

### FAMOUS HOTELS DESCRIBED IN NEW BOOKLET.

The Grand Trunk System constructed for the comfort of the travellers in Western Canada two magnificent hotels, The Fort Garry, Winnipeg, and The Macdonald, Edmonton. They set a new high standard in design for the hotels of the Continent, and they have already gained an international reputation for the excellence of their service. They are indeed worthy companions of The Chateau Laurier at Ottawa, so well known to the people of the east. The Grand Trunk has just issued a new booklet descriptive of these hotels and of the cities which they serve. This publication conveys a splendid impression of the beautiful interiors of The Fort Garry and The Macdonald. Copies may be obtained free on application to M. O. Dafeo, 122 St. James St., Montreal.

### U. S. SHIPPING LOSSES.

American shipping losses due to submarine activities during the first six months of 1917 amounted to eleven times the total losses of the two previous years. Dr. William C. DeLancy, chief of the United States war risk insurance bureau, told the United Press.

Since January 1, 1917, the bureau has insured \$441,761,518 of American cargoes with a loss of \$9,200,000. Previous to that time the bureau had lost only \$800,000 due to submarine sinkings. Since the beginning of the war in 1914, the total salvage of vessels sunk amounted to only \$59,055.87.

Millions of dollars are saved to American exporting firms every month by the bureau in insurance rates. On the \$623,964,598 worth of cargoes so far insured the rate has been a little less than two and a half per cent.

American insurance firms, as a rule, are refusing to insure cargoes entering the war zone, but where they are willing to take the risk, the premium runs higher than 15 per cent.

### RUSSIA BUYING CARS.

Russia is prepared to place another contract in United States for 500 locomotives and 10,000 cars if transportation facilities can be arranged. Locomotives and cars are needed for Trans-Siberian railroad system and for carrying supplies to Russian armies on eastern battle front.

### SHIPBUILDING IN ST. JOHN, N.B.

The semi-centennial of Confederation finds St. John, N.B., engaged in the construction of a fleet of wooden steamers to relieve the necessities of the Motherland. Grant & Horne have contracted with the Imperial Munitions Board to build two steamers of a cargo carrying capacity of 3,000 tons. These will be constructed in a shipyard that was famous in the days of wooden ships for the magnificent vessels it turned out, but which has been silent like all the other shipyards in this locality for thirty years or more. Two other firms are arranging to build wooden ships immediately with the expectation of later on becoming steel ship plants. These are the St. John Ship-Building Co. and D. A. Saker, an English builder. The latter has bought the Warner Mill property, fronting on the main harbor for that purpose. He will put down three ships at once. St. John was the home of wooden ships from 1770 to 1884. In 1876, the year preceding the great fire, this port stood fourth in the list of great shipping ports of the world, having 805 ships in the register, aggregating 280,073 tons. The revival of wooden shipbuilding, after all the old builders had passed away and all the old ship-yards had been dismantled, marks an epoch of great importance in the history of the city.

### LOSSES SUSTAINED BY BRITISH SHIPPING.

Week Ended.	Ships over		Total.
	1,600 Tons.	Under 1,600 Tons.	
March 4 . . . . .	14	9	23
March 11 . . . . .	13	4	17
March 18 . . . . .	16	8	24
March 25 . . . . .	18	7	25
April 1 . . . . .	18	13	31
April 8 . . . . .	17	2	19
April 15 . . . . .	19	9	28
April 22 . . . . .	40	15	55
April 29 . . . . .	38	18	51
May 6 . . . . .	24	22	46
May 13 . . . . .	18	5	23
May 20 . . . . .	18	9	27
May 27 . . . . .	18	1	19
June 3 . . . . .	15	3	18
June 10 . . . . .	22	10	32
June 17 . . . . .	27	5	32
June 24 . . . . .	21	7	28
July 1 . . . . .	15	5	20
Total . . . . .	371	145	517

### VALE! NEW YORK HORSE CARS.

The last of New York's horse cars are doomed to go next month, when antiquated vehicles rumbolling along Avenue C and Madison street lines are relegated to the junk pile and new cars with electric storage batteries installed. Outside of a one horse car line in Hamilton, Ohio, and another in Daytona, Fla., neither more than a mile in length, there will not be another horse car in the United States after July 30.—Wall Street Journal.

### THE HIGH COST OF LOCOMOTIVES.

Prices for locomotives have risen in the last few months to unheard-of figures. From 1914 the price trend has risen with increased costs of production and extraordinary demand to a point very gratifying to the manufacturer. With enormous foreign orders added to the domestic demand, delivery can only be run into the thousands, and Russia is still in the market for thousands of additional locomotives.

Railroads are pushing their own shops to the limit. Despatches from Altoona say the capacity of the Pennsylvania shops has been increased in the last few months by 33%, and that 18 of the largest type locomotives are being turned out monthly. Of a recent order for 275 locomotives for the Pennsylvania, 245 were allotted to the Altoona shops.

### BRITISH SHIPPING LOSSES.

The weekly shipping summary issued on July 4 shows that 15 British merchant ships of more than 1,600 tons were sunk and five vessels of less than that tonnage.

Eleven fishing vessels also were lost.

The summary:

Arrivals, 2,745; sailings, 2,846.

British merchant ships sunk by mine or submarine, over 1,600 tons, 15; under 1,600 tons, 5.

British merchant ships unsuccessfully attacked, including five previously, 16.

British fishing vessels sunk, 11.

The official figures of losses by submarines and mines last week show the smallest number of sinkings in any week. The total of twenty merchant

ships compares with 28 the previous week and 32 for each of the two weeks preceding. The heavy falling off in tonnage sent to the bottom is emphasized by the fact that, in contrast with the 15 vessels of more than 1,600 tons now reported sunk, the sinking of 21 vessels in this class was announced last week, 27 the week previous and 22 the week before that. It is not until the report of June 3 is reached that figures as low as those for the current week are encountered. In the height of the destructive submarine campaign, in April, forty large vessels were sunk in one week and 38 in another, and the total of large and small vessels reached 55 in the week ended April 21.

### A NEW CAR.

An event which might lead to the organization of an important industry in Sherbrooke, Que., was the inauguration of a new street car with special patented features designed and built by Mr. F. X. Couture, Superintendent of the Sherbrooke Railway & Power Company. The car is especially adapted to cities of Sherbrooke's size. It has a seating capacity of thirty-two and standing capacity of fifty without crowding. The separate entrance and exit on either end avoids confusion. The steps work in conjunction with the doors.

### ROCK ISLAND RECEIVERSHIP ENDED.

The receivership of the Chicago, Rock Island & Pacific Railroad terminated a few days ago, and the property returned to the control of the railway company in accordance with the decree signed by Federal Judge Landis last Tuesday.



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