

CANADIAN RAILWAY EARNINGS OFF 22.2 P. C. IN SECOND WEEK JULY

The earnings of the three Canadian transcontinental systems showed in the second week in July little variation from the figures disclosed in the first. The aggregate returns totalled a decrease of \$829,143, or 22.2 per cent. as compared to a decrease of \$837,928 in the first week of the month, or 22.3 per cent. comparison in both instances being with the corresponding week a year ago.

In May the average falling off in earnings was about 21 per cent., in June about 20 per cent. July is running about 22 per cent. behind the same month a year ago.

Comparisons with various other weeks since the commencement of the calendar year are as follows:

Table with columns for month/year, 1915, 1914, and % Change. Rows include Canadian Pacific Railway and Grand Trunk Railway for months Jan through July.

Table with columns for month/year, 1915, 1914, and % Change. Rows include Canadian Northern Railway for months Jan through July.

Table with columns for month/year, 1915, 1914, and % Change. Rows include Duluth-Superior Traction for months Jan through July.

Table with columns for month/year, 1915, 1914, and % Change. Rows include American Railroads Gained 25 Per Cent. in Net in May.

Advertisement for Canada S.S. Lines Limited, featuring the slogan 'Take the Water Way' and listing routes to Montreal-Quebec, Saguenay, and North Shore-P. E. I.-Pictou.

SHIPPING NOTES

The New York, Cymric, Nieu Amsterdam, Roma, Ancona, Orduna and Bergenford have arrived at New York; the Madonna is at Marseilles; the Duca d'Aosta and the Europe at Genoa.

The Allan liner Scandinavian came into port last night at 8.15 o'clock, with 236 passengers, except those who disembarked at Quebec, and among them some wounded Canadian officers returning from the front.

The steamship Shadwell, docked at the Hay shed, is in Montreal for the first time. Her usual run has been to Calcutta, India, and the Laacar crew have not enjoyed the chilly weather encountered in the Banks and the Gulf. Captain W. H. Knox is in command.

Among the vessels which arrived in port over the week-end the Aries, a sister ship to the Agenorina, which has come to McLean, Kennedy & Company from Liverpool since July 2nd; the British Monarch the Shadwell, the Agenorina, the Karamea, and the Manchester Citizen.

The steamer Agenorina, here from Liverpool in ballast, came in with her bows crushed in through striking an iceberg in the Straits of Belle Isle last Sunday morning. The ship was running through a sea of ice, according to one of the officers, and as many as ninety icebergs were counted around the steamer.

Purchase of some of all the Pacific Mail Steamship Co's fleet by a syndicate of Chinese is a prospect. A Chinese representative is on his way to San Francisco with authority. It is said, to arrange for the purchase or construction of five vessels, to form the nucleus of a new China-United States steamship line and it is regarded as probable that the Pacific Mail boats will be purchased.

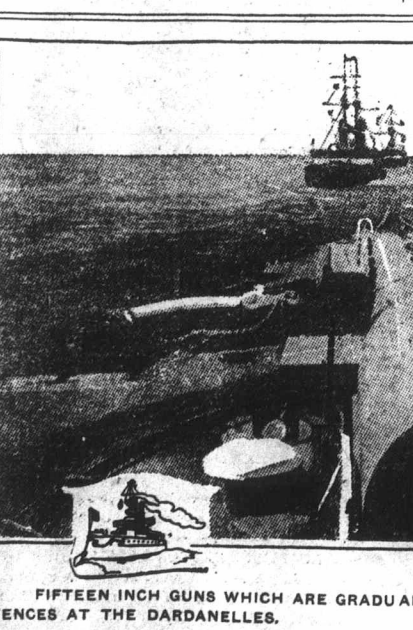
According to the Norwegian press, 50 Norwegian ships have either been sunk or damaged by mines or torpedoes since the beginning of the war. The aggregate loss is put at \$2,500,000, of which \$1,250,000 was covered by Norwegian war insurance. The claims recently reached such proportions that a considerable increase in present war premiums is to be looked for and an advance from 12 per cent. to even 24 per cent. seems probable.

According to figures compiled by the Journal of Commerce, there are under construction in American shipyards at the present time 178 vessels of various types: In Atlantic seaboard yards, 139; Great Lakes, 16; Pacific Coast, 13; inland rivers, 11; About 70 of the hulls under construction are for the Government. The following naval vessels are in various stages of completion: Battleships, 17; destroyers, 15; submarines, 28; fuel oil ships, 3; supply ships, 2; transport, 1; cutters, 1; tenders, 2.

In order that the proper kind of lumber for the construction of piers and docks may be available at Port Nelson, where the Canadian Government is building a railroad and steamship terminal on the shores of Hudson's Bay, it has been found necessary to send a steamer around the greater part of North America. The steamer Durlay Chine, which left Vancouver, B.C., June 30, will cover approximately 10,000 miles to land her cargo of Douglas fir at Port Nelson, which is only about 1,200 miles distant from Vancouver in an air line. Her route lies down the Pacific coast, through the Panama canal, up the Atlantic coast to Newfoundland and thence into Hudson Bay.

As she lies now with her stern deep in the water and her bow out of it, the steamship Agenorina shows the full extent of the injuries received from a growler which she struck head on when coming through the Straits of Belle Isle on Sunday afternoon, July 11th, in a dense fog. The growler was very low in the water, with only about 16 or 15 feet above the surface, but the ship was lifted ten feet on to her. The bow plates on the port side for some yards back were badly bent, some of them were sprung open, and the stem bar badly twisted to one side. The vessel began to make water through the badly battered bow, but the admission of water into the rear compartment lifted the damaged portion of the bow sufficiently to enable the vessel to continue her journey to Montreal. Ladders are now placed along the damaged side to enable workmen to make the temporary repairs necessary.

MANY STEEL GRADES ADVANCED. The following table has been compiled from the Iron Age of this week, showing the advance in coke, iron, steel, and other metals: July 14, July 7, June 16, July 15, 1915, 1915, 1915, 1914.



FIFTEEN INCH GUNS WHICH ARE GRADUALLY BREAKING DOWN THE TURKISH DEFENCES AT THE DARDANELLES.



HON. ROBERT LANSING, The United States Secretary of State, who confers to-day with President Wilson in regard to the German note.

The Charter Market

New York, July 19.—The demand for steamers continues light, and is made up principally by coal and grain freights, the latter for September delivery.

Tonnage offers steadily for prompt delivery, and rates are steady, with quotable changes. The sailing vessel market is at a halt practically. Coastwise freights are scarce, and inquiry in the West India and South America trade is moderately active.

Charters: Grain—British steamer Dinsdalehall, 28,000 tons, 10s 6d, with options August. Coal—Greek steamer Oratos Coppas, 1,846 tons, Virginia to Marseilles, 35s 3d, July.

British steamer Saint Theodore, 3,175 tons, Baltimore to Genoa, p.t. Dutch steamer Ubbergen, 1,150 tons, Baltimore to Port London, p.t.

British steamer Kingate, 3,250 tons, Baltimore to Buenos Ayres, at or about 34s 6d, prompt. Miscellaneous—British schooner W. N. Zwicker, 298 tons, Savannah to Stamford, or Providence, log wood, \$5.75.

C. P. R. SHOPS IN CALGARY TO MAKE SHELLS FOR RUSSIA.

Calgary, July 19.—The big Ogden shops of the Canadian Pacific railway will soon be working full blast turning out shells for the use of the Russian army.

The Canadian Pacific has practically closed a deal with representatives of the Russian government for the manufacture of a huge order of shells, said to run into more than a million of dollars, and a 14c slice of the contract will be handled by the Calgary shops.

This information has been conveyed to Mayor M. C. Costello by one of the chief officials of the C. P. R., accompanying Vice-President George J. Bury on his trip through Calgary yesterday. While Mr. Bury was very reticent, other officials gave out informally the information which they are not at liberty to announce formally until all the details of the Russian contract are complete and the order is definitely given for the wheels of the Ogden shops to begin turning out shells so sorely needed by the Russian armist.

The fact that the order of shells in 500,000 makes the possibility of their manufacture in Calgary much easier, as they will be shipped west to Vancouver, B.C., to Vladivostok in Siberia, and thence via the trans-Siberian railway to the front in Russia. This makes it possible to avoid hauling raw material to one location to manufacture and then hauling it back over the same route in the form of manufactured shells. The steel billets for the shells will be hauled from the east to Calgary, manufactured into shells here, and then shipped west to Vancouver.

At a sitting of the railway commissioners at Hamilton on Friday, the T. H. & B. asked for an order to construct a spur from a point on its main line in the town of Danville to a junction with a branch line of the G. T. R. company, serving the premises of the Dominion Cannery, United. After considerable discussion Sir Henry Drayton decided that the T. H. & B. should be allowed to construct a spur, on a joint basis, to be half the cost and the G. T. R. to bear the other half. The application of the T. H. & B. to connect with the main line of the Wabash railroad, immediately north of Delhi station, was refused, as G. T. R. representatives claimed that the applicant company was attempting to "divide the spoils" by interchanging traffic at this point with the Wabash railway.

INQUIRY INTO CALGARY OIL COMPANIES ADJOURNED.

Calgary, July 19.—Judge Carpenter opened the inquiry court on Tuesday for the purpose of hearing and considering complaints against oil companies in the province of Alberta, but when he asked those present if they had any complaints to make, not a person responded. It was stated that a large number of complaints had been sent in by mail, but those present at the investigation were evidently there through curiosity alone. As a result the court was postponed until August 18, to give the public sufficient time to prepare their complaints and have them submitted in proper form. On that date Judge Carpenter will conduct the enquiry at 10 o'clock in the morning, assisted by a council consisting of Frank Ford, K.C., of Edmonton, and G. A. Trafnor, of Calgary.

Judge Carpenter intimated that a large number of complaints against certain oil companies had been received by him, but they were not ready to proceed with their cases. He stated that he would have published in the local papers notices announcing the adjourned sitting of the inquiry court, and instructions regarding what was wanted from those making complaints. A number of the complaints, already in hand, needed to be gone into further, and this would be done between this date and that of the proposed sitting.

THE WEATHER MAP.

Cotton Belt.—Generally clear. No precipitation of importance. Temperature 72 to 82. Winter Wheat Belt.—Cloudy, light to heavy rains in parts of most States. Temperature 58 to 76. American Northwestern.—Cloudy, light to scattered showers. Temperature 50 to 66. Canadian Northwest.—Cloudy, light to scattered showers. Temperature 36 to 50.

RAILROAD NOTES

The Norfolk and Western has purchased 2,000 tons of rails and the Bethlehem Steel Corporation has closed contracts for 2,000 tons with an eastern railroad.

Receivers of the Rock Island will do nothing concerning payment of the semi-annual interest on the \$20,000,000 debenture bonds, passed July 15, until the time of grace expires, Sept. 15. A default then may form part of a plan of reorganization.

Directors of the New York, New Haven and Hartford Railroad at their meeting recently accepted the statute recently enacted by the State of Massachusetts to validate the company's securities. The act required formal acceptance by the directors of the New Haven before August 3.

More than one hundred elevator companies in America have complained to the Inter-State Commerce Commission against grain rates over the Great Northern, Northern Pacific and Chicago, Milwaukee and St. Paul from Minnesota points to Duluth and to Superior, Wis. They also attacked rates on anthracite and soft coal from Duluth and Superior to Minnesota stations.

Wilfrid Thornton, a G.T.R. fireman, 30 years old, was drowned last night in Scugog river by the capsizing of a canoe. Deceased, in company with George Smith, left Lindsay early in the evening for Sturgeon Lake to spend Sunday. The swells from a steamer, the Latonia, capsized the canoe and Thornton, attempting to swim to shore, became entangled in the weeds. Smith righted the canoe and was afterwards rescued by a launch.

According to financial connections of a responsible character, American railroad interests are predicting a big revival of railway equipment demands in the next few months. Inquiries already made, it is intimated, will insure a large total of orders before the end of the year. As the equipment companies are all in receipt of war orders, they should be able to make splendid reports for 1915. The increasing demand for equipment stocks is based on this outlook.

A very wide circle of friends all along the line of the I.R.C. from Halifax to Moncton, are delighted to see the veteran I.R.C. brakeman, Sandy Stevenson, on duty again, says the Truro Citizen. Some months ago a cancer appeared on his lower lip and he underwent treatment, with the result that the cancer has been completely removed. Mr. Stevenson is one of the I.R.C.'s oldest trainmen. He helped build the road, and entered the train service when it opened up between Truro and Painsane Junction in 1873, forty-two years ago.

Application was made by the Erie and Ontario railway to the railway commissioners in Hamilton on Friday for an order to restrain the Hydro-Electric power commission of Ontario from maintaining and operating its high tension power lines and wires over the railway in the township of Gainsboro.

It was pointed out by T. H. and B. officials that the Hydro-Electric commission never obtained permission from the board to erect such wires across the company's property, and in doing so did wrong. The board withheld its decision in the matter.

Shriners from all over the American Continent have been travelling during the past week to the big convention at Seattle, via the C. P. R. A large proportion of the delegates, nearly 1,600 of them, passed through Vancouver. The advance guard of 225 members, travelling under the auspices of the Adkar Bedonin and Mirzo Temples of Oklahoma, arrived in two special trains. Another special train came with 150 delegates of the Mount Temple, Indianapolis. Two other special trains of Shriners, with 260 members of the Mecca, Crescent and Cyprus shrines were followed by another special train carrying 130 Pittsburg Shriners, members of the Syria Temple. Three other trains brought 411 members of the Lu Lu Temple, while another had 125 from Oklahoma.

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CITIZENS FORM FAIR FRANCHISE LEAGUE

Would Give City Control of Streets and Right to Require Adequate Service SECURITY FOR COMPANY

Should Receive Fair Annual Returns on Money Invested and Repayment of Capital on Termination of Contract.

With the immediate object of assisting in obtaining for Montreal a Tramways franchise agreement which shall be equally fair to the city and to the company the Fair Franchise League has been formed. It has issued the following statement of principles as to the basis of a new franchise:— A Tramways franchise contract to be fair to all interests must give: To the City—Control of its streets and the right to require from time to time the furnishing of such transportation facilities as in the opinion of the city the needs of the people may demand, and that at the lowest rate of fare consistent with a fair return to the company supplying the service and security for its invested capital.

To the Company—Adequate security that it shall receive a fair annual return on the capital invested in providing the service and that upon the termination of the contract, however brought about, the invested capital shall be repaid.

The contract should also include provisions to ensure fair wages and conditions of labor to employees. As preliminary to the making of contract the League stands for the following:— The settling of the principles upon which a contract should be based before dealing with the details.

The right to all information necessary before completing the contract and especially the right to knowledge of the value of the physical assets used or to be used in providing the service. A free and full discussion of all the main features of the proposed agreement. The assistance of the best expert help obtainable in settling the details.

The League also stands for a referendum to the voters. The League will be glad to have the assistance of citizens in sympathy with its object and principles. The provisional executive is composed of the following:— Messrs. A. Falconer, K.C.; George Lyman, J. P. Walsh, T. H. Wardleworth, Rev. F. R. Griffin, H. J. Trihey, K.C.; Maxwell Goldstein, K.C.; John W. Loud, J. R. Dougal, J. Dougal, J. Craddock Simpson, H. R. Drummond, T. L. Morrissey, James Morgan, F. E. Dougal, A. K. Fisk, C. J. Fleet, K.C.; A. McA. Murphy, J. S. Brerley, R. R. Macaulay, V. E. Mitchell, K.C.; John Ogilvy, R. A. Ross, M. B. Steine, J. W. Blair, K.C.; D. S. Friedman, G. E. Williams, Jos. Quintal, W. S. Leslie, E. E. Howard, K.C.; Sir Wm. Peterson, K.C.M.G.; Gen. Henry Holgate, C. H. Gould, E. G. O'Connor, J. G. Borthwick, W. J. Gear, P. B. Mignault, K.C.; Arthur H. Campbell, J. N. McKim, L. J. Tarte, E. F. Survevor, K.C.

NEW YORK CURB IRREGULAR.

Table showing New York Curb market rates for various commodities like Hendersen, Cramp, Magma Copper, etc.

TWIN CITY EARNINGS.

Twin City, 1st week July \$181,958; decrease, \$11,748. From January 1st \$4,729,367; increase, \$68,703.

RAILROADS.

CANADIAN PACIFIC CALIFORNIA EXPOSITIONS.

SAN FRANCISCO & Ret. \$98.70. Los Angeles \$114.50.

REDUCED FARES.

VANCOUVER and Return Victoria \$97.00. Seattle \$97.00. Portland \$95.30.

TICKET OFFICES.

141-143 St. James Street. Phone Main 8123. Windsor Hotel, Place Viger & Windsor St. Stations.

GRAND TRUNK RAILWAY SYSTEM.

THE DOUBLE TRACK ROUTE. TORONTO - DETROIT - CHICAGO. INTERNATIONAL LIMITED.

Canada's train of superior service. LEAVE MONTREAL 10.15 A. M. DAILY.

Pullman Sleeping and Observation Cars and Parlor Library and Dining Cars.

CHICAGO LIMITED. Leave Montreal, 11.09 p.m. daily. Pullman Sleeping and Club Compartment Cars and Parlor and Dining Cars.

CALIFORNIA EXPOSITIONS. San Francisco - San Diego. Choice of Routes. Apply for Illustrated Booklet.

122 St. James St., Cor. St. Francois Xavier—Phone Main 6000. Windsor Hotel Uptown 1100. Bonaventure Station Main 8123.

SAVED 96 P. C. OF PRO...

ENDANGERED BY...

San Francisco, July 13. (By Mr. features of the display of the Ar in the Palace of Education at the statistical tabulation of the fire d city of Buenos Aires, showing the prevention and fire protection. T practically the only foreign power phase of municipal activities in the

A chart shows that between 1913, 2,099 persons were saved from fire fighters, and it is interesting 2,000 of these were saved from the big flood of 1911, showing the 222 vessels were salvaged.

The number of false alarms for 1915, calling out 8,426 men in all, 423 men to each alarm. In this period a total of 372,996 called to duty in theatres. The nume gans watched by these men were average of 7,540, and a yearly a men on this detail.

A large number of photographs showing the fire department, various apparatus and the department bulb chart illustrates the kind of injuri the firemen in the performance Throughout the entire period the injuries sustained were contusions. A comparative diagram of the inv damaged and saved, insured or d in the 1910 the invested capital 550,000,000 pesos. Of this, accordi 500,000,000 pesos was saved, 200,000, and the "absolute losses" amounted 600 pesos.

The equipment of the department three mechanical ladders, 139 hand four one fire boat, six steam fire four hand engines, five automobile two four-wheeled horse-drawn wago one type. There are also 15,355 yar pieces of salvage apparatus of all pieces of unclassified equipment. The number of men employed in service from the year 1904 to 1913 27,183, and these men during that 287 large fires, 671 recorded as aver 3,075 small fires. The data shows t increased each year with the gro making 1912 the biggest year in ro fire and false alarms.

The losses by fire totalled 1,119 States gold and from various othe 265 gold. The salvage of various di ed to \$42,678,060.

The fire department record of the petty destroyed shows that of the 108 during this period 3,773 wer 108 were on shipboard, and 179 w enty-eight persons were injured.

REDUCTION SHOWN IN WA...

RISK INSURANCE

New York, July 19.—War risk rates reductions from those prevailing a shipments in British or other belliger this port to Liverpool, rates have been per cent. to 1 per cent.; the Londr changed at 1-1/4 per cent., while t rate now quoted is 1 3/4 per cent. a last week.

To the east coast of England and including Hull, the rate has declined fr 1-1/2 per cent. To Havre, Europe bet Bayonne, Spain, Mediterranean net ce Denmark, Norway and Sweden no and Holland, rates are unchanged 2 per cent. per \$100 on shipments in toms to Archangel is also being main

On shipments to the Far East via bot al and United Kingdom ports, rates reduced. Via the Suez route the rate 3-8 per cent., against 1-2 last week, w Kingdom tariffs have been cut from 1-2-4. To West India and Central r rates have now reached their minimum quoted at 1-10 per cent. To Brazil a falling rate is 1-6 per cent.

Underwriters say that reductions h because the losses of mercantile tonna most entirely to vessels insured on t and since the war began only half a any size have fallen on the local mar

EQUIPMENT TRUST OBLIGA...

The following are quoted on a percer Atlantic Coast Line ... 4-3/4 1915-16 Boston & Ohio ... 4 1/2 1915-16 Boston & Albany ... 4 1/2 1915-16 Buf. Roch. & Pitts ... 4-5 1915-16 Canadian Pacific ... 4 1/2 1915-16 Chesapeake & Ohio ... 4-4 1/2 1915-16 Chic. & Northwest ... 4 1/2 1915-16 Chic. Ind. & Louis. ... 4 1/2 1915-16 C. C. & St. L. ... 6 1915-16 Chic. St. L. & N. O. ... 5 1915-16 Delaware & Hudson ... 4 1/2 1922 Erie ... 4-5 1915-16 Hoeking Valley ... 4-5 1915-16 Illinois Central ... 4 1/2-3 1915-16 Kan. Mo. & Mich. ... 4 1/2-5 1915-16 Louis. & Nash. ... 5 1915-16 Mobile & Ohio ... 4 1/2-5 1915-16 N. Y. Cent. Lines ... 4 1/2-5 1915-16 N.Y., N.H. & H. ... 5-6 1915-16 N.Y., O. & W. ... 4 1/2 1915-16 Nor. & West. ... 4-4 1/2 1915-16 Pennsylvania ... 4-4 1/2 1915-16 Seaboard Air Line ... 4 1/2-5 1915-16 Southern Pacific ... 4 1/2 1915-16 Southern Railway ... 4 1/2-5 1915-16 Virginia Railway ... 4 1/2 1915-16

NEW WINNIPEG MANA...

Mr. J. K. Pickett, formerly general m Imperial Life Assurance Company, h pointed Winnipeg manager of the Uni party, succeeding Mr. W. W. Evans, wh ed owing to ill health.