

HAS LIMIT BEEN REACHED AT LAST?

Shipping Men Think That Further Enlargement in Construction is Possible

THE 1000 FOOTER

This Leviathan Will Not Be Built Until Port Authorities Make Adequate Preparations For Her—This Only Drawback.

The knowledge that Europe is building two more ships of the size of the "Vaterland" (38,000 tons gross), and "Aquitania" (47,000 tons), has raised the question whether a limit in the size of ocean passenger vessels is set by these latest types.

To the practical shipping man, however, as well as operator, there seems no reason for supposing that these mark the limit in size and displacement. The belief, however, that the 1,000-foot liner is still measurably removed from realization, though not because of difficulty in construction or operation.

The 1,000-foot liner is not likely to come into port authorities on both sides of the Atlantic make provision for it. In improving port facilities, England and Germany will probably be found to be the leaders. Activities have already begun at Cuxhaven, the port of Hamburg, for increasing the size and depth of the fairway and adding to the safety with which ocean vessels may be handled.

Just what the authorities will do for New York remains to be seen. The four-hour delay which attended the docking of the "Vaterland" on her first arrival in port due to the narrow fairway opposite Hoboken and to lack of control of river traffic by government, served to draw attention again to the limitations of the Hudson, Mayors Mitchell, at the reception aboard the "Aquitania" told various steamship interests gathered there that the board of estimates for the Hudson, which would meet the increasing requirements of transatlantic ships and shippers.

With port facilities here and abroad raised to the new demands, shipping people believe that progress in the direction of larger ocean carriers will be resumed. During 30 years the draught of big vessels has increased about 36 per cent, length 50 per cent, and beam 48 per cent. This growth in dimensions is indicated in the following tabulation:

Vessel	Year	Length	Gross Tonnage
Vaterland	1913	304 ft.	38,000
Aquitania	1914	391 ft.	47,000
Imperator	1912	303 ft.	52,500
Olympic	1911	283 ft.	46,300
Mauretania	1907	296 ft.	31,100
Battle	1904	278 ft.	24,900
Oceanic	1899	250	17,000
Majestic	1889	230	9,100
Electric	1888	200	8,100

CANAL'S SAVING TO VANCOUVER SHIPPING.

Vancouver Estimates \$22,500 Gained by Shorter Route. The Vancouver Board of Trade says a steamer of the average size probably will operate through the canal. It will have to pay \$9,000 to \$12,000 for the passage through the Panama Canal.

The fastest steamers now make the run from Vancouver to New York around the Horn in 65 to 90 days, under a daily cost of \$500 to \$600 for operation. By the Panama Canal the same vessels will make the run in about 20 days. On the basis of 65 days for the other route this makes a saving of 45 days, which multiplied by \$500 per day, which represents the steamer's actual saving.

If ships can make the trip via the canal in 20 days, they will be able to make two trips by that route to one around the continent, which will greatly increase the earning capacity of the vessels.

PRESSING NEED FOR TERMINAL

Sidney Well Situated Naturally Well Needs to have Further Facilities

25 SQ. MILES AREA

Sidney Harbour a Large One, and Affords a Ready Means of Transportation to All Ports—L. C. R. Connection.

(Special Correspondence.) Sydney, N.S., June 15.—The pressing need for modern terminal facilities at Sydney, having been called to the attention of the Dominion Government by the Sydney Board of Trade, a thorough survey of all possible sites has been made by the Government engineers. The increasing shipping at Sydney, however, has called for a survey of all possible sites in the vicinity of the harbour, and the increasing shipping at Sydney, however, has called for a survey of all possible sites in the vicinity of the harbour, and the increasing shipping at Sydney, however, has called for a survey of all possible sites in the vicinity of the harbour.

Sidney Harbour has an area of 25 square miles, affords a ready means of transportation to all parts of the Dominion and other world ports, and the Intercolonial Railway connects the town with all important east and west coast ports. The harbour is the finest and most completely landlocked harbours in the world, and contains thirty-two miles of frontage, of which over five are within the city limits. Having no rocks or shoals, a sufficient depth for large draught steamers and practically a complete immunity from fog, the harbour can be entered and port made by day or night with perfect safety.

Connected with North Sydney. From North Sydney, several miles across the harbour to the north, night steamers run to Port-aux-Basques and connect Cape Breton and Eastern Shore with John, Newfoundland, by means of the Red Newfoundland Railway. In this way, the products of Sydney and the district are distributed to the coast of the country and, conversely, while within the radius of eight miles there are some thirty collieries in active operation, and already over five million tons of coal are shipped annually from this district. A sufficient depth for large draught steamers and practically a complete immunity from fog, the harbour can be entered and port made by day or night with perfect safety.

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SHIPPING AND TRANSPORTATION NEWS

MONDAY, JUNE 15th, 1914.

Almanac.

Sun rises, 5:58 a.m.
Sun sets, 7:43 p.m.
New Moon, May 24th.
First quarter, June 1st.
Full moon, June 8th.
Last quarter, June 15th.
TIDE TABLE.
High water, 11:41 a.m.
Low, 1:41 p.m.

Weather Forecast.

Lakes, Georgian Bay, Ottawa Valley and Upper St. Lawrence—Moderate to fresh showers, but mostly fair and cool.
Lower St. Lawrence, Gulf and Maritime—Moderate westerly winds; fair and cool.
Superior—Moderate to fresh northwesterly winds; fair and cooler.
All West—Fair and warm.

PORT OF MONTREAL.

Arrivals—June 13.
Ile d'Orléans, 4,730 tons, light, Marcellites and Tropic, Atastro-American Line, Shed 6.
Maitland, 1,915, Davies, New York, Fairness Wharf, Co., Windmill Point.
Arrivals—June 14.
Andania, 13,000, Southampton, passenger and general cargo, Cunard Line, Shed 12.
Laurentic, 14,892, Mahias, R. N. R., Liverpool, passengers and general cargo, White Star-Deacon Line, Shed 10.
Willehad, 3,011, Edinger, Hamburg, passengers and general cargo, Canada Line, Shed 16.

Departures—June 13.
Batiscan, 2,959, Griffiths, Sydney, light Black Diamond Line.
Batiscan, 2,978, Scott, Sydney, light Black Diamond Line.
Scandinavian, 7,725, Reith, Glasgow, passengers and general cargo, Allan Line.
Canada, 5,981, Boham, Liverpool, passengers and general cargo, White Star-Dominion Line.
Englishman, 5,237, Marchand, Bristol, general cargo, Dominion Line.
Lettia, 5,763, McNeill, Glasgow, passengers and general cargo, Donaldson Line.
Andania, 13,111, Brown, London, passengers and general cargo, Cunard Line.
Manchester Miller, 2,766, Musgrave, Manchester, general cargo, Manchester Line.
Rockport, 2,807, Owens, Avonmouth, grain, T. K. McCarthy.

Departures—June 14.
Carlton, 4,642, Henderson, Avonmouth, grain, T. K. McCarthy.
New York, 1,800, Henderson, Havre and London, passengers and general cargo, Allan Line.
Wabana, 2,676, Rosale, Sydney, light Black Diamond Line.
Bertrand, T. R. McCarthy, Laurier Pier.
Anglo Egyptian, New Zealand Shipping Co., At Tarte Pier.
Montreal, Canadian Pacific Shed 8.
Tybalt, 1,800, Henderson, Havre and London, passengers and general cargo, Allan Line.
Comingsly, Roth Line, Windmill Point.

VESSELS BOUND FOR MONTREAL.
Left.
Othello, Buenos Ayres, May 15.
Cardiff Hall, Buenos Ayres, May 17.
Budapest, Buenos Ayres, May 20.
Antares, Puerto Mexico, May 22.
Montfort, London, May 29.
Santana, West Indies, June 1.
Victoria, Liverpool, June 2.
Monmouth, London, June 3.
Hartlepool, Naples, June 3.
Scottian, London and Havre, June 4.
Manchester, Liverpool, June 5.
Soywell, Antwerp, June 6.
Lake Manitoa, Liverpool, June 6.
Serrana, Barbados, June 6.
Cairnair, Middleboro, June 6.
Kyanarra, Glasgow, June 6.
Ida, Norfolk, June 7.
Salmopool, Marseilles, June 8.
Ascandia, Rotterdam, June 8.
Inshewen Head, Belfast, June 10.
Manxpan, Avonmouth, June 10.
Ruthenia, Liverpool, June 10.
Freemont, Middleboro, June 12.
Virginia, Liverpool, June 12.
Montealm, London, June 12.

ALLAN LINE STEAMERS.
Scandinavian, from Montreal and Quebec, for Glasgow, sailed June 2:15 a.m., June 13th.
Hesperian, from Glasgow, for Quebec and Montreal, was aboard Cape Race 10 p.m., June 13th.
Victorian, from London and Havre, for Heath Point, 8 a.m., June 13th.
Hesperian, from Montreal and Quebec, for Liverpool, was 240 miles east of Cape Race, 8 p.m., June 12th.
Carthianian, from Philadelphia, for Glasgow, via St. John's, Nfld., arrived St. John's, Nfld., 3 a.m., June 13th.

DONALDSON LINE.
Cassandra, from Glasgow due Montreal 7:30 p.m., to-morrow, June 16th.
Athena, from Montreal, arrived at Greenwood, 4 a.m. to-day.

CUNARD LINE.
Andania, from London and Southampton, arrived at Montreal 7 a.m., Sunday.
Vessels Due in Port To-day.
Cardiff Hall, Scotian, Kvarra, Seaville, Hesperian.
CANADIAN PACIFIC RAILWAY COMPANY.
Upper Lake Steamers.
Alberta, departed Port William 2:00 p.m., June 14th.
Manitoba, arrived Port McNeill, at 8:25 a.m., June 15th.
Assiniboia, arrived Port William at 9:40 a.m., June 15th.

ATLANTIC STEAMERS.
Lake Manitoa, from Liverpool for Montreal, arrived Cape Race at 6:30 p.m., June 14th.

WELLS NOW DRILLING.
Following are the latest available figures showing progress made at the various wells now drilling, also a list of those companies that are setting up rigs:
Dingman 2718
Sturp 2504
United 1700
Dingman No. 2 210
Monarch 720
Federal 435
Dome 409
Western Pacific 409
Prudential Rig
Stratton Rig
Stokes Rig
Security Rig
Rocky Mountain Rig
Northwest Pacific Rig
Union Oil Rig
Phillips Elliott Rig
Flahey Rig
Haron and Bruce Rig
Heron Rig
Alberta Associated Rig
Calgary Alberta Oil Rig
Dome Rig
Western Rig
Calgary News-Telegram.

APPLICATION TO LIST.
New York, June 15.—Continental Can Co., Incorporated, has applied to New York Stock Exchange to list \$5,000,000 of 7 per cent. cumulative preferred stock and \$8,000,000 common.

AMERICAN SMELTING.
New York, June 15.—It is estimated that American Smelting & Refining Co. is earning its 4 per cent. dividend on common stock without the income from its Mexican properties but the margin is not large. The company will make no effort to re-open Mexican mines and smelters until present difficulties are definitely settled.

DETACHABLE COMING TOWER FOR SUBMARINE BOATS HAS BEEN INVENTED BY AN ONTARIO MAN, WHICH IN CASE A SUBMARINE BECOMES DISABLED, WILL ALLOW THE CREW TO ESCAPE TO THE SURFACE.

SIGNAL SERVICE BULLETIN

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

Montreal, June 15th, 1914.
Cape Race, 234—Out 9:30 a.m. a two-masted steamer.
St. John's River, 250—In 10:00 a.m. Gladstone, 10:25 a.m. Englishman, 10:40 a.m. Rockpool.
Cape Madellan, 234—In 9:00 a.m. Lingua, 9:50 a.m. St. John's.
Fame Point, 325—Out 8:15 a.m. Blackheath.
Cape Rosier, 349—Clear, variable, in 10:00 a.m. Margaret, Out 8:40 a.m. steam barge.
Money Point, 537—Clear, variable.
Hersmis—Clear, northwest.
Point Des Monts—Clear, strong southwest.
Cape Ray, 553—Out 8:00 a.m. W. S. D. Canada, 10:45 a.m. Ausonia.
St. John's, 575—Clear, southwest, in 2:00 a.m. Kamouraska, 4:30 a.m. Serrana, 3:00 a.m. Kronprinz, Aug. 5:30 a.m. Greenwich, 9:00 a.m. Maskinonge, 9:00 a.m. Felix, Out 9:30 a.m. Gwenneth.
Cape Race, 826—In 9:50 a.m. Montfort.
Point Amour, 673—Clear, west.
St. John's, Nfld.—General Gordon sailed for Point Tupper.

Quebec to Montreal.
Long Point, 5—Clear, northwest, in 9:40 a.m. Cardiff, Hull, 10:20 a.m. Scotian, 11:10 a.m. Kvarra.
Verchere, 19—Clear, west, in 9:55 a.m. Florence and tow.
St. John's, 39—Clear, west, in 9:30 a.m. McKinstry, 10:40 a.m. Nora.
Three Rivers, 71—Clear, southwest, left up 9:15 a.m. Spray and tow, 11:15 a.m.
Batiscan, 88—Clear, southwest, in 11:45 a.m. Cascapelin.
St. John's, 108—Cloudy, southwest, in 12:05 p.m. Telma, 12:30 p.m. Seaway, 1 Portneuf, 108—Cloudy, southwest.
Middle Star Hugh Allan.
St. John's, 127—Clear, southwest, left up 12:30 p.m. Hesperian.

WHITE STAR-DOMINION LINE.
Mascadia arrived Liverpool 3 a.m., June 14th.
Laurentic arrived Montreal 7:40 p.m., June 14th.
Ile d'Orléans arrived Montreal 7:45 p.m., June 14th.
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New York arriving Lapland due to dock this morning.
Teutonic, from Liverpool 6 p.m., June 14th.
Englishman, from Montreal 4:30 p.m., June 13th. Passed Father Point 1:40 a.m., June 15th.
Dome, from Cape Bay 10:57 p.m., June 14th.
Canada, from Quebec 7 p.m., June 13th. Passed Father Point 5:25 a.m., June 14th.

MARITIME PROVINCE SECURITIES.
(Quotations furnished by J. C. Mackin-Non, Montreal, and Montreal Stock Exchange, Exchange Building, Halifax.)
Banks:
Bank of North America Ask. Bid.
Canadian Bank Commerce 225 203
Montreal 240 235
Nova Scotia 225 223
Royal Bank of Canada 221 220
Miscellaneous:
Acadia Fire Insurance 100 95
Acadia Sugar, Fgd. 100 95
Bank of Montreal 95 60
Brandram-Henderson, Com. 20 25
East. Can. Sav. and Loan, 150 145
East. Trust Co., Ltd. 163 158
Federal 100 97
Com. Stock Bonds 100 97
N. S. Underwear, Pref. 98 94
N. S. S. and C. Ist, 5 p.c. 85 85
Do. 6 p.c. Deb. Stock, Com. 20 25
Porto Rico Tel. 7 p.c. 105 100
Stanfield's Ltd. 6 p.c. 100 95

News of Railroads

The Ontario Railway and Municipal Board has adjourned the hearing on the argument on the traffic experts' report until June 22-23. For the Toronto Railway Company, Mr. H. L. Oiler, K.C., contended that because the company had only received one copy of the report, and that only a proof from the printer, last Saturday, neither he nor the company's officials had had time to digest it thoroughly. He was surprised at the short space of time in which they were given to peruse the report. He added, "Involving, as it does, possibly, the expenditure of some \$2,000,000, we must have time to study it." The experts were not infallible in their report and it might be necessary to call witnesses. He contended that the short space of time in which they were given to peruse the report, and that only a proof from the printer, last Saturday, neither he nor the company's officials had had time to digest it thoroughly. 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