

## Shipping News

### MARINE TAXES.

It is understood that the 1915 British income and war profit taxes upon net earnings of the International Mercantile Marine were approximately \$13,000,000. This includes the company's proportional tax upon its share of the net profits of the Leyland line. Not all of the tonnage of the Mercantile Marine is subject to this war tax. It is the opinion of large stockholding interests that a careful appraisal would show that not much over 65 per cent of the tonnage is subject to the tax and this represents in a rough way about 65 per cent or 70 per cent of the net earnings, leaving 30 per cent of profits from which no tax need be deducted.

### AMERICAN SHIPBUILDING.

H. L. Aldrich, editor of International Marine Engineering, says there are at present 242 ships of more than 1,000 tons, exclusive of warships, under construction in shipyards in the United States. Average size of about 5,000 tons. Work contracted for is enough to keep American yards running to capacity for three years, while orders enough could be obtained to keep yards busy for another three years.

### TO COMPLETE SHIPS.

English government may grant facilities to shipbuilders to complete half a million tons of mercantile shipping which is nearing the launching and fitting-out stages.

### BRITISH FOREIGN SHIPPING.

Foreign shipping trade of England in 1915 compared with 1913 shows a decrease of 15,000,000 tons in inward-bound cargoes and of 28,000,000 in outward.

### BRITISH SHIPBUILDING.

The principal features of the shipbuilding industry all through 1915 were the reduced output in the combatant countries and the increased activity in the countries not directly affected by the war. This condition it attributes largely, of course, to naval work being done by the ship yards of the countries at war. It points out that while there has been a very marked reduction in the world's production of tonnage a large proportion of the decrease is found in the United Kingdom. The world's production of tonnage in 1914 was 3,490,000 tons and in 1915 was 1,670,000 tons. In the United Kingdom the production fell from 1,722,000 tons in 1914 to 649,000 tons in 1915. The importance of British shipbuilding looms up when it is known that during the last year it amounted to 100,000 tons more than double the entire output of the United States, although no warship work is included in the British figures while all such work is included in the United States report.

### NEW LAKE MERGER.

The Great Lakes Transit Company, a new merger controlling 35 vessels has just been formed. It has a capitalization of \$20,000,000. Mr. W. J. Connors of Buffalo is president of the company. The company's fleet will comprise 35 vessels with a freight capacity of 150,000 tons. The steamers were formerly owned by six railroad companies which were compelled to relinquish them under the section of the Panama Canal Act forbidding rail lines to own competing water routes.

### HANDY JACK TARS.

While British fleet is waiting for the Germans to come out of Kiel Canal, the men are using their spare time to turn out munitions of war in complete shops aboard the big vessels. The work is entirely voluntary, and no remuneration is given to the workmen.

## CANADIAN PACIFIC

### HOMESEEKERS' EXCURSIONS

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Bonaventure Station "Main 8228"

## Railway News

### RAILWAY VICE-PRESIDENT GIVES GOOD ADVICE TO THE "NEW MAN."

Vice-President Howard G. Kelley, of the Grand Trunk Railway System, has just ordered printed in the book of rules governing the operating department, the following message to the new employee:

"Your success in the service you are about to enter will depend upon the care you exercise in the discharge of your duties. The best record you can make, both for yourself and for the Company, is the record of a considerate and careful man. There are Engineers, Conductors and others who have worked for the Grand Trunk from twenty to thirty years without receiving injury themselves or causing injury to a single one of their fellow-employees. Everybody respects the man who can make that kind of record. If you are the right kind of man — and we believe you are — you desire to become one of these Honor Men. One fact we want to impress thoroughly upon your mind at the beginning is this: The Grand Trunk Railway does not want anyone in its service to take an unnecessary chance in the performance of his duties for the sake of saving time, or for any other reason. We say this because experience has shown that taking chances is the worst kind of bad business both for the employee and for the Company.

### GOGGLES FOR RAILROAD MEN.

During the past four months 289 employees on the Erie have suffered injuries to their eyes, and as a result the company has decided to furnish goggles to employees in certain classes of hazardous work. This, it is said, will involve the expenditure of \$10,000, but the company believes the money thus invested will be well spent. Employees will be required to use the authorized standard goggle provided by the company. The goggle to be furnished has a ground lens, the advantage of which is its clearness and freedom from prismatic effects. The composition of the glass is of such a nature that even a blow of sufficient force to break it will not endanger the eye, as the glass will not chip. The goggles will be given to the employee, with the understanding that if he leaves the service they are to be returned.

### A CARLOAD OF FREIGHT EVEN SEVEN SECONDS FOR AN ENTIRE YEAR.

That presents a vivid picture of wheat it means to handle the freight business of one of the great railroads of this country.

During the year 1915 the New York Central Railroad handled 4,507,759 carloads of freight, an equivalent of one every seven seconds.

These cars if placed in line would make a train 34,150 miles long — a transportation ring around the world with 9,000 miles left over to form a circle around the United States as a setting.

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## CANADIAN NORTHERN

### QUEBEC

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