

U-BOATS VALUELESS.

Vice-Admiral Maximilian Njegovan, commander of the Austrian fleet, in an interview given to the Vienna Neue Freie Presse, on Saturday, declared he did not believe that submarines would bring about a decision in the war. He said:

"At present, the U-boats are much spoken of as making England, Austria's principal enemy, uncomfortable, but they merely are a means towards victory. It would be a mistake to believe from the experiences of this war that big ships are useless, but for us the essential type is that of light cruisers.

"If we had a great fleet, the war with Italy would have been finished long ago. Indeed, the war would never have been possible."

G. T. P. ACQUIRES STEAMSHIP.

The Grand Trunk Pacific has added another ship to its north Pacific coast fleet. This is the SS. "Tillamook," and it has been placed in service between Prince Rupert, the Western terminal of the G. T. P. line and Ketchikan, Alaska.

This vessel is of United States registry, 119 feet in length, 23 feet beam, has a cargo capacity of about 450 tons, and good passenger accommodation. It will meet the growing demands of the Northern trade in handling fresh fish, in handling supplies to canneries, and in looking after general trade, and serves as a further indication of the continued development of Alaska by the Grand Trunk Pacific, and of the increasing importance of Prince Rupert as a Pacific port and distributing centre. The big vessels of the G. T. P. fleet, the "Prince George," and the "Prince Rupert," are handling record business this year between Seattle, Victoria, Vancouver, Prince Rupert and the principal Alaskan ports.

SHIPS SUNK LAST WEEK.

A falling off in the loss of British merchantmen by submarines or mines is noted in the official summary.

Eighteen British vessels of more than 1,600 tons were sunk by submarines or mines last week. Three vessels under 1,600 tons were sunk, while no fishing vessels were lost.

According to the Admiralty report of the previous week the losses were twenty-one British vessels of more than 1,600 tons each, three of less than 1,600 tons, and one fishing vessel.

WHAT CANADA GETS WITH THE CANADIAN NORTHERN.

About 9,512 miles of railway. Lake Superior terminals, with five elevators at Port Arthur with a capacity of 10,000,000 bushels.

Steamship line on the Great Lakes, including six large steamships.

The Canadian Northern Express Company.

The Canadian Northern and Great North Western Telegraph Companies, with 1,500 offices in Canada and direct connection with the powerful Western Union in the United States and its cables across the Atlantic.

Thirty subsidiary railway companies.

Great terminals in all the large cities of Canada including the famous Mount Royal Tunnel, Montreal.

Access for the Intercolonial to Montreal over the C.N.R. system, thus creating a complete state-owned transcontinental from Halifax to Vancouver.

The book value of Canadian Northern assets is placed at \$494,762,489. Taking in the taxes, rents and items which relate to operation the net operating revenue of the road is given by the company as \$10,232,088.

An estimate prepared in January last for the year ending June 30, 1917, placed the gross earnings at \$42,590,000, and the operating expenses at \$31,090,000, leaving a revenue of \$11,500,000. In 1921 this revenue, it was estimated, would exceed \$20,000,000.

An estimate prepared a few months ago gave the total cost of reproduction as now at \$397,441,567 less depreciation of \$40,031,889, making the cost of reproduction of the property \$357,409,678. The cost of reproducing the equipment was given as \$56,590,418, less depreciation of \$11,250,433, making the present value \$45,339,985. The two valuations give the cost of reproducing the physical system as \$402,749,663.

The outstanding liabilities of the company exceeded \$400,000,000.

Following is the last summary of equipment of Canadian Northern railway:—Locomotives 744, sleeping and dining cars 118, passenger coaches 638, baggage, mail and express cars 193, business cars 19, freight, refrigerator and stock cars 29,745, conductors' vans 468, auxiliary cars, steam shovels, etc., 1,478.

WHAT CANADA HAS GIVEN THE C.N.R.

The total public assistance to the Canadian Northern, direct and indirect, totals \$298,253,263 divided as follows:

Subsidies, \$38,874,148.

Land grants, \$34,379,809.

Cash loans, \$25,858,106.

Securities guaranteed less debentures held as collateral, \$199,141,140.

AWAY FROM THE HEAT.

A quartette of well known North Shore St. Lawrence resorts: Cap a L'Aigle, Ste. Irene, Pointe a Pic and Murray Bay, are within a night's run of Montreal. The name Murray Bay is frequently applied to the whole district, reaching from Pointe a Pic to Murray Bay, a distance of three miles. Pointe a Pic is really the heart of the summer colony, where the Manoir Richelieu and most of the hotels are situated, and with many handsome residences and bungalows on the heights and down along the cliffs and sloping fields of the Bay Shore. Carriage driving, tennis, golf, boating and bathing are the chief amusements.

Murray Bay proper is a quaint place and less fashionable.

At Ste. Irene a delightful life may be enjoyed at quiet family hotels right on the beach in the midst of a charming countryside, for walks and rambles.

At Cap a L'Aigle roomy farm houses on the cliffs have been adapted for the reception of visitors and the summer life is altogether rural and free from fashion's trammels.

To the lover of sublime landscapes the vistas of wild grandeur and sylvan beauty will, when once seen, leave an indelible impression upon the memory, and amidst such surroundings with the cool and invigorating ocean breezes will give the seeker after health, a tonic of inestimable value.

The quickest route is via the Canadian Government Railways to Riviere Ouelle Wharf, thence S.S. Champlain across the broad St. Lawrence, here 16 miles in width. There is an excellent train service from Montreal. Passengers by the Maritime Express, leaving in the morning at 9.25, can be in Murray Bay the same evening at 7.40 p.m., and by the Ocean Limited, leaving at 7.00 p.m., arrive at Murray Bay the same evening at 7.40 p.m., and by the renee Special, leaving at 8.10 p.m., Monday, Wednesday and Friday, carries a through sleeper to Riviere Ouelle Wharf.

"It is in the homes of the Province of Ontario that the great battles we are to face will have to be fought and won."—Sir William Hearst, Premier of Ontario, referring to the Food Controller's Food Conservation campaign. Premier Hearst's words apply to all Canada.

BURGESS PASS NEAR FIELD, B.C.



CANADIAN PACIFIC ROCKIES

See the majestic panoramas of the Canadian Pacific Rockies. A world of glorious peaks with fir-forested slopes.

The Garden of the Giants

fittingly describes this "Fifty Switzerlands in One." Stop off at the hotels built by the Canadian Pacific in the high spots. Every kind of convenience and comfort. Pony riding, sulphur swimming pools, golf, fishing, boating, and camps with Jim Brewster's guides. Service, at all hotels, Canadian Pacific standard—none better. Banff, Lake Louise, Field, Glacier.

Canadian Pacific Railway

"The World's Greatest Highway"

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Swimming Pool at Banff

Warm sulphur swimming pool, grand golf course, pony riding, sleds, mountain climbing, automobile roads, splendid hotel—inspire the mountain scenery—everything to make your trip at Banff enjoyable.

Lake Louise

The Pearl of the Rockies. The Chateau Lake Louise looks out on a fairyland. Day-trip to Banff—pony trail to Badgerback—drive to Valley of the Ten Peaks, Paradise Valley and ride to the Lakes in the Clouds.

Trail, Yoho Valley

Gateway to the glaciers and waterfalls of Yoho Valley. Drive or ride to the beautiful Chateau Emerald Lake, then two or three day trip through the Alpine Paradise, using comfortable Canadian Pacific camp.

Alpine Climbing, Glacier, B.C.

Real Swiss Guides—comfortable hotels with Great Glacier a few steps away. Many interesting trips and camps—beauty of Lake Martin and Mt. Abbott, Assiniboia Glacier, and lordly Mount Sir Donald.

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CUNARD LINE

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AND

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