

U. S. RAILROAD PRESIDENTS ON PROSPECTS FOR FUTURE

President of New York Central States the Future Will Be Largely Determined by the Attitude of the Public With Respect to Legislation.

Washington, July 7.—The June issue of the Nations Business, which is the official publication of the Chamber of Commerce of the United States, discusses the present difficulties and outlook of American railroads as their presidents see them.

A. H. Smith, president of the New York Central, goes into the situation at length. From a purely railroad standpoint, Mr. Smith declares, the prospects will be determined largely by the attitude of the public toward railroads, with respect to the elimination of legislation and regulations which are unremunerative to the stockholders and also eliminating legislation and regulations which art not beneficial to the public as a whole.

"The railroads need most, just now and for the future," Mr. Smith goes on, "to be correctly understood and appreciated by the people, as the most essential element in the present and future commercial prosperity of this country and they need to have accorded to them fair, just and reasonable treatment by the public, by legislatures, commissions, and other regulatory bodies, in order that they may expand, develop into efficient methods and improve their service.

"It is believed that the need is appreciated by the great majority of the principal shippers and travelers, but there are many others—and probably a majority of people—whose daily affairs are so remote from the details of commerce that they often constitute, without knowing or appreciating that in the end they will be vitally injured."

James J. Hill, the veteran railroad president of the country, sums up what he has to say in a few words.

"In my opinion," the pioneer concludes, "there is nothing in sight going to show that general business in this country, outside of war material for export, has improved or is improving."

"The railroads need more than anything else increased traffic and less regulation, according to E. D. Underwood, president of the Erie.

"Until such traffic is forthcoming," Mr. Underwood says, "there will be, I fear, small improvement in existing conditions, although the harvesting of a good crop, such as now seems in prospect, will undoubtedly help much."

More business is the keynote also of what Daniel Willard, president of the Baltimore and Ohio, has to say. Prospects as he sees them are hopeful. Increased larger gross revenue, in the opinion of Julius Kruttschnitt, chairman of the executive committee of the Southern Pacific, can be produced either by more traffic than at present rates, or by a much higher rate on existing traffic.

"The first solution is dependent upon the condition of general business," Mr. Kruttschnitt explains. "The latter is a function of governmental authority. The railroads need relief from further embarrassing legislation. Regarding the immediate prospects of railroads in the United States, I think in general the probability is increasing that railway needs will be promptly appreciated by the public."

DETROIT UNITED TO SELL LINES.

Detroit, July 7.—An agreement has been reached by the officers of the Detroit United Railway, which operates the street railway system of Detroit, to sell the city lines of the company to the City of Detroit. The approval of the directors and counsel of the railway company was communicated in a letter written by President J. C. Hutchins to the city street railway commission yesterday.

The commissioners immediately adopted a resolution giving the company until August 2 to secure the ratification of its stockholders and bondholders. The assent of the stockholders is said virtually to be assured, as proxies for a majority of the shares are held by the directors. Approval of the bondholders also is declared to be certain.

The terms of sale provide for a vote of the people on the question and upon a favorable vote the price to be paid by the city is to be fixed by the circuit court sitting in chancery.

ALGONQUIN PARK.

The highest point in Ontario is Algonquin Park, 2,000 feet above the level of the sea. Two and a half million acres of forest land filled with lakes and rivers offer an ideal territory to the angler. The business man can find rest and recreation here and will quickly regain health and strength. Good hotel accommodation.

Write any Grand Trunk Agent for illustrated descriptive literature, or Miss Jean Lindsay, Manager, Highland Inn, Algonquin Park, Ont.

TO LAY TRACKS OVER GREENE AVENUE.

At the meeting of the Westmont City Council last night, a letter was read from the Dominion Railway Commission advising the city that the board had given permission to the Canadian Pacific Railway to build and maintain two new tracks crossing Greene Avenue.

CANADA S.S. LINES LIMITED.

Take the Water Way

Spend your vacation on the cool waters of the St. Lawrence.

Montreal-Quebec Line Daily service at 7:00 P.M.

Montreal-1000 Islands Toronto Line Steamers sail from Victoria Pier daily including Sunday.

Saguenay Line Steamers leave Quebec Daily except Sunday at 8:00 A.M.

Saguenay Express Service E.S. "Saguenay" leaves Montreal Tuesdays and Fridays at 7:15 P.M.

North Shore-P. E. L.-Picton Service E. S. "Cascadia" sails from Montreal every second Thursday.

Full particulars regarding the many interesting voyages on Lake Ontario and the St. Lawrence River may be obtained from your local ticket agent or by addressing:

Canada Steamship Lines Limited Victoria Square, Montreal.

RAILROAD NOTES

Missouri Pacific reorganization plan is expected to reduce fixed charges by nearly \$3,000,000.

Wabash is in the lumber market for 5,000,000 feet of yellow pine.

The lease of the Grand Trunk Pacific Lake Superior section by the Government was signed yesterday.

Charles L. Haddock, civil engineer for the Missouri Pacific, was drowned recently in the Missouri River at Leavenworth Junction, Kan.

At Lachute yesterday Louis Gagnier and William McDonald, both of Lachine, were committed for trial on a charge of stealing flour from C. P. R. cars on the siding, the charge being laid by C. P. R. detectives.

Application has been made by the Mississippi Valley and Bonne Terre to the Public Service Commission of Missouri for permission to issue \$250,000 in bonds and to increase its capital stock from \$3,000,000 to \$3,250,000.

Transcontinental lines have just announced a new rate of 74 cents from group A and 70 cents per 100 pounds in Central Freight Association and territory west on tin plate and tern plate in boxes or crates with a new minimum of \$0.000 pounds carrying present rates from groups A, B and C.

The London & Port Stanley Railway Commission has closed the deal for the Gootson property on Ottawa avenue, London, Ont., next to the London & Port Stanley, for car shops. Possession will be given at once, and the work of erecting the buildings will commence shortly. The price is said to be \$4,000.

Eleven days from Newcastle, Eng., the new train ferry Prince Edward Island, which was built for the Intercolonial Railway to be used for carrying cars and from Cape Tormentine, N.B., to Prince Edward Island, arrived at Halifax yesterday after an uneventful trip. She is a staunch looking craft. She will register here, and later leave for Charlottetown.

While passing Lorne Park station, Hamilton, shortly before 4 o'clock on Monday afternoon the Hamilton to Toronto Grand Trunk passenger train leaving that city at 2:47 p.m. struck and killed a man by the name of Madden, a resident of Lorne Park, who was riding a motorcycle. Madden drove his motorcycle into the side of the engine as the train was passing a public crossing.

Crushed under the wheels of the Portland Express, L. Benoit, a farmer, 25 years of age, of St. Hilaire, was fatally injured yesterday afternoon on his way home to his wife and two children. He was crossing the Grand Trunk tracks behind a freight train when he was struck by the other train and had his left leg cut off and his other limb crushed. The victim was picked up by the train and rushed to the city, where, on arrival at the Bonaventure Station, he was taken to the Notre Dame Hospital at 6:30 o'clock. Though there was no hope from the first, Benoit lived until ten o'clock, when he expired. An inquest will be held this morning.

The arrangement under which the Grand Trunk will operate a service between Toronto and Winnipeg over the line of the National Transcontinental from Cochrane West is one in which no division of profits is likely, inasmuch as the Government does not hope to operate the N. T. R. except at a heavy loss, in view of its enormous cost. The loss from Cochrane West will be borne in part by the Grand Trunk, according to the proportion of traffic. It is recalled that this service will to some extent realize the original plan of the Grand Trunk when the Grand Trunk Pacific was first contemplated. The new system was to have connected with the old one in Ontario via North Bay.

The Hon. Thomas Taylor, Minister of Railways, has been advised that ballasting on the British Columbia sections of the Canadian Northern Pacific Railway is now well advanced. The line has been completed from the Port Mann end as far as Mile 175, near Spence's Bridge, and finished for a distance of 108 miles north from Kamloops. There are still a number of intervening stretches to be prepared for regular traffic. Construction work has been started on the station to be erected at Langley, and arrangements have been made for an immediate start on the building of roundhouses at Boston Bar and Kamloops and on stations and water tanks between Port Mann and Hope, the section on which trains are now being operated.

There is a railway system in the United States that traverses thirteen of the States, and that employs 250,000 persons, who in turn, contribute to the support of 1,000,000 kinafolk. The daily wage and salary bill is \$500,000, and the daily revenue from passenger and freight traffic is twice that sum. In terms of tonnage and mileage the record for freight carried in one year is as if one ton were shifted 86,000,000,000 miles from the point of departure; in terms of passenger service it is as if John Doe of New York were carried 4,500,000,000 miles. It is with administrative units of similar size that much of the transportation business of the nation is conducted, and to find men equal to the tasks that result even now is no sinecure. A combination of these vast units under national control would, of course, involve discovery of men able to swing the merger as an administrative proposition, and also willing to do it for pay not proportionate to the work. Facing the results of some mergers of recent history, people are not talking state control so much as formerly.

BROOKLYN RAPID TRANSIT.

The Brooklyn Rapid Transit Company, owning and operating practically all the street and elevated railways at Brooklyn, continues to show very satisfactory increases in passengers carried and in net earnings. The following table shows the figures for recent years:—

Table with columns: Years, Passengers carried, Surplus Earned, Dividend %

The stock of the Brooklyn Rapid Transit is selling around 88, at which price it yields 6.8 per cent. per annum.

ORDERS 500 MOTOR CYCLES.

New York, July 7.—Hendee Manufacturing Company, producers of Indian motor-cycle, has received an additional order for 500 machines for shipment to Europe.



HON. FRANK COCHRANE, Minister of Railways. The Government has signed the lease of the Lake Superior section of the Grand Trunk Pacific.

The Charter Market

New York, July 7.—Rates are a trifle firmer and tonnage offers somewhat less freely for July and August, but there is no improvement in general demand as yet for tonnage. Coal freights continue to predominate to Mediterranean and South American ports. West India, South American and long voyage markets continue slow.

Sailing vessels demand holds steady in a few off shore trades, but the scarcity of suitable vessels limits its trading. Rates are unchanged and firm in all trade.

Charters: Coal—Dutch steamer Maasdiik, 2,395 tons, previously, from Baltimore or Virginia to Buenos Ayres or La Plata, 34s 6d, July.

British steamer Dorington Court, 3,019 tons, previously, from Virginia to West Italy, 41s, July.

Greek steamer Eleni Stathatos, 1,871 tons, same, 38s, July.

Greek steamer Petris, 2,352 tons, same, 40s, July-August.

Norwegian steamer Urd, 1,968 tons, from Baltimore to Stockholm, p.t., prompt.

Lumber—British steamer Wilster, 1,763 tons, previously, from Montreal to West Britain, with deals, 140s, July-August.

Dutch steamer Mfnerva, 1,794 tons, previously, from the Gulf to Barcelona and Valencia with timber, 240s, July.

Miscellaneous—British steamer Aboukir, 2,346 tons, New York and West South America trade, one round trip, p.t., July-August.

British steamer Lord Londale, 2,895 tons, transatlantic trade, six months, 15s 6d, deliveries United Kingdom, July.

British steamer Franktor, 3,058 tons, same.

Italian bark Santa Maria, 819 tons, from Stockton, Maine, to Palermo, with box shooks, \$10,000, July-August.

SIGNAL SERVICE

(Department of Marine and Fisheries.) Crane Island, 32—Clear, southwest, In, 5.15 a.m. Beudt.

L'Islet, 40—Foggy, southwest.

Cape Salomon, 81—Clear, strong southwest, In, 5 a.m.

Henry Hall, 7 a.m. Sicilian, Left, down, 5 a.m.

Druid, Left Rimouski, 5.30 a.m., Pictorian.

Little Metis, 175—Clear, southwest, In, 4 a.m., 2-masted steamer.

Matane, 200—Clear, southwest, In, 8 a.m., Lingan.

Cape Chateau, 234—Clear, southwest.

Father Point, 157—Clear, southwest, In, 6 a.m.

Mongolian, Out, 5.30 a.m., Cadillac.

Martin River, 260—Clear, southwest.

Harrington—Left, up, 5 a.m., Laurentian; Backman and Hilda, anchored.

Cape Magdalen, 294—Clear, strong southwest, In, 6 a.m., Cairndhu.

Fame Point, 325—Clear, light southwest, In, 2.30 a.m., 2-masted steamer.

ANTICOSTI: Ellis Bay, 553—Clear, northwest.

West Point, 332—Clear, light west.

S.W. Point, 428—Clear, light south.

South Point, 415—Clear, light west, In, 4 p.m., yesterday, steamer.

Head Point, 438—Clear, light northwest.

Point Des Monts—Clear, strong south west, In, 7.30 p.m., yesterday, Savoy.

Berimins—Clear, light west.

Harrington—Left, in, yesterday, Daisy.

Cape Race, 826—Foggy, raining, variable.

Halifax—In, 5.30 a.m., Bonaventure, In, 1.30 p.m., yesterday, Pomeranian.

Sydney—In, 9.30 p.m., yesterday, Rembrandt.

Point Amour, 673—Dense fog, light west.

Belle Isle, 734—Dense fog, light south.

Quebec to Montreal.

Longue Pointe, 5—Clear, light west, In, 2.25 a.m.

Jacoua, 4.35 a.m., Glenstrae, 5.35 a.m., Sin-Mac and out; 8.45 a.m., Mathilda; 9.40 a.m., Vacouta; Out, 9.35 a.m., Doric.

Vercheres, 19—Clear, light west, Out, 8.55 a.m., Yorkton.

Sorel, 39—Cloudy, south, In, 8.50 a.m., Monmouth; 8.50 a.m., Cascadepia; 9.50 a.m., Murray Bay.

Three Rivers, 71—Clear, southwest, In, 6.50 a.m., Rosemount; 7.05 a.m., Frontenac; 7.50 a.m., Robert Rhodes; 8.45 a.m., Rockferry, Left, up, 7 a.m., Three Rivers. Left down, 9.05 a.m., Strathcona, In, 6.15 a.m., Stigstad.

Point Citrouille, 58—Clear, strong southwest.

St. Jean, 94—Clear, light south, Out, 8.40 a.m., Etolle.

Grondines—Clear, west, Out, 9.35 a.m., Saakatoon.

Portneuf, 108—Clear, strong west.

St. Nicholas, 127—Clear, west.

Bridge, 133—Clear, west.

Quebec, 139—Clear, west, Arrived, 5.45 a.m., Montreal. Left, out, 8 a.m., Saguenay; 4.50 a.m., Acadian; 12.10 a.m., Steelon. Arrived in, 1.20 a.m., Canadian; 4 a.m., Hackett and tow; 3.15 a.m., Rouville, In, 9 a.m., Keyville.

ABOVE MONTREAL.

Lock No. 2—Eastward, 6 a.m., Yorkton; 8.15 a.m., Doric; 9.35 a.m., Easton.

Lachine, 8—Clear, west, Eastward, 12.30 a.m., Keyport; 5.10 a.m., Iocoma; 7.30 a.m., Ireland; 7.45 a.m., Twin Sister; 9.50 p.m., yesterday, Yorktop; 10.40 p.m., Algonquin.

Cascades Point, 21—Clear, west, Eastward, 6.40 a.m., Neepawah.

Coteau Landing, 33—Clear, west, Eastward, 1.20 a.m., Marshall; 9.30 p.m., Malton; 10 a.m., Iroquois; 4.50 p.m., McTier; 5 p.m., Canobie and Nanticoke; 10.30 p.m., Keywest; 11.30 p.m., Whittaker.

SHIPPING NOTES

Syren and Shipping says the war has caused the North German-Lloyd Company a total loss of \$20,000,000 on the year.

The United States has arrived at New York; the Anglian is at Boston; the Bergensford is at Christiania and the Sardinian and Tuscania have arrived at Glasgow.

Examination of the steamship Cheltonian, Captain Jones, which went ashore at Cape Ray some weeks ago on her way from Montreal, and which was put into dry dock at Halifax for repairs, showed that 150 plates were damaged by the stranding. The steamer is out of dry dock and specifications for repair contract are now being prepared.

Among the steamers from Montreal reported as having arrived on the other side of the Atlantic are the following: At Avonmouth—Anglo-Columbian, Captain Westcott and Anglo-Brazilian, Captain Richardson, both sister ships to the Anglo-Californian, which was shelled Sunday; at Glasgow—Ormidale, Captain Kennedy, and the Allan liner Corsican, with soldiers, Captain Hamilton; at London—C.P.R. steamship Milwaukee, Captain Smith; at Sharpness on July 2, Danish steamship Jomsberg, under Captain Madsen.

When the steamship Quebec, of the Canada Steamship Lines, Ltd., ran on a sandbar two miles above Three Rivers yesterday morning, she was driven there by a raging storm that almost approached the dimensions of a hurricane. The two hundred passengers on board were immediately cared for by the company, which sent the majority of them on to Quebec by the Murray Bay. Some of those who were in a hurry were sent to Quebec by train from Three Rivers. Advice sent to the company indicated that the boat was still aground, but that a turn of the wind or a diminution of its violence would let the vessel get off.

The interesting announcement is made that a steamship line under the Chinese flag is about to be established on the Pacific to ply between San Francisco and Shanghai. American steamship owners assert that they are unable to maintain their lines under the rigors of the seaman's law which will go into effect on November 1. The Pacific Mail has announced its withdrawal, and the Dollar line is being transferred to the British flag. Meanwhile, Japanese steamship interests have been active in preparing for extensions in the Pacific and through the Panama Canal. The entry of the Chinese into the steamship business is not a sudden whim. Negotiations have been going on for many months with American capitalists, resulting in a contract providing for the establishment of a direct steamship line and the delivery to the Chinese Government of much-needed American material, which will be paid for by Government notes.

SHORES OF ST. LAWRENCE TAKE PRECEDENCE OVER ALL.

Dr. M. D. Brochu, of Quebec, has recently given a very interesting interview to Mr. D. McDonald, of Montreal, district passenger agent of the Intercolonial Railway, regarding the summer resorts situated on the Intercolonial as regards the virtues of salt water.

Dr. Brochu said: "I heartily congratulate the Intercolonial in starting a publicity campaign to advertise to their full value the rich and prosperous country places, the rich agricultural soil and the ideal summer resorts that this great railway considers almost as its own, being so closely connected with its lines.

"Through having near our great industrial centres and cities magnificent summer resorts where one can enjoy life and pleasure during the holidays and the dog days, it is a well known fact that the shores of the majestic St. Lawrence have the precedence over all others from the double standpoint of health and salubrity.

"The verdant country places; the magnificent bays; the majestic forest; the high mountains; our lakes and rivers full of fish, and I should have mentioned first and above all the sea and its salt water, whose tonic, fortifying and curative properties are proverbial, are some of the assets of our Canadian Amazon.

"From St. Jean Port Joli to the Gaspé Peninsula spreads out a most charming panorama. The Intercolonial railway affords to the tourist the great privilege of admiring its fascinating beauties."

So spoke Dr. Brochu, the well-known medical authority of the Province of Quebec, superintendent of Beauport Asylum, professor at Laval University, ex-hospital doctor of the Hotel-Dieu and ex-president of the Quebec College of Physicians and Surgeons.

"The Northern Shores of the St. Lawrence have also their charming beauties," the doctor continued, "but from the standpoint of health and comfort, the southern shores have my preference on account of their more temperate evenings."

Talking on the subject of sea bathing, the distinguished physician was very enthusiastic about salt water, which tones the blood, invigorates the nervous system and acts as a powerful tonic to worn out people. Dr. Brochu also advises those suffering from rheumatism to choose in preference to all, summer resorts of high altitude and near the sea shore. He emphasizes the fact that these resorts should be well supplied with trees in order to hamper the wind from blowing too strongly. He also spoke in very eulogistic terms of these summer resorts of the Lower St. Lawrence, where are to be found beautiful landscapes, high mountains; rivers and lakes where the tourist will find health and comfort besides different amusements such as fishing and hunting. He congratulated the Intercolonial for its initiative in spreading far and wide the numerous attractions offered by our summer resorts and believes that such an active propaganda will help the Government Railways and at the same time educate the people to enjoy the many advantages offered by an agreeable and pleasing summer country.

CONSOLIDATED STOCKS LOWER.

Table with columns: Stock Name, Price, Change

a.m., Holcomb; 8.15 a.m., Avon. Up, 1.45 a.m., Windsor; 2.20 a.m., Keybell; 4.30 a.m., McVittie; 5.45 a.m., Calgary; 6.30 a.m., Rapids Queen.

Port Colborne, 321—Clear, southwest, Eastward, 1.20 a.m., Marshall; 9.30 p.m., Malton; 10 a.m., Iroquois; 4.50 p.m., McTier; 5 p.m., Canobie and Nanticoke; 10.30 p.m., Keywest; 11.30 p.m., Whittaker.

U. S. MERCHANT MARINE WAS INCREASED BY 1,373 SHIPS

Washington, July 7.—During the fiscal year ended on June 30 last, a total of 1,373 vessels of 744,618 gross tons were added to the American merchant marine, according to an announcement by the Bureau of Navigation of the Department of Commerce. This tonnage is the largest annual addition to the American merchant fleet in the history of the country.

Merchant vessels built in the United States and officially numbered by the Bureau of Navigation during the fiscal year ended June 30, were 1,226 of 215,711 gross tons, compared with 1,221 of 311,578 gross tons for the fiscal year 1914.

During the past ten months, under the ship registry act of August 18, 1914, to the American merchant fleet, 147 foreign built vessels of 528,907 gross tons have been added. In 1908 the total increase was 718,668 gross tons, in 1907 it was 595,798 gross tons, and in 1915 it was 586,102 gross tons.

The losses to the merchant fleet for the past year have not all been reported, but for the first nine months they number 1,062 vessels of 195,052 gross tons. A total of 150 vessels of foreign registry aggregating 528,907 gross tons have been admitted to American registry under the act of August 18, 1914, up to June 26 last.

STEADY DECREASE IN TORONTO STREET EARNINGS.

Toronto Street Railway earnings for the first six months of the year show a decrease of \$247,578 as compared with the corresponding period of 1914. The figures are:

Table with columns: Period ending, Earnings, Percentage

The city's percentage for the same period decreased by \$55,249 as follows:

Table with columns: Period ending, Earnings, Percentage

The city's percentage last month was 390.116, as against 3105.106 in June last year, a decrease of 314.990.

The following figures show the receipts and percentage in the different months for the first half of the year as compared with those for the first half of 1914:—

Table with columns: Month, 1915, 1914, Earnings, Percentage

INVERNESS RAILWAY IN TROUBLE.

Halifax, July 7.—Application has been made to the courts, by the National Trust Company of Toronto, to appoint a receiver and manager of the Inverness Railway & Coal Company, one of the Mackenzie & Mann subsidiary companies. The trust company is trustee for an issue of \$2,000,000 of bonds on the coal mines and railway of the Inverness undertaking. There has been default in the payment of the May interest.

J. McGillivray, the present general manager, was appointed receiver and manager, with authority to receive the debts and carry on the work in the meantime. The present company was formed in 1902.

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM

EUCARISTIC CONGRESS

MONTREAL, QUE., JULY 13th to 15th.

Single First Class Fare (plus 25c) for Round Trip, from all stations Kingston, Renfrew and East in Canada.

Going p.m. trains July 13th; all trains July 14th and a.m. trains July 15th. Returning until July 16th.

GREAT LAKES SERVICE

Lake and Rail Route to Western Canada.

Leave Montreal 11:00 p.m. Mondays, Tuesdays and Fridays. Arrive Toronto 7:30 a.m.

Leave Toronto at 11:15 a.m. Mondays, Wednesdays and Saturdays to ship's side.

Leave Sarnia Wharf, via Northern Navigation Company, 4:45 p.m. Mondays, Wednesdays and Saturdays to Fort William, thence Can. Govt. Rys. and G.T.P. to points in Western Canada.

GRAND TRUNK PACIFIC

THE IDEAL ROUTE TO THE PANAMA-PACIFIC EXPOSITION, ALASKA AND THE YUKON.

The new scenic route to the Pacific Coast through the gorgeous Canadian Rockies and central British Columbia, connecting at Prince Rupert, B.C., with Grand Trunk Pacific mail Steamships for Pacific Coast points, Vancouver, Victoria and Seattle through the "Norway of America."

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