

Shipping News

PANAMA CANAL IN DANGER.

The theory has been held by some that the land is rising on the isthmus just as continents have risen from the waters and that earth movements, whether from earthquake fractures, faults or other causes, have been known there for hundred of years. The instability of the so-called "rocks" on Panama when subjected to water has been known as far back as the day of John F. Wallace, the first chief engineer of the canal.

That the slides at Panama are due to this geological condition is the written opinion of Mr. Robert Brewster Stanton, who handled the enormous "slides," or in reality subsidences, on the Canadian Pacific Railway in British Columbia more than a decade ago, says a Washington correspondent writing in the Christian Herald.

Mr. Stanton was the railway engineer who surveyed the Grand Canyon of the Colorado, and his monograph on the Great Landslides on the Canadian Pacific Railway in British Columbia is published in the Transactions of the British Institute of Civil Engineers in London under date of December, 1937.

Specifically, the geological condition is that certain strata in Culebra Cut (and presumably at Gold Hill), where the big "slides" have taken place, when subjected to water dissolve into sand or a loblolly of mud.

Mr. Stanton not only attributes the Panama Canal slides to this condition, after experiments to support his views, but he points out that Gatun Dam and a part of the Gatun locks rest upon an equally precarious foundation.

SHIPPING NOTES

It is said Panama canal will be open April 15. All Swedish shipping lines between western Sweden and European and British ports are being consolidated by Swedish Lloyd. Combined companies will have a fleet of 50 steamships with a tonnage of 100,000. Eight new steamships also are being built.

The "A, B, C" nations—Argentina, Brazil and Chile—will follow United States lead on armed liner question declares Buenos Aires Nation, which says the United States avoided a trap in taking the stand it did.

Garland Steamship Corporation, capital \$1,900,000, has been incorporated in New York. Company expects to put five ships into the commercial trade very soon, carrying tobacco principally.

Cumard Line purchases five steamships, total tonnage 31,087 to be used between New York and English ports.

AN AERIAL DREADNOUGHT.

Curtiss Aeroplane Co. will begin construction of largest aerial superdreadnought in world as soon as company completes 20 huge war triplanes now under construction for British Royal Flying Corps. It will be a triplane seaplane with wing spread of 266 feet, equipped with battery of 10 200-horse-power motors driving five 20-foot air propellers. In addition there will be a 160-horsepower motor fitted to a water propeller to drive craft on surface of water. Seaplanes will carry crew of 20 men, 6,000 pounds of bombs and battery of four rapid fire guns. It will be able to fly 1,000 miles without alighting to replenish fuel tanks.

THE COST OF NEW SHIPS.

Approximately \$1,500,000,000 for new ships and an annual up-keep charge of \$760,000,000 is what Admiral Fletcher, commanding the Atlantic fleet, estimates it would cost to carry out navy general board's recommendation that the American navy should equal the most powerful fleet afloat by not later than 1925.

GRAND TRUNK SPECIAL MAKES FAST RUN.

The special Grand Trunk train, carrying a record shipment of Chevrolet motor cars has arrived in Winnipeg, 59 hours after leaving the sidings of the motor company's plant at Oshawa, Ont. The mileage between Oshawa and Winnipeg is 1,290, and this is a remarkably fast run, demonstrating the expeditious service offered to shippers by the Grand Trunk Transcontinental Line over the new route through Northern Ontario between Eastern and Western Canada.

Railway News

A FOUNTAIN OF OIL.

Greek journalist says that French discovered a two mile long oil pipe line running from bottom of a huge fountain in court yard of Kaiser's Grecian palace in island of Corfu to Corfu channel, which had been used to feed Austro-German submarines. Tank contained 30,000 gallons of oil, brought to island by Greek steamships from United States in supposed empty olive oil casks and delivered to an olive oil storehouse owned by a German.

GRAND TRUNK RAILWAY SYSTEM

TRAFFIC EARNINGS FROM MARCH 8th TO 14th, 1916.

1916	\$957,542
1915	857,147
Increase	\$100,395

CANADIAN NORTHERN RAILWAY

For week ending March 14th, 1916	538,000.00	From Oct. 1st to date 15,903,500.00
Corresponding period last year	411,100.00	10,475,800.00
Increase	126,900.00	5,427,700.00

Working expenses:	1912-13.	1913-14.	1914-15.	1915-16.
Total	\$11,979,982.69	\$12,867,249.00	\$11,438,373.14	\$12,256,754.84
Average per month	\$998,331.87	\$1,072,270.75	\$953,197.76	\$1,021,396.24
Earnings:				
Total	\$11,984,482.69	\$12,878,549.00	\$11,444,873.14	\$14,418,264.99
Average per month	\$11,998,706.89	\$1,073,212.41	\$953,739.43	\$1,201,105.41

CANADIAN PACIFIC

TICKET OFFICES:
141-143 St. James Street. Phone Main 8125.
Windsor Hotel, Place Viger and Windsor St. Stations.

INTERCOLONIAL RAILWAY.

According to returns tabled in the House of Commons the Canadian Government now operates 4,057 miles of railway. The total mileage of the railways operated by the Government at the present time is as follows:

Intercolonial Railway	1,457
Prince Edward Island Railway	272
Transcontinental Railway, Moncton to Winnipeg	1,804
Lake Superior Branch	188
Intercolonial Railway	112
New Brunswick and Prince Edward Island Railway	36
Dartmouth-to-Dean's Railway	67
Quebec and St. John Valley Railway	121
Total	4,057

As regards the Intercolonial, the statement showed that the estimated surplus for the fiscal year ending March 31st was \$1,056,510.

The following table shows the working expenses and earnings for the past four fiscal years:

1913-14.	1914-15.	1915-16.
\$12,867,249.00	\$11,438,373.14	\$12,256,754.84
\$1,072,270.75	\$953,197.76	\$1,021,396.24
\$12,878,549.00	\$11,444,873.14	\$14,418,264.99
\$1,073,212.41	\$953,739.43	\$1,201,105.41

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 9.30 A. M. Daily except Sunday. 4.45 P. M. Daily except Sunday.
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 Via the Short Line
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For tickets, parlor car reservations, etc., apply to **City Passenger Agent, 230 St. James St., Tel. Main 6570** or **Depot Ticket Agent, St. Catherine St. East Station, Tel. Lasalle 141.**

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