

GREAT BULK OF LAKE TRAFFIC IS MOVED IN SO-CALLED TRAMP BOATS

Four Big Shippers of Package Freight in Chicago, None of Which Will be Injured by Divorce of Trunk Lines From Vessels.

Chicago, Ill., June 11.—Divorce of eastern trunk lines from their boat lines on the lakes will have comparatively little effect upon eastbound lake traffic or shippers thereof because the great bulk of it moves in independent or so-called tramp boats.

There are four big shippers of package freight in Chicago, all manufacturers of food products from grain, which patronize the regular boat lines rather freely, namely, Quaker Oats, Corn Products, Star & Crescent and B. A. Eckhart Milling Co. About 85 per cent of package tonnage out of here by water is the product of grain. The total is small compared with volume of similar freight from other cities like Clinton, Ia., Cedar Rapids, Ia., Peoria, Ill., Minneapolis, Kansas City, St. Louis and others passing through Chicago for shipments east by lake routes. Output of Chicago flour mills is little more than 1,000,000 barrels annually. More feed moves out than flour food preparations. Quaker Oats ships east by water some grain in bulk as well as its package consignments.

These concerns and the grain trade generally, especially such big shippers of bulk grain as Armour Grain Co. and Barrett-Frazier, have paid little attention to the divorce proceedings. The matter has not come before the transportation committee of the Board of Trade.

Last year's lake shipments from Chicago included nearly 90,000,000 bushels of grain, including 56,000,000 bushels of wheat, 22,000,000 bushels of corn and 11,000,000 bushels of oats, compared with 16,500,000 bushels of wheat, more than 32,000,000 bushels of corn and less than 6,500,000 bushels of oats in 1913. The war's effect is easily traced. Never before had there been anything like the movement of wheat. Of wheat shipments last year by lake from here, according to the Board of Trade's statistics, 24,990,346 bushels, valued at \$23,552,074, were for export. Total value of corresponding export tonnage the previous year was less than \$5,000,000—officially \$4,618,161. High previous record was \$9,926,659, in 1918.

Last season's lake shipments of flour from here were 3,000,000 barrels, compared with 2,500,000 barrels the previous season. Wood shipments exceeded 1,500,000 pounds, or more than three times previous year; hides 1,200,000 pounds, against 330,000 pounds. There were more than 27,000,000 pounds increase in millstuffs, but 11,000,000 pounds decrease in oil cake.

The following table shows Chicago lake shipments last year in detail, as officially recorded in the Board of Trade's annual report:

Commodities	Chicago river	Calumet river	Total
Flour Ton	252,396	68,735	321,131
Wheat Bushel	24,884,491	21,157,710	56,042,201
Corn Bushel	4,192,566	17,718,806	21,911,372
Oats Bushel	5,160,225	5,641,326	10,801,551
Barley Bushel	234,000	234,000
Rye Bushel	43,032	32,018	75,050
Grass seed Ton	506	17	523
Mill stuff Ton	153,663	46,023	199,686
Oil cake Ton	3,356	291	3,647
Pork Barrels	1,640	100	1,740
Wool & hair sacks Ton	4,924	1,170	6,094
Hides and leather Bales	810	150	960
*Oil iron Barrels	15,242	15,242
Iron, manufacture Ton	1,071	1,914	2,985
Merchandise, unclassified Ton	374,847	46,063	420,910

*This is exclusive of 1,581,722 barrels from Indiana Harbor, Ind.

†This is exclusive of 22,019 tons from Gary, Ind. Clearances included a total of 5,614 vessels and 8,054,548 registered tons.

STEAMSHIPS.

ALLAN LINE

Proposed Summer Sailings, 1915

From Montreal and Quebec:

CORINTHIAN	June 27th for London direct.
PRETORIAN	July 3rd for Glasgow.
SICILIAN	July 17th, for London direct.
HESPERIAN	July 17th for Liverpool.
CORSICAN	July 17th for Glasgow.
SCANDINAVIAN	July 22nd for Liverpool.
PRETORIAN	July 31st for Glasgow.

For further particulars, rates, etc., apply to local agents or

THE ALLAN LINE
675 St. Catherine St. West; H. & A. Allan, 4 Youville Street, General Agents, Montreal.

CANADA S.S. LINES

Take The Water Way

Fast passenger and freight service between all important points on Lake Ontario and the St. Lawrence River.

Montreal-Quebec Line

A restful, comfortable one night journey. Steamers leave Montreal at 7:00 p. m. daily except Sunday.

Montreal-Bay of Quinte Toronto, Line

Weekly service, leaving Montreal every Friday at 7:00 p. m. An enjoyable trip with every comfort and convenience.

Saguway Line

The most fascinating water voyage on the continent. Steamers leave Quebec, Tuesdays and Saturdays at 1:00 p. m., connecting with night boats from Montreal.

Ticket Office
9-11 Victoria St., Phone Main 4710
General Freight Office
Foot of McGill St., Phone Main 5282

RAILROAD NOTES

The new terminals for the I. C. R. at Halifax will be located on the site occupied by the gas plant of the Halifax Electric Tramway Company.

In the aggregate over 2,000 young men of the Grand Trunk and Canadian Northern have gone to the front and are still being paid their regular salaries.

Between 6,000 and 8,000 delegates are at Atlantic City, N.J., for the convention of car builders, master mechanics and railway supply men.

Briefs in behalf of 64 western railroads petitioning for increase in freight rates have been forwarded to Interstate Commerce Commission. Oral arguments on the briefs will begin June 22.

However, no insuperable obstacles to a fair and acceptable agreement have been met or are expected.

Mr. G. G. Grundy, general manager of the Temiscouata Railway, a son of Mr. Frank Grundy, general passenger agent of the Quebec Central Railway, died yesterday.

Official advices have been received from Winnipeg confirming the appointment of Mr. W. G. Connolly as city passenger and ticket agent of the Grand Trunk Pacific Railway in Vancouver. Mr. Connolly has been in the Vancouver offices for some time.

The Canadian Pacific is now operating a double service between Montreal, Winnipeg and the Pacific coast, leaving Windsor Street Station at 10.30 a. m. and 10.15 p. m. daily. These trains carry Standard Sleepers and Tourist cars, while an Observation Compartment car is carried on the evening train.

The Grand Trunk is putting on its special steamboat trains between Toronto and Sarnia on the 19th instant. These trains which are very popular in the summer, connect with the boats of the Northern Navigation Company, which is affiliated with the Grand Trunk system.

John H. Fulford, one of Brockville's leading citizens and an ex-Mayor, died suddenly of heart failure on Wednesday morning. Deceased, who was city G. T. R. Ticket Agent for 34 years, was in his office as usual the day previous. He was ill only a few minutes. He was a brother of the late Senator Fulford, and was born here in 1842. He was a prominent Mason, and also connected with several local enterprises.

The Safety First movement is having beneficial results so far as the Grand Trunk is concerned. During the first three months of this year the company had only 20 employees seriously injured to lose more than ten days time. Not one employee was killed, and not one lost an arm or a leg. On the Grand Trunk system proper, in 1914, as compared with 1913, there was a reduction in casualties in the various classes of persons of from 15.5 to 37.6 per cent.

F. M. Woodcock, of Brockville, a G. T. R. brakeman, was thrown by the sudden stopping of the train against the window of the caboose at 11.46 on Wednesday morning when it was about a mile west of Findlay, Ont. His wrist was badly lacerated and several tendons were severed. Mr. Woodcock was brought to the office of Dr. Morrison, G. T. R. physician. First aid was rendered and the patient taken to the General Hospital, where Dr. Morrison dressed the wounds. While Mr. Woodcock's injuries are severe, it is not thought that he will lose his arm.

Bush fires have been very prevalent during the recent spell of dry weather along the line of the Temiskaming and Northern Ontario Railway. Commissioner Lee, who has returned from a trip over the lines, says the fires had doubtless been caused by the settlers in clearing up their land. The fires originated at different points along a length of 200 miles, but the recent heavy rain had completely extinguished them. Several piles of pulpwood had been destroyed, but no estimate of the actual damage had been arrived at. The company had had to send 100 men to the Township of Notman last Sunday, where the bush fires were assuming alarming proportions, but the rain came, and now all trouble was over. There had been no interruption of rail traffic, except that one train was delayed three hours.

EMILIUS JARVIS ON WAY HOME.

Mr. Emilius Jarvis, who has been abroad in Russia and England since the middle of January, is expected to arrive in Toronto early next week.

CANADIAN PACIFIC EARNINGS.

The gross earnings of the C. P. R. for the first week in June show small variation from the course of events in May. The total was \$1,585,000, a decrease of \$588,000, or 27 per cent. below the corresponding week a year ago.

EXCURSION TO NEW YORK.

The Grand Trunk Railway will, on Thursday, June 17th, run an excursion to New York City, going via that system and the Central Vermont Railway. The return fare is \$12.50 but fuller information will be cheerfully given at the Grand Trunk Ticket Office, No. 122 St. James St., opposite the Post Office.

LETHBRIDGE RAILWAY IN MAY.

The total gross earnings of the Lethbridge Street Railway for the month of May were \$3,469,32, made up as follows: For the first six days of the month \$652.04. From May 6th to 13th \$769.94, as stated in our letter of May 21st. From May 13th to 20th \$882.15 as per our letter of May 25th. From May 20th to 27th \$815.88 as per our letter of the 28th ult. From May 28th to 31st \$349.31. This therefore leaves the earnings for the first three days in June \$286.26.

ADDITIONAL SERVICE, LAKE SHORE.

In Effect June 13, 1915.

Leave Windsor Street Station 9.00 a. m. and 7.30 p. m. (instead of 5.30 p. m. as at present) ex. Sun., for St. Anne's, Vaudreuil, Cornwall and int. stations. 9.45 a. m. daily, 9.00 p. m. Sunday only, for St. Anne's, Vaudreuil, Point Fortune and all intermediate stations.

5.15 p. m. ex. Saturday and Sunday, for St. Anne's, Vaudreuil, Rigaud and all intermediate stations. Arrive Windsor Street Station.

9.50 a. m. daily, from Rigaud, making all stops. 1.45 p. m. daily, 11.15 p. m., Sunday only, from Point Fortune, making all stops.

10.30 a. m. ex. Sunday, (instead of 9.30 a. m. as at present). 7.30 p. m., ex. Sunday, from Cornwall, Vaudreuil, St. Anne's, making all stops.

SHIPPING NOTES

The Chicago has arrived at Bordeaux; the Milwaukee is at London; the Devonian at Liverpool, and the Newa at Dublin.

Stockholders of the Suez Canal Co. will be asked at the annual meeting on June 14 to remove Philip Heineken, of the North German Lloyd, as a director of the Suez Company. The company's balance sheet shows net profits of \$16,059,800. The company pays a dividend of 24 per cent.

American shipbuilding during the nine months ended March 31 has not kept pace with construction during the same period of the previous year. Official statistics reveal the fact that 714 vessels, with an aggregate tonnage of 163,328, were built during the period in question, while in the same period a year ago, 891 vessels, with a total tonnage of 215,059, were built.

Fire in the cotton cargo of the American ship Brinilda at New York caused damage estimated at \$200,000. Virtually all of the 3,000 bales aboard were so damaged by fire or water soaked as to be almost a total loss. The Brinilda, formerly a British vessel, was loading at a Brooklyn pier and was to have sailed for Archangel, Russia, to-day.

It is estimated that American war risk insurance underwriters sustained a loss of about \$300,000 through the torpedoing of the British freight steamer Inkum. Underwriters admit, however, that they have little cause to complain, inasmuch as their experience on the great volume of business done without loss since the beginning of the war has been uniformly good.

The closing of the Canadian lobster canneries on account of the war and the good prices on the Boston market led the Government to extend the Canadian season to the end of June. Boston reports the largest receipts of lobsters from Nova Scotia in the history of the industry, 400,000 having been sent in on the Yarmouth line and on local schooners. Portland reports, on the other hand, decreased receipts, only 35,000 having come there from Nova Scotia.

A new steamship service between New York and Australasian ports will be started with the sailing, on July 1, of the steamer Challister, 9,700 tons. It is proposed to despatch a steamer on the first of each month; the schedule as now arranged, calls for the sailing of the Themis on August 1, Tellus on September 1; Wagami, October 1, and Starstad, November 1. All of these vessels are of large capacity and some of them have been used in the St. Lawrence trade.

The American tank steamer Gulflight, which was torpedoed by a German submarine off the Sicily Islands, May 1, and for the damage to which the German Government has offered to pay an indemnity, has sailed from St. Mary's for Rouen under her own steam. When hit by the torpedo the Gulflight was on her way from Port Arthur, Tex., for Rouen with a cargo of oil. The steamer, after she was torpedoed, anchored in Crow Sound, and later was taken to St. Mary's Roads. The German Government in reporting on the attack said it was due to a mistake of the submarine commander.

The Western Union Cable ship Minia, on its arrival at Halifax, on Tuesday afternoon, from a cable repairing trip to Newfoundland, reported having met very thick ice between Trinity Bay and Baccalieu, so thick that she could not reach the latter port, a distance of sixty miles from Trinity Bay, where the cable was repaired. Ice this year is very thick northeast of St. John's. For fifty miles east and west, the Minia could find no opening. She did not go far enough to the north to find the end of the field.

The big prices being offered for second-hand tonnage in Great Britain are well illustrated by the case of the Norwegian steamer Risoy, sold to Messrs. Lachlan & Co. Though badly holed, with her masts and funnel gone, and a possible but unknown damage having been done to the bottom when the vessel was sunk in a collision, this little vessel of 1,129 tons gross and 647 tons net, built at Bergen in 1909, was bought at \$12,000 after being raised. At the lowest estimate for the cost of repair, the purchasers will pay \$18,000, or \$16 a ton on the gross tonnage, a record price.

Training her six-inch guns on a derelict which she sighted yesterday many miles off the south-west coast of Nova Scotia, one of the cruisers belonging to the Halifax Naval Station attempted to destroy the abandoned vessel, but was unable to sink her. This morning Marine Agent Harvey received a message from the cruiser saying that she had passed a derelict, dangerous to navigation, in 42.44 north 65.00 west, and had fired on it, but without success. It is believed that this derelict is the three-masted schooner Harry, which was abandoned fifty-five miles southwest of Cape Sable on May 28, and the crew landed at Shelburne. The Harry has since been reported south of that position by passing steamers.

OPEN UP WIDE SECTION OF COUNTRY.

Toronto, Ont., June 11.—The Ontario Government has decided to call for tenders for pulpwood on the Lac Seul limit, with an area of 2,500 square miles. This will open up and develop a wide section of country in the Kenora district north of the Transcontinental Railway, west of the Lac Seul and south of the English River.

READ DOWN.

9.30 a. m.	*11.30 p. m.	Lv. MONTREAL	Ar.	*6.30 a. m.	14.30 p. m.
14.30 p. m.	*8.30 a. m.	Ar. QUEBEC	Lv.	*11.30 p. m.	19.30 a. m.
16.01 p. m.	*9.32 a. m.	Ar. VALCARTIER	Lv.	*10.15 p. m.	18.14 a. m.

*Daily. Convenient, daily and week-end service, low week-end fares to Montreal, Huberdeau, Rawdon, Joliette, Shawinigan Falls, Grand Mere and all other points in Quebec.

Port tickets, reservations and details of timetable changes, apply City Ticket Office, 230 St. James St., Phone Main 6570, or Depot Ticket Agent, St. Catherine St. East Station, LaSalle, 141.

THE CHARTER MARKET

New York, June 11.—Chartering continued light in all departments of the steamer market, and there was nothing of more than ordinary interest reported.

Rates are nominally steady in all trades, but the tendency is slightly in charterers' favor as the supply of unchartered boats is slightly in excess of the prevailing requirements.

There is no change to report in the sail tonnage market, rates remaining firm and unchanged, with tonnage scarce and difficult to secure owing to its scarcity.

Charters.—Grain.—British steamer Riverton, 24,000 quarters, from the Atlantic Range to a French Atlantic port, 9th, option U. K., 8s., option oats 2s. less, July.

British steamer Hennington Court, 44,000 quarters oats, from the Atlantic Range to West Italy, 8s., June.

Coal.—British steamer Frankby, 2,618 tons, from Philadelphia to Barcelona, p.t., prompt.

Dutch steamer Hamburg, 742 tons, from Philadelphia to Porto Rico, p.t., schooner Bertha L. Downes, 605 tons, same.

Lumber.—Schooner Mount Hope, 989 tons, from Mobile to St. John, N.B., p.t.

Miscellaneous.—Norwegian steamer Orla, 2,536 tons, New York and Brazil trade, one round trip, at or about 13s. 3d., prompt.

American steamer Ruby, 1,605 tons, from London to Boston with chalk, p.t., prompt.

SIGNAL SERVICE

(Department of Marine and Fisheries.)

Crane Island, 32—Smoky, northeast. Out, 6.30 a. m. Sin-Mac.

L'Islet, 40—Smoky, calm.

Cape Salmon, 80—Clear, west.

Father Point, 157—Clear, west.

Mittie Metis, 175—Clear, calm.

Mattane, 200—Clear, calm.

Cape Chatte, 224—Clear, calm.

Martin River, 260—Clear, northwest. In, 5.30 a. m. Rosemont and Ungava.

Cape Masdalen, 294—Foggy, northwest.

Fame Point, 325—Foggy, northwest. In, 9 a. m. D. A. Gordon. Out, 6.30 a. m. Hochelaga.

ANTICOSTI.—

Ellis Bay, 332—Clear, east. John Sharpless and Haddington.

West Point, 335—Clear, northeast.

S. W. Point, 360—Clear, northeast.

South Point, 415—Cloudy, northeast.

Heath Point, 438—Cloudy, northeast.

Beramis—Clear, west.

Cape Despair—Clear, calm.

Money Point, 535—Out, 5 p. m., yesterday, Randolph Hanson.

Cape Race, 826—Dense fog, raining, west.

Point Amour, 673—Raining, north, light open ice everywhere.

Belle Isle, 734—Foggy, calm, north.

Halifax—Arrived 1.30 p. m. yesterday. Cabot, In, 10 a. m., yesterday, Miami.

Quebec to Montreal.

Longue Pointe, 5—Cloudy, light south. In, 6 a. m. Quebec, 3.25 a. m. Magnolia and tow. 5.20 a. m. Sandford, 7 a. m. Inland.

Vercheres, 19—Cloudy, south. Out, 5.30 a. m., Saskatchewan.

Sorel, 32—Cloudy, south.

Three Rivers, 70—Clear, calm. In, 8.35 a. m. Archambault, Arrived 9 a. m., Alaska and tow.

Point Citrouille, 88—Clear, calm. In, 8.10 a. m., Sygna.

St. Jean, 94—Clear, light southeast.

Grondines, 98—Clear, south.

Portneuf, 108—Clear, south.

St. Nicholas, 127—Clear, south.

Bridge, 132—Cloudy, south.

Quebec, 139—Cloudy, south. Arrived down, 8.20 a. m. Saguenay, 5 a. m. Cascapeidia, 9.10 a. m. Phoenix. Arrived in 4.45 a. m., Henry Hall.

Above Montreal.

Lock No. 2—Raining, calm. Eastward, 6.40 a. m., Saskatchewan.

Lachine, 8—Raining, calm. Eastward, 3.30 a. m. Beaverton, 4.30 a. m. Senator Derbyshire, 6 a. m., City of Hamilton, 10 p. m. yesterday, Selkirk, 10.20 p. m., Augustus, 8.40 p. m., Iroquois.

Cascades Point, 21—Raining, calm.

Coteau Landing, 33—Raining, calm. Eastward, 4.50 a. m., Masaba.

Cornwall, 62—Raining, calm.

Gaiops Canal, 99—Raining, southeast. Eastward, 4.45 a. m., Keybell, 6.45 a. m., Byron Whitaker, Up, 6 p. m., yesterday, Samuel Marshall and Windsor, 6.30 p. m., Advance, 6.45 p. m., Rockferry, 7.15 p. m., John Rugee, 7.30 p. m., Fairfax, 7.45 p. m., Britannic, 2.40 p. m., Neerwah, 3.15 p. m., McVittis, 4.30 p. m., Bronson, Hamilton and Melrose.

Port Dalhousie, 296—Clear, northwest. Eastward, 7.30 a. m., Keefe, 8.20 a. m., Easton, 9.30 p. m., yesterday, Algonquin.

Port Colborne, 321—Cloudy, southwest. Eastward, 5.30 a. m., Toller, 7.45 a. m., Keyport, 1.10 p. m., yesterday, Winnipeg, 4.35 p. m., India, 7.30 p. m., Iocoma, 10 p. m., Edmonton, 11.30 p. m., Stanstead.

INTERBORO R. T. DECISION.

New York, June 11.—The Appellate Division handed down its decision in favor of the Interboro Rapid Transit Company and August Belmont and against C. H. Verner, of the Continental Securities Company. Suit was brought to compel August Belmont to return to the treasury of the Interboro Rapid Transit Company \$1,500,000 stock, which was given to him for his services in the promotion of the company and the construction of the present subway lines.

AMERICANS BEGIN TO SEE RAILWAYS HAVE NOT BEEN FAIRLY TREATED

Robert Fleming Points Out Wabash Last Year Earned Only 1/2 per cent. on Its Total Cost of Reproduction—Figures Suggest That Any Change is Likely to be for the Better.

Robert Fleming, chairman of the Investment Trust Corporation, Limited, of London, at the recent annual meeting of the corporation, said to stockholders in part as follows:—

"Our revenue which ever since 1906, has gone on increasing, has for the past year fallen from £238,211 to £236,798. This has arisen in some part, as I led you to expect last year, from defaults in what Lord Bryce in his greatest book, 'The American Commonwealth,' calls 'the prodigy of labor, wealth, and skill, the American railroad system.' As our classified list of investment shows you, we have always made that our principal field.

"These defaults have not arisen from any falling off in the traffic carried over these highways. They have mainly come from the fact that while all the elements of cost of transportation have gone on increasing—wages, materials, the character of the service—the price obtained from that service has not increased. The American public are, it would appear, at last beginning to see that the railroads have not been fairly treated, and I cannot but think that the worst has passed.

"Palpable demonstration of injustice increased. I was asked to be member of the re-organization committee of the Wabash Railroad, and that has brought me in touch with points which are not without constructive interest in that respect. Here are some points brought out by the investigation of the Wabash Committee: (1) The cost to reproduce the property to-day would at the lowest calculation be £238,000,000. (2) In the year ended June 30, 1914, the net earnings after taxes were \$3,653,000, being less than 1 1/2 per cent. on its value, or, if you deduct 1 per cent. interest on its rolling stock, only 1 per cent. on the value of the property. (3) The company paid £1,044,369, or 28 per cent.