

### GERMAN SHIPS IN BRAZIL.

The tonnage of German merchant vessels seized by the Brazilian government totals approximately 240,779, ranging from Hamburg-American liner Blucher, 12,350 tons, to a vessel of 1103 tons.

### ALGONQUIN PARK.

A delightful spot to recuperate lost energy, 2,000 feet above the sea. Pure and bracing air. Good hotels and good fishing. Highland Inn opens May 7th. Free illustrated literature on request to J. Quinlan, Bonaventure Station, Montreal.

### BRITAIN COMMANDEERS ALL SHIPS.

The British government has requisitioned all shipping under the British flag at Blue Book rates, according to the director of the International Mercantile Marine. The order becomes effective with the arrival of vessels which left their port of departure on March 21.

In the case of the International Mercantile Marine Co., it will apply to over 80% of its entire tonnage.

The so-called Blue Book rates which apply to vessels commandeered by the British government are rates determined by the British admiralty. It is understood that the rate on commandeered ships plying between New York and Liverpool is about \$10 a ton. The rate has never been officially published and local shipping interests are averse to discussing the question.

### SHIPPING LOSSES.

The weekly report of British shipping losses shows nineteen vessels of more than 1,600 tons sunk and nine vessels of less than 1,600 tons. Twelve fishing vessels also were sunk. The statement follows:

"Shipping returns for the week ended April 15: Arrivals and sailings of merchant vessels of all nationalities at United Kingdom ports over 100 tons: Arrivals, 2,379; sailings, 2,331.

"British merchantmen sunk by mine or submarines, over 1,600 tons, 19, including four not recorded in previous week; under 1,600 tons, 9.

"British merchant vessels unsuccessfully attacked by submarines, including three in the previous fortnight, fifteen.

"British fighting vessels sunk, including two in the previous week, twelve."

During the past seven weeks, the period in which statements of the losses of British merchant vessels have been made in their present form, the figures show that 168 such vessels have been lost, the total for vessels of more than 1,600 tons being 116, and for vessels of less than that tonnage, 52. This week's losses of 23 merchant ships are slightly in excess of the average which is 24 for the seven weeks' period.

### NEWFOUNDLAND'S LOSSES.

The colony of Newfoundland has lost forty sailing vessels in the last fifteen months. Figures made public last week show that of these eighteen were abandoned at sea, five went ashore and were wrecked, two were sunk in collision, six were sunk by German submarines and two by the German raider Moowe. Seven are missing and are believed to have foundered with all on board during winter storms. Shipbuilding activities have been greatly stimulated in an endeavor to replace the lost ships.

### ITALIAN VESSELS LOST.

Seven Italian vessels were sunk during the week ended April 15, according to today's official statement giving the figures for the movement of shipping in and out of Italian ports. The statement reads: "During the week ended April 15, 454 ships of all nationalities, of a gross tonnage of 401,685 entered Italian ports, while 419 ships of a gross tonnage of 399,580 left. Five of Italian nationality under 3,500 tons and two sailing vessels under 160 tons were sunk."

The Norwegian three masted barque, Pobykays, carrying coal to Christiania was torpedoed without warning on April 18. The crew were rescued.

### SUNK WITHOUT WARNING.

The Spanish steamer Tom, 2,400 tons gross, was torpedoed and sunk without warning on April 18. Eighteen lives being lost.

### WHERE THE RAILROAD EARNINGS GO.

Not glittering generalities, but cold, hard and yet sensational statistics underlie the railroads' confident hope (and desperate need) of speedy rate relief. Wage and supply expenses have just been strongly reinforced by coal bills.

So acute has the coal problem of the railroads lately become and so great the increase in expenses on this account alone that it has for the time being overshadowed other startling increases in costs of operation.

The threat of bituminous miners to strike April 18 for an increase in wages of 33 cents per ton further complicates the situation. It is stated that the operators are willing to increase compensation 23 cents a ton, and it is probable that a compromise will be effected. A strike at this time would literally put the railroads out of operation, so short are supplies.

Some of the railroads are now contracting for coal at \$3.15 at the mines compared with \$1.93 per ton a few years ago, an increase of over 200%. The railroads use about 150,000,000 tons a year and at the least they are paying over \$1.00 a ton more than they paid before the war, so that the coal bill is increased more than \$150,000,000 per annum.

Some of the materials used by the railroads are now costing anywhere from 80% to 458% above normal and prices are still advancing. In a few instances there have been recessions in price as compared with the extraordinary levels reached last year. A case in point is high speed tool steel, which in June, 1916, was 700% higher than in 1915. It is now about 400% above 1915 prices. Drills and acids have also shown some recession, but these about complete the list.

The following tabulation shows the percentage of increase in the market price of some railroad materials over the prices of 1915, March, 1916, and June, 1916:

	(Per cent increase over 1915)
	March 17.
Acids	161.9
Axles, car and engine	272.0
Bolts, machine and carriage	145.8
Bolts, track	191.0
Brass, bar, sheet and spring	300.0
Bridges, steel	223.4
Car forgings	215.95
Castings, malleable	198.5
Castings, steel	145.5
Copper, bar and sheet	147.3
Couplers, engine and car	106.4
Drills, all kinds	192.4
Flues, boiler	381.3
Gasolene	183.0
Glass, gauge and lubricator	152.0
Iron, galvanized	197.7
Iron, black sheet	185.6
Lagging, boiler	458.0
Lead, pig and sheet	127.2
Nails, wire, all sizes	110.3
Pipe, cast iron	100.0
Rods, piston	166.6
Screws, all kinds	124.4
Steel, tool, high speed	400.0
Tie plates metal	276.6
Tubing, brass, copper, steel	258.3

These things, and many more, constitute the railroads' cost of existing. Their price figures, set against the railroad rate tariffs carry their own exposition and emphasis.—Boston New Bureau.

### A BANKRUPT GERMANY.

(Wall Street Journal).

An illusory system of financing, by which paper was called gold, will prove embarrassing when the war is over and Germany attempts to deal with other nations. A five-fold increase of uncovered paper currency suggests bankruptcy. A war debt whose interest charge already amounts to \$600,000,000 a year is a serious proposition to a people already groaning under taxes that bit into capital even before the war. In 1915 the Chancellor felicitated the Reichstag on the fact that the people would be relieved of the burden of debt because all expenses would be paid by indemnities from the conquered. Going out to gather wool, they come home shorn.

The British railroads, which are now State controlled, have announced the grant of the third wage bonus to their employees since the war began.

A concentration camp for interned Germans has been established on Taboga Island, twelve miles from Panama.

## ANCHOR-DONALDSON LINE

### PASSENGER SERVICE

Glasgow to St. John, N. B.  
Halifax to Glasgow  
and between  
Montreal and Glasgow.

For information as to rates and sailings apply to Local Agents or The Robert Reford Co., Limited, General Agents, 20 Hospital Street and 23-25 St. Sacramento Street, Montreal.

## CUNARD LINE

### PASSENGER SERVICE

BETWEEN  
MONTREAL and LONDON  
(Calling Falmouth to land Passengers)

For particulars of sailings and rates apply to Local Agents or to The Robert Reford Co., Limited, General Agents, 20 Hospital Street, and 23-25 St. Sacramento Street, Montreal.

## Canadian Pacific Railway Change in Train Schedules:

will be made

**Sunday April 29th 1917**

For particulars apply to Ticket Agents



### UTMOST USE OF RAILROAD WAGONS.

The London (England) Board of Trade is moving to some purpose in the matter of securing that the utmost possible use be made of the available supply of railway wagons. It is now an offense under the Defense of the Realm Regulations to detain a railway wagon beyond the time now prescribed. There are to be, in general, one complete day for loading and two for unloading. Three days (four in Scotland) are allowed for unloading shipment traffic at ports, and two days are allowed in Scotland for loading wagons with coal for shipment. Coal traffic in England and Wales is not affected.

As a further incentive to traders to "hustle," power is given to the railway companies to unload wagons themselves where they are not emptied within the two days allowed. Further, to avoid unnecessary haulage of empty wagons the companies are given the right to use private owners' wagons on the return journey. Where necessary the periods at present allowed before demurrage charges accrue will be amended so as to accord with the periods fixed by these new Board of Trade orders, which are being printed as statutory rules.

### CANADIAN GOVERNMENT RAILWAYS.

Closing of Riviere Ouelle Branch and Discontinuance of Murray Bay Service.

The Canadian Government Railways announce that effective Friday, next, April 20th, the Riviere Ouelle Sub-division between Riviere Ouelle Junction and Riviere Ouelle Wharf will be closed permanently and that the boat service by the C.G.S. "CHAMPLAIN" between Riviere Ouelle Wharf and Murray Bay points will cease on and after the same date.