

THE PASSING OF THE WOODEN PASSENGER CAR.

"The recommendation of the Interstate Commerce Commission, repeated in its latest annual report, 'that the use of steel cars in passenger train service be required' seems in a fair way toward being carried out without further effort on the part of the Commission," says the New York "Railway Age Gazette" in an editorial in its current issue. The editorial is based upon a bulletin of the Special Committee on Relations of Railway Operation to Legislation, published in the same issue, in which it is shown that only three wooden cars for passenger train service were built in 1916, and only ten wooden cars for passenger train service were under construction on January 1, 1917.

The building of wooden passenger train cars has practically ceased. The bulletin shows that there were in passenger train service on January 1, 1909, approximately 629 all steel cars and 673 cars having steel underframes. On January 1, 1917, there were in such service 15,754 all steel cars and 6,136 cars having steel underframes, representing increases of 2,405 per cent and 812 per cent, respectively. There are now in service 39,169 wooden cars in passenger train service, indicating a retirement of 8,957 wooden cars from service since January 1, 1912, the date of the previous census. Of this number 2,213 were retired during the calendar year 1916. This record includes a total of 61,309 passenger train cars and covers reports from roads representing 235,406 miles of railway in the United States.

A significant addition to these facts contained in the bulletin is a statement of the approximate cost to the railways of replacing with steel cars the wooden cars now in passenger service. The average cost per car on the first of January varied for the different classes of passenger train equipment from \$14,800 for a baggage or express to \$37,000 for a parlor, sleeping or dining car. Taking the number of each class now in service at the average cost of each class, gives for the 39,169 cars a total replacement cost of \$881,000,000. At 5 per cent this cost represents an annual interest charge of \$44,000,000. If the wooden cars replaced be given an assumed value of \$4,000 each, the charge of operating expenses for the replacement with steel under the classification of accounts of the Interstate Commerce Commission amounts to \$156,670,000.

TO MOVE 687,000 MEN.

The plans for the largest troop movement ever scheduled in the history of the United States are being perfected by the American Railways Association at the request of the government. Fairfax Harrison, chairman of the railroads' war board, has announced.

The movement, which concerns the 687,000 men of the national army, will start on Sept. 5, and between that date and the fourth day following, 200,000 men are to be entrained. They represent 30 per cent of the new army. One field army of 80,000 men requires 6,229 cars, comprising 366 trains, and 366 locomotives.

CANADIAN GOVERNMENT RAILWAYS.

Temporary change in Prince Edward Island ferry service.

The Canadian Government Railways announce that, effective Wednesday next, August 22nd, there will be a temporary change in the ferry service between the mainland and Prince Edward Island, due to the withdrawal of the SS. Northumberland from the run between Point du Chene and Summerside to undergo necessary repairs.

Commencing Wednesday, 22nd inst., the SS. Avonmore will perform the ferry service between Picton and Charlottetown, the connection eastbound being with the Maritime Express leaving Montreal at 9.25 a.m. daily except Saturday, arriving Charlottetown 10.00 p.m., the following day, and westbound leaving Charlottetown at 7.00 a.m., connecting with Maritime Express westbound, due Montreal 7.20 p.m. daily except Monday.

ENGLISH LANGUAGE AFTER THE WAR.

(Minneapolis Journal.)

The war is going to produce many unexpected results. One will be the greatly increased influence of the English-speaking peoples of the world.

Not only have the English-speaking peoples of Europe and America been brought closer together by the war, but the British Empire has been solidified as it could not have been in any other way.

The German language is sure to be less employed in both countries, and against German philosophy and German views of life there exists a prejudice throughout the world which will not pass away until they have undergone radical change which it will take time to bring about.

There is no factor making more powerfully for a common interest and unity of spirit among people of the same or of different nations than a common language. You cannot have much in common with people with whom you have no means of conversing, but the stranger in a strange land gets on a new footing with you when you find that he speaks your language. Bismarck is quoted as having said in reply to a question as to what is the greatest political fact of modern times, "the inherited and permanent fact that North America speaks English."

The growth of the English language—that is the increase in the number by whom it is spoken—during the past 100 years was from 20,000,000 to 160,000,000, or 800 per cent, while the growth of the German language during the same period has been from 30,000,000 to 130,000,000 or four and a third times. That this growth of the English tongue will be greatly accelerated hereafter seems to be absurd. It is already making inroads in the Orient that promise general use there in trade in a few years. The undeveloped portions of the British Empire in Africa, Australia and Canada furnish room for millions of people who will come under the influence of the English language written and spoken and the growth of population in our own country is adding millions to the English-speaking population of the world with each decade. Closer trade relations between North and South America, sure to result from the war and the improved shipping facilities, will naturally result in a larger use of English in Latin America.

Germany will have no opportunity to counteract these tendencies. If she holds all her original territory in Europe after the war, she has lost colonies where English will ultimately become the language of the people as well as the official language. If Bismarck did not over-emphasize the influence of language on political and commercial developments the war is going to result in conferring upon the English-speaking nations benefits and advantages which they never anticipated before it began.

JAPAN'S SHIP PLATE ORDERS.

Steel plate shipments to Japan have been an outstanding feature of our phenomenal war exports. Quick to perceive the profit to be made out of merchant vessels in the face of a wholesale destruction of shipping, the Japanese have been concentrating every energy on shipbuilding. No matter what the cost, they have seen that a good return on the investment was certain; that the earning power of a steel vessel for several years after the war would far more than compensate for its present high cost. Paying as high as 11c and 12c per pound for American plates delivered in Japan, their absorption of this material has been the outstanding feature of the plate market.

An analysis of our steel plate exports reveals the extent of this striking movement toward Japan. By leaps and bounds the outgo to that country has increased from only 7,250 gross tons in 1913 and 3,275 tons in 1914 to 89,458 tons in 1916. For the ten months ended April 30, 1917, Japan's share of plate exports was 138,565 tons, or nearly 50 per cent of the total. The movement is a striking example of business acumen.

It is too early to measure the effect of the steel embargo, but it is hardly to be supposed that Japan will bring her shipbuilding programme to a standstill by failing to make a reasonable contribution of vessel tonnage to the urgent needs of the Allies in Atlantic transport.—Iron Age.

EXPENSIVE SPORT.

"My time," said the magnate, "is worth \$100 a minute."

"Well," answered his friend, casually, "let's go out this afternoon and play \$10,000 or \$15,000 worth of golf."

RAILROAD EARNINGS.

Returns for the third week of the month and the changes from the same week a year ago, follow:

Road.	Earnings.	Change.	P.C.
C. P. R.	\$2,700,000	-\$160,000	5.6
G. T. R.	1,371,233	+ 66,385	5.1
C. N. R.	748,500	- 97,800	11.6
Total.. .. .	\$4,819,733	-\$191,415	3.8

CANADIAN NORTHERN LABOR DAY SERVICE—MONTFORT BRANCH.

Canadian Northern announce the following alterations in train service account Labor Day.

SUNDAY, SEPTEMBER 2nd.

Train No. 46, leaving Huberdeau 6.30 p.m., will be cancelled.

Train No. 44, leaving Huberdeau 6.10 p.m., will stop at all stations connecting at Montfort Jct. with Canadian Pacific train arriving Montreal (Place Viger Station) 10.55 p.m.

MONDAY, SEPTEMBER 3rd.

Trains No. 48 will be cancelled and two extra trains will be operated, first extra train to leave Huberdeau, 5.20 p.m., arriving Montfort Jct. 8.25 p.m., Montreal Place Viger Station, 10.00 p.m., second extra train leaving Huberdeau 6.20 p.m., arriving Montfort Jct. 9.15 p.m., and Montreal (Place Viger Station) 10.55 p.m. Both these trains will stop at all stations.

For all particulars apply to Canadian Northern Agent or City Ticket Office, 230 St. James St., Montreal, Que.

SEPTEMBER IN ALGONQUIN PARK.

September in Algonquin Park, Ontario, is one of the most delightful months of the year. A beneficial holiday can be enjoyed with all the comforts of home at "The Highland Inn," situated in the midst of a charming wilderness on Cache Lake. It is also a good month for the camper and canoeist. Splendid fishing is found in the innumerable lakes (over 1,500) that nestle in the forests of pine and balsam. Don't leave it until the last minute to make your reservation at the Inn, and write to Miss Jean Lindsay, Manager, Algonquin Park Station, Ontario, for rates, etc., or to any Grand Trunk Railway agent for handsome illustrated booklet telling you all about the district.

ANCHOR-LINE
DONALDSON LINE

PASSENGER SERVICE

Between

MONTREAL AND GLASGOW

For information as to rates and sailings apply to Local Agents or The Robert Reford Co., Limited, General Agents, 20 Hospital Street and 23-25 St. Sacramento Street, Montreal.

CUNARD LINE

PASSENGER SERVICE

BETWEEN

MONTREAL and LONDON

(Calling Falmouth to land Passengers)

AND

MONTREAL and BRISTOL

For particulars of sailings and rates apply to Local Agents or to The Robert Reford Co., Limited, General Agents, 20 Hospital Street, and 23-25 St. Sacramento Street, Montreal.

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