

**CANADIAN PACIFIC**

## TICKET OFFICES:

141-143 St. James Street. Phone Main 3:25.  
Windsor Hotel, Place Viger and Windsor St. Stations.

**PROTEST NEW FREIGHT RATES.**

Canadian steel manufacturers are making a vigorous protest against the new freight rates on iron and steel business from interior points to the seaboard for export. They have formally asked the Board of Railway Commissioners for a suspension of the tariff to become effective October 1 next, carrying proposed increases from Canadian producing points to both Canadian and United States Atlantic ports.

The railway say that the raw tariff is justified by the proposed cancellation of export rates from United States producing points to seaboard and the substitution of the ordinary rates, which latter schedule, however, is much lower than the rates proposed from Canadian producing points to seaboard. As an illustration the proposed new rate in the United States from Buffalo to New York is 1.59 cents for one hundred pounds, and the corresponding rate from Hamilton to Montreal is 20 cents.

Canadian manufacturers are at the present time in the position of having to import unusual quantities of raw material from the United States, for which the railway derive a considerable revenue as a result of the increase in the rates. Thus the domestic producers are placed under the double handicap of paying higher rates on raw material and higher rates to the seaboard on the manufactured product. Their claim is that they should have the same rates to Atlantic seaboard ports from Canadian producing points as the United States manufacturers have from their producing points to Atlantic ports.

**U.S. SHIP BUILDING.**

There are now under contract or in process of building in shipyards of the United States 397 steel merchant vessels with a total tonnage of 1,292,310. In August contracts were signed for 200 vessels of 75,000 tons, and 12 vessels of 35,000,166 tons were completed. Majority of owners are foreigners.

**NO PROSPECTS OF OUTLET FOR RUSSIAN WHEAT.**

The attention of all interested in the grain trade is at present focused on the Balkan situation and the possibility of Russia securing an outlet for her stores of wheat. Opinions vary greatly as each man cherishes his own particular viewpoint and is delighted to expatiate on the beauties thereof at any length or at any time. As most of these theories are based upon guess-work and predictions it will be of immense advantage to note the following extract from a letter from Russia dealing with actual conditions.

"First of all, the 1914 Russian wheat crop has been an average one only; the one of 1915 was better, though on a much smaller acreage, and the 1916 crop is a very poor one, which the trade will discover later, for the last Russian winter was extremely severe on the crops, besides an unusually long one. The opening of the Dardanelles to-day is much more distant than at the time when the fight at Gallipoli was still in the balance. Even the English grain trade, which is well aware of Russian shipping conditions during the winter, is no longer counting on Russian wheat before next spring, provided peace is declared by that time. The port of Odessa is never closed during the winter, nor is Nicolaief or Novorossick. None of these three ports have at present much stock of wheat on hand, and even if the Dardanelles should be opened during the coming months it is a well known fact that these ports in times of peace export very little wheat during the winter. Firstly, because they ship mostly fodder stuff life feeding barley, corn, oats, etc., and secondly, it is a physical impossibility to get wheat to the seaboard during the rigorous Russian winter to any great extent. A large, if not the largest, part of the wheat from the interior is shipped in barges down the rivers like the Volga and the Don to the Sea of Osof ports, where navigation closes as early as November and does not reopen until April. Our conclusions are, therefore, that no material relief can come to the European wheat buyers either from Russian or from Roumanian sources, before next spring, even if peace were declared to-morrow, as the Dardanelles would have to be cleared first of mines, which will take some time, before shipping will be safe."

**CUNARD LINE**

Canadian Service

**MONTREAL TO LONDON**

(Via Falmouth.)

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Sept. 23rd ..... AUSONIA ..... Oct. 12th  
CABIN AND THIRD CLASS.

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Sept. 30th ..... Athenia ..... Oct. 17th

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**SHIPBUILDING IN CANADA.**

Canadian shipyards are busier at the present time than at any time since wooden ships passed out of existence. In Nova Scotia the Nova Scotia Steel and Coal Company is building steel ships for their own carrying trade. In British Columbia wooden ships are being constructed while on the Great Lakes the plants at Port Arthur, Collingwood and Toronto are all working to capacity.

**MAY REMIT DUTY ON STEEL RAILS.**

It is semi-officially announced that the Government is likely to temporarily remit the duty on steel rails imported in Canada. The reason given is that owing to the strain upon the steel rail industries in Canada in turning out shells and other war munitions there has necessarily been a reduction in the output of rails, and that the railways are now confronted with a shortage in supply. If the Government finds that the steel companies cannot meet orders placed by the railway companies there will be a remission of the tariff duty on a sufficient number of rails brought in from the United States to meet immediate requirements. This same course was pursued in 1912, when the railway companies found they could not get enough rails from the Canadian mills, although in that case the arrangement was made with the mills in order to enable them to fill their orders.


**AMERICAN SHIPPING TONNAGE.**

According to Seattle Times, a \$22,000,000 fleet is to be built in Pacific coast ports for A. U. Andersen & Co. of Copenhagen, Denmark, which will be placed under American flag. 14 vessels already have been contracted for.

Vessels flying American flag in foreign trade increased in two years from June 30, 1914, from 2405 of 1,076,152 gross tonnage to 3135 of 2,194,470 gross tonnage, of which 320 vessels of 1,074,679 tons hail from New York.

The twenty-sixth annual convention of the American Railway Bridge and Building Association will be held at the Gruenwald Hotel, New Orleans, October 17 to 20.

During the year ending August 31, 1916, there were shipped from California 37,279 cars of oranges and 7,258 cars of lemons, making a total of 44,537 cars, according to the annual report of General Manager G. Harold Powell of the California Fruit Grower Exchange. The delivered value of the fruit was approximately \$38,500,000.




## QUEBEC VALCARTIER

9.30 a.m. daily, except Sunday,

### BUFFET PARLOR CAR—11.30 p.m. Every Night—Standard Slee

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## CANADA STEAMSHIP LINES LIMITED



"East or West the River's Best"

MONTREAL-QUEBEC LINE  
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MONTREAL-1,000 ISLANDS-TORONTO LINE.  
Sailing Monday, Wednesday and Saturday at 1 P.M.

SAGUENAY LINE  
Steamers leave Quebec Tuesday, Wednesday, Friday and Saturday, 8:00 A. M.

NORTH SHORE-P.E.I.-PICTOU SERVICE  
S. S. Caspédia leaves Montreal Sept. 14th and 28th.

GENERAL FREIGHT OFFICE, MAIN 5562.  
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