

Shipping News

THE WORLD'S TONNAGE.

Total tonnage of sea-going ships of the world is 33,531,503, but only 20,797,054 tons, or approximately 62 per cent, is available to-day for ocean trade.

Ocean freight rates, now at the highest level in history, have withstood efforts of individuals, organizations and nations to force them downward. These efforts failed, because 88 per cent of the people of the wealthiest and most densely populated continent are at war and their imperative needs continue to overtax a short supply of ocean tonnage.

The nations of Europe engaged in war own 21,432,114 tons of the total sea-going tonnage:

Merchant Marine of Entente Allies.

Net tonnage:	Sail.	Steam.	Total net.
Great Britain ..	902,718	10,992,073	11,894,791
France ..	624,521	838,118	1,462,639
Belgium ..	7,616	174,021	181,637
Russia ..	256,844	494,761	756,605
Italy ..	410,991	696,994	1,107,985
Portugal ..	43,844	70,193	114,037
Japan ..	447,307	1,430,329	1,877,636
Total ..	2,693,841	14,701,489	17,395,330

About 65 per cent of this entire tonnage is owned by Great Britain. Recently England has been commandeering vessels which she turned over to France and Italy.

Merchant Marine of Teutonic Allies.

Net tonnage:	Sail.	Steam.	Total net.
Germany ..	498,228	2,655,496	3,153,724
Austria-Hungary ..	305,500	305,041	610,541
Turkey ..	205,641	66,878	272,519
Total ..	1,009,369	3,027,415	4,036,784

Merchant Marine of Neutral Nations.

Net tonnage:	Sail.	Steam.	Total net.
United States ..	1,507,630	5,335,574	6,843,204
Norway ..	632,989	1,085,617	1,718,606
Sweden ..	180,585	868,330	1,048,913
Denmark ..	91,088	415,436	506,624
Netherlands ..	40,636	576,678	617,314
Spain ..	44,325	250,081	294,406
Greece ..	136,689	433,633	570,322
Total ..	2,633,940	9,465,349	12,099,389

Of 21,432,114 tons owned by nations at war, 4,036,784 tons belonging to the Teutonic allies are anchored in neutral harbors or confined to circumscribed areas by blockading fleets. Part of Russia's merchant fleet is bottled up in the Black Sea, and ships of the Entente allies found in German ports were seized. Of 17,395,330 tons remaining, over 50 per cent has been commandeered to act as transports, supply ships and to carry munitions and food.

In normal times this reduction would have sent freight rates up to unprecedented levels. But added to this was a contributing cause more potent than the shortage. It was the imperative need of warring nations for grain, provisions, arms and ammunition, clothing and livestock, far in advance of their own ability to produce. A ship load of ammunition, that would be three to four weeks in transport from an American factory to the trenches, would be shot away in less than an hour in such battles as around Verdun.

Requirements of food and ammunition for armies

CANADIAN PACIFIC

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Windsor Hotel, Place Viger and Windsor St. Stations.

made negligible any charge for ocean freight, so far as governments were concerned. Of 20,815,446 merchant tonnage available, 12,099,389 tons belonged to neutral nations. And they controlled the rate situation.

Within a few weeks England had requisitioned up to 50 per cent of her merchant marine and placed her hand over the remainder so she could control it. France, Italy and Russia commandeered even a larger percentage. All paid the neutral ship owners the transportation charge asked.

When the Anglo-American commission was in America last September ocean rates were 250 per cent to 400 per cent above the pre-war schedule. By leaps and bounds rates went to an advance of 600 per cent to 1000 per cent at beginning of 1916. Around these figures they have remained. The British admiralty advances or lowers rates on its commandeered and space-controlled ships to check or facilitate movement of such goods as England wants at the moment. At times and not infrequently of late, shippers pay a bonus to secure immediate service.

Sir Cyprian Bridge of the British admiralty on March 20 gave the following as the losses to merchant tonnage from mines and submarines since the war began (tons):

United Kingdom ..	1,339,000
Britain's allies ..	329,000
Neutral nations ..	293,375
Total ..	1,961,375
March 20 to May 1, about ..	70,000
Total ..	1,891,375

According to Lloyd's the tonnage launched since the beginning of the war is 1,201,638 tons. These figures show an estimate of the world's tonnage loss of 689,737 tons.

The largest ship building yards belong to the belligerents and are subject to admiralty orders. Only about 25 per cent of their capacity is available for merchant ships.

Notwithstanding the demand for ships for the past year, tonnage launched has not equalled tonnage sunk.

LAKE OF BAYS HIGHLANDS OF ONTARIO.

The beautiful summer resort district in the Highlands of Ontario is anticipating one of the most successful seasons in its history. The Lake of Bays is reached through Huntsville on the Grand Trunk Railway, and offers splendid accommodation to the visitor, excellent boating and fishing, picturesque scenery and invigorating air.

The district is attracting many golfers. A fine course is available near the Wawa Hotel at Murray Point, and another golf course is to be opened this season at Clovelly, just across the Lake from the Hotel. The Wawa opens for the reception of guests on June 15th.

An attractive booklet, describing the Lake of Bays region may be had on application to M. O. Dafeo, No. 122 St. James St., Montreal.

DONALDSON LINE

GLASGOW PASSENGER SERVICE

From Glasgow From Montreal
May 27th .. (x) T.S.S. CASSANDRA .. June 13th
(Cabin Only.)
(x) S.S. LAKONIA (Freight Only) About June 20th
(x) T.S.S. SATURNIA (Cabin Only) .. June 24th
(x) T.S.S. ATHENIA (Cabin Only) .. July 2nd
Steamers marked (x) Cold Storage.

For information apply to
THE ROBERT REFORD CO., LIMITED,
20 Hospital Street, Montreal.

CUNARD LINE

Canadian Service

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From Montreal.

T.S.S. AUSONIA (Cabin Only) (Cold Storage and Cool Air) .. June 6
S.S. NUCERIA .. June 14
T.S.S. ASCANIA (Cabin Only) .. July 1

MONTREAL TO AVONMOUTH DOCK (Bristol.)

S.S. PRINCIPELLO (Cabin Only) .. About June 14
Steamers marked (x) freight only.
Passenger steamers call at Falmouth.
For information apply The Robert Reford Co., Limited, 20 Hospital Street, Steerage Branch, 23 St. Sacramento Street, Montreal.

Railway News

ALGONQUIN PARK.

Just the out-of-the-way sort of place that appeals to the lovers of God's out-of-doors, and to those who desire to get away from the worries of business. Two thousand feet above the sea level, — the highest point in the Province of Ontario — the air is pure and bracing and the nights cool. Splendid hotel accommodation at the "Highland Inn" at Algonquin Park Station, or at the novel log cabin camps on Smoke Lake and Island Lake. City convenience in a delightful wilderness. There are 1500 lakes and rivers in Algonquin Park and unlimited opportunities are offered to the angler, camper and canoeist in its confines of 1,750,000 acres. A handsome publication profusely illustrated and giving all particulars has been issued by the Grand Trunk Railway, and may be had free on application to M. O. Dafeo, C.P., and T.A., No. 122 St. James St., Montreal.

OPERATING RESULTS OF U.S. RAILROADS.

Revenue and Expenses for March, 1916.

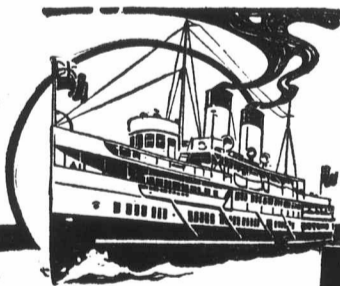
Net operating income of the railways of the United States for March increased \$118 per mile, or 48.4 per cent, as compared with March, 1915. Comparing March, 1916, with the average March of the preceding five years, the increase was 45.4 per cent. Total operating revenues amounted to \$289,176,150, an increase over 1915 of \$57,720,345. Operating expenses were \$193,643,319, an increase of \$29,055,642. Net operating revenue amounted to \$95,532,831, an increase of \$28,664,703. Taxes amounted to \$12,374,477, an increase of \$1,183,377. This left \$83,101,002 net operating income, available for rentals, interest on bonds, appropriations for improvements and new construction, and dividends. Operating revenues per mile averaged \$1,260, an increase of 24.1 per cent operating expenses per mile averaged \$844, an increase of 16.8 per cent net operating revenue per mile averaged \$416, an increase of 41.9 per cent, while net operating income per mile was \$362, an increase of 48.4 per cent. Taxes per mile increased 9.8 per cent. Railways operating 229,423 miles of line are covered by this summary, or about ninety per cent of the steam railway mileage in the United States.

March operating income per mile was 48.4 per cent greater in 1916 than in 1915, 50.9 per cent greater than in 1914, 54.3 per cent greater than in 1913, and 39.1 per cent greater than in 1912.

G. T. R. OFFICIAL DEAD.

Hugh F. Coyle, district superintendent of the Grand Trunk Railway, died suddenly in his private car, attached to an Erie train for Buffalo, May 31. Death was due to heart trouble. He had been visiting his son, E. B. Coyle, chief dispatcher of the Erie at Meadville. Mr. Coyle was formerly an Erie official at Meadville, but had been with the Grand Trunk many years.

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Montreal—P.E.I.—Pictou

S.S. Cascapedia leaves Montreal alternate Thursdays, beginning June 8th for Pictou.

For full particulars and tickets apply

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91 R. & O. Building, Montreal.