, May.

British steamer Watfield, 28,000 quarters same.

Coal—Norwegian steamer Evanger 1,320 tons, from Baltimore to Nipe Bay, p.t., prompt.

Steamer New Orleans, 1,017 tons, from Philadelphia to New Orleans, p.t., prompt.

Norwegian barque Primus, 1,919 tons, from Norfolk to Buenos Ayres, p.t.

Norwegian barque Dagny, 1,034 tons, from Norfolk to Rio Janeiro, p.t.

Norwegian barque Ferm, 1,898 tons, from Norfolk to Pernambuco, 30s.

TORONTO RAILWAY EARNINGS.

The approximate combined earnings and expenses of the five companies associated under the control of the Toronto Railway Company show for the month of February a slight decline as indicated by the following:—

Table with columns: 1914, 1915, Change. Total gross earnings, Exp. main, etc., Net earn., Gross from 1st Jan. to Feb., Net from 1st Jan. to Feb.

C. P. R.'S GROSS IN APRIL.

The C. P. R. in April showed a decline in its gross earnings of \$2,267,000, or 24 per cent. The record for the month follows:—

Table with columns: Week, Earnings, Decrease, P.C. 1st week, 2nd week, 3rd week, 4th week, Month.

LITTLE CHANGE IN STEEL BUSINESS.

New York, May 4.—The week opens with little change in steel conditions. Report from Pittsburgh district are that operations of the mills will be on a smaller scale this week.

There are reports of shading in prices of sheets, and Mahoning Valley mills are operating at less capacity.

Slight concessions are still being made in plates in small mills but structural and bar prices seem to be holding well. While most mills are quoting nails on a basis of \$1.60 keg, sales are being made on basis of \$1.55 per 100 4 pounds.

NEW YORK CENTRAL BONDS.

New York, May 4.—The committee on securities of the New York Stock Exchange rules that "when issued" contracts for New York Central 20-year 6 per cent. convertible debentures must be settled on Wednesday, May 5.

DOMINION TIRE COMPANY.

The Dominion Tire Company, Limited, has increased the number of its directors from seven to nine.

SHIPPING NOTES

The Sardinian left Glasgow on April 21st.

The Donaldson liner Cassandra sailed from Glasgow yesterday.

The Manchester line steamer Manchester Spinner sailed from Manchester for Montreal, on May 2.

Three attempts to float the steamer Minnesota, aground at the entrance to the inland sea of Japan have failed.

Mr. J. J. Jackson, of the Lake Shippers Clearance Association, has been appointed vice-consul for Fort William and district by the United States Government.

Luis Izquierdo, former Chilean Minister of Foreign Affairs, says he hopes to interest American capitalists in establishment of steamship line from New York to Valparaiso, via Panama Canal.

The sailing of the C. P. R. liner Metagama has been cancelled. She had a full list of passengers, and the company is now arranging for their transportation by other vessels from here, or from New York.

The Transylvania has arrived at New York; the Northland, Corsican, St. Paul and Tuscania have docked at Liverpool; the Ryndam is at Rotterdam; the Perugia at Gibraltar, and the Cretic at Naples.

The whaleship Pythia and the American steamer Leelanaw are loading cotton at Galveston for Gothenburg, Germany. They are the first cotton ships to make ready for a trip to Germany in several weeks.

Charles W. Morse will establish a freight and steamship line between Stamford and New York. This line will be a subsidiary of the New York & Buffalo Steamship Co., organized for freight business between New York and Buffalo.

The American liner St. Paul arrived at Liverpool at 1.30 p.m., Sunday, with American and British mails and a full quota of passengers. She also carried a full consignment of cargo, arriving at Liverpool without incident.

The Port of New York handled 46 per cent. of the entire export trade of the United States, and the total of \$1,807,000,000 of foreign trade, export and import, which passed through the port was larger than that of all the other American ports combined.

With practically no vessels in port on ordinary passenger business the next arrival announced is the Allan Liner Pretorian, which is due here to-morrow evening, with 90 second, and 197 third-class passengers. This is the first Allan liner of the season.

The passenger steamer Hammonick, which left the Soo Sunday morning, is somewhere on Lake Superior to-day, in the midst of one of the worst blows, accompanied by fog and heavy rain, of the season. Harbors of refuge are scattered at safe distances along the Hammonick's course to Port Arthur and no fear is expressed for her safety.

The coal trade of Western South America has been hindered seriously by the war. Consular reports indicate that it will pay coal producers in the United States to investigate the field thoroughly. The opening of the Panama Canal has made these markets particularly easy of approach. The prospects in Peru are similar. The needs of Uruguay reach 900,000 tons annually, which has been supplied by Great Britain in the past. The opportunity now lies ready for American initiative.

The contract for the purchase of the well-known twin-screw steam yacht Isis for the use of the United States Coast and Geodetic Survey was signed by Secretary of Commerce Redfield on April 28. The Isis is considered by yachtsmen as one of the finest and most complete vessels of its type ever built in this country. The nautical surveying officers of the Survey reports that it can be readily adapted to the needs of their service at a moderate cost. Ultimately it is expected to have the interior arrangements of the Isis altered to accommodate a crew of forty-one men and nine officers, and thus make it available for replacing the surveying vessel Bache on off-shore work. This, in turn, will make it possible to use the Bache in place of the Endeavor on in-shore work.

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NATIONAL TRANSCONTINENTAL WILL OPERATE MONCTON TO WINNIPEG

Ottawa, May 4.—The National Transcontinental Railway, which has now been taken over by the Dominion Government, will operate a service of two trains each way per week between Moncton and Winnipeg.

The trains will probably be mixed passenger and freight.

The service given will be simply to the extent that the traffic demands and will be increased as business increases along the line.

The road from Moncton to Levis for 300 miles in northern Ontario and Quebec and between Winnipeg and Fort William, is already being operated to some extent.

A hiatus exists between Quebec and Abitibi, and another between Hearst and Superior.

BANK OF ENGLAND LOANS.

London, May 4.—The loans of the Bank of England, excluding loans to the Exchequer, compare as follows:—

Table with columns: 1915, 1914, 1913. April 29, April 22, April 15, April 7, April 1, Mar. 25, Mar. 18, Mar. 11, Mar. 4, Feb. 25, Feb. 18, Feb. 11, Feb. 4, Jan. 28, Jan. 21, Jan. 14, Jan. 7.

Loans since August 1 were at their highest on April 29, when the total was £146,693,000, and the smallest £65,351,656 on August 7.

ST. MAURICE RIVER RISES.

Three Rivers, Que., May 4.—Log driving on the St. Maurice River has benefited greatly by the rise in the water which has occurred since the recent rains.

DETROIT UNITED RAILWAY.

Another meeting of the shareholders of the Detroit United Railway will be held on Wednesday, May 28th, to consider the proposal to sell the company's lines to the city.

BRITISH STEAMER TORPEDED.

London, May 4.—British steamer Minterne was torpedoed by German submarine off Scilly Islands, Monday. Two firemen were killed.

THE WEATHER MAP.

Weather.—Cotton Belt.—Cloudy, light scattered precipitation in parts of Georgia, Tennessee and North Carolina. Temperature 56 to 78.

Winter Wheat Belt.—Cloudy, light to moderate precipitation in parts of Illinois, Indiana and Ohio. Temperature 34 to 58.

American Northwest.—Cloudy, light scattered precipitation. Temperature 32 to 46.

Canadian Northwest.—Partly cloudy. Temperature 32 to 46.

INLAND REVENUE WAR.

The Postmaster desires to inform inland revenue war stamps cannot be used on letters, postcards, postal notes or orders, but the war tax stamp, or Office Department in one and two tions, or where these are not easily ardy postage stamps may be used on cards, postal notes or post office well as on wines, patent medicines, etc., and this is provided for in the venue act, 1915.

TORONTO PAYS INSURANCE OF 8,550 OF HER

Toronto, Ont., May 4.—The insurance of 8,550 of her citizens army now totals \$9,050,000, the first year of the war, of \$389,500. The number of men insured so far is 1,000. The latest insurance agreement covers the insurance of 3,700 men and third contingents for \$1,000 each.

CHANGES HIS ALLEG

New York, May 4.—George W. Allegeary to George F. Baker, head of the Bank, and at one time manager of the staff of Charles bank examiner of the New York chairman of the Federal Reserve Board.

WEDNESDAY HALF HO

Berlin, Ont., May 4.—The Retail ciation has decided in favor of a Wednesday holiday during June, July and August. The executive was also instructed to hours on Saturday nights.

A. R. Goudie has been elected pre

the late F. Kibbler.

INSURED AGAINST PE

An insurance was effected at against the risk of peace being declared ber 30, the rate paid being 29 gs. 6d.

MARITIME PROVINCE SEC

Quotations furnished by J. C. M. Members Montreal Stock Exchange, Halifax, N.S.)

Eastern Canada Savings & Loan

Eastern Trust Company ... Maritime Tel. and Tel. pfd. ... Mar. Tel. & Tel. common ... Nova Scotia Underwear, pfd. ... Do, common ... Porto Rico Tel. Pfd. ... Porto Rico Telephone Common ... Stanfield's, Limited, pfd. ... Do, common ... Trinidad Electric ...

Bonds.

Brandram-Henderson, 6 p.c. ... Eastern Car, 6 p.c. ... Maritime Natl. 6 p.c. ... Mar. Tel. & Tel. 6 p.c. ... Porto Rico Telephone, 6 p.c. ... Stanfield's, Limited, 6 p.c. ... Trinidad Electric, 6 p.c. ... ex-dividend.

WEEK-END REDUCED RATES NOW IN EFFECT.

Round Trip Tickets to Western Canada, via Chicago, on sale every Tuesday, until Oct. 26, at very low fares. Tickets are good for two months.

CITY TICKETS.

122 St. James St., Cor. St. Francois-Xavier—Phone Main 6985. Windsor Hotel ... Bonaventure Station ...