

Shipping News

ACTIVITY IN JAPANESE SHIPYARDS.

March advices from Tokyo show that the shipping built in Japanese yards during 1916 will amount to about 160,000 gross tons. All the shipyards are flooded with orders sufficient to keep them busy during the next two years, and projects for the establishment of two new shipyards are under consideration. Japanese yards, however, are confronted with some difficulty in securing a supply of steel, imports of steel from Europe having almost entirely stopped some time ago, so that Japan must look to this continent for steel shipbuilding materials.

HOLLAND-AMERIKA LINE.

Holland Amerika line, in which Mercantile Marine has a quarter interest, shows for calendar year 1915 gross income of 22,841,000 florins, an increase of 15,588,000 florins. From this is deducted for depreciation, extra reserves against war taxes, ordinary taxes, profits on founders' shares, etc., approximately 7,000,000 florins, leaving a surplus available for stockholders of 15,841,000 florins. Out of this there has been distributed to stockholders a cash dividend of 50 per cent, or 6,000,000 florins, leaving balance of approximately 9,800,000 florins to profit and loss.

RIVAL STEAMSHIP MERGERERS.

A rival for the possession of the St. Lawrence and Chicago Navigation Company's assets appears to have entered the field, and the gossip is now that the new comer had raised Canada Steamships 10 points a share, to \$185.

The new bidder for the St. Lawrence boats is said to be one of the few surviving navigation interests in the Canadian Lake Marine trade outside the Canada Steamships Company. Indications are that Canada Steamships would not raise the limit.

ONE FORM OF EFFICIENCY.

England's merchant ships follow the flag — and that without much delay.

A cargo of 400 tons of cocoa from the Cameroons arrived in the port of London two weeks ago. The conquest of the Cameroons, one of Germany's African colonies, was announced in February of this year. Cocoa from the Cameroons was being shipped to England all last year — ever since the British held the seaboard in that part of Africa, but the cargo mentioned is the first received since the colony was formally taken over.

ALASKA A NEW TOURIST'S PARADISE.

By inaugurating a fine steamship service from points on the North Pacific Coast to Alaska, the Grand Trunk Pacific has unlocked the gateway to a new Tourist's Paradise. This delightful region abounds in expensive lakes and beautiful bays, whose shimmering waters, nestling at the foot of snow-capped peaks and glittering glaciers, reflect the gorgeous colors of the Northern sky. In addition to possessing scenic glories similar to but often transcending those of Norway... Alaska has charms peculiar to its climate, geographical situation, and traditions. Here reside the bronzed Indian, with his strange customs and stranger totem poles, recording the history of his tribe and symbolizing his religion; the quaint, stolid Eskimo of the Seward Peninsula, and the hardy pioneer of all nationalities. Then the unequalled opportunities for fishing and hunting in this region of abounding natural life and natural beauties are attractions which make an especial appeal to the sportsman.

The big, excellently appointed oil-burning steamships of the Grand Trunk Pacific, the "Prince Rupert," and the "Prince George," are providing service this season from Seattle, Victoria, Vancouver, and Prince Rupert to the Alaskan points of Ketchikan, Wrangell, Juneau and Skagway. Those steamships link up with the Grand Trunk Pacific's trans-continental line at Prince Rupert, and passengers are enabled to save at least two days on the Alaskan trip by using this route.

A new folder describing and picturing this Alaskan trip and the journey through the "Norway of America," has just been issued by the Grand Trunk, and a copy of this publication may be obtained on application to M. O. Dafoe, 122 St. James St., cor. St. Francis Xavier.



MR. HOWARD G. KELLEY,
Vice-President Grand Trunk, an Advocate of the
Safety First Movement.

Railway News

GRAND TRUNK PIONEER IN WIRELESS CONTROL OF MOVING TRAINS.

Chicago, April 10th.

An invention controlling railroad trains by wireless is part of the 1916 exhibition of the National Railway Appliance Association in Chicago. Danger signals are flashed to the train by a touch on a key. The wireless, worked in connection with an automatic speed control, applies the air brakes automatically, whether the engineer sees the signal or not, and reduces the speed to the desired maximum.

Experiments in wireless telegraphy on the railway were conducted for the first time by the Grand Trunk Railway in 1902, just six years after Marconi made his successes in England. The occasion was the meeting of the American Association of General Passenger and Ticket Agents held at Portland, Maine, and it was during the journey from Chicago to Portland in a special train provided by the Grand Trunk that the first successful experiments in wireless ever made on a train were demonstrated to the party. These experiments were conducted by Dr. E. Rutherford, F.R.C.S., and Dr. Howard T. Barnes, F.R.C.S., both of the Macdonald Physical Laboratory of the McGill University, and consisted of an exchange of signals between a station and the train, which was travelling at the rate of fifty miles an hour. With comparatively simple laboratory apparatus it was found possible to keep the train in touch with a station for a distance of eight to ten miles. St. Dominique, thirty-two miles west of Montreal, was selected as the transmitting station where two large metal plate vibrators, connected with an induction coil of the usual pattern, were situated. On the train itself the waves were received by collecting wires connected to a coherer of nickel and silver powder. The relay operated electric bells in three cars. The collecting wires were run through the guides for the train signal cord, and extended on both sides of the coherer for about one car length.

W. M. Weir, president of Canada Forgings, is visiting the Welland plant of the company.

CANADIAN PACIFIC

TICKET OFFICES:

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

SAFETY FIRST PRODUCES SPLENDID RESULTS OF GRAND TRUNK LINES.

Montreal, April 10th.

Vice-President Howard G. Kelley, of the Grand Trunk Railway System, in a message issued here to-day to the employes in the operating, maintenance and construction departments of the roads, says:

"There has been a gratifying reduction in the number of employes injured.

"This improvement, it is believed, is due largely to the exercise of care and diligence which is expected, as a matter of course, from railroad men.

"The management, however, takes this opportunity to express grateful appreciation to officers and employes whose fidelity to duty has made this announcement possible.

"We would like, if we could, to meet every employe on the Grand Trunk face to face. If it were possible to do so and if, at such meeting, we had time to ask you one and only one question, that question would be: "Are you doing your work in the safest practicable manner?"

HIGH COST OF SCRAP.

Iron is iron, even if rusted, and a piece of twisted scrap iron is worth more now than it was before the war. So it happens that the railroads are profiting in an unusual manner from the war and the attendant high prices of iron and steel products. The railroads sell their scrap annually, and they get competitive bids for their wares. The New York, New Haven and Hartford Railroad has just announced that the pile of scrap accumulated on its lines in 1915 had been sold for \$931,861. Comparative figures of amounts sold in previous years were not given, but the railroad received only \$784,912 for all the junk accumulated in 1914.

RAIL PURCHASES HEAVY.

Since first of April railroads have been active in purchasing rails in anticipation of higher prices to be charged May 1. Twenty-five roads have placed contracts for 254,000 tons of standard and light section rails, making total of 450,000 tons ordered in last two weeks and 1,214,000 tons bought since March 1. Contracts for 300,000 tons additional are pending.

MARCH RAILWAY EARNINGS.

March railway earnings in Canada were as follows:

	Earnings.	Inc.	P.C.
C. P. R.	\$10,228,000	\$2,528,000	32.8
G. T. R.	4,509,243	495,039	12.3
C. N. R.	2,607,000	708,500	36.3

Totals \$17,344,243 \$3,731,539 27.4

Three months, combined returns show:

	Earnings.	Inc.	P.C.
January	\$14,724,216	\$3,966,033	36.9
February	14,667,915	3,237,879	28.3
March	17,344,243	3,731,539	27.4

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.