

Shipping News

THE LOSS OF SHIPS.

The operations of German raiders and submarines have destroyed — according to an official table dealing with the British losses up to January 22 — no less than 225 vessels of 746,468 tons. The German, Austrian, and Turkish cruisers and raiders have sunk fifty-six other British ships, with a tonnage of 234,589. By mines or explosions fifty-three other vessels of 103,548 tons have been sent to the bottom. Adding to these the eighty-nine vessels detained in German or Turkish ports on the outbreak of war, the British carrying trade has been deprived of the services of 423 oceangoing vessels, which, under normal conditions, would have carried fully ten per cent of the oceanborne commerce of the Empire. There have been offsets to this loss, of course, by shipbuilding and by the utilization of German ships captured by the British navy or detained in the ports of the United Kingdom and the overseas Dominions on the outbreak of war. No less than 303 German ships of 650,000 tons burden were captured at sea or detained in British or overseas ports. Many of them are now in the service of the Admiralty.

LACHINE CANAL EMPTIED.

Owing to a slight fault in the equalizing weirs the Lachine Canal will be emptied this week, according to Superintendent O'Brien. The emptying of the canal for one week, it is estimated, will be fully compensated for in the quicker breaking-up of the canal ice which the emptying always precipitates. This ice can then be chipped off the lock gates and removed and the opening of the canal for navigation thus hastened. The repair work will be confined to basins No. 2 and 3, and while there will be a little inconvenience to the factories along the canal bank, this will be negligible compared with that of former years.

MARCH SHIPPING LOSSES.

The British Board of Trade's summary of casualties to British shipping reported in March shows that nineteen steamers aggregating 44,609 tons and eight sailing vessels of 1,865 tons were sunk by enemy warships. Ten steamers of 13,927 tons were sunk by mines. One steamer, of 2,131 tons, was sunk either by an enemy warship or a mine.

Forty-three lives were lost in the case of the steamers sunk by warships, and eighty-one in steamers sunk by mines.

REDUCED RATES ON EXPLOSIVES.

British admiralty has cut ocean freight rate on explosives from \$100 a ton to \$50 per ton up to a certain limit, and over that amount admiralty will pay only \$30 per ton. In several instances where admiralty paid \$120,000 for carrying of 1,200 tons of explosives, it was nearly as much as the ship was worth.

CONDEMNATION OF GERMAN LINERS.

Hamburg-American liners Prinz Adalbert and Kronprinzessin Cecilie have been condemned by British prize court. The Kronprinzessin Cecilie is of 19,503 tons and the Prinz Adalbert 6,030. The Prinz Adalbert was caught in an English port when war broke out, and has since been detained at Falmouth.

MONEY IN BOATS.

Steamer Republic, bought by a San Francisco and admitted to American registry while it lay at bottom of Tahiti harbor, where it had been sent by shells from a German squadron, has been raised and is now in San Francisco harbor. Owners are reported to be considering an offer for it of \$1,200,000. Cargo recovered is said to have reimbursed owners for both cost of the vessel and expense of salvage operations.

G. T. R. CHANGES.

Mr. J. D. McMillan has been appointed Acting Superintendent of the Belleville Division (Districts 5, 6, 7, 8, 9, and 10) vice Mr. H. F. Coyle, granted leave of absence account illness.



MR. E. J. CHAMBERLIN,
Re-elected Chairman of the Board of Directors of
the Canadian Express Company.

SHIPBUILDING IN CANADA.

For years it was dinned into our ears that ships could not be built as cheaply or as well in Canada as in the British Isles owing to the scarcity and higher cost of labor in this country. Doubtless, many would continue to believe this silly old story, were it not for the striking object lessons to the contrary that have been placed under our eyes by the Davie Shipbuilding plant at Levis. In competition with all shipbuilding plants in America, as regards prices, this important, well conducted enterprise is actually turning out work to fill orders for service not only in Canada but in Great Britain, which compares favorably with the best turned out elsewhere and which by all accounts is of the very highest class and very satisfactory.

In the fact of this and considering that we have also an abundance of all the raw materials, coal, iron, wood, etc., this port should sooner or later become once more an important shipbuilding centre on the St. Lawrence. — Quebec Telegraph.

CANADA'S SHIPPING.

The shipping of Canadian register decreased from 1885 up to 1905, since which year it has grown almost 50 per cent, was the information given by Hon. J. D. Hazen, in the House at Ottawa. In 1875 the tonnage of Canadian register was 1,205,565, in 1885 it had grown to 1,231,865. By 1895 it had dropped to 825,776, and in 1905 to 669,825. Now it is again on the increase and according to the latest figures, is 929,891.

DUTCH SHIPPING.

So many Dutch fishermen have sold their trawlers at fancy prices that government is being importuned to prevent sale of these boats and consequent dearth of food-fish. One port has sold 22 steam trawlers, some instances bringing ten times book value of old vessels. Shipyards have under construction double the tonnage of a year ago.

CANADIAN PACIFIC

TICKET OFFICES:

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

ONTARIO TAX BURDEN ON INDUSTRY.

Mr. H. J. Pettypiece, one of the progressive editors of Ontario, and a former member of the legislature in that province, is to the fore with some interesting figures on railway taxation. Ontario has 9,500 miles of railway, capitalized at \$570,000,000, or \$60,000 per mile. The total taxes paid in 1914 was \$1,017,000, or less than two mills on the dollar. Ontario's agricultural wealth, (lands, buildings, stock and implements) is \$1,341,000. The assessed value of this property is \$730,000,000, and the taxes paid in 1914 were over \$8,000,000, a rate of six mills on the capitalized value, and twelve mills on the assessed value. A comparison of the railway taxes paid in Ontario and in the neighboring state of Michigan is very instructive, especially as several of our larger railway systems operate in both, much of their traffic being continuous through both. Ontario has 9,500 miles of railway, Michigan 8,000. In 1914 the Ontario railways paid taxes \$1,017,000, or \$107 per mile; the Michigan railways paid in taxes \$4,400,000, or \$550 per mile.

C. P. R. FEBRUARY EARNINGS.

C. P. R. gross earnings in February amounted to \$8,795,840, and working expenses to \$6,501,487, leaving net of \$2,294,342, as compared with \$1,979,014 in the corresponding month of 1915, an increase of \$315,328, or equal to 15.9 per cent. In January, the gain was \$950,174.

This brought gross for the seven months up to \$83,854,820, expenses up to \$40,845,882, and net up to \$43,008,938, as compared with \$22,792,824 last year, an increase of \$11,216,113.

The statement compares as follows:

	February.		Increase.
	1916.	1915.	
Gross	\$8,795,840	\$6,735,678	\$2,060,161
Expenses	6,501,487	4,756,663	1,744,823
Net.. . . .	2,294,342	1,979,014	315,328

	Eight Months.		Increase.
	1916.	1915.	
Gross.	\$83,854,820	\$68,782,831	\$15,071,989
Net	34,008,938	22,792,824	11,216,113
Expenses.. . . .	49,845,882	45,990,006	3,855,876

NOT ON HIS LINE.

A society for disseminating religious literature once sent a bundle of tracts to a railway manager for placing in the waiting-room, with the title, "A Route to New Jerusalem." He returned them with the message. "We cannot place the tracts, as New Jerusalem is not on our system."—Tit-Bits.

LETHBRIDGE RAILWAY.

The following shows the earnings of the Lethbridge Municipal Railway:

Gross earnings.
From March 17th to 24th \$975.77

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'EPIPHANIE 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.