

## TO AID RUSSIA.

A Washington despatch says United States Government has undertaken enormous project of double-tracking and re-equipping Trans-Siberian railway as a war measure. Work has been entrusted to George H. Emerson, general manager of Great Northern Railway, who is now on his way to Vladivostok at the head of a party of 400 picked men.

## MORE ALLIED SHIPS.

The United States is about to add several hundred thousand tons of shipping to stream of ships carrying American troops and supplies to aid of the Allies. Negotiations with northern European neutrals and with Japan have reached a final stage, and vessels obtained will either go directly into transatlantic routes or will release American ships for this service. There are now in American ports more than 400,000 tons of neutral ships.

## CALIFORNIA OR FLORIDA THIS WINTER.

If you contemplate spending a part of the coming winter in California, Florida, Georgia, North Carolina, South Carolina, Louisiana, Bermuda, the West Indies, Cuba, Panama, Central or South America, or any of the many beautiful Gulf Resorts, consult M. O. Dafoe, 122 St. James Street, cor. St. Francois Xavier Street, for full information, tickets, reservations, etc. The Grand Trunk affords various routes. Round trip tickets to California and Pacific Coast Points are on sale daily.

## ALLIED SHIPBUILDING.

If, as stated by Premier Lloyd George, the construction of 6,000,000 tons of shipping by January 1, 1919, will defeat the best efforts of the German submarines, the United States Shipping Board is satisfied that the feat can be accomplished. The drive is now on in earnest. Exclusive of 2,500,000 tons of shipping under foreign contract which was commandeered and which will soon begin to come from the ways in ever-increasing numbers, contracts actually let, with proviso that vessels shall be completed by date named by Lloyd George, are: 58 composite ships, 207,000 tons; 345 steel ships, 2,565,400 tons; 778 wooden ships, 1,330,900 tons; total to be delivered by January 1, 1919, 4,203,300 tons. Latter total, added to the 2,500,000 tons commandeered gives grand total of 6,703,300 tons, which will be assured before January 1, 1919.

## TO TRAIN WORKERS IN SHIPBUILDING SCIENCE.

A school under official auspices for training shipyard workers was opened on November 15 at Newport News, Va. The first pupils consist of two hundred picked workmen from steel building yards in many parts of the country. They will be given a six weeks' intensive course in modern shipbuilding.

The school is established in the plant of the Newport News Shipbuilding & Drydock Co., and instruction both in the theory and the practice of shipbuilding will be given. The men will be trained especially with a view to their teaching other men when they return to the plants in which they are employed. The school will be run by the Shipping Board's industrial service department, of which Meyer Bloomfield is head, and all those who attend will do so at the expense of their employers.

Employment managers of twenty-five shipyards on the Atlantic Coast and the Great Lakes met with the department in Washington November 9 and 10 to take up the problem of obtaining shipyard labor and exchange views on how to choose and keep men.

The industrial service is enlarging its staff and extending its work, which in general is to handle the shipyard labor problem for the Emergency Corporation. Prof. Carrol W. Doten, professor of economics at the Massachusetts Institute of Technology, has been engaged to organize the service's information and statistical bureau. Dwight D. L. Hoopingarner, director of employment of the National Bank of Commerce, New York, has consented to act as general secretary of the office. E. H. Fish, of the Norton Grinding Company, Worcester, Mass., will be the service's employment direction expert. Frank Muhlhauser has been appointed district superintendent for the Great Lakes district.

## OCTOBER EARNINGS OF C.P.R.

The gross earnings of the C.P.R. for the month of October were the largest ever reported in any monthly statement of the company, \$14,733,774. The best previous figures were for the same month in 1913, when the total was \$14,480,206. With steadily increasing operating expenses, however, the net was lower than in some months when gross was reported two millions or more less.

The statement shows that while gross for the month increased \$1,496,687, or 11.3 per cent, as compared with the same month a year ago, operating expenditure jumped \$2,116,735, or 27.3 per cent. That left a decrease of \$620,087, or 10.9 per cent in net profits. Of every dollar taken in last month, about 65% cents went out to pay operating costs, against about 57 cents in the same month a year ago.

The October record of the company, gross and net, since 1910, is presented in the following table:

October.	Gross.	Net.
1917 . . . . .	\$14,733,774	\$5,054,701
1916 . . . . .	13,237,086	5,674,739
1915 . . . . .	13,443,214	6,579,434
1914 . . . . .	9,232,928	3,321,228
1913 . . . . .	14,480,206	5,602,858
1912 . . . . .	13,060,397	5,060,887
1911 . . . . .	11,207,991	4,681,104
1910 . . . . .	10,229,371	4,565,161

Net earnings for ten months are virtually on a parity with net in the same period of 1912, when the gross business reported was some \$14,500,000 less.

Comparisons of gross and net for ten months in each year since 1910 follow:

Ten months.	Gross.	Net.
1917 . . . . .	\$124,127,290	\$37,376,847
1916 . . . . .	113,900,875	39,891,110
1915 . . . . .	83,340,289	31,468,501
1914 . . . . .	94,965,464	29,944,471
1913 . . . . .	115,934,817	37,211,092
1912 . . . . .	109,697,419	37,305,286
1911 . . . . .	89,720,951	30,460,424
1910 . . . . .	82,733,107	29,363,133

## C. N. R.

The Canadian Northern Railway earnings for the month of October, 1917:

	1917.	1916.	Increase.
Total gross earnings . . . . .	3,941,600	3,716,800	224,800
Operating expenses . . . . .	3,350,500	2,496,500	854,000
Net earnings . . . . .	591,100	1,220,300	*629,200

\* Decrease.

## G. T. R.

The Grand Trunk's October gross amounted to \$4,703,643, while expenses took \$3,930,582, which left net earnings of \$764,060, as compared with \$1,348,117 in October, 1916. Comparisons with previous months are as follows:

Net, October, 1917, \$764,060; decrease \$584,057, or 43 per cent.
Net, September, 1917, \$874,245; decrease, \$643,803, or 42.4 per cent.
Net, July, 1917, \$1,214,730; decrease, \$61,415, or 4.8 per cent.
Net, June, 1917, \$1,308,255; decrease, \$42,017, or 3.1 per cent.
Net, May, 1917, \$810,541; decrease \$272,268, or 25 per cent.
Net, March, 1917, \$948,299; increase, \$62,034, or 7 per cent.

## ELIMINATING THE RAILROADS.

When a certain member of the original group responsible for development of Standard Oil first suggested use of pipe lines for transportation of crude oil from Pennsylvania field to refineries on the eastern seaboard he was given scant encouragement, and it is due chiefly to his individual efforts that a great interstate system was built up. Many thousand miles of eight-inch trunk pipe lines now continuously connect seaboard refineries with Appalachian and West Coast fields, and it has been through this system that the oil refining and marketing industry has been able to develop.

Thus the oil industry has eliminated the railroads as its carrier so far as crude oil is concerned. Through its own energy the oil industry has evolved a system of transportation far cheaper than that of the railroads. For example, it costs 70 cents to bring a barrel of crude oil from the Kansas-Oklahoma field to Bayonne, about 1,200 miles.—The Wall Street Journal.

## U. S. NAVAL VESSELS.

The United States is carrying out the greatest navy construction programme that has ever been undertaken by any nation. It is building 787 warships, ranging from superdreadnaughts to submarine chasers.

## MORE SHIPS.

American shipyards, whose output has been commandeered by the government, last week completed 20,000 tons of merchant shipping, bringing total output since commandeering order was issued, August 4, to 28 vessels of 159,000 tons capacity.

## JAPAN'S RAILROADS.

There are 5,935 miles of railroad in Japan, operated by about 110,000 employees, whose combined total compensation last year amounted to \$12,562,000. That is an average of \$114 a year, or approximately \$1 cents a day. Average daily compensation of American engineers is in excess of \$5.40.

## WORLD'S TONNAGE.

On January 1, 1917, the available tonnage of the world's merchant marine was:

	Atlantic.	Pacific.
Great Britain:		
Liners . . . . .	4,860,000	650,000
Tramps . . . . .	8,540,000	457,000
Norway . . . . .	1,800,000	50,000
Sweden . . . . .	860,000	.....
Denmark . . . . .	690,000	.....
Holland . . . . .	1,290,000	275,000
United States . . . . .	2,000,000	400,000
France . . . . .	1,600,000	222,000
Italy . . . . .	1,250,000	70,000
Greece . . . . .	470,000	.....
Spain . . . . .	750,000	.....
Portugal . . . . .	150,000	.....
Russia . . . . .	350,000	200,000
Belgium . . . . .	280,000	.....
South America . . . . .	600,000	200,000
China . . . . .	.....	35,000
Japan . . . . .	100,000	1,900,000

Totals . . . . . 25,500,000 5,500,000

This estimate is based on every ton afloat exclusive of warships.

## U.S. OUTLAY ON SHIPPING PLAN.

Since the official statement of the Emergency Fleet Corporation of the United States Shipping Board, showing the number and tonnage of vessels under contract, requisitioned, and contracts pending, another contract for sixteen 7,500-ton boats is reported to have been placed. When the statement was issued, ninety-nine ships, totalling 610,000 tons capacity, were still under negotiation.

According to recent Washington estimates, the ships acquired by the Fleet Corporation have cost the Government, on the average, \$175 per ton. The Shipping Board, therefore, has become obligated to pay \$1,356,916,400 for the ships requisitioned or already under contract for construction. Including the nine ships, contracts for which are pending, the total expenditure for all types of cargo ships will be approximately \$1,464,000,000.

The building of the 1,409 vessels, being acquired by the Government, including 33 ships of 257,570 tons already completed and released, will require almost 2,300,000 tons of steel shapes and plates. In addition, the building of battleships, torpedo boat destroyers and other war craft by the navy will call for 450,000 tons of plates and shapes, or a grand total of 2,750,000 tons of steel to fulfill the Government's shipping programme.

