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MORE OF BOOTS SUPPLIED FIT FOR ACTIVE SERVICE

Head of Ordnance Department Told Committee That
Footwear Supplied to Canadian Soldiers Was
Far Too Light—Dishonesty Not Suspected.

Ottawa, February 24.—That the Militia Department should have supplied a different type of boot for soldiers going on active service than were supplied for the permanent troops in Canada, was the inference drawn from evidence adduced at the committee hearing this morning.

Cd. Halleck, head of the Canadian Ordnance Department, stated that the boots supplied to the Canadian soldiers were as different from the British boots as a workman's were from a boot used for hunting purposes. The evidence all went to show that the boots were far too light; that they had reached Valcartier in many cases without inspection; that some of them had been made upon lasts already in the possession of the manufacturers; that they had not been fitted properly upon the soldiers; that in many cases the leather had been used contrary to specifications, and that generally speaking none of the boots were fit for active service conditions.

Cd. Halleck stated that under the circumstances he suspected none of the manufacturers of dishonesty. Mr. E. M. MacDonald, M.P. for Pictou, moved at the conclusion that leave be asked of Parliament to appoint a qualified counsel to collect evidence and gather witnesses. The committee adjourned until Friday.

GERMANS LOST 50,000 MEN IN ATTACKS ON RAWKA RIVER.

Paris, February 24.—At least fifty thousand men were lost by the Germans in their attack on the Russian positions on the Rawka River and in the regions of Bogimow and Gumbinnen, according to Ludovic Rudzewski, the Journal's correspondent, who witnessed the operations. He considers the general situation highly favorable to the Russians, and says:—

"The Germans are being gradually but implacably worn down. Whether they attack or merely defend themselves their armies melt away from day to day. Their feverish activity and their frightful sacrifice of lives show they realize they are fighting against time."

NEW YORK STATE MUST PROVIDE NEW SOURCES OF INDIRECT REVENUE.

Albany, N.Y., February 24.—In his message to the Legislature on the State's finances, Governor Whitman says the situation is grave and that the last administration depleted the cash surplus.

Seemingly the necessary appropriation required to meet the State's needs for 1915-16 is \$63,500,000. The total estimated resources are not quite \$52,000,000, leaving a balance for which no money is available of \$11,500,000.

This must be provided for by direct tax as well as an additional \$8,000,000 for the State's sinking fund contributions, although indirect taxation nets the State \$12,000,000 annually.

The Governor urges the Legislature to provide new sources of indirect revenue.

INQUIRY INTO LOSS OF BELTRIDGE.

London, February 24.—The Norwegian Legation in London has received instructions from the Foreign Office in Christiania to conduct an inquiry into the loss of the Beltridge and the Regin, to determine whether German submarines were responsible.

What Norway's course will be if examination of the fragments of the torpedo left in the hull of the Beltridge prove it to be German, is a matter of intense interest.

FRENCH CLAIM FURTHER SUCCESS.

Paris, February 24.—Continued French offensive in Champagne region is resulting successfully according to official communique. It shows French forces have made new progress northward of Perthes and that engagements between French and German troops in direction of Auberville sur Sulpice resulted favorably to the French.

At other points nothing of importance has occurred.

GERMANY TO RAISE FUNDS IN U. S.

New York, February 24.—Realizing that it would be difficult to attempt flotation of a German loan in this country, negotiations are under way to raise funds for the German government by approaching influential American financiers in this country. It is understood that the amount is in the neighborhood of \$50,000,000. Many believe that there is a fair chance of this loan being oversubscribed.

ARMORED MERCHANT CRUISER HAS BEEN LOST.

London, February 24.—The British Admiralty announced that the Clan MacNaughton, an armored merchant cruiser, has been missing since February 3, 1915. It is feared she has been lost.

GERMAN LOSSES IN EAST PRUSSIA.

Paris, February 24.—German Embassy here advised that General Von Hindenburg's losses in his operations in East Prussia were 100,000, including dead, wounded and prisoners, says a despatch from Rome to the Paris Echo.

EUROPE'S NEUTRALS NEARING THE BRINK

Italy's Preparation Almost Complete and Roumania is to Fight in April

WOULD FEED CIVILIANS

U. S. Would Undertake Distribution if Allies Consent—The Transport That Was Not Sunk—Holland's "Interesting Developments."

(Special Cable to The Journal of Commerce.)

London, February 24.—It is believed here that the vessel referred to in the official statement issued in Berlin that British transport No. 192 had been sunk, is the collier Branksome Chine, which was sent to the bottom off Beachy Head on Tuesday afternoon.

Italy has taken extraordinary measures within the last 24 hours to place her army at its maximum strength, which leads to the belief that her entry into the war is near at hand, while Roumania has decided, according to a despatch from Bucharest to the Paris Matin, to place her army in the field in April.

Advices from the Hague to-day, in what appears to be an inspired despatch, are that "there is good reason to believe that the political situation in Holland at the present time is such that the most interesting developments may be expected at any moment."

It was announced to-day that Italy's military preparation will be completed by Saturday, and that on that day all Italian railroads will be turned over to the Government for military purposes.

Roumania's pledge to the Allies will be given, according to the despatch from Bucharest, by Nicholas Misu, Roumanian Minister to England, who will soon return to London.

The despatch from the Hague states that the Cabinet of the Netherlands has been in secret conference with foreign diplomats during the last few days, and that work in the government offices is now going on night after night until a late hour.

No definite news has been received as to the fate of the American steamer Caribia, which was sunk off the German coast supposedly by striking a mine.

Seven German aeroplanes have flown over the east coast of England on a reconnoitering expedition. Preparations for defence were made by towns along the sea, but the air invaders retired without attempting an attack.

Following the destruction of four vessels on Tuesday in the North Sea and British waters, the Admiralty has issued an order limiting traffic in the Irish Channel and diverting steamships to the waters south of Ireland, where there is more sea room for avoiding attacks by submarines.

Semi-official advices from Berlin state that the new American note suggesting measures for an adjustment of the British food embargo and the German submarine warfare on merchant vessels has been received by the German government in a sympathetic spirit. It is generally believed here that the American Government has suggested that, with the consent of Great Britain, France and Russia, the United States might undertake the distribution of food to non-combatants in Germany. In this connection it is recalled that Germany has declared her willingness to cease her warfare against merchant vessels if food for her civilians be permitted to reach her ports.

DUTCH ARE ANNOYED.

The Hague, February 24.—British and French Ministers held a conference with the Dutch Minister of Foreign Affairs. Both are reported to have transmitted messages from their respective governments to Holland.

Queen Wilhelmina has cancelled plans for a visit of inspection to troops on the eastern and southern frontiers and a feeling of tension is apparent in official circles.

The failure of Germany to reply to the Dutch note in reference to the German submarine blockade is causing much unfavorable comment in Dutch papers.

ATTEMPT TO SMUGGLE METAL INTO GERMANY.

Rotterdam, February 24.—The Dutch authorities have seized the merchant ship Harna, following the discovery of 3,000 lbs. of copper hidden in the cargo of phosphates. It is charged that an attempt was being made to smuggle the metal into Germany.

FULL OF MEAT

"I never throw away a copy of the Journal of Commerce --- its too full of meat" declared a subscriber the other day. That is the verdict of all who get a taste for the paper. It is read by men who think



HON. WINSTON CHURCHILL,
Head of the Admiralty, who states that vigorous counter measures will be taken against Germany's submarine warfare.

Men in the Day's News

Rev. Dr. J. C. Roper, who has been appointed Bishop of the Anglican Diocese of Ottawa, was born in Frant, England, in 1858, educated at Tonbridge School, at Oxford and at Trinity University, Toronto. After a lengthy pastoral and professional experience in various parts of Canada and the United States, he was made Bishop of British Columbia. He now succeeds Archbishop Hamilton, who resigned some time ago because of advancing age.

Carter H. Harrison, who is now completing his fifth term as chief magistrate of Chicago, was yesterday defeated by R. M. Sweitzer, a Democratic nominee. Mr. Harrison was born in Chicago in 1869, and it is somewhat of a coincidence that his father was also five times Mayor of the city. Harrison at first practised law and then engaged in the real estate business, later becoming publisher and editor of the Chicago Times. He was first elected Mayor of the city in 1897 and has been elected on four subsequent occasions. Harrison is a Republican.

Sir Henry K. Egan, who has just been appointed to the Board of the Phoenix Assurance Company, is a well-known manufacturer of Ottawa. He was born at Aylmer, P.Q., in 1848 and educated at the Montreal High School. He is managing-director of the Hawkesbury Lumber Company, a director of the Bank of Ottawa, the British Canadian Bank Note Company and a number of other corporations. He has taken an active interest in hospital and other charitable work in Ottawa and in these surrounding districts. In politics he is a Conservative and in religion an Anglican.

Mr. Justice J. G. Forbes, of St. John, N.B., who has announced his retirement from the bench, was born at Guysborough, N.S., in 1838. He was educated at Antigonish Academy, at Halifax and at Harvard University. He was called to the Bar in 1866 and settled at St. John, where he soon became recognized as an authority on legal matters. Judge Forbes took an active interest in politics, contesting St. John for the Local House in the Conservative interests at the general elections of 1872 and later was nominated for Guysborough for the Federal House. He has been a prominent figure in the Presbyterian Church. Judge Forbes was appointed to the bench in 1895.

Mr. A. E. Dymont, stockbroker of Toronto, yesterday celebrated his forty-seventh birthday. He was born at Lynden, Ont., educated at the Barrie Collegiate Institute and Upper Canada College. As a young man he engaged in the lumber business, but a few years ago moved to Toronto, where he became a stockbroker, being now the senior partner in the firm of Dymont, Cassels & Company. He is a director of the Wallaceburg Sugar Company, the Frost and Wood Company, Limited, and of a number of other corporations. Mr. Dymont represented Algoma in the Liberal interests in Parliament from 1896 to 1904, and Algoma East from 1904 to 1908. He is an Honorary Lieutenant-Colonel of the 97th Regiment and has a keen interest in military matters and also in horse breeding, being a governor of the Canadian National Bureau of Breeding. Mr. Dymont is one of the most popular men in the financial district of Toronto.

Mr. John D. Rockefeller, Sr., who is resisting an effort made by the city of Cleveland to have him pay taxes on \$311,000,000 worth of property, is the world's richest man. He was born at Richford, N.Y., in 1839, and moved to Cleveland when a boy of four. Five years later he engaged in the oil business and there laid the foundation of the immense fortune which he afterwards made. The Standard Oil Trust, which he formed in 1882 and which was dissolved in 1892, was probably the greatest corporation in the world's history. Mr. Rockefeller has given large sums of money to educational, religious and philanthropic institutions, his total givings being estimated at over \$100,000,000. While he is exceedingly generous with his money, Mr. Rockefeller has an innate aversion to the tax collector and hence his efforts to thwart the treasurer of the city of Cleveland.

Mr. T. C. Kirby, who has been appointed to the general management of the Canadian Home Markets Association, now being organized in Montreal, has had a long experience in show work. He was born in London, England, and was for fourteen years on the staff of the late Mr. S. Cordingley, who promoted the London motor show in the Agricultural Hall. Mr. Kirby also was connected with various automobile trade journals in England. He came to Canada six years ago, his first show venture here being the aviation meet at Lakeside, when he was on the staff of Mr. E. W. Wilcox, a Toronto show promoter, as assistant manager and local representative. The Maritime Show at St. John, N.B., was also managed by Mr. Kirby and his other ventures included the Delorimer Park auto races and auto polo matches at the National grounds. When the Automobile Trade Association was formed in September, 1913, Mr. Kirby became assistant secretary and manager. The first association show was held in January and February of last year. Mr. Kirby has lately brought to a successful conclusion the only motor show in the British Empire, which was held here a few weeks ago.

THREE TRULY OCEAN TO OCEAN RAILWAYS

United States Government Notified of Their Completion Across Dominion of Canada

VANCOUVER TERMINAL CO.

Three Canadian Systems Represent the Expenditure of Enormous Sums of Money and the Accomplishment of Different Engineering Feats.

(Exclusive Leased Wire to The Journal of Commerce.)

Washington, February 24.—The Department of Commerce made public to-day, a report by Consul-General R. E. Mansfield, of Vancouver, covering construction work in that district. He wrote:—

The year 1914 was one of general activity in railway building in British Columbia, due chiefly to carrying out construction programmes prepared by the railways previous to the beginning of the financial depression.

Two transcontinental lines, with Pacific Coast terminals, were completed during the year, the Grand Trunk and the Canadian Northern, in addition to which the Kettle Valley Railway, an important branch line to the Canadian Pacific, will soon be opened for traffic. Important construction work was also carried on during the year in connection with the Esquimalt and Nanaimo system on Vancouver Island, the Pacific Great Eastern, the Kootenay Central and the Caslo and Skeena lines.

The Canadian Pacific Railway was engaged in important improvements, including double-tracking a portion of the line in British Columbia, work on the Rogers Pass tunnel in the Selkirk Range, and the construction of a new terminal station in Vancouver. More than \$26,000,000 was spent by various railways in construction and improvement work in 1914, and over 1,300 miles added to the mileage of the several roads. The provincial government rendered important assistance to the way of subsidies to the railway companies for construction work on the new lines.

Three Transcontinental Lines.

The completion recently of two railway lines across the Continent establishes three routes of communication in the Dominion that are transcontinental in the full sense of the word. The first of these lines connecting the oceans, the Canadian Pacific, was completed in 1888. Last September the gap in the Grand Trunk Pacific in the Rocky Mountain region was closed and a through train service from Lake Superior to the Pacific Ocean entirely over its own lines established. In January the last spike was driven in British Columbia which united the eastern and western lines of the Canadian Northern Pacific, completing the third continuous line of steel between the Great Lakes and the Pacific Coast.

Both of these new lines of railway are so nearly finished through the district north of Lake Superior, connecting the West with Eastern Canada, that the completion of the roads in this province is virtually equivalent to tying together the Atlantic and Pacific Oceans.

True Ocean to Ocean Routes.

In this respect the Canadian roads are more truly transcontinental than those on any other part of the Continent. They are true ocean to ocean routes, representing the expenditure of enormous sums of money and the accomplishment of difficult engineering feats as the western sections across the Rocky and Selkirk Mountains. The companies building these roads have received the encouragement of and liberal assistance from the Dominion Government, and also from the provinces through which the lines pass.

The Kootenay Central Railway, a new line affording connection between the Crow's Nest and the main line of the Canadian Pacific, has been completed, and a train service was inaugurated the first of this year. The line is 162 miles in length and extends from

(Continued on Page 6.)

ALL ATTACKS REPULSED IS GERMANY'S CLAIM.

Berlin, February 24.—Official report says:—

Near Perthes in Champagne, the French infantry divisions attacked our troops at several points. Violent hand to hand fighting followed but all the encounters resulted favorably to Germans. The enemy suffered heavy losses and was driven back into his former positions.

In the Vosges, the Germans have progressed as result of their attack against Sulzern and Muelbach and west of Erosweil. In engagements of the last few days we have taken 500 prisoners. Otherwise nothing of importance has happened on west front.

In eastern theatre a new Russian advance from Grodno was easily repulsed.

Southeast of Augustowo, the Russians crossed Bohr River at two points, but have been already driven back near Stawiski.

Near Krasnyborg an engagement is still in progress and near Przasnysz 1,200 Russians were taken prisoners and two guns were captured. A Russian night attack east of Skierniewice was repulsed.

BRITISH COLLIER WAS TORPEDOED WITHOUT WARNING.

London, February 24.—The British Admiralty has restricted all navigation in the Irish Sea and the North Channel, where a big section of the home fleet is stationed.

Ships passing through the North Channel must follow a certain route and they will not be allowed to make passage at night.

A dispatch from New Haven states that 18 members of the crew of the British collier Branksome Chine were landed there. They report that the collier was torpedoed without warning about 20 miles from Beachy Head.

BRITISH STEAMER OAKLEY SUNK.

Dover, England, February 24.—The British steamship Oakley, of West Hartlepool, was torpedoed and sunk by a German submarine in the English Channel off Folkestone to-day. All members of the crew were landed. The Oakley was destroyed in the lane used by British transports crossing the channel from Folkestone.

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CABINET PLANNING DRASTIC MOVES AGAINST GERMANY

London, February 24.—Drastic reprisals against Germany will follow her newest submarine raids in the English Channel. The British Cabinet met to-day, and before nightfall the Government was expected to make public the details of a concerted plan of attack agreed upon by the Allies to force the abandonment of warfare against British merchantmen.

That an embargo will be laid against food shipments to Germany was the report before the Cabinet assembled. But in addition to a determined effort to cut off the Kaiser's food supply, it was hinted that a more aggressive campaign would be launched.

Increased activity around the Admiralty offices to-day lent color to the report that the British navy is about to embark upon an important movement.

ALLIES WILL SEIZE ALL CARGOES DESTINED FOR GERMANY.

Paris, February 24.—The Journal announces that the Allies will retaliate for the German submarine blockade by seizing all private property of Germans, no matter on what ships found, and by seizing all cargoes directly or indirectly destined for Germany.

It indicates that even cargoes consigned to neutral ports will be seized if there is any suspicion that they are in reality intended for Germany.

"These cargoes," the Journal adds, "will be considered lawful prizes. Guarantees will be given to neutrals, and all precautions taken to avoid seizure of cargoes not destined for Germany."

ANOTHER NEUTRAL SHIP GOES DOWN IN THE NORTH SEA.

Stockholm, February 24.—The Swedish steamer Specia has been sunk by a mine in the North Sea. The Specia sailed from Liverpool on February 2, with a crew of 18, and a cargo of 2,600 tons.

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