

PLANT WAS BY GERMAN FIRM

The German contracting firm which held the construction of the Carnegie Steel Com-

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to have been to Russia as the United States Steel

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ESTIMATED WHEAT CROP EXAGGERATED

The Greatest American Wheat State Which Promised 180,000,000 Bushels now Estimated at Half That Total

OLD STOCKS DWINDLING

Canada's Visible Supply at the End of last Week Was 5,550,000 Bushels, Against 10,240,000 a Year Ago—Prices are Dominated by the Situation.

(Exclusive Leased Wire to the Journal of Commerce.) Chicago, June 26.—World wide influences are playing on wheat values, but the key to the situation is to be found in the Kansas revision of its estimated production.

The crop situation dominates the market in both prices and movements. Tuesday's decline of September to 95 1/2 is 3 1/2 points under the high of that month, and 4 1/2 points under July maximum.

As a commodity, wheat stands on its merits and its widely attracting the public. As soon as the new crop finds its real basis, which may be a few cents under present quotations, the general expectation is that substantial recovery will be the order of the day.

THE HOP MARKET

New York, June 26.—Telegraphic advices from California report good demand there for 1914 hops as well as 1915's on contract with 8 1/2 cents bid and

NAVAL STORES MARKET

New York, June 26.—While the character of the trading was more or less of a routine character yesterday, the undertone was firm in sympathy with advices from the south, spot quotations for turpentine were firm on the basis of 44 to 44 1/2 cents.

COTTON FUTURES OPENED EASIER.

Liverpool, June 26.—Cotton futures opened easier 1 1/2 to 1 3/4 points lower. Market closed quiet 2 to 4 points net decline.

Table with columns for months (July-Aug, Oct.-Nov, Jan.-Feb, May-June) and values for various cotton futures.

WARMER AND MORE SETTLED WEATHER

Needed to Stimulate Movement of Seasonable Merchandise in Canada

DRYGOODS MORE ACTIVE

In Far West and Northwest Situation Grows Steadily More Favorable, and There is Notable Feeling of Optimism as Regards Future.

(Exclusive Leased Wire to the Journal of Commerce.) New York, June 26.—Despatches to Dun's Review from branch offices of R. G. Dun and Company in leading trade centres of the Dominion of Canada indicate that while the outlook generally is encouraging, warm and more settled weather is needed at some points to stimulate the movement of seasonable merchandise.

Gross earnings of all Canadian railroads reporting to date for the first two weeks in June show a decrease of 19.9 per cent, as compared with the same period a year ago.

(Exclusive Leased Wire to the Journal of Commerce.) Toronto, June 26.—Business in wholesale lines was rather quiet this week, the weather having been unfavorable for a large movement in summer merchandise.

WEEKLY EXPORTS OF WHEAT.

Table showing weekly exports of wheat and corn in bushels for various weeks.

JUTE IS UNCHANGED

New York, June 26.—Jute is unchanged at nominally 3 1/2 cents for June-July shipments. The primary situation is firm, with no pressure of offerings, owing to the heavy orders of the Indian mills for war goods.

THE HIDE MARKET

New York, June 26.—The market for Common dry hides retained a firm tone. As previously noted Bogota prices have been advanced to 31 cents, but before this price was made some 40,000 to 50,000 were reported to have been sold at 20 cents to an independent tanner.

Table with columns for Bid and Asked prices for various hides (Orinoco, Laguyra, Puerto Cabello, Caracas, Maracaibo, etc.).



MAJOR PAUL HANSON, Who addressed a large meeting at His Majesty's Theatre last night, telling of his experiences at the front, and urging the need of more men.

The Charter Market

New York, June 26.—Rates for full cargo steamers continue easy, due to the falling off in the general demand and the plentiful supply of boats available for July loading.

The demand in the sailing vessel market holds steady but chartering continues to be limited by the scarcity of suitable vessels.

Rates are nominally steady in all trades. Charterers.—Grain—Greek steamer Athamas, (previously), 38,000 quarters out, from the Atlantic Range to a French Atlantic port 68 9/10 July.

Miscellaneous—British steamer Berwick Law, 2,329 tons, from two ports Philippines to two ports United States, 81s 3/4 on D. W. July.

RIO COFFEE MARKET.

New York, June 26.—Rio coffee market unchanged. Stock 265,000 bags, against 200,000 a year ago.

SPICE MARKET UNCHANGED.

New York, June 26.—There was no material change in the spice situation. Grinders were in the market for moderate quantities and prices were generally steady.

The Bug is at the Gate

By Peter McArthur

Edrid, June 23rd: The scientists have finally lassoed, hog-tied and branded the bug that has been doing damage to the little trees in the new orchard. Mr. Finn writes:—

"The trees that we examined are affected by the Buffalo Tree Hopper which makes irregular perforations in the bark in order to deposit its eggs. These become dry and enlarge from year to year, in time causing the death of the twig."

"I am sorry I cannot give you a chemical formula but the only remedy is to cut off and burn the affected twigs. This insect belongs to the order Hemiptera, the sub-order Homoptera and to the family Membracidae or Tree-Hoppers. In general outline they resemble beech-nuts, except that many have humps on their backs."

"The infested twigs should be cut off before August. If the injury does not kill the twigs it will so weaken them that the weight of fruit will break them."

"Clean cultivation will prevent most of these bugs from doing injury in the future."

"A couple of days ago I noticed that some of the cherry trees that I had put in the orchard as fillers were also showing dead twigs and an examination revealed the ravages of the same pest. I must now get busy and examine about eight hundred little trees to remove affected twigs. They say that walking is good exercise and I'll certainly have to walk before I get over the whole orchard."

For fear that city people may think that bug fighting on the farm is an unimportant matter I am going to quote from a review of a recently published work on entomology: "Every year four species of insects cost the United States \$92,000,000. It is a fortunate thing that the insect world is a house divided against itself. Otherwise the human race would become extinct in five years. The damages incurred from the depredations of insects are enormous. The Hessian fly, quite worthy of its name, destroys 140,000,000 worth of property in the United States in a year; the cotton boll-weevil causes an annual loss of \$30,000,000, the codling moth \$15,000,000; and the chinch bug \$7,000,000." But these are only a few of the myriads of bugs that are working destruction in a less spectacular way.

I doubt if there is a plant in the kitchen garden or a flower in the flower garden that is not attacked by some injurious insect peculiar to itself. From the blade of grass to the largest tree in the forest there are insects doing injury and wherever man tries to make progress in developing anything useful he must contend with bugs. And let no one imagine that this is in any easy task. His vaunted wisdom is opposed by instincts that hardly be studied out by the patient genius of a Fabre. Indeed it may be argued that man's wisdom is confronted by another wisdom for it is written in the Scriptures that there are "little things upon the earth, but they are exceeding wise."

"The ants are a people not strong, yet they prepare their meat in the summer. The locusts have no king, yet go they forth all of them by bands."

"The spider taketh hold with her hands, and is in kings palaces." There are times when fighting bugs becomes a little discouraging, but there are times when it is full of hope. Perhaps the insistence of these little creatures that we are told could destroy the human race in five years may yet compel human beings to stop fighting one another and devote all their energies to fighting the invading forces of Nature. Possibly it will be some such danger, that will force us into the brotherhood for which we are hoping. If the race could only be preserved by uniting to fight its natural enemies we would have an end of our horrible wars. Perhaps some future Kipling instead of telling us that "The Huns are at the gate," will chant a stave to inform us that "The bug is at the gate," and we will all rush out to do our bit. I am inclined to hope so for almost anything would be better than the horrible business that occupies us to-day.

After a singularly dry spring we have had a short spell of wet weather, and I am almost in the mood to write a prose poem in praise of rain. Before the storms began the ground was as dry as ashes and all crops in the district were at a standstill. As it is, I am afraid that the moisture came too late to give us a decent crop of hay, but the corn is looking up, in spite of the cool nights, and the oats are full of promise. And best of all, the air has been purified by the rain and everything freshened to the point of exhilaration. Even the roses have a new vim in them and the washed skies show illimitable depths of more fond I become of the rain—and that is not because it stops work and gives us a chance to rest and loaf. The rain plays as important a part as the sun in sustaining the life of Nature and it makes me feel that I am truly earthborn—born of that earth that "is never satisfied, that is not filled with water, that saith not 'It is enough.'" If I had been living at the time of the flood I do not think I would have started grumbling about the weather before the afternoon of the thirty-ninth day. Of course the rain is the chief cause of mud and lectures about the danger of wet feet and distressing things of that kind, but out in the country we can confine our walks to upland meadows where the wind after the rain is cool and fresh and the bob-o-links are singing and everything is not only good, but very, very good. We are fortunate in having the rains that plashed over us during the past few days and we have had quite enough for the present though no one would complain if we should have some more. But we really need some warm weather to bring on the corn and potatoes.

CANADIAN TRADE CONDITIONS ARE SOMEWHAT IRREGULAR

New York, June 26.—Bradstreet's report that Canadian trade presents evidence of irregularity. While advices from the east indicate that a good week's business has been done by wholesale houses and that the closing of schools has caused an increase in retail trade, the situation elsewhere fails to show any distinct sign of improvement. In Ontario sorting orders going to wholesale houses are only fair and vacant residences are plentiful.

The weather has been too cold in Manitoba for distribute trade, and business in that section of the Dominion is extremely quiet. However, higher temperatures have helped to stimulate retail trade in Alberta, but while interests report that business shows a decrease from last year.

Perhaps because of credit restrictions, payments on current purchases are more satisfactory than heretofore, but tardiness in settling old accounts continues. Crop news is distinctly favorable, moisture being ample, and estimates of the wheat yield suggest a crop of 250,000,000 to 260,000,000 bushels.

France is buying cattle in Toronto, and inquiries in the Montreal market for Canadian eggs for English consumption show the effects of decreased shipments from Russia.

Bank clearings at sixteen cities for the week terminating with Thursday last aggregate \$126,831,000, a drop of 7.3 per cent from last week and of 21.3 per cent from this week last year.

Business failures for the week ending Thursday last number 39, which compares with 49 last week and 46 in the like week a year ago.

NO CHANGE IN CRUDE RUBBER

New York, June 26.—There were no new developments in the crude Rubber situation yesterday, either abroad or here. So far as the local market was concerned trade was quiet and apparently in the main of a hand to mouth character.

The offerings were light, however, and the market remained firm at 63 cents for Up-river fine and 62 1/2 cents for pale crepe. London was quiet and unchanged.

RAILWAY OFFICIALS on active service

Advertisement for Railway Officials featuring portraits of several men in military-style uniforms and a central crest. Text describes their active service during the war.

DURING the past few months hundreds of railway employes have gone to the war, with the Canadian Pacific Railway than the men whose photographs are reproduced here. Each a head of an important department of the world's greatest transportation company, and each anxious to devote his services and life, if need be, to the aid of the British Empire.

Number I is Lieut.-Col. Fred A. Gascoigne, of the 60th Battalion, who was granted leave of absence from his position as Superintendent of Car Service of Eastern Lines to go to the front. He is now busily engaged in encouraging recruits to join his regiment, to which is attached a son of Sir Thomas Shaughnessy, the president of the road, as Lieutenant. Lieut.-Col. Gascoigne joined the Canadian Pacific as a clerk at Brockville Station on May 15, 1883, and the following year came to Montreal as a clerk in the Car Accountant Dept., from which position he rose to Superintendent on Feb. 1st, 1903.

Number II is Lieut.-Col. George Stephen Cantlie, who recently landed in England in command of the 42nd Highlanders. Lieut.-Col. Cantlie joined the railway on Jan. 1, 1885, as a clerk in the Audit Dept. and attracted such attention that the following year he was appointed Assistant General Manager and Assistant to the President. He rapidly rose to be Superintendent of the Car Service, and on Nov. 23, 1908, was made General Manager of the Car Service, a position he occupied when he volunteered for overseas service.

Number III is Captain G. Ernest Hall, who has been doing excellent work at the front with the Heavy Brigade, being second in command. He was Assistant General Storekeeper and volunteered with one of the first Canadian units to go to the front after the declaration of war last August. Capt. Hall joined the C. P. R. on May 14, 1900, as a clerk in the Engineering Dept. at Montreal and became Asst. General Storekeeper in 1905.

Number IV represents one of the prominent officials last to leave the Canadian Pacific for Overseas Service. This is Lieut.-Col. C. W. Ramsay, who is in command of the Canadian Overseas Railway Construction Corps. He was born in 1883 and entered the service of the railway as an apprentice in 1898. From that date until Sept. 19, 1903, he served in various minor capacities, when he was appointed a draftsman in the Construction Dept. From this he became an assistant engineer and Division Engineer, and on March 15, 1912, he was appointed Engineer of Construction for Eastern Lines. He was closely identified with the construction of all new lines since that date, notably the building of the new Lake Shore line from Montreal to Toronto.