

## CANADIAN PACIFIC

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

### HOW ROADS SPENT MONEY.

The following table prepared by Slason Thompson, director of the Railway News bureau, will show the way the railroads spent their dollars last year as compared with 1907:

	1915.	1907.
Employees.....	45.00%	41.42%
Fuel for locomotives.....	9.00	7.74
Taxes.....	4.70	3.10
Material and supplies.....	15.75	11.34
Interest.....	14.02	13.14
Dividends and surplus.....	1.83	8.78
Deductions, rentals, etc.....	9.70	14.48
Totals.....	100.00%	100.00%

Here are the railroad results for the year 1915, as shown by the statistical table:

	1915.	1914.
Calendar year—	256,180	254,402
Mileage operated.....	\$3,134,106,120	\$3,029,145,268
Total operated rev.....	2,180,392,880	2,191,371,724
Operating expenses.....	1,003,613,240	829,378,761
Net oper. rev.....	143,716,980	142,691,914
Taxes.....	859,896,260	686,686,874
Net oper. income.....		

### SEPTEMBER IN ALGONQUIN PARK.

One of the most beautiful months in the year is September in Algonquin Park. It is situated 205 miles north of Toronto and 285 miles west of Montreal. 2,000 feet above sea level, and being the highest point in the province of Ontario the air is pure and bracing. Good hotel accommodation at the Highland Inn. Write Miss Jean Lindsay, Manager of the Highland Inn for illustrated booklet, and all information as to reservations.

### GRAND TRUNK'S GAIN.

Grand Trunk's gross earnings for the first week of August show the best increase since February, amounting to \$262,603, or twenty-six per cent. The week's return is \$1,266,261, compared with \$993,773 in the same week a year ago.

### CANADIAN NORTHERN RAILWAY EARNINGS.

Gross earnings for week ending		
August 7th, 1916.....	\$868,000	\$4,702,200
Corresponding period last year..	438,500	2,400,200
Increase.....	\$429,500	\$2,302,000

### ECONOMIES.

Extravagance in the use of the company's material is largely the child of thoughtlessness. We use so many things that taken each by itself costs so little, we overlook the great cost of them in the aggregate. We also are prone to overlook the fact that the constantly mounting cost of material adds millions of dollars yearly to the company's expenses.

We are now in a period of very high prices. The following table of increases in a few items indicates a general condition:

Ink and ink powders.....	30 to 75%
Pencils—black.....	20%
Pencils—copying.....	100%
Writing paper—according to quality.....	40 to 100%
Lumber.....	30 to 40%
Manufactured iron and steel articles.....	100 to 200%
Waste.....	50 to 60%

It does not take an elaborate table of statistics to show that the exercise of care in the use of materials will result in a very large saving.

It is an imperative duty laid upon us as employees to conserve the company's resources; to think of the cost of things as we use them; to be as careful of the company's materials as we would if we were paying for them ourselves. The attitude "what do I care, the company has lots of money," is fatal to that spirit of co-operation which alone can make a business prosperous; it is fatal to our own interest and joy in our work; it begets an attitude toward our work that spells failure for us. The man who secures preferment is the one who has the interests of the company sincerely at heart and this interest will be manifest in the way he uses the company's property. —New York Central Bulletin.

### THE L. K. AND W.

There is a little railroad down in South Georgia bearing the impressive title of "L. K. & W." Just what the initials originally stood for no one recalls, and the road is known locally as the "Look, Kuss & Wait" and the "Lord Knows When."

The train does not carry passengers as a rule, being operated by a lumber concern for the purpose of bringing logs from the woods to the newly built saw-mill.

One day, however, just as the train was leaving the woods, the conductor noticed an old negro mammy trudging along the road with a basket of clothes balanced on her head. The conductor politely invited the mammy to get on board and ride down with them, thus saving a walk of several miles.

The old negress looked at him scornfully as she replied: "Go on chile, I hain't got time to fool wid dat train. Ih's in a hurry."—Harper's Monthly.

### CANADIAN PACIFIC RAILWAY EARNINGS

Weeking Ending August 7th, 1916.....	\$2,985,000
Same period 1915.....	1,787,000
Increase.....	\$1,198,000

## CANADA STEAMSHIP LINES LIMITED



"East or West the River's Best"

MONTREAL-QUEBEC LINE  
Daily Service, 7 P.M.

MONTREAL-1,000 ISLANDS-TORONTO LINE.  
Sailing Daily at 1 P.M.

SAGUENAY LINE  
Steamers leave Quebec daily except Sunday,  
8.00 A.M.

SAGUENAY EXPRESS SERVICE.  
Express Steamer "Saguenay" leaves Montreal Tues-  
days and Fridays, at 7.15 P.M.

NORTH SHORE-P.E.I.-PICTOU SERVICE  
S.S. Cascapedia leaves Montreal Aug. 17th and 31st.

GENERAL FREIGHT OFFICE, MAIN 5562.  
TICKET OFFICE, 9-11 VICTORIA SQ.  
PHONE MAIN 1731.

## DONALDSON LINE

### GLASGOW PASSENGER-FREIGHT SERVICE.

From Glasgow  
SATURNIA..... Aug. 16  
CASSANDRA..... Aug. 22  
From Montreal  
For information apply to local agents or  
THE ROBERT REFORD CO., LIMITED,  
20 Hospital Street, Montreal.

## CUNARD LINE

### Canadian Service MONTREAL TO LONDON (Via Falmouth.)

From Montreal  
AUSONIA..... Aug. 31  
CABIN AND THIRD CLASS.  
MONTREAL TO BRISTOL  
(Avonmouth Dock).

From Bristol.  
Aug. 9..... FELTRIA..... Sept. 1  
From Montreal.  
..... FOLIA..... Sept. 12th.

### CABIN PASSENGERS ONLY.

For information apply The Robert Reford Co., Limited, 20 Hospital Street, Steerage Branch, 23 St. Sacramento Street, Montreal.

### BRITISH SHIPPING MERGER.

Peninsular and Oriental Steam Navigation Co. and New Zealand Shipping Co., are considering amalgamation re exchange of stock, subject to consent of British treasury.

The arrangement will give an exchange of £10 stock of New Zealand Co. for a like amount of Peninsular and Oriental deferred stock, subject to exchange of not less than 76 per cent, or such lesser amount as Peninsular and Oriental may agree, of issued ordinary shares of New Zealand Co.

Before announcement of terms New Zealand stock was selling at £21, and Peninsular and Oriental deferred at £32. Since then New Zealand has risen to £32.

New Zealand Shipping Co. will broaden its security by this merger, as it will ally the company through the Peninsular and Oriental connection with the British Indian companies, and shareholders will remain largely interested in New Zealand Co. Fleet of New Zealand Co. in October last consisted of 16 vessels and two lighters of 143,579 tons. Dividends of 8 per cent have been paid by New Zealand Co., while Peninsular and Oriental has been paying 15 per cent.

### A NEW CUNARDER.

British Admiralty has handed over steamship Stantendam, purchased on the slips at Belfast from Holland-America line for \$5,000,000 shortly after beginning of war, to Cunard Steamship Co. Boat has gross tonnage of 32,500, is 740 feet long and has cargo space for 21,000 tons, with speed of nineteen knots. She has been renamed the Neuretania.

### INTERNATIONAL MERCANTILE MARINE.

International Mercantile Marine Company now has \$29,500,000 cash in the treasury in this country and will get additional \$1,500,000 on August 15th. Issue of \$5,000,000 short-term notes is not considered necessary under these conditions, but bankers expected to supply several millions to make up 43% in cash, which will go to old bondholders of Marine Company. Reorganization plan is to be announced next week.

### CONSIDERING GOVERNMENT OWNERSHIP.

Railway executives advisory committee, composed of heads of fifteen of the largest roads in the States appointed a committee to co-operate with the joint committee created by Congress to investigate the railroad situation, including advisability of government ownership.