

**KILLING LIVE STOCK.**

One railroad in the Southwest killed enough live stock last year to feed an army of 100,000 men 10 days.

A meat bill of 1,000,000 rations!

There were 1,027 cattle, 552 hogs and sheep, 165 horses and mules.

This waste can only be stopped by public co-operation in keeping animals off the track, for that railroad has spent large sums of money in building fences and educating its employees.

**C. N. R. BILL PASSES IN THE SENATE BY EIGHT MAJORITY.**

The Canadian Northern stock purchase bill received its third reading in the Senate on Wednesday, Sept. 6th, without amendment, and now only awaits the assent of the Governor General to become law. Before the bill received its third reading the Opposition moved the same amendments as offered in committee. The first division was 38 to 30 against amending the bill, and the other amendments as well as the six months' hoist were declared lost on the same vote.

Following this bill the Senate considered the Military Voters' Act in committee. Several Government amendments were offered and adopted. They are explanatory in character and do not affect the principle of the bill.

During the discussion on the clauses in the Canadian Northern bill, the Opposition offered twelve amendments, one of which was ruled out of order and the others lost on division. Senator Beique proposed that payment of stock be withheld five years to meet outstanding claims. This was lost on division and the same fate befell the other amendments.

Senator Dandurand suggested that one-sixth of the stock be left to the owners and the remainder taken without payment.

Senator Choquette proposed that the stock value award be divided pro rata among the subsidiary companies.

Senator Bostock advocated arbitration by the Exchequer Court.

Senator Cloran moved that claims of employers and contractors on construction be considered by the arbitration board.

Senator Beique moved his second amendment to the effect that no part of the \$25,000,000 set apart should be applied to payment of debts contracted by any company not in the Canadian Northern system.

Senator Cloran again proposed that wage claims on construction work be submitted to arbitration board.

Senator Belcourt moved that a board of arbitration should be senior judge of the Exchequer Court, a nominee of the stockholders and the third named by the Chief Justice.

Senator Bostock proposed the senior judge of the Exchequer Court as third arbitrator.

Senator Power moved that the value of the stock in the award be its value on the first of May last.

Senator Watson closed the long series of rejected amendments by moving that the award be submitted to Parliament for approval.

**FIFTY VESSELS CONTRACTED FOR.**

Contracts for construction of a Government-owned shipbuilding yard at Hog Island, Pennsylvania, and for the construction therein of fifty fabricated steel merchant vessels were let by the Emergency Fleet Corporation to the American International Corporation. These contracts are the first actually signed for the three new plants in which the Government will have built a large number of fabricated ships. The Hog Island plant will cost slightly less than \$20,000,000. The other contracts will go to the Submarine Boat Corporation for a plant at Newark, and to the Merchants' Shipping Company for one at Chester, Penna.

The first of the fifty ships will be completed by the American International Corporation within ten or eleven months, and the entire number will be finished probably within fifteen or sixteen months. Long before they are finished, however, the shipping board in all likelihood, will have asked for additional money to build more ships.

Shipping board officials believe that the fabrication of ships will mean that America within a few years will have the largest fleet of merchant ships of any nation in the world.

**THE RAILROADS' COAL BILL.**

The Geological Survey says American railroads during 1916 used 135,000,000 tons of bituminous and 6,735,000 tons of anthracite, an increase of 14,000,000 tons, or 11.5 per cent. in bituminous and 535,000 tons, or 8.5 per cent. in anthracite. The amounts consumed by roads were 27 per cent. of production of bituminous and 7.7 per cent. of anthracite production.

**SHIPPERS HELP WIN THE WAR.**

Pres. Ripley of Atchison has devised a card 12 x 18 inches, printed in red, white and blue stripes, to be placed on every car on his system. Across the stripes is printed the following:

LOAD ME QUICKLY  
LOAD ME TO CAPACITY  
UNLOAD ME PROMPTLY  
AND  
HELP WIN THE WAR!

"If anybody thinks the humble freight car is not one of the most important factors in war", says Mr. Ripley, "let him imagine what would happen in a very short time to Germany, France, England or to this country, if all freight cars stopped running for a month or even a week. While the war lasts there will not be enough freight cars to supply the demand, hence the necessity of making every car perform its maximum service."

**NEW HEAD CENTRAL VERMONT.**

Edson J. Chamberlin has resigned as chairman of board of directors of Central Vermont Railroad. Howard G. Kelley, recently elected president of Grand Trunk Railroad system in Canada, succeeds Mr. Chamberlin.

**MARITIME CAMOUFLAGING.**

That camouflage—deception applied to warfare for confusing or baffling an enemy—has become a factor in the submarine campaign is borne in its application by both allies and Germans.

The Germans were the first to use camouflage. Prior to declaration of unrestricted submarine operations, U-boats would often use innocent neutral merchant ships as screens, thus easily approaching their prey. Sometimes a submarine would rig up sails on its wireless masts, which would give it appearance of a harmless sailing craft, or would set a rowboat adrift as a decoy and, submerging just behind it, lie in wait for victims. At low levels periscopes were often camouflaged by driftwood or by a mass of debris, and at higher levels made virtually invisible by mottled painting.

On their part, the allies have been clever in camouflaging. Dark shadows on vessels were obliterated, and entire superstructure painted to blend with the horizon. Slow ships have been made to appear speedy by having waves painted on their bows and wavy lines on their sides to match surrounding water. This trick has been quite successful in causing enemy marksmen to shoot in front of the ship, in belief that it was traveling swiftly. Vessels have also been made to appear much smaller than they actually were.—The Wall Street Journal.

**NORWAY'S LOST SHIPPING.**

More than one-third of Norway's commercial fleet has been destroyed by Germany and prospects are that if the present situation continues long the remainder will be sent to the bottom, according to Dr. Fridtjof Nansen, of the Norwegian Mission now in the United States. He was one of the principal speakers at Friday's session of the national conference on the world's food supply being held under the auspices of the American Academy of Political and Social Science, at Philadelphia.

"Our shipping between Great Britain and her Allies was not considered with friendly eyes by the Germans," said Dr. Nansen, "and their U-boat warfare has to a great extent been directed against our shipping, and our losses have therefore been heavier than those of any other neutral nation, and I believe, also greater than the losses of this country until now. I do not say too much when I say that one-third of our commercial fleet has been destroyed."

"But the destruction of our commercial fleet is constantly going on, and if this lasts very long prospects are that it will be entirely destroyed."

Save—and invest money in life assurance. Don't save and hide away. That shames money. It can work even better than you can. It can earn more. Let it help you.—Business.

**CANADIAN GOVERNMENT RAILWAYS.****Change in Murray Bay service.**

The Canadian Government Railways announce that effective Monday, September 17th, there will be a change in the ferry service between Riviere Ouelle Wharf and Murray Bay. On and after that date, and until further notice, the C. G. S. "Champlain," will make one round trip daily, except Sunday, the connection eastbound from Montreal being with the Maritime Express leaving Montreal at 9.25 a.m., and westbound with the Maritime Express from Halifax, arriving Montreal at 7.20 p.m.

**THE CONSOLIDATED RAILWAY ACT.****Measure likely to be held over.**

Ottawa, Ont., September 14. — The Senate Railway Committee took up this afternoon the clause in the Railway Act which declares, in effect, that the general provisions giving municipalities control of their own streets apply to the Toronto Niagara Power Company.

The clauses, which have been a storm centre ever since incorporated in the Railway Act were defended by Senator Macdonell. The committee put in part of the afternoon on the bill, and met again in the evening. There were few senators on hand at night, however, and further discussion was postponed until Monday.

It is probable that the Railway Act will not be passed this session owing to these contentious clauses. It may be left to the new parliament to consider.

**NEWS OF THE WEEK.**

(Continued from page 14.)

Portugal was declared to be in a state of siege.

The city of St. Quentin was pillaged by German troops.

A war committee has been formed in the French capital.

Foe establishments in Belgium were raided by British airmen.

The captain and sixteen men of the crew of the Japanese steamer Kotahira Maru, wrecked on July 27, off one of the Aleutian Islands, reached Ikeda Bay, Queen Charlotte Island, after nearly seven weeks' tossing; the rest of the crew, numbering thirty-three men, reached Seattle two days ago.

**SATURDAY, SEPTEMBER 15.**

Italians take the top of Monte San Gabriele, in the Goritz area, together with some other important positions there.

"It is the greatest victory gained by the Italians since their entrance into the war," is the striking statement contained in the announcement of the victory made by the Italian Embassy at Washington. An almost equally striking claim is that contained in the words: "The fighting in the region of the Forest of Tarnovo was very severe, as the Austrians had assembled an enormous amount of artillery there. The positions there were taken by infantry attack at heavy cost to the Italians."

French troops check German offensive around Casemates Plateau, on the Chemin des Dames, north of the Aisne River, after hard fighting.

The story of some recent successful battles with enemy submarines, in which at least eight, and perhaps nine, of the U-boats were accounted for, was made public in London on Friday night.

The loss of Minnehaha was confirmed in New York city.

A new and comprehensive Cabinet has been formed in France.

Uruguay prevented the Germans from destroying interned vessels at Montevideo.

Premier Borden is to reorganize his Cabinet after prorogation.

Michael Stroud, of Mount St. Patrick, Renfrew county, Ont., died at the age of a hundred and two years and four months.

**MONDAY, SEPTEMBER 17.**

The provisional government has issued a manifesto proclaiming Russia to be a Republican state.

Canadians repel German attempt to capture one of the Allies' outposts in the St. Laurent sector near Lens.

Inhabitants of Roulers and Ostend are being removed.

A decree published at Lublin and Warsaw on September 12 transfers the supreme authority in Poland to a regency council of three members appointed by the monarchs of the occupying powers. All the decrees of the council must be countersigned by a responsible premier. The executive power is to be exercised by the council.