

## CAPE COD PROTECTION INSTEAD OF DANGER

Coastwise Vessels will now move to their Ports by a Sheltered Passage

### HISTORY OF THE PROJECT

Waterway That is To Be Formally Opened on Wednesday Will Bring Down East Ports Seventy Miles Nearer to New York City.

New York, July 27.—Over two thousand good ships wrecked, and between seven hundred and eight hundred lives lost in the sea—that was Cape Cod's toll of disaster during a period of sixty years.

The life-guard, patrolling the beach on the watch for vessels in distress, pushing out their boats in despite of waves and wind to risk their lives in attempts to rescue others, the keepers of the light-houses and lightships, that send out their beams in clear weather and their warning whistles or bells in snow or fog, have done a splendid work in saving many the Atlantic would have claimed; but they could not save all.

Cape Cod has remained a name of fear among followers of the sea until now; and this summer is to see it robbed of its terrors. The canal across the Cape, connecting Cape Cod Bay and Buzzards Bay, near Onset, after more than two centuries during which the need was realized, has at last been constructed, and is to be formally opened on the coming Wednesday. The perilous Cape is to become a protection.

#### Winter Gales Play Havoc.

Winter gales around the Cape, driving sleet and snow before them and whipping the waves into white mountains to hurl them against the land, have written the history of its harbor villages in tragic chapters. Summer folk cruising along its shores, drifting on one of its famous calms, with the sun shining down all day on glassy water and yellow sand, have wondered at the stories of its winter viciousness.

Cape Cod folk, however, can tell from personal experience of the famous gale in which the steamship Portland was lost, with no soul saved of all who sailed on board of her, a gale that brought hail the size of beach stones, tore up the beach and re-formed it in great, new dunes, whirled up the sand in such showers that it scoured the window-panes till they looked like ground glass, and shook the cliffs with the fury of the seas. It is the human service of preventing waste of lives in such waters, and of supplying needs of people in industry which is the greatest that the canal is to perform. Life-guardians will still keep their vigilant patrol, lights will still be lit, and warning signals will be sounded for any ships that may be at sea. The coastwise vessels, however, in the winter at least, will move to their ports by a sheltered passage, secure and free from the fear of tempests.

#### Completion of the Canal.

Great as may be the satisfaction over the completion of the canal, there is, no particular material for patriotic pride in the memory that the need for a Cape Cod canal was so impressed on the minds of the New England fathers that, as early as 1697, the General Court of Massachusetts appointed a committee to survey a passage; that, nearly a century later, in 1776, Gen. Washington ordered Thomas Machin to survey a route "which would give greater security to navigation and against the enemy," and that, from those days to the present, though the idea has been constantly recurring to Government officials and far-seeing men, nothing was accomplished. It is significant too, that the canal now to be opened has not been built as a result of Government action in recognition of a public need, but by a private business corporation, because a number of business men thought it looked like a profitable proposition. The Cape Cod canal, like many other vital social works, is the result of an economic demand appreciated none too early.

#### Wisdom of This Generation.

This, of course, does not detract from the credit to be paid to the men who have finally carried through the work. This generation may take some pleasure in the fact that it is the one which will be credited with the wisdom and confidence to build the canal. Undoubtedly, there has been much pleasure to the business owners in planning it in the thought that it would serve so useful a social purpose. Innumerable families will have cause to be grateful to the builders of the Cape Cod Canal.

Twelve years ago the Cape, perhaps made skeptical by the two hundred years of procrastination, even after work was well started, was of the opinion that "there wasn't goin' to be no canal." They, in many cases, could not conceive of Cape Cod being turned into an island; and so strong was their skepticism that many of them even refused to move until the dredges were practically undermining the foundations of their houses. One determined old New England woman, unflinchingly opposed to anything so revolutionary as a canal anyway, continued to occupy her house, her place being in line with the course of operations, believing that the engineers would decide they had met with an insuperable obstacle.

#### Might Have Been Mistaken.

When digging had been going on for some time at the edge of her place, however, and one day her house coasted half-way down into the excavation, she began to decide she might have been mistaken. She moved further up the hill and took to making a good living selling tobacco to the men on the canal gangs. The Cape Cod Canal will serve a traffic which is constantly going on around the Cape at present, and which is set at a total of 25,000,000 tonnage. This is likely to increase with knowledge of the advantages of using the canal. Tugs and barges carrying coal, cargo schooners, and fishing fleets, passenger steamers now taking some 500,000 people a year around the Cape, and private yachts, all sorts of craft, will want to use the canal. To an American interested in the development of a merchant marine, it is important to consider that all but a very small part of this shipping is under the Stars and Stripes.

The canal will bring Boston and the other ports east of the Cape about seventy miles nearer New York, Philadelphia, Baltimore, Norfolk, and the other Atlantic ports. For steamers carrying passengers, it is estimated, this will mean a shortening of time in the trip of about four hours, allowing a saving on coal and giving a better chance of attracting passengers with the ability to set a later hour of starting for

## Bank Buildings in Canada



Branch of the Dominion Bank at Calgary, Alta.

## DOMINION BANK INCREASED ITS EARNINGS BY \$15,979

Net Profits for the First Six Months of the Fiscal Year Amounted to \$473,969—Deposits Were Augmented by \$700,000.

Earnings of the Dominion Bank continue to make steady and gratifying progress.

The net earnings for the half year ended June 30th show, after the usual deductions, net profits of \$473,969, which compares with \$457,990 earned in the same period in 1913; \$295,962 earned in the same period in 1912, and \$333,050 earned in the first six months of 1911.

The statement, as supplied by the head office in Toronto, is as follows:

Balance of Profit and Loss Account, 31st December, 1913 ..... \$647,688.22  
Premium received on new Capital Stock ..... \$182,812.29  
Profit for the six months ending 30th June, 1914, after deducting charges of management, etc., and making provision for bad and doubtful debts ..... 473,969.92

Making a total of ..... \$1,304,470.44

Which has been disposed of as follows:

Dividend 3 per cent., paid 1st April 1914 ..... \$176,309.24

Dividend, 2 per cent., payable 2nd July, 1914 ..... 159,015.03

Transferred to Reserve funds ..... 182,812.20

Balance of Profit and Loss carried forward ..... \$766,339.97

Reserve Fund.

Balance at credit of account, 31st December, 1913 ..... \$6,811,344.80

Transferred from Profit and Loss Account ..... 182,812.20

..... \$6,994,157.00

Deposits at the end of the half year totaled, \$59,749,882.28, an increase of some \$700,000 over the position at the same time a year ago.

The readily available assets aggregated \$14,499,449.25.

Senator McMillan is dead in his eightieth year.

The night, trips from New York and Boston. Barges and schooners which now take the outside passage are subject to an average weather delay of four days each round trip.

#### Saving \$700,000 a Year.

This has been calculated to represent a money loss of 10 cents a ton on the 7,000,000 tons of coal and lumber carried around the Cape, so that in this item alone the canal has been roughly judged capable of saving \$700,000 a year.

When opened for traffic, the canal will be dredged throughout its entire length of eight miles to a depth of twenty feet at high water. Since it is a sea level and not a lock canal, its depth will vary with tides; but it is expected eventually to deepen it so that the largest coastwise steamships can pass through. By the beginning of winter, it is expected that it will be dredged to a high-water depth of twenty-five feet. The narrowest part of the bottom is 100 feet in width. The construction has been pushed as rapidly as possible, and since ground was first broken on June 22, 1909, excavation has proceeded for a considerable part of the time at the rate of 400,000 cubic yards a month. The first water flowed through on April 21, 1914.

Less than fifty business men have built the Cape Cod Canal, at a reported cost of some \$12,000,000, for a purpose which will benefit and stimulate the whole American coast trade. Whether the canal will pay or not is not naturally the most pressing concern of those interested in it; but with its strategic position there is very little doubt that it will prove to be a good business proposition. There can be no question of the advantages of the easier and safer inside route for commercial vessels in the dangerous period of winter and in any time of bad weather.

#### Prophetic of Inland Waterways.

Not the least significance of the completion of the Cape Cod project is that it is a first step in the direction of that great system of inland waterway routes, covering the danger points all along the Atlantic seaboard, which has often been discussed as a possibility and advocated as a commercial measure. Such a chain of protected inland routes would make it possible for a vessel to pass from the Gulf of Maine to the Gulf of Mexico with the shelter of the land between it and the sea all the way, in seasons when passage was unsafe on the open ocean. So the course of business would continue uninterrupted, and thousands of dollars would be saved from waste by delay and wreck. The success of the Cape Cod Canal will be watched with much interest. The Panama Canal, the New York State Barge Canal, and the Cape Cod Canal, have pointed the way to the three methods of solving such problems—Government, State, or private action.

However, the problem is solved, the Cape Cod Canal stands as a sign that the people of these days are awake to this long-neglected opportunity in commerce and to the responsibility of providing for the safety of traffic by sea. The new waterway may be taken as a promise of a new era, a system which may stand as a credit to the wise foresight and social consciousness of the people by whom it was built.

## FOURTEEN COMPANIES REDUCED GAS PRICES

City of Lynn has the Lowest Rate in the State of Massachusetts, Viz., 75 Cents Net

### MANY LEGAL DELINQUENCIES

Impurities Prohibited by Statute Were Found Once in Holyoke, Four Times in Wakefield, and Twice in Westfield.

Boston, July 27.—The Massachusetts gas commission, in its annual report says:

There were 40 applications for approval of new stock and bonds with par value of \$8,593,328 of which \$8,005,800 were approved. In 23 cases the full amount asked for was approved. The largest new issue was by the Edison Co., of Boston, of \$2,754,000 par stock, with value at \$215 a share, issue price of \$4,892,540.

Actual surplus of gas companies according to balance sheets as of June 30, 1913, was \$7,891,268, or 20.63 per cent. on capital compared with \$9,257,043, or 25.41 per cent. the previous year.

Gas plants were assessed at \$48,000,000, and paid \$1,164,899 in taxes, or an average of 7.4 cents per 1,000 cubic feet sold, a decrease of 2 per cent. per 1,000 feet from 1912. There was \$3,599,451 paid in dividends by 54 gas companies, or 9.5 per cent. on capital stock.

#### Reduced Price of Gas.

Fourteen companies reduced the price of gas to consumers, including Cambridge and Charlestown companies, both reducing from \$5 to 80 cents. Lynn has lowest price for gas in state, namely, 75 cents net. Average price paid by consumers of coal gas was 86.4 cents, against 85.7 in 1912 and \$1.72 in 1886.

Actual surplus of electric companies, according to balance sheets, June 30, 1913, was \$3,740,000, or 12.22 per cent. on stock, against \$3,535,198, or 13.27 per cent. in previous year. Assessed value of electric plants is \$3,827,797, which is larger than total figure of the gas plants. Total tax paid was \$1,422,457. 31 electric companies paid \$2,012,288 in dividends, or 9.3 per cent. on stock.

Towns of Middleboro, Wakefield and Westfield, and the city of Holyoke operate gas plants, the first named since Oct. 31, 1893, the second since Aug. 7, 1894, the third since June 1, 1899, and the last since Dec. 15, 1902. Impurities prohibited by statute were found once in Holyoke, four times in Wakefield, and twice in Westfield. The candle power was found below the legal standard once in Wakefield.

#### Violations of Statutes.

The average price received in Holyoke for gas sold in the year ending June 30, 1913, was \$1 per thousand; in Middleboro, \$1.58; in Wakefield, \$1.30, and in Westfield, \$1.18.

Following cases of violations of the statutes have occurred: American Woolen Co., Chase & Whitaker (Shirley), Buzzards, Bay Electric Co., Cape Light, Heat and Power Co., Hatfield Gas Co., Vineyard Haven Gas & Electric Light Co., Vineyard Lighting Co., and the municipalities of Holden, Holyoke, Princeton and Westfield. It is neglected to make their annual returns of the board within the time required by law; by the Plymouth Gas Light Co., and the Vineyard Lighting Co., in distributing gas with an illuminating power of less than 16 standard English candles; by Suburban Gas & Electric Co., in distributing gas containing more than 39 grains of sulphur.

### FEWER MINE FATALITIES

Philadelphia, July 27.—There have been fewer fatal accidents in proportion to amount of coal produced in anthracite mines in the decade beginning in 1910 than in any previous decade. From 1881 to 1889, inclusive, number of tons produced per fatal accident was 142,287. In the following decade the number dropped to 141,915, and from 1900 to 1909, during which time mine rules were more strictly enforced and many safety devices and danger signs introduced, the number increased to 153,717. The average for 1910, 1911 and 1912 was 160,591.

### WOULD REQUIRE USE OF

#### BRITISH COLUMBIA STEEL.

A campaign is in progress in British Columbia to create a sentiment for purchasing goods manufactured in that province. It is being urged that specifications for the \$2,000,000 bridge across Burrard Inlet require that all steel and iron used shall be manufactured in British Columbia.

## OTTAWA POWER CO

Little of its New Capital Has Been Producing Revenue, Although Dividends Have Been Regularly Paid.

Ottawa Light, Heat and Power Company directors at the close of the first six months of 1914 failed to declare the 1 per cent. extra dividend which was declared last year, only the regular quarterly rate of 2 per cent. being provided for.

The failure to pay the 1 per cent. extra was a disappointment to some stockholders, to those who have been keeping close track of the company it was not unexpected. The company last year issued \$1,500,000 new stock, the proceeds being for the erection of a new gas plant to provide for increased business demands and for extensions and improvements to the gas and electric distributing system.

Little of this new capital is yet producing revenue although the company has been paying regular dividends on it. With the completion of the new gas plant manufacture of gas will be much more economical and in addition the company is preparing to pay off loans, which will reduce interest charges. In 1913 the company earned 13.99 per cent. on its stock and it is expected that earnings this year will be as large.

The company in 1913 paid dividends on an average amount of \$22,222,780 of stock, and if payments for the new stock are made during this year as provided in terms of subscription, the average in 1914 will be \$25,550,000. To pay the regular 2 per cent. quarterly and an extra 1 per cent. at the end of each half year in 1914 would require an amount practically as large as the earnings of the company in 1913. It is probable that the directors will declare 1 per cent. extra for the last six months of the current year, making 9 per cent. for 1914.

## SMOKE VAFIADIS

Celebrated Egyptian Cigarettes

## DIVIDEND WAS JUST EARNED AND NO MORE

Brazilian Surplus for Twelvemonth Period about 1 Per Cent. on Common Stock

### CURRENT EARNINGS FAVOURABLE

According to the Results Attained Thus Far, However, an Early Increase in the Dividend Rate Would Hardly Seem Warranted. Greater Economy Shown in Operations.

Messrs. McCuaig Brothers & Company say that the Brazilian Traction, Light & Power Company is by far the most important of the so-called Canadian Tropical public utilities, being indeed one of the largest traction and power companies in the world.

The company was incorporated in 1912 to bring together the following three companies:—Rio de Janeiro Tramway, Light & Power Co., Ltd., Sao Paulo Tramway, Light & Power Co., Ltd., Sao Paulo Electric Co., Ltd.

The amalgamation was effected by the exchange of Brazilian stock for the shares of the three acquired companies, the basis of exchange in the case of Rio de Janeiro, the capital of Brazil, which has a population in the neighborhood of 1,000,000.

Power for the operation of the tramways, for electric lighting and industrial purposes is furnished by the company's great hydro-electric development at Rio das Laues, 50 miles from Rio, which has a capacity at the present time of 84,000 horse power. In 1913 the Piraty Tunnel, which was constructed for the purpose of diverting the waters of the Rio Piraty into the Rio das Laues, was completed, which will permit the company, when the demands of the business require, to increase the output of its hydraulic plant by a further 38,000 horse power.

The Sao Paulo Tramway, Light & Power Company controlled all the electric lighting and power business of the city of Sao Paulo, one of the most important centres of Brazil, the capital of the state of the same name, which is widely known for its great production of coffee.

The Sao Paulo Electric Company, which was organized in 1910, owned concessions for a hydro-electric development on the Sorocaba River, which has a capacity of 50,000 horse power. In the early part of the present year, construction work on a hydro-electric installation of 30,000 horse power capacity was completed and this plant is now in regular operation. From this development a transmission line has been constructed to the city of Sao Paulo.

#### First Report of the Company.

The first report of the Brazilian Company covered the eighteen months ending December 31st, 1913, which makes it a little difficult to calculate the results on an annual basis. The figures are as follows:—Revenue for securities owned and under contract with subsidiary companies ..... \$11,266,128

Interest on advances to subsidiary companies ..... 256,698

..... \$11,522,826

Head Office, general and legal expenses, interest discount and exchange ..... 324,343

Surplus available for dividends ..... \$11,198,482

Preferred dividends ..... 450,000

..... \$10,748,482

Common dividends ..... 7,735,495

Surplus ..... \$3,012,987

Have Totalled the Net Earnings.

In order to arrive at the results for the year ending December 31st, 1913, the Financial Post have totalled the net earnings as shown by the monthly reports, and, estimating the proportion of head office expenses and interest on advances to subsidiaries applicable to that period, the following results were arrived at:—

Net Earnings ..... \$12,826,693

Interest on Rio Bonds, 1st and 50 year issues ..... \$2,529,722

Interest on Sao Paulo Bonds and debentures ..... 499,999

Interest on Sao Paulo Electric bonds ..... 272,125

Sinking Fund Rio Bonds ..... 250,000

Interest Jardim Botânico bonds ..... 3,851,846

..... \$ 8,974,847

Head Office expenses ..... 2-6-128

Preferred Dividends ..... 450,000

Taxes ..... 800,000

..... \$ 7,508,719

Add interest on advances to subsidiaries ..... 200,000

..... \$ 7,708,719

Six per cent. dividend on Common ..... 6,250,682

Surplus ..... \$ 1,458,087

Surplus Earnings Were Small.

The surplus in the above twelve months period was consequently about 1 1/2 per cent. on the common stock, so that apparently in the first six months after the merger, the dividend was just earned and no more. Accordingly on the basis of past earnings an early increase in the dividend rate would hardly seem warranted. It is natural then to ask how the earnings have shown up so far this year. As will be seen from the following statement for the five months ending May 31st last, the results have been entirely favorable.

1914. 1913. Increase.

Gross ..... \$9,977,523 69,036,194 \$144,322

Net ..... 5,584,082 5,152,689 431,393

If net earnings continue to increase at the same rate for the balance of the year, the surplus available for common dividends should be increased to 1 1/2 per cent. over the present dividend, which would be a very liberal increase, and would hardly seem warranted in view of a larger distribution.

#### Increased Economy in Operation.

A gratifying feature of the five months figures is that the very fair increase in net is in spite of a very moderate growth in gross receipts, indicating greater economy in the cost of operation.

This result is presumably due to the putting into operation, early in the year, of the hydro-electric plant of the subsidiary Sao Paulo Electric Company on the Sorocaba River. Power from this development is being transmitted to Sao Paulo and has enabled the Sao Paulo Company to dispense entirely with the use of its auxiliary steam plants.

While the report for the eighteen months ending December 31st last, does not specifically set forth the provision made for renewals and the maintenance of the different plants of the Company, who has given out the figures of the renewal and maintenance charges since July, 1913.

The expenditures for renewals and upkeep, all of which were charged to and included in the operating expenses, were for the Rio de Janeiro Company for the six months to December 31st, 1913, \$674,888 and for the year 1913, \$1,347,945. The total of the eighteen months is \$2,022,833. For the Sao Paulo Tramway, Light and Power Company plant there were expended for this purpose and included in operating expenses \$209,537 for the six months prior to December 31st, 1913, and \$532,274 for the twelve months to December 31st, 1913, the total for the eighteen months to December 31st, 1913, being \$741,912. The aggregate expenditures for renewals and maintenance by the two companies in the first eighteen months of the merger were therefore over \$2,700,000.

#### Unfavorable Situation in Brazil.

Since the Fall of 1913, the financial condition of the Government of Brazil has come in for a great deal of attention at the principal financial centres of the world. In fact, the Brazilian Government has had a great difficulty in meeting its obligations.

Coffee and rubber are the two most important products of the Republic, and the low prices prevailing for both these commodities has resulted in greatly impairing business conditions throughout the Republic. In consequence, the Government's revenue has been greatly reduced and outside financial assistance is imperative to prevent disaster.

Negotiations have been going on with one of the most important international financial groups for some time past with a view to the raising of a large loan, but so far all hitches have not been overcome.

All this has a very important bearing on the position of the Brazilian Company, as while half of its power and lighting revenue is payable in gold, all the receipts and the tramways are paid in milreis, the silver coinage of the country, and in case of a crisis foreign exchange could conceivably advance to such an extent that the Brazilian Company might show a good surplus over and above dividends, and yet not be able to pay them, which has been the case with a number of companies in Mexico.

This is by no means probable, but the possibility has caused a certain amount of apprehension, which partly accounts for the lower prices at which the stock has sagged since last summer.

Another unfavorable factor is the large amount of the stock held in speculative hands, which does not strengthen its market position.

#### Future Possibilities of Company.

As against these factors, the fact must be borne in mind that very heavy capital expenses have been incurred for several years past in putting the various plants of the company into first class operating condition. As this result has now been achieved, the capital requirements of the company in the future should be very much reduced and it will derive full benefit from the heavy expenditures already made. The company has also been handicapped in not having a sufficient supply of power to take care of its requirements. This difficulty has now been overcome and the additional revenue from this source should materially increase its earning power from year to year.

## SIR WILLIAM VAN HORNE WAS SUCCESSFUL IN CUBAN MISSION

Raised Funds for Extensions That Are Proposed in the System of the Cuban Railway Company. Motored Through Northern France.

Sir William Van Horne, who has just returned to Canada after a successful mission to England in behalf of the Cuban Railway Company, of which he is president, says that it is absurd for some people to talk as though the St. Lawrence route were to blame for the fogs that have impeded navigation during the past couple weeks. The ship on which he travelled was surrounded by thirty steamers, many of which were bound for New York.

Sir William, who is now completely restored to his former condition of good health, motored through the greater part of Britain and Normandy. He found that these sections of France greatly resemble the Province of Quebec, except that he thinks the French-Canadian people live better than their cousins across the sea.

## EUROPEAN BANK RATES

Where They Now Stand, in Comparison With This Time in Other Years.

The following table shows last week's official minimum discount rate of all the European state banks, with the respective dates at which the present rate were established and the rates at the corresponding dates in previous years:

Bank of	Date of last change.	1914.	1913.	1912.	1911.
England	Jan. 29, 1914	3	4 1/2	3	3
France	Jan. 29, 1914	3 1/2	4	3 1/2	3
Germany	Feb. 5, 1914	4	6	4 1/2	4
Holland	Mar. 23, 1914	3 1/2	5	4	3
Belgium	Jan. 30, 1914	4	5	4	3 1/2
Austria	Mar. 12, 1914	4	6	5	4
Italy	May 9, 1914	5	6	5 1/2	4
Switzerland	Feb. 19, 1914	3 1/2	5	4	3 1/2
Russia	April 1, 1914	5	5 1/2	4	3 1/2
Spain	Sept. 24, 1913	4 1/2	4 1/2	4 1/2	4 1/2
Portugal	Jan. 15, 1914	5	6	6	6
Sweden	Feb. 6, 1914	4 1/2	5 1/2	4 1/2	4
Norway	June 24, 1914	5	5 1/2	5 1/2	5 1/2
Denmark	Feb. 6, 1914	5	6	6	4

## NEW CHANGES WERE MADE IN WEEK'S WHOLESALE PRICES

Refined Sugar Has Shown No Change. New York Was Firm. Dried Fruits in Good Demand. Coffee Remained Unchanged.

A fairly steady trade, but unchanged in groceries during the past week. Reports from some of the largest houses of business being