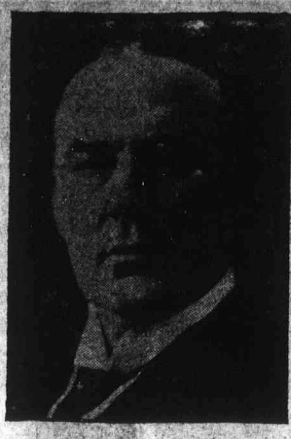


The War Day by Day

1914: June 28—Archduke Francis Ferdinand assassinated. July 23—Austria sends ultimatum to Serbia. July 31—Russia orders general mobilization. August 1—Germany declares war on Russia—French Cabinet orders general mobilization. August 2—German forces enter Luxembourg—Germany addresses ultimatum to Belgium demanding free passage for her troops. August 4—England sends ultimatum to Berlin, demanding unqualified observance of Belgian neutrality—Germany rejects ultimatum—German troops begin attack of Liege—President Wilson issues proclamation of neutrality. August 5—England announces existence of state of war with Germany—President Wilson tenders his good offices to the warring nations. August 7—Germans enter Liege—French invade southern Alsace. August 8—Italy reaffirms neutrality. August 15—Austrians enter Serbia—Japan sends ultimatum to Germany. August 17—British expeditionary force completes its landing in France—Beginning of a five days' battle in Lorraine, ending in repulse of French across frontier with heavy loss—Beginning of five days' battle between Serbians and Austrians on the Jadar, ending in Austrian rout. August 20—Germans enter Brussels—Belgian army retreats on Antwerp. August 23—Germans enter Namur and begin attack on Mons—Austria announces victory over Russians at Krassnik. August 24—British begin retreat from Mons—Zeppelin drops bombs into Antwerp. August 25—Mullhausen evacuated by the French. August 26—Non-partisan French Cabinet organized—Germans take Longwy. August 27—Louvain burned by Germans—Japanese blockade Tsing-tau. August 28—British fleet sinks five German warships off Heligoland. August 29—Russians defeated in three days' battle near Tannenberg. September 2—German advance penetrates to Creil, about 30 miles from Paris, and swings eastward—French centre between Verdun and Rheims driven back—Seat of French Government removed to Bordeaux. September 3—Russians occupy Lemberg. September 5—Battle begins south of the Marne and east of Paris in which the German right wing is pushed back, followed by a general retreat. September 7—Mauvege taken by the Germans. September 12—German retreat halts on the Aisne. September 16—Belgian commission protests to President Wilson against German "atrocities." September 20—Germans bombard Rheims and injure the famous Cathedral. September 22—German submarine sinks British cruisers Aboukir, Cressy, and Hogue in the North Sea—Russians capture Jaroslav and invest Przemyel. September 26—British troops from India land at Mesopotamia. September 28—Germans begin siege of Antwerp. October 2—End of week's battle at Augustow in which the Germans are defeated and forced out of Russian territory. October 5—Belgian Government removed from Antwerp to Ostend. October 7—Bombardment of Antwerp begins—Japanese seize Caroline Islands. October 9—Antwerp occupied by the Germans. October 10—French win cavalry engagement around Hazebrouck. October 12—A Boer commando in the Cape Province mutinies. October 13—Belgian Government transferred from Ostend to Havre. October 14—Allies occupy Ypres—Battle begins on the Ypres. October 15—Ostend occupied by the Germans. October 16—British cruiser Hawke sunk by German submarine. October 18—Belgian army effects junction with Allied left, battle on from Channel coast to Lille. October 20—English gunboats participate in battle at Nieupoort on Belgian coast. October 24—Ten days' battle before Warsaw ends in German defeat. October 26—After a week of furious fighting German assaults on Allied line from Nieupoort to Ypres slacken. October 27—British dreadnought Audacious sunk off the Irish coast—South African sedition spreads. Gen. De Wet in revolt—Russians pursue retreating Germans and re-occupy Lodz and Radom. October 28—Berlin admits retreat from Warsaw and Ivanograd. October 29—Turkey begins war on Russia by naval attacks on Odessa, Novorossiysk and Theodosia in the Crimea. October 30—Col. Maritz, rebel leader in Cape Province, beaten and driven out of the colony. November 1—A squadron of five German cruisers, including the Gneisenau and Scharnhorst, defeat a British squadron off Coronel, on the coast of Chile—Turks bombard Sebastopol. November 3—German squadron makes a raid to British coast near Yarmouth. November 4—German cruiser York strikes mine in Jade Bay and sinks—Heavy fighting around Ypres. November 5—England and France declare 2 war on Turkey—Dardanelles forts bombard—Russians re-occupy Jaroslav. November 6—Tsing-tau surrenders to the Japanese. November 7—Russians reach Pleschen in Silesia and enter East Prussia. November 10—The Erden defeated, and forced ashore at North Keeling Island in Bay of Bengal, by Australian cruiser Sydney. November 11—Germans capture Dixmude—German submarine sinks British gunboat Niger off Deal. November 12—Russians occupy Johannsbad in East Prussia—Russians defeated in Wotlasvek. November 13—Fighting renewed at Nieupoort. November 15—Russians defeated at Lipno and Kutno—Battle in Flanders attains climax with charge of the Prussian Guard against Ypres. November 16—The Sheikh-ul-Islam at Constantinople proclaims a Holy War against the Allies—British House of Commons votes a war loan of £225,000,000. November 17—Berlin announces Austrian victory over Serbians at Valjevo. November 18—French capture Tracy-le-Val—Naval battle in Black Sea, in which Turkey and Russians both claim victory. November 19—House of Commons votes a new army of 1,000,000 men—More than 1,000,000 men already under arms, exclusive of Territorials—Germans pierce Russian centre south of Lodz. November 23—Russians surround two German corps south of Lodz.

November 26—British battleship Bulwark destroyed by explosion in the Medway River—Germans break through Russian circle near Lodz. November 29—Russians fall in assault on Darkehmen in East Prussia. December 1—German Reichstag votes new credit of five billion marks—King George visits the army in Flanders. December 2—Austrians take Belgrade by storm—Gen. De Wet captured. December 3—London War Office announces landing of Australians and New Zealanders in Egypt—Italian premier in Parliament finds no reasons for a change of policy—Serbians turn on Austrians in three days' battle which ends in a notable Serbian victory. December 6—Germans occupy Lodz. December 7—French attack to the north of Nancy repulsed. December 8—The German squadron under Rear-Admiral von Spree is attacked in the South Atlantic off the Falkland Islands by a British fleet under Admiral Sturdee, and the cruisers Scharnhorst, Gneisenau, Leipzig and Nürnberg are sunk—British occupy Bussorah, in Asia Minor. December 9—Gen. Bevers, Boer leader, killed at the Vaal River. December 10—The Goelen bombards Batum. December 13—British submarine sinks the Turkish battleship Messudieh in the Dardanelles. December 14—The Breslau bombards Sebastopol—Serbians capture large Austrian forces. December 15—Austrians evacuate Belgrade. December 16—German cruiser bombard Scarborough, Hartlepool, and Whitby on English coast. December 17—Berlin announces general Russian retreat in Poland—Survivors of Emden captured. December 18—Egypt proclaimed a British protectorate—Gen. Botha regards Boer rebellion at an end. December 20—Severe fighting between Germans and Russians on the line of the Buzura River. December 22—French Parliament assembles; Premier Viviani declares for war to the end. December 23—French Chamber votes war credit of eight and a half billion francs. December 25—British naval and aerial raid against Cuxhaven—Russians defeat Austrian army at Tachow near Tarnow—German offensive in Central Poland halted—Italian marines occupy Avlona. December 28—French occupy St. Georges near Nieupoort. December 30—German aeroplanes drop bombs in Dunkirk. 1915: January 1—British battleship Formidable sunk in the Channel. January 3-4—French capture Steinbach, east of Thann. January 3-4—Russians win decisive victory over Turks in the Caucasus at Sarikamish and Ardahan—Russians overrun Bukovina and enter Carpathian passes. January 8—French advance across Aisne north of Soissons. January 10—German aeroplanes bombard Dunkirk. January 12—Severe fighting around Cernay in Alsace. January 13—Turks occupy Tabriz—Count Berchtold resigns. January 14—French driven back across Aisne River, east of Soissons, after a week's battle—Russian advance in Mlawa region. January 15—British victory at La Bassée reported. Germans being forced back one mile. The French, cut off from reinforcements by floods, driven back at Soissons. January 16—French partly retrieved losses—News of gallant bayonet charge by Princess Patricia's Infantry reached the outside world. January 17—Russian official statement told of extermination of 11th Turkish army corps. January 19—German Zeppelins raid England killing four civilians and damaging property with bombs. January 20—British Government refuses to guarantee "Dacia" will not be seized but offers to buy cargo or deliver it. January 24—British fleet under Vice-Admiral Sir David Beatty defeated German squadron in North Sea, sinking the battle-cruiser Bluecher, and the light cruiser Kolberg. January 25—Russians occupy whole of Jacobini district in Bukovina after temporary retirement and loss of entire regiment. Strong German army defeated in second battle of La Bassée. January 26—All stocks of wheat in Germany seized by Government. January 27—Loss of many thousands of Germans marks Kaiser's birthday. January 28—First fighting in Egypt near Suez Canal reported. January 30—German submarine U-31 sank three British steamers in the Irish Sea, and two others sunk in the English Channel. February 2—British again repulsed Germans at La Bassée, and advanced. British fleet ordered to treat cargoes of grain and flour consigned to Germany and Austria as conditional contraband. February 4—British Parliament, at opening of session, decided to confine itself to Government measures. February 4—Announcement made that finances of Britain, France and Russia for the purposes of the war will be pooled. Germany announces that all British waters will be treated as war zone after February 18. Feb. 6—British liner Lusitania arrives at Liverpool flying American flag. Feb. 8—British Government introduces "blank cheque" budget providing for army of 3,000,000 men. Turks driven back from Suez Canal with heavy losses. Feb. 8—Russians begin to evacuate Bukovina before Austro-German advance. Feb. 10—U. S. Government sends note to Britain pointing out danger of using neutral flag and note to Germany warning against menacing lives or vessels of Americans—Canadian budget provides for tariff increases of 7 1/2 per cent, and 5 per cent preferential. Feb. 12—British aviators raid Ostend and surrounding districts, damaging submarine bases. February 13—Russian retreat in East Prussia announced. February 14—Announcement made that between 300,000 and 600,000 of new British army, including Canadian contingent, had landed in France. Forty Allied aeroplanes attacked German positions on Belgian coast. February 17—Britain's complete reply to American note on shipping question made public, Britain pointing out that the United States troubles were due to German mines, and not British navy. February 18—German "war zone" edict goes into effect.



MR. G. M. BOSWORTH, Vice-President, C. P. R., who is taking an active part in connection with the freight-rate increase.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.) New York, February 20.—The charter market continues steady, with practically no changes of consequence in the general conditions. There is good demand for boats for March loading in several of the European trades, and tonnage is also wanted for coal, oil, general cargo, coal, etc., to the Far East, Australia and South American ports. The supply of boats available for fairly early delivery is light and rates are strongly sustained in consequence. For later than March loading the general demand is moderate, with rates steady to firm. The sail tonnage market continues strong with freights offering steadily in the trans-Atlantic, South America and West India trades. Coastwise rates are higher, due to the light tonnage offerings, but only a limited general demand prevails. Charters.—Grain: British steamer King, 41,000 quarters oats, from Newport News to Avonmouth, 6s, March. British steamer Tweedale, 40,000 quarters oats, Atlantic Range to London, 6s, March. British steamer Ribston, 22,000 quarters, from the Atlantic Range to west coast Italy, 10s 3/4d, March. British steamer Cheltonian, 30,000 quarters, same, 10s 3/4d, March. British steamer Maskinonge, 32,000 quarters, from the Gulf to Piraeus, 11s 6d, March. Coal.—Norwegian steamer Port Antonio, 717 tons, from Baltimore to Guantanamo, p.t. prompt. Schooner Rob Roy, 684 tons, from Baltimore to Mayport, p.t. Schooner A. and M. Carlisle, 302 tons, from Philadelphia to Charleston, p.t. Lumber.—Schooner Annie, 512 tons, from the Gulf to New York \$8.50. Miscellaneous.—Steamer Jean, 2,391 tons, West India trade, one round trip, p.t. prompt. Schooner Eleanor F. Bartram, 920 tons, from Rio Janeiro to Baltimore, with ore, 46. Schooner Fannie Palmer, 1,728 tons, same. Schooner Edward H. Cole, 1,395 tons, same. Schooner Florence M. Henley, 927 tons, same.

DETROIT CIVIC AUTHORITIES REJECT STREET RAILWAY PROPOSAL. Detroit, Mich., February 20.—The proposal of the Detroit Union Railway to sell its properties within the one-acre zone for \$28,500,000 has been rejected by the Municipal Street Railway Commission. A counter proposition, in the nature of an ultimatum, is to be presented to the company on Wednesday. "The city, it is understood, will offer the company several million dollars less than the sum mentioned, and this, in turn, is certain to be disregarded. The company has given notice through a weekly publication, that, unless the city stopped "nagging it," it would abrogate the seven for a quarter fare agreement entered into two years ago, and resume its five cent rate.

SHIPPING NOTES

Three men were drowned when the White Star tender Meganic collided with and sank the schooner Kate in the Mersey River during a storm. The City of Havana and the City of Memphis, two of the four vessels of the Ocean Steamship Co., that have safely crossed the Atlantic with cotton cargoes, were chartered at Galveston for second voyages. The American commission for relief in Belgium has a fleet of 47 chartered steamships plying between American ports and Rotterdam, through the war declared by Germany. A majority of these ships fly the British flag. Ten men have begun work in the engine room of the C. P. R. steamer Athabasca at Port McNicoll. This is the first of the boats to have work commenced. In two weeks men will be busy on the other ships of the fleet. Gov. Dunne of Illinois, has urged legislature to authorize the construction of an eight-foot waterway between Joliet and Utica, which would open a channel from Great Lakes to Gulf of Mexico of the same depth now maintained in the Mississippi river.

As an instance of the increased value of ships on account of the war, the sale of the steel sailing vessel Brynhilda is quoted. Twenty-six years ago the Brynhilda was built for J. W. Carmichael & Co., of New Glasgow, at a cost of \$75,000. After sailing her for a number of years, they sold her about 10 years ago, when shipping had declined and the value of sailing ships particularly lessened, for \$25,000, and at that figure the sale was rated a good one. Now this 26-year-old vessel has been sold at Halifax for \$73,000, within \$2,000 of her original cost.

TRAIL SMELTER RECEIPTS. The Consolidated Mining and Smelting Company of Canada, Limited's receipts at Trail Smelter for the week ending February 11th, 1915, and from October 1st, 1914, to date, in tons: Week Year. Company's mines: Centre Star 4,241 67,351 Le Roi 2,926 51,352 Sullivan 274 15,015 Other Mines 881 18,657 Total 8,322 152,065

TWO CANADIAN ROADS FAILED TO REPORT

Omission of These Surpluses Induced Large Reduction in Box Cars in Dominion

IDLE CARS IN STATES

Unprecedented Large Number Were Out of Commission Throughout the Period of Ordinarily the Heaviest Traffic of the Year.

New York, February 20.—After a lapse of three months, the American Railway Association's statistics on idle freight cars in this country and Canada have been resumed. The figures, however, will be published monthly instead of fortnightly, as heretofore. As of Feb. 1, 1915, the net surplus of idle cars was 226,641, which compares with 170,096 on November 1, 1914, the last previous report. Reports as of Feb. 1, 1915, were received from only 159 roads, operating 1,854,150 cars, while figures for November 1, 1914, were given by 192 roads operating 2,203,414 cars. Had reports been received from the same number in February, the surplus would have been increased by approximately 50,000 cars, to 276,000.

As compared with November 1, the larger part of the increase in surplus was due to accumulation of coal cars in eastern sections. This was offset to some degree by a large reduction in box cars in Canada, due to the failure of two large Canadian roads to report their surpluses. The fortnightly surpluses reported last fall up to November 1 showed the highest totals of any similar period since 1907. There was an unprecedented number of idle cars continually on hand throughout the period of ordinarily the heaviest traffic of the year. Particularly large were surpluses of idle coal cars, and this accumulation is even larger now. On February 1, 1914, the net surplus was 209,678, but many more roads reported than this year. Taking the association estimate that if the same number of roads reported this year, the total surplus would have been 277,000, it would mean that this year's February surplus was about 57,000 cars larger than that of last year. The difference between the two years is not as great as last fall. On November 1, 1914, the surplus of 170,096 cars compared with a net shortage of 1842 on November 1 of the year previous.

Following is the customary table showing the surpluses and shortages at various recent dates, with November and December, 1914, and January, 1915, omitted: 1915: Surplus, Shortage, Net Surp. February 1 227,473 832 226,641 1914: Nov. 1 172,325 2,279 170,096 Oct. 15 154,342 2,360 151,982 Oct. 1 133,382 2,355 131,027 Sept. 15 138,108 2,959 135,049 Sept. 1 165,244 1,818 163,426 Aug. 15 174,260 2,115 172,145 August 1 198,993 2,333 196,660 July 15 228,384 1,813 226,571 July 1 220,875 1,333 219,542 June 15 232,994 2,669 230,325 June 1 242,572 770 241,802 May 15 230,466 764 229,702 May 1 230,533 1,164 229,369 April 15 213,324 453 212,871 April 1 141,525 2,013 139,512 March 15 132,010 7,145 124,865 March 1 159,480 5,733 153,747 Feb. 14 199,385 2,333 197,052 Feb. 1 211,960 2,282 209,678 Jan. 15 217,274 2,385 214,889 Jan. 1 190,521 1,671 188,850 1913: Dec. 15 167,513 5,968 161,545 Dec. 1 67,446 10,212 57,234 Nov. 15 66,059 23,467 42,592 Nov. 1 38,276 40,118 -1,842 Oct. 15 37,195 41,994 -4,804 x—Net deficit.

RAILROAD NOTES

It is intimated that the Great Northern Railway intends to apply to Parliament for an extension of time on which to start work on its terminals in Vancouver. It is just 26 years ago since Mr. Thomas Mortimer, now chief agent of the Canadian Transfer Company, raised the flag that sent the first C. P. R. train out of Windsor Station. Traffic officials of the C. P. R. and G. T. P. are of the opinion that with the opening of spring there will be a considerable betterment in business, and that there will be a large volume of American travel within the confines of the northern continent this year. There have been exchanged for the stock of the Chicago, Rock Island and Pacific Railway Company \$46,819,000 of the collateral trust 4 per cent bonds on the railroad company. This is over 60 per cent of the total bond issue. About 96 per cent of the bonds were deposited.

The transportation committee of the Board of Trade will meet the vice-presidents of the C. P. R., the Grand Trunk, and the Canadian Northern, on Monday morning, for the purpose of discussing the freight rate increase announced, which the companies are asking the Dominion Railway Board to sanction. Mr. G. M. Bosworth, vice-president of the C. P. R.; Mr. J. E. Dalrymple, vice-president of the Grand Trunk; Mr. D. B. Hanna, third vice-president of the Canadian Northern; and Mr. W. R. MacInnes, freight traffic manager of the C. P. R., will be the delegation or committee which will meet representative bodies next week at Montreal, Toronto, Hamilton and London in regard to the application of the railways for an increase in freight rates.

Hon. Thomas Taylor, Minister of Railways in the Province of British Columbia, and a number of members of the British Columbia Legislature, were the guests of the Canadian Northern Pacific Railway recently in a trip up the Fraser Valley as far as Cisco, the excursion being given for the purpose of permitting the legislators to have an idea of the work accomplished by the railway towards the completion of the last link in Canada's third transcontinental line.

ILLINOIS CENTRAL CAPITALIZES ITS OPTIMISM BY ORDERS FOR CARS

Manufacturers of the Middle West are all confident and that Means Business—Supply Houses Experience Tremendous Possibilities.

Chicago, Ill., February 19.—C. F. Parker, vice-president in charge of purchases for the Illinois Central railroad, gave business boosters another cause for optimism yesterday. Besides accepting delivery on an order of 5,000 box cars, involving a transfer of at least \$5,000,000, confirming the final placing of a contract with the American Car and Foundry Company for 1,000 new refrigerator cars, valued at \$1,200,000, he announced the road was considering the purchase of 100 more gondola cars. The original inquiry was for prices on five cars, but was increased to the present figures with the general brightening up of the business outlook.

Capitalize Their Optimism. "It is all a capitalization of our optimistic feeling," he explained to a reporter. "The railroads are quick to seize upon an indication, and we have not let up on our buying. Business men everywhere are optimistic. The manufacturers of the middle west are all confident and that means business. The outlook is excellent for the railroads, and they are not next to agriculture in importance. The roads already have given contracts amounting to millions of dollars, but there will be more buying than ever within the next two months. "The opening up in weather conditions will give employment to thousands of rough laborers on construction and other right of way work and cleaning up. This usually begins about March 1. No one expects a heavy year in new construction, but the lines will continue projects now contracted for.

Supply Houses Prosper. "The American railroad supply houses had tremendous possibilities opened up to them by the war. Foreigners who used to buy in England and States. Several big contracts already have been closed, I understand. "In addition to the Illinois Central orders, the following contracts or inquiries have been made within the last fifteen days: Santa Fe, ordered 200 10,000-gallon capacity tank cars from Pressed Steel Car company, in addition to 200 cars ordered in November. Colorado and Southern, inquiring for prices on 2,000 centre sills. Boston and Maine, in market for six postal cars. Missouri, Kansas, and Texas, in market for thirty locomotives. Union Pacific placed, with West Hill and Barker Car Company, order for 750 stock cars. United Fruit company, in market for thirty-five freight cars. Cleveland, Cincinnati, Chicago, and St. Louis, increased order of ten locomotives to thirteen. Serbian government, ten locomotives from American Locomotive Company, in addition to seven ordered in January. French government, contract for 100 locomotives from Baldwin Locomotive works. Pennsylvania railroad ordered its Altoona shops to construct sixty-eight all steel baggage cars of three different types. Lackawanna, five postal cars from American Car and Foundry Company. Orders for steel rails are also being figured on by railway supply houses and steel mills.

NEW YORK AIR BRAKE CO. New York, February 20.—New York Air Brake Co. reports for year ended Dec. 31: 1914. 1913. 1912. 1911. Sales and other income \$2,915,932 \$3,244,312 \$3,078,253 \$1,944,382 1913: taxes, etc. 2,094,886 2,409,800 2,324,073 1,914,736 Bond interest 180,000 180,000 181,500 181,800 Total net 2,274,886 2,849,800 2,955,575 1,939,596 Profit for year \$411,046 \$54,512 \$72,309 \$7,739 Dividends 509,544 59,544 145,885 40,653 Surplus 41,502 54,963 422,484 40,653 *Equal to 64 1/2 pc. on \$10,000,000 stock, against 65 p.c. previous year. †Deficit.

STEAMSHIPS.

CUNARD LINE CANADIAN SERVICE Sailings from Halifax to Liverpool:— After ORDNA (15,500 tons) March 15th, 1 a.m. Transylvania (15,000 tons) April 5, 1915. Ordana (15,500 tons) April 19

RAILROADS.

CANADIAN PACIFIC

Toronto—Detroit—Chicago Via Belleville, Port Hope and Oshawa. *8:45 a.m. *10:00 p.m. Peterboro-Toronto (Yonge St.) *7:25 a.m. *10:50 p.m. Observation-Compartment and Standard Sleepers on night trains. *Daily ex. Sun. TICKET OFFICES: 141-143 St. James Street. Phone Main 812 Windsor Hotel, Place Viger and Windsor St. Stations.

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DOUBLE TRACK ALL THE WAY Montreal—Toronto—Detroit—Chicago MONTREAL AND CHICAGO LIMITED. Leaves Montreal 11:00 p.m. daily. Club Compartment Sleeping Cars to Toronto, Hamilton, Detroit, and Chicago. 4 Express Trains Daily to Toronto. CITY TICKET OFFICES: 123 St. James St., cor. Front St. Windsor Hotel, Bonaventure Station. Phone Main 1000. Phone Up, 1000.

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