FRENCH LINE PLANNING TO ENTER PACIFIC TRADE

Compagnie Generale Transatlantique Announce Their Intention of Extending Service Under Government Aid When Canal Opens

Determination to reach out for its share of the Pacific trade expected from the opening of the Panama Canal, in accordance with its traditions and rank among the leading steamship companies of the world, is shown in the full report for the calendar year 1913 of the French line, the Compagnie Generale Transatlantique, now at hand. The report was adopted at the annual meeting of stockholders held in Paris June 8, presided over by M. Charles-Roux, president of the board of directors, when it was read by another director, M. Dal Piaz.

Out of the net receipts of 2,371,294 francs $474,259) the sum of 2,340,000 francs $(468,000) was devoted to the payment on the 80,000 preference and 180,000 ordinary shares of a dividend of 9 francs a share, or 6 per cent, as against 8 francs a share in the previous year, having 31,294 francs to carry forward.

The accounts for the year show the following particulars.

	Francs.
Receipts from traffic and accessories	105,210,031
Expenses	94,810,460
	10,399,571
Deductions for reserves and sinking funds	8,088,298
	2,311,273
Brought forward from 1912	60,021
For dividend and carrying forward	2,371,294
Value of 84 ships, Dec. 31, 1913	117,114,024
Receipts in the N.Y. and Canada services, passengers, freights, mail subventions and navigation bounties	48,540,039
Receipts for Antilles line, do.	28,784,462
Mediterranean and Morocco lines	22,247,612

Shared in General Prosperity.

Speaking of the general trading results, the report says that the company participated fully in the general shipping prosperity of the year and great activity was shown in its lines to the United States. The increase in the passenger movement was shown principally in the second and third classes, as it appears that although the steamship companies are every year putting on bigger, faster and more luxurious ships the movement of first class passengers has remained about the same for several years past.

All the companies are making efforts to keep pace with the needs of the traffic between Europe and the United States, but the demands of the voyagers have become such that only those companies which offer modern installations can retain their clients and hope to increase their number.

New Ship and New Docks.

The new large fast steamer, laid down last September, which will enter the New York service in 1916, will enable the company to begin a very much more advantageous service in conjunction with the steamship France, especially as the new dock basin at Havre will then be approaching completion. The inferior size and depth of the Harve docks have always handicapped the company, because they have been compelled to use two ships whereas the new big liner will be able to carry all the passengers of the weekly service. In 1918 a third ship to rank with the France and the Paris will be added, and it is expected that the company will profit greatly by the elimination of the present loss of time, increased fatigue of the personnel and the necessity to send the larger boats to Southampton every time they need drydocking.

Canadian and Cuban Services.

The company had carried on the new Canadian service on somewhat moderate lines because the traffic was limited. Some modifications might be necessary and careful study was being given to the requirements. Considerable lessening of the number of passengers for Canada had been experienced this year.

The mail line between St. Nazaire, Havana and Vera Cruz had suffered from the political crisis in Mexico. The steamship lines serving the Mexican ports had been injured, but the growing importance of the trade between Europe and Cuba enabled the company to offset this somewhat. The Mexican troubles had also interfered with the development of the company's line of cargo boats to Puerto Mexico to share in the Tehuantepec Route traffic. The service, however was being well maintained and the company was waiting for the period of calm which ought to follow the present unrest.

New boats had been put into the Colon and Haytien services. The Flandre by its size, speed and passenger accommodations was a considerable advance on the ships previously in the service.

In the Mediterranean and Moroccan services the company was preparing for new developments, and in consequence of its initiative the trade of the northern and western ports of France with Algeria and Morocco was being increased. They were still in negotiation with the Government as to subventions for these services.

Fleet and Government Contracts.

In technical equipment, three more vessels had been fitted with wireless, now making forty-six. Eight ships had been added to the fleet, which now consists of eighty-four vessels of a total of 368,345 tonnage.

The renewal of the Government contract for the United States service had been made for twenty-five years, but modifications might be made to suit new circumstances at the instance of either the Government or the company.

To Manage South Atlantic Co.'s Lines.

Referring to the extension of the company's operations to the South American trade the directors said that in consequence of the difficulties of the South Atlantic Company the Government had asked them to lend their aid in support of the lines carried on by that company. They thought they should meet the appeal and could intervene usefully. They would become managers of the lines of the South Atlantic Company, which would keep its autonomy with capital distinct from theirs and have its own board. They would have suitable remuneration for this service. They had the ambition if circumstances allowed and if they obtained the concurrence of the State to exercise their influence on all lines from Canada downward to the Straits of Magellan and to carry their flag into the Pacific when the Panama Canal was opened.

This event seemed now only a question of months and prompt decision was necessary by the Government and by Parliament. They were persuaded this would be given soon, as it would be very regrettable if neighboring nations who had already made known their intentions and prepared their new services should prolong their lines through the canal while France remained outside the movement.

STEAMSHIPS

DONALDSON LINE

Glasgow Passenger and Freight Service.

From Glasgow. From Montreal
June 20.....ATHENIA.....July 4
June 27.....LETITIA.....July 11
July 4.....CASSANDRA.....July 18

Passenger Rates—One class cabin (II.) $47.50 upwards. Third-class, east and westbound, $31.25.

For full information apply to
THE ROBERT REFORD CO., Limited.
General Agents, 20 Hospital Street.
Steerage Branch, 488 St. James Street.
Uptown Agency, 530 St. Catherine W.

CUNARD LINE

Canadian Service.

From Southampton. From Montreal.
July 9.....ANDANIA.....July 25.
July 23.....ALAUNIA.....Aug. 8
Aug. 13.....ANDANIA.....Aug. 29

Steamers call Plymouth Eastbound. Rates, Cabin (II.), $46.25, 3rd Class British East'bound, $30.25 up. Westbound, $30 up.

THE ROBERT REFORD CO., Limited.
General Agents, 20 Hospital Street.
Steerage Branch, 488 St. James Street;
Uptown Agency, 530 St. Catherine W.

LONDON-PARIS
WHITE STAR DOMINION LINE
Montreal & Quebec
VIA LIVERPOOL
To GREAT BRITAIN and CONTINENT
Palatial Steamers, Excellent Service
"MEGANTIC" - July 4
"CANADA" - July 11
"LAURENTIC" - July 18
AND EVERY SATURDAY FOLLOWING
Rates to Liverpool from $82.50 1st Class
" " " " $50.00 2nd "
Only four short days at sea.
Company's Office,
118 NOTRE DAME ST. W.
Montreal,
or Local Agents.

LARGEST STEAMERS ALLAN LINE CANADIAN ROUTE

3 SAILINGS WEEKLY VIA ST. LAWRENCE

From TO LIVERPOOL
Quebec—Alsatian....July 2, July 30
Montreal Victorian..July 7, Aug. 4
Quebec...Calgarian.July 16, Aug. 13
Montreal.Tunisian..July 21, Aug. 18

From TO GLASGOW.
Montreal.Grampian..July 3, Aug. 1
Montreal.Scandin'an.July 11, Aug. 8
Montreal.Hesperian.July 18, Aug. 15
Montreal.Corsican..July 25, Aug. 22

From TO HAVRE & LONDON.
Montreal..Ionian.....July 12, Aug. 16
Montreal..Sicilian....July 19, Aug. 23
Montreal..Scotian.....July 26 .....
Montreal..Corinthian...Aug. 2, Sept. 6

For Reservations, Tickets, Etc., Apply Local Agencies, or
H. & A. ALLAN,
2 St. Peter St., 675 St. Catherine W., Montreal.
Thos. Cook & Son, 530 St. Catherine W.
W. H. Henry, 286 St. James St.
Hone & Rivet, 9 St. Lawrence Blvd.

THE GRAIN MARKET

Montreal Grain Chartering Calls For Five More Steamers.

New York, June 30.—Several boats were closed for grain cargoes for July and August loading, but in all other trades chartering was light. Additional freights offered moderately, with rates ruling firm. Quotations to Liverpool, Glasgow, Bristol and Antwerp, 2d; London, 1¾d; Rotterdam, 3c; Hamburg and Bremen, 27½ pfennigs; Hull, 2½d, August; picked ports, 2s 3d; cotton to Liverpool, per 100 lbs., 20c.

Charters—British steamer, 28,000 quarters grain, Montreal to Lisbon, owner's account, prompt; British steamer, 28,000 quarters, grain, Montreal to Avonmouth, Rotterdam or London, 2s 3d, July; British steamer, 28,000 quarters grain, Montreal to Avonmouth or Rotterdam, 2s 6d, August; British steamer, 20,000 quarters grain, Montreal to picked ports United Kingdom or Continent, basis 2s 6d, Avonmouth or Rotterdam, August, or 2s 9d if September-October loading; British steamer, 28,000 quarters same; British steamer, 26,000 quarters grain, New Orleans to London, 2s 7½d, August; Danish steamer, 1,963 tons, West India trade, one round trip, private terms, prompt; schooner, 1,063 tons, shooks, &c., Portland to Barbados, private terms; schooner, 1,268 tons, ties, Fernandina to New York, private terms.

PACIFIC COAST MARINE NOTES.

The Canadian Pacific has established a Manila service with the two new trans-Pacific liners Empress of Russia and Empress of Asia, and will thereby largely increase its passenger, if not also its freight trade. The Asia makes the first Manila call July 27, and the monthly calls already scheduled are as follows: August 24, September 21, October 19, November 16, and December 14. On and after July 15, the Empress liners will call at Shimidzu, a big export point for Japanese tea. The call will be made on the homeward voyage.

Although not officially confirmed, there is little doubt that the Marama, of the Canadian-Australian line, will before long be relegated to the Sydney-San Francisco run. This will be when the new liner now under construction for the Union Company is ready to take her place on the Vancouver-Australia route. The new vessel is 16,000 register and similar in construction to the Niagara. The Marama is no longer fast enough for the crack service between British Columbia and Australia and New Zealand.

The Empress of Russia easily lowered the record of the Empress of Asia which she put upon her last run. The Russia's time from Yokohama to William Head was 8 days 18 hours and 31 minutes, as compared with 9 days and 3 hours of the Asia. The average speed maintained by the Russia on the voyage was 19.36 knots.

The Princess Mary, of the C. P. R. coast service, has resumed her weekly run to Powell River after being lengthened by 38 feet and greatly improved for passenger service. The vessel was hauled out on the slipway of Yarrows, Ltd., at Esquimalt, cut in two amidships, the forward half hauled forward on launching ways, carefully adjusted in relation to the aft portion, and the additional length built in. The job presented difficulties because the vessel had no parrellel body and the centre of the shear was not amidships.

Yarrows, Ltd., who recently acquired the equipment of the B. C. Marine Railways at Esquimalt, announce that as soon as conditions warrant, they will make considerable additions to the plant and equipment, so as to be able to turn out larger vessels and also torpedo boats. The parent company, on the Clyde, have of course a world-wide reputation in the construction of fast torpedo boats and destroyers, yachts and special types of steamers.

The Danish East Asiatic Company, who at present operate motor-ships from Denmark to Vancouver via the Orient, announce their intention to increase their service to this coast as soon as the Panama Canal is open for service. The new schedule is planned to come into operation in August.

The British steamer Robert Dollar completed loading her cargo of 5,000,000 of lumber at Genoa Bay to-day and will clear for the Atlantic coast forthwith. She is scheduled to steam through the Panama Canal, but her port of discharge has not yet been announced. Her lumber freight is for the Toronto Harbor works.

The semi-annual report of the Nippon Yusen Kaisha states that the vessels of the company have felt the competition of other shipping companies who have entered the trans-Pacific service, the Hamburg-American and Royal Mail. Difficulty has been experienced in obtaining sufficient cargo on the homeward run.

Representing 90,264 tons net register, 40 vessels are under charter to load grain at Portland, Oregon, for the European markets, the greatest amount of tonnage engaged for this purpose at this period in the past 12 years, since 1902, when there were 57 vessels, aggregating 109,758 tons. Of the 40 vessels at present chartered, 14 fly the British flag, 10 Norwegian, 11 German, 2 French and 1 each Belgian, Russian and Dutch. The latest charter was the British barque Invercoe, 1,322 tons at 31s. 6d.

The strike at the Australian collieries has stopped all coal shipments for the present, which is very serious matter for time chartered vessels, which cannot afford to lie idle. A number of time chartered steamers are scheduled to load for San Francisco and Honolulu for account of San Francisco firms and must sail in ballast, which entails a serious loss.

GRAIN TRAMPS IN PORT.

Yesterday saw the arrival of three additional grain tramps and the departure of four others. Grain ships in port are steamers Salmonpool, Errington Court, Bermuda, Tyskland, Othello, Burnholme, Peebles, and Hartlepool. The Heighington, Ferndene, Collingham, and Flixton sailed yesterday for European ports.

LATEST NEWS OF THE SHIPPING WORLD

THURSDAY, JULY 2, 1914.

Almanac.

Sun rises, 4.03 a.m.
Sun sets, 7.50 p.m.
First quarter, June 1st.
Full moon, June 8th.
Last quarter, June 15th.
New moon, June 23rd.

TIDE TABLE.

Quebec.

High water 12.30 a.m., 1.16 p.m.
Rise 15 feet a.m., 14.5 feet.

Weather Forecast.

Lower Lakes and Georgian Bay—Moderate winds, mostly westerly and northwesterly; showers or thunderstorms in some localities at first, but generally fair and warmer.

Ottawa Valley and Upper St. Lawrence—Showers and local thunderstorms to-day. Friday fair and warmer, with not much change in temperature.

Lower St. Lawrence—Moderate winds; showery.

Gulf—Moderate winds; fair at first, then showery.

Maritime—Moderate winds; fair in eastern portion, fair at first in western portion, then becoming showery.

Superior—Moderate variable winds; fair and warmer.

Manitoba—Fair and decidedly warm.

PORT OF MONTREAL.

Arrivals.

Pallanza, 2,960, Canada Line, Rotterdam, passengers and general cargo. Arrived July 1st. James Thom, agent.

Athenia, 5,523, Donaldson Line, Glasgow, passengers and general cargo. Arrived July 1st. Robert Reford Co., agents.

Ruthenia, 4,714, Canadian Pacific from Antwerp, passengers and general cargo. Arrived July 1st. C.P.R. agents.

Giulia, 2,821, Austra-Americana, from Mediterranean ports, via New York. Arrived July 1st. James Thom, agent.

Hartlepool, 2,729, from Naples in ballast to load grain. Arrived July 1st. F. R. McCarthy, agent.

Peebles, 2,732, from New York in ballast to load grain. Arrived July 1st. Robert Reford Co., agents.

Burnholme, 2,183, from Demerara in ballast to load grain. Arrived July 1st. Furness, Withy Co., agents.

Corinthian, 4,702, Allan Line, London and Havre, passengers and cargo. Arrived July 2nd, 6.30 a.m. H. and A. Allan, agents.

Jacona, Thomson Line, from Hull, general cargo. Arrived 6.30 a.m., July 2nd. Robert Reford Co., agents.

Departures.

Montcalm, 3,508, Canadian Pacific for Antwerp and London, general cargo. Sailed July 1st. C.P.R. agents.

Heighington, 1,827, bulk cargo of grain for Avonmouth. Sailed July 1st.

Ferndene, 2,385, bulk cargo of grain for Mediterranean port. Sailed July 1st.

Collingham, 2,540, bulk cargo of grain for Lisbon. Sailed July 1st.

Flixton, 2,705, bulk cargo of grain for Europe. Sailed July 1st.

VESSELS IN PORT.

Pallanza, Canada Line, Rotterdam. To sail July 4th. James Thom, agent.

Athenia, Donaldson Line. Glasgow. To sail July 4th. R. Reford Co., agents.

Ruthenia, C.P.R., Antwerp. To sail July 8. C.P.R. agents.

Giula, Austro-Americana. Mediterranean ports. James Thom, agents.

Corinthian, Allan Line. Havre and London. To sail July 4th. Allan Line agents.

Jacona, Thomson Line. Leith-Dundee. To sail July 5th. Robt. Reford Co., agents.

Hartlepool. To load grain. T. R. McCarthy, agents.

Peebles. To load grain. Robert Reford Co., agents.

Burnholme. To load grain. Furness Withy Co., agents.

Errington Court. To load grain for Medit. ports.

Megantic, White Star-Dominion. Liverpool. To sail July 4th. James Thom, agent.

Grampian, Allan. Glasgow. To sail July 4th. Allan Line, Agents.

Fremona, Thomson Line, Leith. To sail June 30th. Robt Reford Co., Agts.

Bermuda, (Ger.) To load grain for Avonmouth.

Sahara, from Demerara. Robert Reford Co., Agents.

Othello, Wilson Line. To load grain. Furness Withy, agents.

Devona, Robt. Reford. Shed 15.

Tyskland, to load grain. Furness, Withy Co., agents.

Salmonpool, to load grain. T. R. McCarthy, agents.

VESSELS BOUND FOR MONTREAL.

S.S.	From.	Sailed.
Broomfield	Pensacola	May 27
Bowwell	Antwerp	June 6
Manchester Spinner,	Manchester	June 13
Dessington Court,	Marseilles	June 14
Jacona,	Hull	June 15
Corinthian,	London	June 16
Kaduna	Antigua	June 17
Queen Wilhelmina	Glasgow	June 17
Philtern Range	London	June 18
Cairngowan,	Middlesboro	June 18
Carrigan Head	Dublin	June 19
Knight of the Garter,	Cardiff	June 20
Wearpool,	Genoa	June 20
Manchester Shipper,	M'ster	June 20
Samland,	Rotterdam	June 22
Furcoman,	Avonmouth	June 24
Victorian,	Liverpool	June 24
Lake Michigan,	Antwerp	June 24
Montezuma,	London	June 25
Bengore Head,	Ardrossan	June 25
Ionian,	London	June 25
Mount Temple,	London	June 26
Iona,	Newcastle	June 26
Manchester Importer	Manchester	June 27
Letitia,	Glasgow	June 27
Canada,	Liverpool	June 27
Scandinavian,	Glasgow	June 27
Hannover,	Rotterdam	June 29

THOMSON LINE.

Huronа left the Tees for Montreal at 10 a.m. to-day.

Jacona from Hull arrived Montreal 6.40 a.m. to-day.

SIGNAL SERVICE BULLETIN.

(Issued by Authority of the Department of Marine and Fisheries.)

Noon, Montreal, July 22nd, 1914.

Grosse Isle, 26.—In 10.35 a.m. Victorian. Left up 10.40 a.m. Manchester Shipper.

Crane Island, 32.—In 10.40 a.m., Sin-Mac and tow.

L'Islet, 40.—In 9.40 a.m. Tug and tow; 10.30 a.m. a coal steamer.

Cape Salmon, 81.—Out 9.30 a.m. Mapleton.

Riv. Du Loup, 92.—Clear, calm.

Father Point, 157.—In 10.15 a.m., a two-masted steamer, 10.30 a.m. a steamer. Out 9.45 a.m., Flixton.

Little Metis, 176.—In 10.15 a.m. a coal steamer.

Matane, 200.—In 10.15 a.m. a two-masted steamer. Left up 1.30 a.m. C.G.S. Cartier. Out 9.00 a.m. C.P.R. Montcalm.

Cape Chatte, 234. — Out 9.15 a.m. a Dominion coal steamer; 9.00 a.m. a coal steamer.

Fame Point, 325.—In 8.40 a.m. Samland; 8.50 a.m. Lingan; 10.00 a.m. 145 miles east Empress of Britain. Out 9.00 a.m. Fremona.

Cape Rosier, 349.—Clear, light west. In 8.30 a.m. a two-masted steamer.

Anticosti, Ellis Bay.—Clear, south.

Bersimis.—Clear, calm.

P. Des Monts.—Clear, light southwest.

Perce.—Verbina from Newfoundland arrived 9.00 a.m.

Grindstone,—Cloudy, light, north.

Point Tupper.—Clear, light northwest.

East Scatari.—Cloudy, strong north.

Money Point, 537. — Clear, strong northwest.

Flat Point, 575.—Cloudy, light north. In 3.00 p.m. yesterday Lady Laurier. 4.00 p.m. Morwenna. Out 2.40 p.m. yesterday Sandfjord.

Point Amour, 673.—Clear, light east.

Harrington.—In 5.00 a.m. Saronic.

Quebec to Montreal.

Long Point, 5.—Cloudy, northeast. Out 11.30 a.m. Port Colborne. In 11.55 a.m. Manchester Spinner.

Vercheres, 19.—Cloudy, northeast.

Sorel, 39.—Cloudy, northeast. Out 9.30 a.m. Hackett and tow.

Three Rivers, 71.—Raining, northeast. Arrived in 11.00 a.m. Alaska and tow. In 10.25 a.m. Waccamaw.

Batiscan, 88.—Raining, northeast.

St. Jean, 94.—Raining, northeast.

Grondines, 98.—Raining, northeast. Out 11.40 a.m. Kamouraska.

Portneuf, 108.—Raining, northeast.

St. Nicholas, 127.—Raining, northeast.

Bridge, 133.—Raining, northeast.

Quebec, 139.—Raining, northeast. In 9.55 a.m. Carrigan Head.

Lakes and Canals.

Lachine, 8.—Cloudy, east. Eeastward 1.10 a.m. Meaford; 2.20 a.m. Windsor; 4.40 a.m. Nicaragua; 6.15 a.m. Belleville. Eastward yesterday 9.15 p.m. Wahcondah; 10.40 p.m. C. A. Jaques; 7.45 p.m. Movittie; 10.30 p.m. Water Lily.

Cascades, 21.—Cloudy, strong east.

C. Landing, 33.—Cloudy, strong east. Eastward 6.50 a.m. Northmount; 7.45 a.m. Carleton.

Cornwall, 62.—Cloudy, calm.

Galops Canal, 99.—Cloudy, east. Eastward 4.45 a.m. Rosedale; 5.15 a.m. Standstead; 5.45 a.m. W. B. Morley; 6.15 a.m. Advance; 7.15 a.m. Holcomb; 8.15 a.m. Emerson and three barges.

P. Dalhousie, 298.—Cloudy, east. Eastward yesterday 2.10 a.m. Amonic; 5.00 a.m. Compton; 6.10 a.m. Senator Derbyshire; 7.30 a.m. Samuel Marshall; 9.00 a.m. Kenora; noon Westmount; 3.00 p.m. Ungava; 4.30 p.m. Selkirk; 5.00 p.m. Keybell.

P. Colborne, 321.—Cloudy, northwest. Eastward 4.20 a.m. Thyra Menier. Eastward yesterday 10.00 a.m. Dunelm; 1.00 p.m. Imperial and tow; 3.00 p.m. Howe; 7.30 p.m. Fairmount; 8.30 p.m. Toller.

S.S. Marie, 820.—Clear, west. Eastward 12.40 a.m. A. E. Ames. Eastward yesterday, 7.00 p.m. Tagona; 9.00 p.m. Calgarian.

STRAITS OF BELLE ISLE NOW OPEN FOR NAVIGATION.

The Thomson liner Jacona, Captain Grund, from Hull, passed through Belle Isle on June 29th. The master reports as follows:—Latitude 53 deg. 2 in. north, longitude, 52 deg. west, met heavy field and pack ice. Numerous large and small bergs amongst it too heavy to go through. Went 10 miles south and cleared field and pack ice, but still met several bergs and growlers. Met large field of ice intermittently right up to Belle Isle. There was no field ice in the Strait. We counted 10 large bergs well clear of the fairway and one about 2 miles off Point Amour.

Cunard liner Ascania from Montreal passed through the Straits eastbound July 1st, and reported that she met fifteen icebergs between Cape Norman and Belle Isle. East of Belle Isle she sighted huge ice-fields with numerous outlying bergs and growlers to 52 degrees west longitude.

CANADA LINE.

Willehad from Montreal arrived at Rotterdam, 6 p.m., June 30th.

Samland from Rotterdam passed Fame Point 8.40 a.m. to-day. Due Quebec, 9 a.m. Friday.

CUNARD LINE.

Mauretania from Liverpool due New York 8 a.m. to-morrow.

Franconia from Liverpool, docked at Boston 5.45 p.m. yesterday.

Pannonia from New York arrived Gibraltar 11 a.m. yesterday.

Capt. J. W. Norcross, manager of the Canada Steamship Line, is in the city for a few days.

NORTHERN OHIO TRACTION.

Northern Ohio Traction & Light Company earnings for the month of May show gross earnings $323,036.51, increase $43,044.06; operating expenses, $191,808.31, increase $24,110.97; net earnings $131,228.20, increase $18,933.09 From January 1st: Gross earnings $1,403,920.45, increase $198,200.71; operating expenses $860,110.18, increase, $110,006.87; net earnings $543,810.27, increase $88,193.84.

The following are registered at the Ritz-Carlton: Messrs. Geo. L. Barrow, Rye, N. Y.; G. E. Silvester, Copper Cliff, Ont; Robert Fee, Toronto; N. S. Reeder, Chicago; Edward Gordon, New York; John M. Leslie, Toronto.

NEWS OF RAILROADS

DECREASE OF 5 P. C.

Lines operating in the eastern district of the United States show a decrease of 5.1 per cent. in total operating revenues per mile, those in the southern an increase of 4.5 per cent. and the western 5.9 per cent. The first group had a decrease of 6.8 per cent. in operating expenses and 5.0 per cent in the third while the second had an increase of 1.9 per cent. The net of the first increased 0.9 per cent. and the second 13.6 per cent., but the third a decrease of 8.3 per cent. Taxes per mile increased 3.7 per cent. in the east, 16.3 per cent. in the south and 12.3 per cent. in the west. Operating income per mile increased 0.9 per cent. in the east and 12.8 per cent. in the south, but decreased 12.7 per cent in the west.

Comparison of the first 10 months of the fiscal year reveals a decrease of 2.5 per cent. in total operating revenues per mile and increase of 1.6 per cent. in operating expenses and a decrease of 11.6 per cent. in net operating revenue. This net was 18.8 per cent. less in the east, and 8.5 per cent. in the west but in the south it was 0.3 per cent. more. During the four months of the present calendar year there was a decrease of 5.7 per cent. in total operating revenues. 3.4 per cent. in operating expenses and 12.4 per cent. in net. The latter per mile decreased 22.8 per cent. in the east 2.9 per cent. in the south and 6.4 per cent. in the west.

AUTOMATIC MAIL CARRIER.

One of the exhibits in the Palace of Transportation at the San Francisco Exposition next year will be an automatic mail-car system, which receives and delivers eggs, letters and other parcel post matters from a train travelling 70 miles an hour. This speed will be shown by jacking up a regulation mail car and causing the wheels to revolve at the rate named.

TALK ACROSS ATLANTIC.

London, July 2.—Mr. Marconi announced to-night that an attempt to talk by wireless telephone from Carnarvon, Wales, to New York probably would be made within the next few months. Godfrey Isaacs, manager of the Marconi Company, this afternoon, testifying before the Dominions Commission on Imperial Communications, said this feat probably would be accomplished before the end of the year.

WEIGHT AGREEMENT.

Committees representing the railroads and the New Orleans Cotton Exchange will try to effect an adjustment of the weight agreement made by the western and southwestern weighing inspection bureaus. The greatest complaint is against the rule that gives the bureaus the right to inspect and revise the books of receivers, in cases where the weights are disputed by consignees, because it gives unlimited scope. This is denied by the carriers.

125 PILGRIMS DEPART

Large Party Leave Windsor Station on Annual Pilgrimage to Rome.

A band of one hundred and twenty-five Roman Catholic pilgrims left Montreal this morning on the seventeenth national pilgrimage to Lourdes, France, and Rome, Italy. The party, which was composed of clericals and laymen and women, was under the direction of His Worship Father Paul Eugene Roy, Assistant Bishop of Quebec. Most of the travellers belong to the Provinces of Quebec and Ontario, although Manitoba, Saskatchewan and Newfoundland were also represented.

The pilgrimage to Rome is an annual affair and this year it happens to fit in with the International Eucharistic Congress, being held at Lourdes on July 22nd and 23rd. Leaving the Windsor Station this morning at 10 o'clock, the party journey to Quebec, where they will board the Alsatian, leaving to-day for Liverpool. The tour on the continent will include France, Spain, Switzerland, Italy and Palestine. Arrangements for the journey have been made by Messrs. Hone and Rivet, whose representative is in charge of the business arrangements of the party.

RAILWAY EARNINGS

Minneapolis, St. Paul and S. S. Marie.—May gross $1,292,519, dec. $313,132. Net $254,799, dec. $123,366. Eleven months gross $17,307,919, dec. $2,529,015. Net $5,050,016, dec. $2,617,367. Chicago division.—May gross $785,014, dec. $104,593. Net $144,757, dec. $53,862. Eleven months gross $9,756,373, dec. $245,350. Net $2,653,694, dec. $360,671.

Miss., Kas. & Texas.—May gross $2,194,849, dec. $214,777. Net $528,180, inc. $64,212. Eleven months gross $29,209,161, dec. $785,509. Net $6,635,208, dec. $1,236,227.

Southern Railway—May gross dec. $100,432; net dec. $146,219. Eleven months gross inc. $984,710; net dec. $1,128,686.

Northern Ohio Traction & Light—Week ending June 21, inc. $350; from January 1st, inc. $98,801.

Puget Sound Traction & Light—April gross inc. $18,229; net after tax dec. $524; surplus after charges, dec. $4,068. Twelve months gross inc. $406,079; net after tax inc. $242,911. Surplus after charges inc. $165,793.

Wells Fargo Express—March operating receipts, dec. $105,893. March operating income, inc. $45,007. Nine months operating receipts, dec. $2,491,770. Nine months operating income, dec. $486,466.

American Express—March operating receipts, dec. $252,528; March deficit after expenses, inc. $54,717; nine months operating receipts, dec. $2,100,593. Nine months operating deficit, inc. $1,297,467.

Seaboard Air Line—May operating revenue, dec. $36,079; May operating income, dec. $90,537; eleven months operating revenue, inc. $757,264; eleven months operating income, inc. $168,615.

ALGONQUIN PARK.

Parlor-Library-Buffet car is attached to 8.00 a. m. train daily except Sunday, via Grand Trunk Railway for Algonquin Park and Depot Harbor, arriving at the Park at 5.28 p. m., and Depot Harbor (Parry Sound) 9.30 p. m.

RAILWAYS

CANADIAN PACIFIC
PORTLAND, KENNEBUNK, OLD ORCHARD.

Lv. Windsor St. 19.00 a.m., *9.05 p.m.
Ar. Portland . . 17.55 p.m. *6.30 a.m.
Ar. Old Orchard 18.44 p.m., *7.11 a.m.
Ar. Kennebunkport 19.35 a.m. †7.58 a.m.
Through Parlor and Sleeping Cars.
†Daily ex. Sunday. *Daily.

MAIL AND PASSENGER SPECIAL.
Lv. Windsor St. 10 a.m.
Thursday, July 2.
Connecting with R. M. S. Alsatian.
Trains will run direct to ship's side.

NEW FAST EXPRESS SERVICE.
TORONTO—DETROIT—CHICAGO
The Canadian.

		No. 21.
Lv. Montreal	8.45 a.m.	10.00 p.m. E.T.
Ar. Montreal	5.40 p.m.	7.35 a.m E.T.
Ar. Windsor	12.10 a.m.	2.00 p.m. E.T.
Ar. Detroit	11.35 p.m.	1.30 p.m. C.T.
Ar. Chicago	7.45 a.m.	9.05 p.m. C.T.

Compartment, Buffet, Library, Observation Cars, Standard and Tourist Sleepers, Dining Cars on "The Canadian" via Canadian Pacific, Windsor, and Michigan Central.

NEW LAKE SHORE ROUTE TO TORONTO.
via Belleville, Trenton, Brighton, Colborne, Port Hope, Newcastle, Bowmanville, Oshawa, Whitby. Leave Windsor St. 8.45 a.m.
Now in Effect.

UPPER LAKE ROUTE TO THE WEST.
Steamers leave Port McNicoll daily except Friday and Sunday to connect.
Lv. Windsor St. 10 p.m., 10.50 p.m. evening previous.
TICKET OFFICES: 141-143 St. James Street Phone Main 5125, Windsor Hotel, Place Viger & Windsor Street Stations.

GRAND TRUNK RAILWAY SYSTEM
Double Track all the Way.
MONTREAL-TORONTO-CHICAGO.
THE "INTERNATIONAL LIMITED."
Canada's Train of Superior Service.
Leaves Montreal 9 a.m., arrives Toronto 7.30 p.m., Detroit 9.55 p.m., Chicago 8 a.m. daily.

IMPROVED NIGHT SERVICE
Leaves Montreal 11.00 p.m., arrives Toronto 7.30 a.m., Detroit 1.45 p.m., Chicago 8.40 p.m. Club-Compartment Sleeping Car Montreal to Toronto daily.

PORTLAND — MAINE COAST — THE ISLANDS.
Summer tourist fares—Through service INDEPENDENCE DAY CELEBRATION.
St. Albans, Vt. and return $2.20
Going and returning July 4th.

THE LAKE AND RAIL ROUTE TO WESTERN CANADA.
From Toronto, 11.15 a.m., Mondays, Wednesdays, and Saturdays, via Grand Trunk to Sarnia, Northern Navigation Co. to Fort William, and Grand Trunk Pacific to points in Western Canada.

CITY TICKET OFFICES: 122 St. James St. cor. St. Francois Xavier—Phone Main 6905; Windsor Hotel "Uptown 1187; Bonaventure Sta'n " Main 8229

DELIGHTFUL SEASHORE RESORTS
The roaring of the sea and breaking of the surf on the seashore, has an attraction and charm many enjoy.
The salt air is so bracing and the sea bathing so enjoyable that many are now seeking the seashore for holiday trips, which others take cottages for the summer.
Particularly attractive are points along the Maine coast, being so convenient to reach by rail, and with every seashore advantage, such as Old Orchard, Kennebunk, Portland, Casco Bay, Prout's Neck, Cape Elizabeth, etc.
There are many summer hotels and places to stop at, and terms are reasonable. While there is also tennis, sailing, driving and deep sea fishing, golf is particularly good.
The C. P. R. summer service to resorts along the Maine Coast is in force now, with through parlor car every day, and through sleepers by night to Kennebunk.

G. T. R. BRIDGE COMPLETED.
Advice has been received at headquarters in Montreal that the Grand Trunk Pacific is now carrying passengers from Fort William to Prince George, B.C., over an all rail route, a distance of 1,729 miles. As the steel bridge across the Fraser River at Prince George has now been completed, trains will run directly to and from Prince George station and no ferry transfer is necessary.
From Prince Rupert, eastward, passenger service is in operation to Priestley, 537 miles, and while steel is laid over the gap between Priestley and Prince George, work is going forward to bring the roadbed up to the highest standard before inaugurating through passenger service between Winnipeg and the Pacific Coast terminal of the line.

WEEK-END SERVICE BETWEEN MONTREAL AND ALBANY.
Commencing July 4th and every Saturday thereafter until further notice, a Pullman Parlor car will be operated on train leaving via Grand Trunk Railway System at 1.00 p.m.

MONTREAL—PORTLAND—CASCO BAY AND MAINE COAST POINTS.
Parlor-library-cafe and a Pullman Drawing Room Parlor car are being operated via Grand Trunk Railway System on train leaving Bonaventure Station 8.01 a. m. daily and arriving Portland at 6.30 p. m.
Night train leaving Montreal at 8.15 p. m. and arriving Portland at 7.30 a. m. daily is equipped with high-class electric lighted sleeping cars.

NEW LONDON AND BEACHES.
A Pullman Broiler-Buffet Sleeping car has been put in operation on train leaving Bonaventure Station at 7.35 p.m. daily except Sunday for New London via Grand Trunk-Central Vermont route.
Buffet-Parlor car and Dining car on train leaving Montreal at 8.31 a.m., daily except Sunday.

Mr. W. C. Franz, director of the Lake Superior Steel Corporation, Sault Ste. Marie, Ont., arrived in the city this morning and is registered at the Ritz-Carlton.

VOL. XXIX. No.

Real Estate

BOSTON OFFICE SPACE

Boston, Mass., July 2.—In view of business conditions Boston's building and financial buildings are remarkably well occupied. Real estate men say that the vacant space averages about 10 per cent., as compared with about 20 per cent. idle in the 1907 period. Most of the modern buildings have more than 5 per cent. space unleased. The rapidity with which the new building and other office buildings in the State street district have filled up is especially noticeable. An illustration is the $1,100,000 extension of the State Mutual Building to Kilby street. Although not totally ready until August 50 per cent. of the space returning over half of the aggregate rentals to be realized is engaged. The State Mutual Life Insurance Company owns slightly over a majority of the capital of Congress Street Associates, which financed the purchase of the State Mutual Building in 1902. In 1901, the last year the insurance company owned the premises outright it returned $25,789 in rentals, as contrasted with $34,064 or 4¾ per cent. received in 1913 in dividends or its share in the real estate trust.

Large investments are represented in the Boston office headquarters of several other life insurance companies, as follows:—

Buildings—	Cost, including land.	1913. Rentals.	N Income
John Hancock	$4,482,495	$344,102	$180,0
Equitable	2,122,381	82,215	13,5
N. Y. M.	1,584,915	68,716	31,2
N. E. M.	1,504,101	94,677	34,6
Penn. Mutual	931,605	62,772	27,9
Col. Nat'l	796,784	48,517	19,1
Boston M.	76,500	8,792	4,2

The low percentage earnings are influenced by the fact that rentals in the case of each property include an amount fixed by the company in question to represent the space it occupies in the building.

The recent statute requiring insurance companies of New York to sell their office buildings in other States will apply in Boston only as regards the Mutual Life. This law has within a