

Shipping News

ORIGIN OF THE TANKER.

About 1880 Wilhelm Riedemann, a Prussian shipowner, withdrew from the East Indian and American trade for use in transporting petroleum two sailing vessels which had amidships two iron tanks of the same depth as the distance between deck and keel. Originally these tanks contained drinking water for the sailors, but it was found that the water could not be kept free of iron rust and this use was abandoned. Riedemann utilized these tanks as petroleum containers and found that his transportation expenses were reduced four marks a barrel in this way.

Continuing the experiment on a larger scale, Riedemann transformed the "Andromeda," a 3,200-ton vessel, into a petroleum carrier by installing on each of her three decks 24 iron tanks connected with pipe lines. The big disadvantage in this arrangement was that in the event of repairs being made on the ship, which was of wood, the tanks had to be removed at great expense and risk of damage. Riedemann finally concluded that the ideal tanker must be of iron and the entire hull of the vessel used as a container. Accordingly he planned a ship with the engine aft, protected by a water filled cofferdam, and the remaining space separated by bulkheads into eight compartments.

Riedemann tried in vain to get a German shipbuilding firm to construct a vessel after this design. He went to England and finally persuaded a Newcastle concern to undertake it. The result was the first modern tanker, the "Gluckauf," which was launched in June, 1886.

The arrival of the "Gluckauf" in New York in August of the same year created consternation among petroleum shippers. An indignation meeting was held and it was proposed to petition Congress to prohibit the exportation of petroleum in bulk on the ground that the oil gases would endanger the lives of all on board the tanker. A committee was appointed to request the Standard Oil Co. to refuse petroleum to the "Gluckauf."

But progress triumphed as usual. To-day there are 400 vessels of substantially the "Gluckauf" type transporting petroleum and 58 more are now in course of construction in American shipyards. — Wall Street Journal.

GEORGIAN BAY CANAL REPORT.

A voluminous report on the Georgian Bay Canal project prepared by the special Commissioner, W. Sanford Evans, appointed two years ago to investigate the commercial possibility of the Ottawa River route, has been tabled in the House of Commons. The report contains a thousand pages of data in regard to grain routes, trade channels, transportation charges, etc., but it makes no findings and no recommendations.

The absence of any definite conclusions is doubtless due to the fact that the Government, while having in reality decided to abandon the project for at least some years to come, at the same time does not wish to tell the Ottawa Valley constituencies to abandon hope. The deepening of the Welland Canal decided the fate of the Georgian Bay Canal scheme.

The report has cost the Treasury upwards of \$15,000.

MARINE INSURANCE RATES.

Marine insurance rates were advanced 1½ per cent a few days ago in New York, 2 per cent being charged by underwriters on liners and 2½ per cent on tramp steamers. This is a new high for this movement, and is due to increased graveness of the diplomatic situation between Germany and United States.

GRAND TRUNK SPRING CHANGES.

Effective Sunday, April 30th.

Train now leaving Montreal 1.30 p.m. Saturdays and Sundays only for Vaudreuil, will run daily except Sunday and on Saturdays will run through to Cornwall.

Train now leaving Vaudreuil 7.20 a.m. daily except Sunday, arriving Montreal 8.20 a.m., will leave Vaudreuil 7.10 a.m., daily except Sunday, arriving Montreal 8.10 a.m.

LETHBRIDGE MUNICIPAL RAILWAY.

Gross earnings April 7-14 \$844.97



MR. A. W. SMITHERS.

Chairman of Board of Directors, Grand Trunk Railway. He presided at the annual meeting of the Company held a few days ago.

Railway News

GRAND TRUNK TRAINMEN MUST HAVE PERFECT VISION AND HEARING.

All men in train service on the Grand Trunk System have to undergo a strict and scientific examination as to their vision, color sense and hearing before being employed by the railway, and those already in service must pass satisfactorily a re-examination at least every two years.

Dr. H. B. Carmichael, M.D., Division Surgeon, Eastern Division of the Grand Trunk Railway System, in a paper contributed to the Canadian Medical Association Journal, tells of the results of these rigid examinations. Out of 1,275 men who applied for entrance to the railway service, 60 were rejected, having failed to pass the high standard demanded in vision, color sense, or hearing. Defective vision was responsible for the failure of 27 of these men, while 32 had a defective color sense, and one defective hearing. Each employing officer in the Company is held responsible for keeping record of the dates that employees are due for re-examination, and by this means the Company is assured that each man employed in the handling of trains has the proper physical requirements to fulfil his duties safely and well.

WHAT IS A RAILROAD?

A railroad is not the unfeeling and relentless devourer of automobiles and little children at grade crossings described by impassioned advocates in crowded court rooms. The whistle of danger is an engineer's use of a piece of machinery, but it is also the echo of a man's thought for his own babies left at home.

A railroad has been likened to an octopus by those who do not know the flesh and blood and personality of railroads. The soul of a railroad is fidelity, and if a railroad is an octopus, it is an octopus with a soul.

A railroad is a disciplined power, owning rails and cars and locomotives; engaging the highest quality of mechanical skill and expert knowledge; but the glory of a railroad is the united adjustment of its living nerves to patience, courtesy, speed and safety.—Edwin S. Jackman, in Boston News Bureau.

CANADIAN PACIFIC

TICKET OFFICES:

741-143 St. James Street. Phone Main 8125.
Windsor Hotel, Place Viger and Windsor St. Stations.

RAILROAD BUILDING.

During 1915, 933.24 miles of new first track was completed in the United States and 718.37 miles in Canada. In the same period 356.28 miles of second track was completed in the United States and 0.84 miles in Canada. There was also during this period 64.70 miles of other multiple main tracks in the United States. Some activity is again noted in Mexico, where 36.50 miles of line was reported completed. Government railways of Alaska report 34 miles of line completed and 250 miles additional projected. These figures are based on reports made directly to us by various railroads, supplemented by our own construction records and are as complete as it is possible to compile at this time.

The figures of new construction by years beginning with 1893 are as follows:

1893	3,024	1905	4,388
1894	1,760	1906	5,623
1895	1,428	1907	5,212
1896	1,692	1908	3,214
1897	2,109	1909	3,748
1898	3,265	1910	4,122
1899	4,569	1911	3,066
1900	4,894	1912	2,997
1901	5,368	1913	3,071
1902	6,026	1914	1,532
1903	5,652	1915	933
1904	3,832		

Locomotives built for every year since 1901:

Year	No. built	Year	No. built
1901	3,384	1908a	2,342
1902	4,070	1909a	2,887
1903	5,152	1910a	4,755
1904	3,441	1911a	3,530
1905a	5,491	1912b	4,915
1906a	6,952	1913b	5,332
1907a	7,362	1914b	2,235
		1915b	2,085

a—Includes Canadian output.
b—Includes Canadian output and equipment built in railroad shops.

Cars built every year since 1904:

Year	Freight	Passenger	Total
1904	60,806	2,144	62,950
1905a	165,155	2,551	168,006
1906a	240,503	3,167	243,670
1907a	284,188	5,457	289,645
1908a	76,555	1,716	78,271
1909a	93,570	2,849	96,419
1910a	180,945	4,412	185,357
1911a	72,161	4,246	76,407
1912b	152,429	3,060	155,489
1913b	207,684	3,296	210,980
1914b	104,541	3,691	108,232
1915b	74,112	1,949	76,061

a—Includes Canadian output.
b—Includes Canadian output and equipment built in railroad shops.

A MANCHURIAN RAILROAD.

Chinese government has signed an agreement, Japan concurring, permitting Russia to construct a railroad 662 miles long and costing \$25,000,000 in Manchuria. Road will give Russia control in northern Manchuria, in compensation for railway rights granted to Japan in southern Manchuria.

CANADIAN NORTHERN

QUEBEC

Daily except Sunday 9.30 A. M. Buffet Parlor Cars.

SHAWINIGAN FALLS GRAND MERE

Via the Short Line

9.30 A. M. Daily except Sunday. 4.45 P. M. Daily except Sunday.

L'ÉPIPHANIE JOLIETTE

Via the Short Line

9.30 A. M. Daily. 4.45 P. M. Daily except Sunday.

5.30 P. M. Daily except Sunday.

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.