



## ALLAN ROYAL MAIL

**Largest Steamers**  
**St. Lawrence Route**

First Sailings from Quebec:  
**Calgarian, Thurs., May 21st**  
**Alsation, Thurs., June 4th**

Rates of Passage:  
**First \$95, Second \$55, Third \$33.75**  
**Free Rail Tickets Montreal to Quebec**

For further information, apply Local Agents—Thos. Cook & Son, 550 St. Catherine St. West; W. H. Clancy, 122 St. James St.; W. H. Henry, 286 St. James St.; Hone & Tivert, 9 St. Lawrence Blvd., or—  
**H. & A. ALLAN** 2 St. Peter Street  
550 St. Catherine St. West. **MONTREAL**

## National Railways of Mexico

### Operating 50 p.c. of its System

As good a measure as any, perhaps, of the extent of the disturbance throughout Mexico, is the earnings of the National Railways of Mexico. This system, with its network of nearly 10,000 miles of line, covers practically the whole of inhabited Mexico and any changes affecting the country industrially or commercially certain to be reflected in its earnings.

Ever since the overthrow of the Maderista regime, operation of National Railways has been conducted within a steady narrowing circle. At present the company is operating about 50 p.c. of its total mileage. A year ago, the company had about 71 p.c. under direct control. Mileage operated during the last six months has varied from about 50 p.c. to 60 p.c.

Trend of earnings since commencement of the present de facto government has been steadily downward. For first ten months of current operating year, gross shows a shrinkage of a little over 40 p.c. For months ended March 31, with a little less than 39 p.c. shrinkage in gross, net fell off 95 p.c. compared with same portion of preceding year.

Detailed earnings for nine months are not yet available, but figures for period ended Feb. 28 give a very fair indication of trend of earnings and expenditures in their several sub-divisions:

Rev. 8 mos.	1914.	1913.	Dec.	P.C.
Freight	\$14,709,918	\$25,356,028	\$14,646,110	48.1
Passenger	5,590,450	5,494,125	2,897,045	49.0
Express	1,297,614	1,520,694	223,080	14.6
Total gross rev.	24,601,655	42,370,848	18,166,235	43.0
Expenses:				
Main way	4,503,204	5,411,504	608,600	11.2
Main equip.	7,368,512	7,059,429	829,082	4.6
Trans. & traffic	9,004,055	11,178,965	1,217,860	18.1
Total expenses	22,875,771	23,649,998	2,655,542	9.6
Net revenue	1,725,884	8,720,850	1,510,693	91.1

With March and April earnings showing the same tendencies, as revealed above indications point to total gross for the year of about 50 p.c. of \$57,370,232 earned in 1913, while net may show a shrinkage of 95 p.c. or even more. In fact, there would not be much surprise if actual operating expenses crept ahead of gross. Net for 1913 was \$21,126,336. Fixed charges, this year, will amount to about \$21,875,000. Last year, National Railways earned surplus of \$87,303 after charges, depreciation and customary 5 p.c. reserve fund contribution. A dividend of 2 p.c. of \$1,153,316, was paid on the first preferred stock, bringing about a deficit for the year of \$465,933. Prior to 1913, dividends on the first preferred stock were paid at 4 p.c. per annum.

## RAILROAD ECONOMY

### IN VARIOUS STYLES

Western Railroads in United States  
Appear to be Displaying More  
Sense in Retrenchment.

(New York Post.)

By deciding to let its car windows go unwashed hereafter, the Erie has attained a little more toward the condition of which Mr. Brandeis spoke a few years ago, when he calculated that by economy the railroads could save \$1,000,000 a day. Also it has brought upon itself some censure.

In the name of economy all of the country's railroads are going to extreme lengths to cut down expenses, but it would seem that those of the West have up to the present time gone about their pruning work in a more sensible manner than those of the East.

The latest move of the Erie may possess merit because of its strategy in gaining support for the railroad freight appeal, but some of the previous moves reported for Eastern railroads do not possess that merit.

For instance, one of the Eastern trunk lines has supplied even its chief executive with correspondence paper so thin that a pen cannot be used on it. To write a letter in his own hand, instead of having it typewritten, an officer of this road must supply his own stationery.

Still another road has contracted for paper clips which are so brittle that many of them break before they have given their initial service.

That kind of economy which prompts a railroad to repair broken-down freight cars with parts from side-tracked equipment is, in the end, poor economy. For soon, under that method, there are not enough whole cars to carry freight, and then money has to be spent whether times are good or bad.

But that other economy, which prompts a scaling-down of expenses where the scaling-down will do the least harm; that is the sensible kind.

One of the Western railroads has, far in the present year saved thousands of dollars on paint. On

## LATEST LIFE SAVING

### ON WHITE STAR LINER

The White Star Liner Britannic which was launched at Belfast on February 26th, is the largest Atlantic liner built by Messrs Harland and Wolff, being about 900 feet long and 100 feet wide, and carrying 2,500 passengers, as well as a crew of 550. Perhaps the most vital feature in her construction are the arrangements for handling the boats. According to the "Wireless World," the vessel is fitted with electrically driven boat-lowering gear, by means of which a large number of boats can be lowered at once, and the water-line in much less time than was possible under the old system of davits. One of the advantages of the new system is that the passengers take their places in the boats expeditiously and with safety before the boats are lowered. More than 2,500 passengers can be lowered at once, and the gear has been kept so far in the background as to give a wide passage at either side of the ship for promenade and for marshalling the passengers in case of emergency.

passenger cars a poorer grade has been used than formerly, and cars are not so pretty as they once were.

Still, their efficiency is the same. In place of gilt lettering and decorations, one now sees the darker color of locomotives and cars relieved with yellow.

Locomotives that last year were carefully treated with a brush, at a cost of \$50 per locomotive, now have paint applied with air blowers, at a cost of less than \$4 per locomotive.

The locomotives do not take a high polish and gladden in the sun, but they run on the tracks as well as before, and rust no more quickly.

# SHIPPING AND TRANSPORTATION NEWS

WEDNESDAY, May 20th, 1914.

**Almanac.**  
Sun rises, 4:13 a.m.  
Sun sets, 7:55 p.m.  
New Moon, May 24th.  
First quarter, June 1st.  
Full Moon, June 8th.  
Last quarter, June 15th.

**TIDE TABLE.**  
**Quebec.**  
High water, 2:57 a.m., 3:27 p.m.  
Low water, 9:40 a.m., 10:07 p.m.  
Rise, 14.4 feet a.m., 14.4 feet p.m.

Next High Tides, June 8th.  
Low water, St. Nicholas yesterday, 2:55 a.m., 3:25 p.m.  
Low water, St. Jean Deschalliers, yesterday, 2:57 a.m.

**Weather Forecasts.**  
Lakes and Georgian Bay—Light to moderate southerly winds; fine and warm.  
Ottawa Valley and Upper St. Lawrence—Moderate southerly winds; fine and warm.  
Lower St. Lawrence and Gulf—Moderate westerly winds; fair and warm.  
Maritime—Moderate southerly and westerly winds; fog near coast; fair and warm inland.

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**PORT OF MONTREAL.**

**Arrivals.**  
Pallanza, Canada Line, from Hamburg, Bremen and Rotterdam. Arrived 7:30 a.m. May 20th. James Thom, Agent.

**Departures.**  
Ariel, bulk cargo of grain for Europe. Sailed at daybreak, May 20th. T. R. McCarthy, Agent.  
Montreal, from Liverpool, C.P.R. Agent.  
Inishowen Head, Head Line, for Belfast. Sailed at daybreak, May 20th.  
McLean, Kennedy and Co., Agents.  
Brand, in ballast for Port Hastings. C.B. Sailed May 19th.

**Vessels in Port.**

Pallanza, Canada Line, from Hamburg, Bremen and Rotterdam.  
Brown, Williams. To load grain for Europe at Windmill Point. T. R. McCarthy, Agent.  
Thyris, Master, Donald S.S. Co. from San Domingo, with sugar. Redpath Refinery.

Caribbean Head, Evers, Head Line, loading for Dublin. McLean, Kennedy & Co., Agents.  
Crown of Cordova, Direct Line, from West Indies. Discharging sugar at Windmill Point. Robert Reford Co., Agents.

Querida, Donald S.S. Co. from San Domingo. Discharging sugar at Canada Sugar Refinery. Windmill Point. Robert Reford Co., Agents.

Ascania, Molsom, Cunard Line, from London and Southampton. To sail May 23rd. Robert Reford Co., Agents.  
Laurentia, Jones, White Star Dominion Line, from Liverpool. To sail May 23rd. James Thom, Agent.  
Nordhild, Donald S.S. Co. from San Domingo. Discharging sugar at Windmill Point. Canada Sugar Refinery. McLean Kennedy Co., Agents.

**Vessels Due Tonight.**  
Allan Liner Hesperian, from Glasgow.  
Donaldson Liner Cassandra, from Glasgow.  
Nordstjernsen, sugar steamer, from West Indies.

**SIGNAL SERVICE BULLETIN.**

(Issued by Authority of the Department of Marine and Fisheries.)  
Montreal, 9:30 a.m., May 20th.  
Is. of Orleans, 14—In 8:20 a.m., Nevada.

Crane Island, 32—Smoky, south-west. In 8:25 a.m., Gladstone, 8:30 a.m., Lake Michigan, 8:40 a.m., Manxman, 8:45 a.m., 32—Smoky, west.

Cape Salmon, 81—Denise smoky, calm. In 5:30 a.m., a steamer; 7:30 a.m., Waccanaw.

Father Point, 157—In 7:15 a.m., Corinthisan. Out 2:25 a.m., Brand.

Little Metis, 176—Cloudy, calm. Out 6:50 a.m., Royal Edward.

Matane, 200—Cloudy, east. In 3:30 a.m., Guide and tow.

Cape Chatte, 234—Smoky, west. Martin River, 260—Clear, north-west.

Cape, Magdalen, 294—Smoky, calm. In 4:30 a.m., a steamer; 7:30 a.m., Manchester Importer.

Paine Point, 325—Smoky, south-east. In 6:40 a.m., 12 miles south-east, Karama; 8:05 a.m., Virginian.

Anticosti—  
West Point, 352—Cloudy, east.

S.W. Point, 360—Clear, south-east. In 4:30 a.m., Arid.

South Point, 415—Cloudy, south-east.

Heath Point, 439—Cloudy, south-east.

Cape Ray, 553—In 7 a.m., 30 miles east, Samland.

Cape Hale, 526—Cloudy, north. Out 6 a.m., yesterday, 238 miles north-east. Letitia. In 4:30 p.m., yesterday, 255 miles east, Empress of Ireland.

**Quebec to Montreal.**  
Long Point, 5—Smoky, west. In 3:20 a.m., Canada, Gaspe Line, 5:35 a.m., Pallanza, 6:35 a.m., Stordard, 7:05 a.m., Quebec.

Vercheres, 13—Clear, south-west. Sorel, 29—Smoky, south-west. Out 7:45 a.m., Mount Royal, 9:05 a.m., Inishowen Head, 9:10 a.m., Arid.

Three Rivers, 71—Smoky, south-west. In 6:20 a.m., Kronprins Olav.

6:55 a.m., Alden, 8:15 a.m., Nordstjernsen, 9:10 a.m., Hesperian, 9:20 a.m., Cassandra. Arrived down 7 a.m., Virginian.

Island, 98—Smoky, south-west. Out 7:45 a.m., City of London.

St. Jean, 94—Smoky, calm. Grodines, 98—Smoky, calm. Fortneuf, 108—Smoky, north. Out 8:35 a.m., Saguenay.

St. Nicholas, 127—Smoky, west. Bridge Station, 133—Smoky, west. Quebec, 138—Smoky, west. Out 4:30 a.m., Manxman, 4:55 a.m., Fremosa, 7:30 a.m., Millipool.

**West of Montreal.**  
Lachine, 8—Smoky, west. Eastward, 5:20 a.m., Dwyer, 1:50 a.m., Rockferry, 4 a.m., Jones, 6:15 a.m., Compton, 7 a.m., Glenelagh, 7:15 a.m., Avon.

Cascades, 21—Smoky, south-west. Coteau Landing, 23—Smoky, south-west. Eastward, 5:50 a.m., Imperial, 8:20 a.m., S.O. May 19th.

Cornwall, 62—Smoky, calm. Eastward, 8:30 p.m., yesterday, Glide and one barge.

Port Dalhousie, 298—Clear, south-eastward, 3:30 p.m., yesterday, Saskatoon, 4:20 p.m., Masbna, 5:30 a.m., Carleton, 6:10 a.m., Cadillac.

**Liners Reported at Signal Stations.**  
C.P.R. Lake Michigan at Quebec this morning.

Allan Liner Corinthian, passed Father Point at 7:15 a.m.

Manchester Importer, passed Cape Magdalen, 7:30 a.m.

Allan Liner Virginian passed Fame Point, 8:05 a.m.

Canada Liner Samland, 30 miles east of Cape Ray, 7 a.m.

C.P.R. Empress of Ireland, 255 miles east of Cape Race, 4:30 p.m., yesterday.

**Movements of Allan Line Steamers.**

Virginian, from Liverpool, for Quebec and Montreal, was aboard Cape Race, 4:30 p.m., May 18th.

Corinthian, from London and Havre, for Quebec and Montreal, was 60 miles E. Cape Ray, 5:45 p.m., May 18th.

McLean, Kennedy and Co., Agents. Scotian, from Montreal and Quebec, for Havre and London, was aboard Cape Race, 5:25 a.m., May 19th.

Hesperian, from Glasgow, for Quebec and Montreal, arrived at Quebec 11:30 a.m., May 19th, and is due Montreal noon, May 20th.

Carthaginian, from Glasgow and Liverpool, for St. John's Nfld., Halifax and Philadelphia, sailed from Liverpool P.M. May 19th.

**Manchester Line.**  
Manchester Citizen sailed from Manchester for Montreal on May 16th, 5 p.m.

**CANADIAN PACIFIC RAILWAY CO.**

**Upper Lake Steamers.**  
Alberta arrived Port McNicoll, 10:45 a.m., May 19th.

Asinibola, departed Port William 7 p.m., May 19th.

Kewatin, departed Port McNicoll 7:10 p.m., May 19th.

**Atlantic Steamers.**  
Lake Michigan, from London and Antwerp, for Montreal, passed Cape Race 11 a.m., May 20th.

Empress of Ireland, from Liverpool for Quebec, passed Cape Race 1 p.m., May 20th.

Mount Royal, for London and Antwerp, departed Montreal 4:15 a.m., May 20th.

Ruthenia, from Montreal for Liverpool arrived Liverpool 8 a.m., May 20th.

**DONALDSON LINE.**

Cassandra, from Glasgow, due Montreal 4 p.m. today.

**CUNARD LINE.**

Alaunia, from Southampton for Montreal, reported 378 miles east of Cape Race 11 p.m., yesterday.

Mauretanian, Liverpool for New York, 131 miles east of Ambrose Lightship 9 p.m., yesterday.

**ROBERT REFORD CO.**

Crown of Castle, from West Indies, left Quebec at 11:35 this morning.

**Canada Steamship Lines, Ltd.**

Location of steamers at 5:45 p.m., May 19th, 1914.

Canadian-Arrived Montreal noon to-day.

Acadian—Passed Port Dalhousie 6 a.m., yesterday.

Hamiltonian—Passed Port Dalhousie 9 a.m. to-day for Montreal.

Calgarian—Leaves Montreal to-night.

Fordonian—Left Cleveland 5 a.m. to-day.

Dunelm—Due passed Kingston noon to-day for Montreal.

Midland Prince—Arrived Port Colborne 11 p.m. 18th.

Midland King—Arrived Port Arthur midnight 18th.

Martian—Port Colborne, discharging.

Empress of Port William—Left Port William 10:30 a.m. for Goderich 18th.

Empress of Midland—Up Soo 6 p.m. 18th.

Winona—Port Colborne, discharging.

Stadacona—To Port Huron 11 p.m. 18th for Toledo.

Scotch Hero—Left Goderich noon to-day.

Turret Court—Soo, discharging.

Turret Cape—Toledo, loading.

Turret Crown—Due Goderich.

A. E. McKinstry—Left Port Dalhousie 8:40 a.m. for Port Colborne.

Mapleton—Left Montreal noon to-day.

Saskatoon—Left Port Colborne 8 p.m. 18th for Montreal.

Kenoville—Passed Port Dalhousie 8:20 a.m. for Port Colborne.

Haddington—Leaves Montreal to-morrow night.

Cadillac—Passed Port Colborne 3:30 p.m. for Montreal.

Natrongon—Passed Port Dalhousie 7 a.m. for Port Colborne.

**VESSELS BOUND FOR MONTREAL.**

Name. From. Left.

Bertrand, Calcuttawana. Apr. 26.

Boldwell, Antwerp. Apr. 26.

Pennine Range, Hull. Apr. 26.

Nordstjernsen, Demerara. Apr. 27.

Karama, London. Apr. 27.

Monarch, Liverpool. Apr. 29.

Manchester Inventor, Manchester. May 1.

Lake Michigan, Antwerp. May 6.

Webb, Rio Janeiro. May 6.

Bray Head. May 6.

Carthuisan, Newport. May 6.

Crown of Castle, Barbadoes. May 7.

Corinthian, Havre. May 8.

Alaunia, London. May 8.

Coningsby, Antwerp. May 9.

Huron, Hull. May 9.

Hesperian, Glasgow. May 9.

Manchester. May 9.

Kenilworth, Hull. May 10.

Samland, Rotterdam. May 11.

Wentworth, Marseilles. May 11.

Virginian, Liverpool. May 12.

## News of Railroads

The right of the Canadian Pacific Railway to get a rule of content of court issued against the city of Montreal, without engaging in the municipality or to have an order calling upon the municipality or its officers for interfering with C. P. R. construction work going on in the municipality, was denied by Mr. Justice Charbonneau in a judgment handed down yesterday. And this, all because the C. P. R. petitioner had tripped up on what his Lordship qualified as a mere formality of procedure.

The absence of this formality rendered it unnecessary for the court to go into lengthy discussion of the many interesting questions of law that had been raised in the litigation, and his Lordship was not slow in availing himself of the opportunity to dispose of the double petition on these grounds, without engaging in what would have to be, of necessity, a lengthy and learned discussion.

**SPECIAL FREIGHT TRAIN WITH AUTOMOBILES MAKES RECORD RUN ON G. T. R.**

A special freight train of thirty-one cars carrying automobiles, has just completed a record run from Detroit to Portland. The automobiles were all Maxwells and delivery was made to Mr. F. G. Parker, who manages that company's business in Maine.

Some ten days ago, Mr. Parker insisted that he be furnished from the factory with a train load of cars to satisfy the demands of the trade. The aid of the Grand Trunk Railway was solicited with a view to making a record run from Detroit to Portland, and so well did the railroad handle matters that the fast freight reached its destination on the New England coast exactly seventy-two hours after leaving Detroit.

In order to accomplish this run the train averaged approximately thirty miles an hour over the entire distance. Upon the arrival of the shipment, Mr. Parker invited all his agents within a radius of three hundred miles to come to Portland and join in the festivities before the cars were sent to their different destinations.

**TO PROTECT SHIPPER AND CARRIER FROM FREIGHT LOSSES.**

Canadian railway men have been awaiting with interest result of the important annual convention of the Freight Claim Association, held at Montreal, Tuesday.

The railways of the United States and Canada paid over thirty million dollars last year in claims for lost or damaged freight.

This is a large sum, and the railway men are anxious to prevent this waste of money by discussing and new plans outlined for scrapping the active and there was an improved general demand for tonnage. Rates were barely steady.

Quotations for Liverpool, London, 15d; Glasgow, 2d; Rotterdam, 3d; Hamburg, 3 1/2 pennies; Bremen, 3 pennies; Antwerp, 1 1/2; Bristol, 2d; Antwerp, 1 1/2; Rotterdam, 3d; Hamburg, 3 1/2 pennies; Bremen, 3 pennies; nominal; picked ports, large tonnage, 18 1/2; cotton to Liverpool, per 100 lb. 10 pence asked.

Lake Michigan fixtures were as follows: Norwegian steamer, 1,364 tons, deals, Bay of Fundy to West Britain or East Indies, 11 p.m., yesterday.

British steamer, 1,885 tons, sugar, 12 p.m., yesterday.

Merara to Montreal, 13-1