

Shipping News

THE WORLD'S CABLES.

The various governments of the world own together 880 cables, having a total length of 14,480 miles and containing 21,560 miles of conductors. The French government, which takes the lead as to length of cables, has 3,460 miles in fifty-four cables. As to number, the Norwegian government comes first with 255 cables, having a total length of 248 miles. Finally, as to the length of conductors, the English government comes first, with 5,468 miles of conductors, divided among 115 cables, having a total length of 1,588 miles. Private companies to the number of twenty-eight own 288 cables, having a length of 126,864 miles and containing 127,632 miles of conductors.

The French companies, only two in number — the Compagnie Francaise du Telegraphe de Paris et New York and the Societe Francaise des Telegraphes Sous-Marins — have eighteen cables with a total length of 7,249 nautical miles. The most important of the private companies is the Eastern Telegraph Company, which operates seventy-five cables, with a total length of 25,347 miles. The total number of cables in the world is 1,168, with a total length of 140,347 miles and 149,193 miles of conductors. This is not sufficient to reach to the moon, but would extend more than half-way there.

WATCHFUL WAITING.

The American steamship Newton, drawing 27 feet of water, went through the canal from the Pacific to the Atlantic this week. She had been waiting since the middle of October, and is the largest vessel to pass through the canal since the recent closing of the canal on account of slides. The vessel, of 3,272 tons, sails from San Francisco for Stockholm on September 30. She arrived at Balboa on October 15.

NEW YORK SHIPPING.

During the year 1915 the total number of vessels arriving at the port of New York was 10,279, as follows: From foreign ports, 5,799; from domestic ports, 4,480.

This is an increase of 1,076 vessels as compared with the year 1914. From foreign ports there was an increase of 1,125 in arrivals and from domestic ports there was a decrease of 49.

GREAT LAKES MERGER.

New York and other eastern capitalists are bringing to a conclusion negotiations for the merger of railroad owned steamships operating on the great lakes. It is claimed in Buffalo that fully \$75,000,000 worth of vessels are involved in the big deal and that the merger will be consummated within a week.

PLANT FOR OAKLAND.

Announcement has been made at Oakland, Cal., that eastern capitalists interested in recently organized Standard Shipbuilding Corporation of New York would invest \$25,000,000 in a shipbuilding plant to be established in Oakland.

FRANCE AND CANADA CO.

First sailing from Boston of France & Canada Steamship line was on January 12, when liner Utonia sailed for France with 1,500 horses and 150,000 bushels of wheat. Company has 18 steamers and figures on a sailing a week.

SHIPBUILDING ACTIVITY.

Newport News Shipbuilding Co. now has contracts for \$27,000,000 of work of which nineteen are for new ships. Employes number 6,700 against 4,100 a year ago.



E. W. BEATTY, K.C.,
Elected a Director Canadian Pacific Railway Company.

Railway News

RAILROAD RATE WAR.

An interesting fight between the Canadian Northern and Canadian Pacific for business between the Prairies and the Pacific Coast appears to have been precipitated by the recent entry of the new trans-continental into the field of freight traffic.

Canadian Northern officials alleged to-day that when their line started business a few weeks ago reduction in rates to and from Edmonton and many other points came into effect. They say that immediately following this the Canadian Pacific Railway retaliated by clapping on a rate too high for switching cars at terminals in Vancouver and New Westminster. The C. P. R. now owns, and will own for many years to come, practically all local switches and side-tracks to industries and warehouses.

A few days ago the C. N. R. threatened to appeal to the Railway Commission against a charge of \$20 for switching a car when it believed the C. P. R. should have charged only \$3. The answer of the C. P. R. is that the C. N. R. cannot appeal to the Railway Commission, insofar as the railway in British Columbia is concerned, because Mackenzie and Mann agreed some years ago to give the Provincial Government at Victoria absolute control of rates. In that agreement Mackenzie and Mann agreed specifically not to appeal to the Railway Commission as to rates. This brings a political as well as a railway question in the dispute.

THE QUEBEC BRIDGE.

The Quebec Bridge has the largest span in the world, measuring 1,800 feet from centre to centre piers. The Forth Bridge, which was regarded as one of the wonders of the world at the time of its buildings, only shows 1,700 feet in its largest span. The height from the water in each case is 150 feet clear. The Quebec bridge will probably be ready by 1917 or thereabouts, for, although dates have been mentioned, there is hardly any other structure so difficult to time as work of this sort. So much depends on the method of construction, the precision which marks each feature, the absolute accuracy of position for every nut and bit of steel in the whole, that the work baffles nice calculation as to time.

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'ÉPIPHANIE 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.

CANADIAN PACIFIC

WINTER FAIR, OTTAWA, Ont.
FROM MONTREAL AND RETURN - \$3.35

Going January 18, 19 and 20;
Return Limit, January 22, 1916.

TRAIN SERVICE
From Windsor St. Station.
a 8.30 a.m. b 10.15 a.m. b 4.05 p.m. c 7.40 p.m.
a 8.45 p.m. a 10.15 p.m.

From Place Viger:
a 8.00 a.m. b 5.45 p.m.

a Daily. b Daily, except Sunday. c Sunday only.

TICKET OFFICES:

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

GRAND TRUNK RAILWAY SYSTEM

Ottawa Winter Fair

MONTREAL TO OTTAWA AND RETURN - \$3.35

Going January 17th to 20th, 1916.
Return Limit, January 22nd.

CITY
TICKET
OFFICES.

122 St. James St., Cor. St. Francois-
Xavier—Phone Main 6908.
Windsor Hotel "Uptown 1187
Bonaventure Station "Main 8229

CANADIAN GOVERNMENT RAILWAYS.

Change of Time January 8th. Maritime Express
Daily—Ocean Limited Daily Except Saturday.

On Saturday, January 8th, the Maritime Express will run daily between Montreal and Halifax, leaving the Bonaventure Union Depot, 8.15 a.m. The Ocean Limited will not leave Montreal on Saturday, January 8th, but will leave on its present schedule time, 7.25 p.m., daily except Saturday thereafter. Its continuance during the winter months will be pleasing news to thousands of travellers to whom the "Ocean Limited" appeals as an express train of excellence in service and in comfort in travel.

From Halifax the Maritime will leave on its present schedule, 3 p.m. daily, and the Ocean Limited 8 a.m., daily except Sunday.

SAFETY FIRST AND FIRST AID.

Safety First and First Aid are two of President E. J. Chamberlin's particular hobbies. The president of the Grand Trunk has urged the extended use of the two movements over the system; and has sustained the hands of those who are responsible for carrying them on, at all great junctional points. Safety First has saved the lives and limbs of employees over the system, while First Aid has minimized accidents, bound up broken lives. Incidentally, it has saved the company many dollars, through claims.

SHIPPING GRAIN VIA CHICAGO.

There is said to be 1,500,000 bushels of wheat from Oregon, Washington and Idaho moving eastward all rail to the Atlantic coast, due to the closing of the Panama canal. There is also 1,000,000 bushels western Canadian wheat coming through the states, some of it through Chicago.

The Canadian Pacific has arranged with American lines for car interchanges in connection with impending heavy grain movement from western Canada via Soo line through Minneapolis and Sault Ste. Marie, and will ship heavily through Chicago to seaboard.

GRAND TRUNK RAILWAY SYSTEM.

Traffic earnings from January 1st to 7th, 1916:
1916 \$880,702
1915 743,522

Increase \$137,180

CANADIAN NORTHERN RAILWAY SYSTEM.

From Oct. 1st to date.
For Week Ending Jan. 7, 1916.. \$541,100 \$11,190,400
Corresp'd'g Period Last Year.. 315,700 6,910,100

Increase \$225,400 \$4,280,300

During its ten months' existence the fair at San Francisco was visited by 18,875,974 persons and its gross receipts were more than \$6,000,000, yielding a profit of over a million dollars.