

RAILROAD GROSS 8.26 PER CENT
LESS FOURTH WEEK IN MAY

Gross earnings of 36 leading railroads in the United States and Canada for the fourth week of May, according to figures compiled by the Chronicle, amounted to \$14,876,882, a decrease of \$1,341,200, or 8.26 per cent. from the corresponding period last year. The detailed returns compare as follows:

	1915.	Decrease.
Alabama Great Southern	\$ 142,395	\$ 5,411
Ann Arbor	60,253	x 1,074
Puget Sound, Roch. & P.M.	255,011	x 10,364
Canadian Northern	379,200	62,500
Canadian Pacific	2,223,000	769,000
Chesapeake & Ohio	1,152,721	x 90,707
Chicago & Alton	357,340	x 19,937
Chicago Great Western	273,298	30,227
Chicago, Ind., & Louisville	1,161,515	8,211
Colorado & Southern	288,862	10,485
Cin., N. O., & Texas Pacific	288,328	40,938
Denver & Rio Grande	555,900	29,800
Denver & Salt Lake	41,000	x 11,049
Detroit & Mackinac	25,207	8,532
Duluth, South Shore & At.	72,734	26,259
Georgia Southern and Fla.	55,931	5,155
Grand Trunk of Canada		
Det. Gr. Hav. & Milw.	1,291,615	131,148
Canada Atlantic		
Louisville & Nashville	1,292,680	132,402
Mineral Range	25,032	x 1,939
Missouri Pacific & St. Louis	188,938	x 6,205
Iowa Central		
Min. St. Paul & S. S. M.	615,301	x 19,804
Missouri, Kansas & Texas	735,111	3,058
Missouri Pacific	1,416,000	x 85,000
Mobile & Ohio	299,100	60,333
Nevada-California-Oregon	8,944	2,112
Rio Grande Southern	12,547	x 93
St. Louis Southwestern	257,000	17,000
Southern Railway	1,557,715	133,473
Texas & Pacific	432,300	26,387
Toldeo, Peoria & Western	34,107	3,660
Toldeo, St. L. & Western	34,864	x 7,841
Western Maryland	279,322	x 52,413

Total (36 roads) \$14,876,882
Net decrease 8.26 p.c. \$1,341,200

z-Increase.
Gross earnings of 45 railroads for the month of May amounted to \$300,654,847, a decrease of \$27,365,323, or 8.36 per cent.

CHICAGO CAR STRIKE SETTLED
AFTER AN ALL NIGHT CONFERENCE.

Chicago, June 16.—The car strike is over. Surface and elevated motormen, conductors and guards at 5.30 this morning were ordered back to work at once. By noon, it is expected full service on all lines will be in operation.

The strike was brought to a sudden end by Mayor Thompson, after an all night conference with members of the strike committee of the City Council, and officials of the Car Men's Union and Transportation Companies. It was also decided at the conference that Mayor Thompson should be one of three umpires who will determine a wage scale for the men.

IMPROVED SERVICE BETWEEN
WINNIPEG AND VANCOUVER.

There is now operated from Windsor Street Station daily a train leaving at 10.30 a.m. for Winnipeg and points west which carries Standard and Tourist sleeping cars, arriving Winnipeg at 11.05 a.m., the second morning after, thus enabling passengers to reach Winnipeg at a suitable hour.

This service is in addition to the Imperial Limited which leaves from Windsor Street Station daily at 10.15 p.m.

STEAMSHIPS.

ALLAN LINE

From Montreal and Quebec

CORINTHIAN	June 27th for London direct.
PRETORIAN	July 3rd for Glasgow.
SIGLIAN	July 11th for London direct.
HEPHERIAN	July 15th for Liverpool.
CORSICAN	July 17th for Glasgow.
SCANDINAVIAN	July 22nd for Liverpool.
PRETORIAN	July 31st for Glasgow.

For further particulars, rates, etc., apply to local agents or

THE ALLAN LINE

675 St. Catherine St. West; H. & A. Allan, 4 Youville Street, General Agents, Montreal.

CANADA S.S. LINES

Take The Water Way

Fast passenger and freight service between all important points on Lake Ontario and the St. Lawrence River.

Montreal-Quebec Line

A regular, comfortable one night journey. Steamers leave Montreal at 7.00 p.m. daily except Sunday.

Montreal-Bay of Quinte Toronto, Line

Weekly Service, leaving Montreal every Friday at 7.00 p.m. An enjoyable trip with every comfort and convenience.

Saguenay Line

The most fascinating water voyage on the continent. Steamers leave Quebec, Tuesdays and Saturdays at 8.00 a.m., connecting with night boats from Montreal.

Ticket Office

9-11 Victoria St., Phone Main 4710

General Freight Office

Foot of McGill St., Phone Main 5362

SHIPPING NOTES

The Corsican and Athenia have arrived at Montreal; the Rochambeau is at New York; the Sardinian at Boston; the Pomeranian at Glasgow; the United States at Christiansand and the Tormina at Genoa.

Messrs. C. T. Bowring & Co., of London and New York, have just added two fine steamers to the already large fleet that bring ore from Huelva, Spain, to Baltimore. Notwithstanding the war they got the ships overboard and fitted out in British shipyards and have them in commission.

General business conditions in St. John, N.B., continue satisfactory. There is a great deal of activity about the harbor, due to the increased demand for lumber in Great Britain. Owing to the scarcity of steam tonnage a large number of sailing ships have been chartered. Not for twenty years have there been so many sailing vessels in the harbor as there are at present. Between forty and fifty have been chartered for this season's loading.

A new steamship service between New York and Australasian ports will be started with the sailing, on July 1, of the steamer Challenger, 9,700 tons. It is proposed to despatch a steamer on the first of each month, the schedule as now arranged, calls for the sailing of the Themis on August 1, Tellus on September 1, Wagon, October 1, and Storstad, November 1. All of these vessels are of large capacity and some of them have been used in the St. Lawrence trade.

The American steamship Wicko, which left Philadelphia May 27 for Copenhagen, is being detained at Kirkwall, Scotland, and the American steamer F. J. Lisman, New York May 23 for Rotterdam, is being held at London. Both vessels carry general cargoes, that of the F. J. Lisman being consigned to the Netherlands Overseas Trust. The cargo of foodstuffs seized by the British authorities on board the American steamer Joseph W. Fordney and discharged at Portishead, has been thrown into the prize court.

The Canada Steamship Lines, Ltd., have word that three of their steamships, the Glenelagh, Dunelm and Dundee, have arrived in England with valuable cargoes from Canada. Two of these vessels made the journey in twelve days from Montreal, and one of them accomplished the journey in 11 days. The Canada Steamship Lines, Limited, have now 25 freighters employed in ocean and gulf service, although only five of these are being operated by themselves directly. Three more will be put on the route next week.

A shipping firm at Seattle has announced that it has chartered the Japanese steamer Sakai Maru for one round trip voyage at a rate of 11 shillings a month the deadweight ton, a new high record for trans-Pacific service. A week ago this firm chartered the Japanese steamer Giesun Maru at 10 shillings three pence the deadweight ton, which was more than double the rate in peace times. Both vessels will load full cargoes of war munitions for the Russian Government, and will sail direct from Seattle to Vladivostok.

According to a report of the Rotterdam Chamber of Commerce shipping at that port has been reduced to such an extent that it will probably take all of five years to recover the status it enjoyed at the time of the outbreak of the war. In the chamber's annual report it is pointed out that "during the year ended December 31, last, 15,842 steamers and 284 sailing vessels, aggregating 19,873,646 registered tons, passed through the Nieuwe Waterweg. In 1913, however, 22,178 steamers and 467 sailing vessels, totalling 27,545,475 net registered tons, were cleared in and out. This is what five months of hostilities did to a commerce that had previously been growing every year by leaps and bounds."

Two suspicious fires which broke out almost simultaneously on the British steamship Penlee, on Saturday, as she was being loaded at Philadelphia with a cargo of oats consigned to the French army, led the police to believe that the blazes were started by incendiaries who are hostile to the Allies. Neither of the fires caused any great damage, but they aroused such fears among the crew and "longshoremen" working on the vessel that a detail of policemen will guard the steamship until she sails. Agents of Loyds made an investigation immediately after the blaze, and will report the result. Shipping men say that a number of mysterious fires have been discovered within the past few weeks, in vessels loading food supplies for the armies of the Allies.

ST. LAWRENCE SPECIAL.

Murray Bay, Ste. Irene, Cap. L'Allegre, Riviere du Loup, Cacouna, Bic Rimouski, Metis Beach and other Lower St. Lawrence resorts are again to enjoy the excellent service afforded by the St. Lawrence Special—a solid train of Intercolonial Railway vestibule sleeping cars.

Commencing Friday, June 18, the St. Lawrence Special will leave Bonaventure Union Depot, Montreal, at 8.35 p.m. and will run Mondays, Wednesdays and Fridays during the season, with special sleeping cars for Riviere du Loup (for Murray Bay points), Riviere du Loup and Cacouna and Metis Beach.

Returning, the St. Lawrence Special will leave Metis Beach Sunday, June 20 at 7.50 p.m. and every Sunday, Tuesday and Thursday thereafter during the summer season, arriving Montreal 7.40 a.m. the following day.

Berths may be reserved; special time tables and other information obtained at the Canadian Government Railway's City Ticket Office, Transportation Building, 122 St. James Street; Windsor Hotel Ticket Office and at the Bonaventure Station.

G. T. R. CANNOT MODIFY TRAFFIC
RESTRICTIONS ON VICTORIA BRIDGE.

A delegation from the Automobile Club of Canada waited upon Mr. Howard G. Kelly, vice-president of the Grand Trunk yesterday morning for the purpose of securing if possible a modification of the present traffic restrictions enforced on the Victoria Bridge since the outbreak of war, whereby it is closed to all vehicles from 8 p.m. until daybreak.

Mr. Kelly agreed that the restrictions were the cause of considerable inconvenience to the public, but stated that the vital importance of the Bridge as a national artery of traffic must be paramount to any local considerations, and that no modification could be made in the existing restrictions, but suggested that an effort be made to improve the road between St. Lambert and the Longueuil ferry, and promised the influence of the company toward the accomplishment of that end.



MR. J. W. NORCROSS,
Managing Director of the Canada Steamship Lines.
Some of the company's steamships have just arrived in England, and three more will be put on the route next week.

The Charter Market

New York, June 16.—A limited amount of chartering was reported in the steam market, the bulk of which was for European voyages. A limited demand prevails for boats for prompt and forward delivery, the greater part of which comes from shippers of coal to Mediterranean and South American ports. Rates are easy and quotable lower, due to the increasing supply of open boats offering for June and July delivery. In the sailing vessel market there are no new features and no changes in the general conditions.

Charters.—Grain.—British steamer Overdale (previously), 25,000 quarters, from the Atlantic Range to Rotterdam, 8s. 6d., July.

British steamer Lovaine, 21,000 quarters, same, to picked ports United Kingdom, 7s. 6d., with options June.

British steamer Ada, 40,000 quarters, same, to West Coast of Italy, 8s., June.

Coal.—British steamer Masarua, 3,189 tons (previously), from Baltimore or Virginia to Rio Janeiro, 36s. 6d., June.

Spanish steamer Jata Mendi, 2,746 tons, from Philadelphia to Barcelona, 40s., June.

British steamer North Pacific, 2,493 tons (previously), from Baltimore or Virginia to West Italy, 45s., June.

British steamer Catalohe, 2,410 tons, same.

Greek steamer Christoforos, 2,345 tons, same, June-July.

Steamer Itasca, 989 tons, from New York to Mobile and discharged prompt.

Miscellaneous.—Norwegian steamer Ellen, 2,474 tons (previously), trans-Atlantic trade, six months, 16s. delivery Rotterdam, re-delivery United Kingdom via the United States and White Sea, prompt.

British steamer Polvarth, 1,972 tons, from Huelva to North of Hatteras, with ore 13s., prompt.

SIGNAL SERVICE

(Department of Marine and Fisheries.)

L'Islet, 40.—Clear, southwest. Out, 5.30 a.m., Rosemount and tow.

Cape Salmon, 80.—Clear, calm. In, 4 a.m., steamer, 5 a.m., Sup. Haddington.

Father Point, 157.—Cloudy, southwest. In, 5 a.m., Manchester Inventor.

Cape Chatte, 234.—Cloudy, north.

Cape Rosier, 349.—Raining, strong east.

ANTICOSTI:—

Bills Bay, 375.—Raining, strong south.

Flat Point, 535.—Cloudy, strong south. In, 6 a.m., Renvoye. 7 a.m., Lingan. 8.30 p.m., yesterday, St. Helens. Out, 10.30 a.m., yesterday, Don Diego.

Cape Race, 826.—Foggy, east. In, 6.45 p.m., yesterday, Phecia.

Louisbourg—Arrived, 10 a.m., yesterday, Olav Cyrré.

Chatham—Arrived 9 a.m., yesterday, Alberta.

Quebec to Montreal.

Longue Pointe, 5.—Clear, calm. In, 12.10 a.m., Tuk.

2.15 a.m., Alaska and tow. 2.10 a.m., Magnolia and tow; 5.15 a.m., Montreal. 6.15 a.m., Anglo Brazilian; 9 a.m., Hochelaga; 9.15 a.m., "Empire of Midland; 1 a.m., McKinstry.

Sorel, 39.—Clear, south. Left down, 10 a.m., Etiole.

Three Rivers, 71.—Clear, light west. Left, up, 7 a.m., Three Rivers.

Point Citrouille, 88.—Clear, west. In, 9 a.m., Pol-well.

St. Jean, 94.—Clear, west. Out, 9.05 a.m., Mea-foru.

Portneuf, 108.—Clear, west. In, 8.40 a.m., Bengore Head.

Quebec, 139.—Clear, northeast. Arrived down, 6.20 a.m., Saguenay; 8.40 a.m., Percepsien; 9.10 a.m., Natirone; 3 a.m., Georgetown; 4 a.m., Rockferry; Out, 1 a.m., Rosemount. Left up, 3.15 a.m., Sin-Mac and tow.

Above Montreal.

Longue Pointe, 5.—Clear, west. Eastward, 1.30 a.m., Advance; 4 p.m., Yorkton; 4.30 a.m., Jones; 6.10 a.m., John Rugee; 8.05 p.m., yesterday, Barge Quebec and Winnipeg; 7.50 p.m., Nicaragua.

Cascades Point, 21.—Clear, west. Eastward, 5 a.m., Keyvive.

Coteau Landing, 33.—Clear, west. Eastward, 7.45 a.m., Menomine.

Cornwall, 62.—Clear, calm. Eastward, 8.30 a.m., tug Moravia.

Galops Canal, 99.—Clear, southwest. Eastward, 4.30 a.m., tug Florence and barge Zapotec and Gladys; 5.45 a.m., Fred Mercure. Up, 3.30 p.m., yesterday, Keefe; 4.45 p.m., India; 6.30 p.m., Keyport; 10.30 p.m., Edmonton.

Port Dalhousie, 298.—Eastward, 3.40 a.m., Iocoma; 8.05 a.m., Fairfax; 8.45 a.m., Beaverton; 1.15 p.m., yesterday, Iroquois; 7.30 p.m., Arabian.

Port Colborne, 321.—Cloudy, west. Eastward, 8.50 p.m., yesterday, Keynor; 10.15 p.m., L. W. Robinson.

INVESTIGATE WITHDRAWAL
OF PACIFIC MAIL SHIPS.

Washington, June 16.—The withdrawal of the Pacific Mail steamers from American registry is being investigated by the Department of Commerce, President Wilson told his callers. The President added that he did not know whether it was necessary for the line to withdraw, and declined to comment on the possibility of an amendment to the Seamen's Bill at the coming session of Congress.

RAILROAD NOTES

Pennsylvania's order for 155,000 tons of rails will total \$4,290,000, and cars and locomotives recently ordered total \$27,000,000.

Railroads have generally increased summer rates from New York to vacation resorts—such as \$1 on round trip on New York Central to the Ontario lake region.

A New York syndicate, represented by Thomas Bruce, has purchased railroad and coal mining properties in West Virginia valued at \$20,000,000. Sales includes the property of Marmet Coal Co. and the entire coal basin of the state, including 15 mines now in operation, and 52 miles of railroad.

Identification was established at the morgue last night of the man who was killed at the Grand Trunk Railway crossing at Charlevoix street at 10 o'clock on Monday night. The body was identified as that of Arthur John, aged twenty-five years, who lived at 51 Coleraine street, Point St. Charles.

According to reports received by the American Railway Association, the net surplus of idle freight cars on railroads of the United States and Canada on June 1, 1915, was 295,092, compared with 293,303 on May 1, which means a comparative increase for the month of 1,789. The net surplus on June 1, 1914, was 241,802.

Railway Age Gazette computes one-eighth of the railroad mileage of the United States to be in receivers' hands, a total of 30,500 miles. This mileage is slightly greater than the mileage of receivership roads on June 30, 1896, although proportionate total mileage is substantially less. Figure as of June 30, 1896, was 30,475, or one-eighth of the total mileage. Securities of roads now in receivers' hands aggregate \$1,815,900,000.

Grading gangs are now within fifty miles of Port Nelson, is the report of J. D. McArthur, who has the contract for the Hudson Bay railway. This season will see the grade completed, although all the steel will not be laid until next spring. Bridge building over the first crossing of the Nelson river has been delayed by the sinking of trestle work near the first approach, but this has now been completed, and the big bridge is now under construction.

At "safety first" conference of New Haven employees, Howard Elliott, president said that all rail laid this year on the main line weighed 107 pounds to the yard and that the New York division by the end of this year will be equipped with southern pine creosote ties, screw spikes, and heavier tie-plates. About \$130,000 is to be spent on stone ballast in the Providence division and new signals between Stamford and Woodlawn have been authorized, to cost \$600,000.

Late Sunday night the body of Thomas McMullen, aged 80 years, was found, with his head badly crushed, at the side of the G. T. R. track about a mile and a quarter north of St. Jacobs, Ontario. The deceased was seen at the depot at St. Jacobs on Saturday evening and it is supposed that he had walked up the rails to the point at which he had been killed, and had been there down to sleep, too close to the rails, and had been struck by train No. 181, which runs from Galt to Elmhurst. The body, however, was not discovered until Sunday night.

The old procedure of passing a stick from runner to runner is now used to order railroad trains on the Southern Pacific road. It is known as the staff system, and for years has controlled the traffic on one of the busiest single track lines in the West. It may be compared to a long walk way with self-locking gates, at each of which is a gatekeeper with keys. He gives a key to the first man leaving, who unlocks the gate, and passes on to the next, where he delivers his key, and gives another and different one for the next gate. If another pedestrian should arrive at that gate first, he would have to wait until the keyholder arrived to unlock the gate. In actual use this key is called a staff and is issued by electric machines which are located in pairs about three miles apart, each pair having an operator. One machine issues staffs to the trains going into the next block, while the other issues it to the train going into the opposite block. When either machine issues staffs the opposing machine three miles away is locked, and can issue none till the coming train arrives with the staff. This is then inserted in the vacant place of the machine and unlocks both machines. Thus it is impossible to have a collision, the track always being kept clear both ways until the train comes with the missing staff. These staffs are picked up by passing trains in much the same way that mail pouches are caught on the fly, except that the engineer leaves on the crane the staff he has obtained at the previous station. If one train should have to meet another the operator at that station guides the train of inferior class into a siding by means of fixed signals operated at his office. If he should by mistake set his switch controllers at both switches, the signals will stand at a "stop" position, and a buzzer will call attention to the mistake. The system has been used in England for years. It is more costly than the ordinary system, but it does away with train orders and arranges meeting points and side-tracking with a minimum of danger.

HAVANA ELECTRIC EARNINGS.

The traffic receipts of the Havana Electric Railway, Light and Power Company for the week ending June 13 were \$54,402, as compared with \$55,853 for the same week of 1914. Car mileage figures are \$12,174, an increase of 4.44.

SCOTCH MERCANTILE SHIP
BUILDING LOWEST ON RECORD

Decreases Steadily While Naval Work Increases—Output on Clyde For May Only 5,040 Tons.

Glasgow, June 2 (by mail).—While practically all the resources of the yards and engine shops are being devoted to the production of naval vessels, mercantile shipbuilding continues to decrease steadily. During May less mercantile work was done than during April and no new contracts were reported for any of the Scottish firms.

The Clyde launches were practically confined to three steamers, the largest of which is only 3,900 tons. The Clyde total of 5,040 tons is by a long way the smallest on record for the month, while the four months' total of 41 vessels of 119,223 tons is the lowest since 1908, and the second lowest since 1892.

On the east coast of Scotland four fishing vessels were launched during May, making the small total for the country of 13 vessels of 5,620 tons. The yards, of course, continue very busy, but a larger and larger proportion of the men are being put on naval work. How long this will continue depends wholly on the progress made with the war, but meantime mercantile shipbuilding is counting for very little in any of the districts.

The following table shows the work for five months in all the Scottish yards:

	Clyde.	Forth.	Tay.
Ves. Tons. Ves. Tons. Ves. Tons.			
Jan.	7 21,295	1 1,740	1 1,740
Feb.	10 42,307	1 200	1 200
March	12 43,101	1 211	2 400
April	3 7,480	2 2,450	1 1,200
May	9 5,040	1 200	3 400
41 119,223	5 4,601	4 2,450	2 400

The Clyde totals since 1880 are:—

	Five Months.			Five Months.	
	May.	Tons.		May.	Tons.
15	5,040	119,223	1897	35,226	120,011
14	40,012	193,997	1896	32,360	166,543
13	56,836	293,997	1895	52,609	133,812
12	53,456	252,560	1894	38,440	125,493
11	33,848	257,386	1893	23,119	84,232
10	37,521	184,601	1892	20,706	150,289
09	40,578	139,939	1891	21,477	127,226
08	11,072	114,826	1890	24,728	149,632
07	62,246	242,392	1889	24,729	135,197
06	51,524	211,714	1888	13,670	73,872
05	54,036	186,116	1887	15,619	69,255
04	25,877	161,486	1886	14,907	67,121
03	40,067	159,387	1885	18,057	111,465
02	57,278	196,803	1884	23,165	111,465
01	53,252	187,164	1883	33,584	152,217
00	51,411	162,916	1882	31,437	126,075
99	52,139	197,050	1881	36,600	121,944
98	41,787	159,676	1880	16,450	55,459