

MARINE INSURANCE REQUIREMENTS.

All ships sailing for war zone and carrying government war risk insurance will be required hereafter to arm in accordance with navy recommendations or pay an additional premium of 1% for each voyage. Steamers must also carry smokeless fuel sufficient for at least two daylight periods, must have at least one dozen smoke screen boxes on deck and must be painted so as to reduce visibility.

BIG SHIPBUILDING ORDER.

It is announced that W. Averill Harriman, through the Merchant Shipbuilding Corporation, which he organized and controls has just signed contracts with the Emergency Fleet Corporation for the construction of what is understood to be the largest amount of steel shipping tonnage so far ordered by the Emergency Fleet Corporation from any single concern. The Merchant Shipbuilding Corporation operates Mr. Harriman's new shipyard at Bristol, Pa., on the Delaware, and this yard is to construct for the Government forty 9,000-ton fabricated steel freight steamers.

SIX MONTHS' SHIP LOSSES.

2,550,000 tons of shipping lost through German mines and submarines.

According to a statement in the Times Engineering Supplement the net ship loss during the present year is estimated at 2,550,000 tons. The net loss means the total loss, less newly built or otherwise newly acquired tonnage.

The total number of vessels destroyed in six months consisted of 173 under 1,600 tons and 503 over, 149 fishing vessels, a total of 825, all of British ownership, 448 vessels were unsuccessfully attacked, showing altogether 1,273 attempts, successful and otherwise.

Omitting the 149 fishing vessels, the number lost in six months was 676, or about a tenth of the number of vessels under British register in pre-war years.

AMERICA'S SHIPMENTS TO NEUTRALS.

Licenses to be hereafter required.

WASHINGTON, Aug. 27.

President Wilson tightened the Government's control of exports to-night by issuing an order forbidding the shipment of any goods to European neutral countries except under license, and by extending the lists for which license is required in shipment to the Allies and neutrals other than European countries to include, cotton, all meats, sugar, and most of America's other export commodities.

In a statement accompanying his proclamation, the President said one of the first intentions of the Government will be to see that no American products are made "the occasion of benefit to the enemy, either directly or indirectly." Officials interrupted the order as forecasting a vigorous use of the export control as a war weapon and a policy of the strictest rationing of countries contiguous to Germany.

Exports to Germany and her Allies also are formally prohibited by the President's order, and this is understood to mean that the export control is about to supersede the British system of giving letters of assurance for American cargoes. Up to now there has been nothing except the British blockade to prevent the shipment of American goods to Germany. To-night's order in this respect accomplishes one of the purposes sought in the trading with the enemy bill pending in Congress.

A NEW CANADIAN RAILWAY.

The Kenora and English River Railway Company proposes to build a railway from Dryden, near Kenora, Ontario, to a point on the National Transcontinental Railway west of Superior Junction, thence northwesterly across the English River west of Lac Seul. The motive for constructing the railway is to develop a large pulpwood industry in the district covered. Incidentally there will be some agricultural and mining developments. The authorized capital is \$2,000,000.

RAILWAY APPEALS FOR CO-OPERATION IN CONSERVING FOOD PRODUCTS.

"Your cordial and thoughtful co-operation is earnestly requested in helping to win the war by conserving our food. Each one has a part to play. If we cannot fight we can avoid waste and eat wisely and in accordance with our country's needs. All food served on the table and not eaten is wasted."

This message is now carried on every menu card on the dining cars of the Grand Trunk System, which is co-operating with the food conservation authorities of Canada and the United States in avoiding possible wastage of food, while at the same time offering an attractive assortment of dishes to the traveller.

IMPORTANT CHANGE IN RAILWAY ROUTES ON OCTOBER FIRST.

The Rutland Railroad, in an application sent out this week to all railways asking for tariff and ticket representation announces that, with the close of business September 30th, it will discontinue the operation of its through passenger train service from Windsor Street Station, Montreal, and on and after Monday, October 1st, will operate its trains in connection with the Grand Trunk Railway System to and from Bonaventure Station.

"The trains via this new Grand Trunk-Rutland route," states this announcement, "will carry modern equipment, and the schedule will be arranged to insure the comfort and convenience of its patrons by the maintenance of dependable service."

The new arrangement of the Rutland's service is as follows:—The through New York trains from Montreal will run to Rouses Point over the lines of the Grand Trunk, thence to Rutland and connections to Troy, and the New York Central to New York.

On the Boston-Montreal line the route will be via the Grand Trunk Railway System between Montreal and Rouses Point, Rutland Railroad between Rouses Point and Bellows Falls, and the Boston and Maine Railroad between Bellows Falls and Boston.

On the New York and Ottawa route the Grand Trunk System will be used between Ottawa and Rouses Point, Rutland Railroad and connections between Rouses Point to Troy, and New York Central Railroad between Troy and New York.

A "STOP-GAP" PROGRAMME.

One thing is certain, and that is that whatever programme of wooden construction is carried out it can only be of a stop-gap character. There is no real commercial future for wooden ships, and even as a war emergency expedient their value is very, very doubtful. The American steel shipyards are understood to be capable of turning out 2,000,000 tons of new shipping per annum as their normal amount of work, and to increase this by another 1,000,000 tons if they obtain sufficient labor and all the facilities and encouragement which their Government can supply. Of wooden vessels about 1,000,000 tons could be constructed in the same time. From the point of view of war strategy alone it seems clear that it would be far better to encourage an industry capable of producing 3,000,000 tons per annum than that capable of producing 1,000,000 tons, even granting that a proportion of the million would be on service sooner than a similar tonnage of the three millions.

For every steel ton is worth three or four wooden tons, so far as service capacity is concerned, and would be worth more and more relatively as time passed. It is to steel tonnage that we must look for the conquering of the submarine menace, and none of the passing advantages of turning our wooden vessels would justify the United States Shipping Board in forgetting this fact. Fortunately the board is as alive to the fact as we are, even though General Goethals did not get things all his own way. President Wilson is getting his way, and that means the same thing — and probably a great deal more. —Fairplay, London.

B. C. SHIPPING BOOM.

There are \$27,000,000 worth of steel and wooden vessels under construction or contracted for in British Columbia to-day, while a year ago there was not a large ship being built.

CANADIAN GOVERNMENT RAILWAYS.**Ferry service to and from Prince Edward Island.**

The Canadian Government Railways announce that the ferry service between Point du Chene and Summerside, P.E.I., which was suspended recently owing to the necessity of repairing the SS. "Northumberland," has been resumed, effective August 28, the connection both westbound and eastbound being with the Ocean Limited leaving Montreal at 7.00 p.m. daily, and due to arrive Montreal at 8.55 a.m. daily.

GREAT MOUNTAIN PEAK IS TRULY MAGNIFICENT MEMORIAL, SAYS SISTER OF NURSE CAVELL.

Family of England's martyr nurse appreciates action of Dominion in naming peak in Rockies.

Mrs. Lillian Wainwright, sister of Miss Edith Cavell, in a letter written to Grand Trunk Pacific Railway officials expresses the appreciation of Miss Cavell's family for the splendid manner in which the Dominion of Canada has honoured the memory of England's martyr nurse shot by the Germans in Belgium.

A great mountain peak in the Canadian Rockies 11,200 feet high was named by the Geographic Board of Canada "Mount Edith Cavell" last year. It is seen from the main line of the Grand Trunk Pacific at Jasper Park Station, Alberta. It is proposed to name the adjoining mountain "Mount Sorrow." It has a gloomy aspect, being dark in colour, with little or no snow or ice, although many tiny streams trickle down its face, finding their way to the beautiful green-coloured waters of Lake Cavell at its foot. Recent examination of "Mount Sorrow" led to the discovery of a rock formation which bears a striking resemblance to the figure of a woman in the attitude of prayer. This figure is about 60 feet in height, and is of a light buff colour.

"Mount Cavell is a truly magnificent memorial to my sister's memory," writes Mrs. Wainwright, "and my mother and I very much appreciate the honour done to her heroism by the Dominion Government. It will be the finest monument she could possibly have, and will be for all time. I am so interested in reading the description of the mountain, lake and river. I hope so much to see it some day. I can picture how beautiful the approach must be."

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