

**WEATHER:**  
FAIR AND WARMER.

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## MANY ARTICLES ARE CHEAPER IN BRITAIN

So That Working Classes There are not Badly off in Comparison With Those Elsewhere

### PRICE OF BOOTS HIGHER

Ten Shillings Benefit in Sickness Has Prevented Disintegration of Many Homes and Invalid Declining Into Ranks of Unemployable.

(By W. E. DOWDING.)  
London, April 23 (by mail).—In a previous letter I pointed out that the mistaken view that the English working classes are badly off in comparison with those in the other parts of the Empire is attributable to incomplete and inaccurate deductions drawn from the Government statistics.

Broadly, the important factors in the cost of living to all working classes may be stated thus:  
(a) The influence of national and local administration.  
(b) The cost of furniture.  
(c) Changes in the "fashions" of food.

None of these factors enters into the calculations made by the official statistician and are consequently consistently ignored by controversialists, yet we shall see that they have a profound influence upon the conclusion that should be drawn from the available material.

The influence of administrative progress is exemplified best by our systems of National Health Insurance and Old Age Pensions. These measures have checked the heavy drain upon the resources of the working classes, and along with them there have been other measures operating to reduce the expense to which a man is put during unemployment. The ten shillings benefit in sickness has saved many a home from being broken up, and has prevented many an invalid from declining into the ranks of the unemployable. The working classes have been large consumers of patent medicines, social legislation has checked to some extent the patent medicine habit. There is in other words, less resort to the purchase of expensive medicines than there was in the days before the Insurance Act.

Under the heading of administration comes also the great improvement that has been made in the means of transit in urban districts. The expenditure involved in getting to and from work is a gradually lessening item; reduced return fares by bus, tram and train have also had some effect upon the item of expenditure. It has even become possible for householders to take advantage of cheaper markets in localities that were inaccessible in past times. Fish is cheaper here; vegetables and fruit cheaper there; this is a good district for low priced underclothing; that is for boots and so on. These points may seem trivial to the economist who habitually gathers this information from columns of figures, but it is the aggregate of such small points that indicate how the money is spent.

Clothing, furniture and bedding are generally cheaper than they were. In this connection it may be observed that the official statistics take no notice of flamelette, which is in great use among the working classes. The very improvement in the cut and style of working class clothing makes for longer wear and therefore for less expenditure. As a matter of fact, in normal times there is probably not less expenditure on clothing because people buy more clothes and better clothes as their higher means enable them to raise their standard, but if the standard be not raised then it is possible to dress at much less cost than formerly. Women and children especially are not now swathed so heavily as they used to be, probably they are all the healthier for it.

The popularity of the rubber heel and other forms of boot protectors have wrought a big change in the cost of boot repair, and boot renewal. Statistics do not reveal the fact that millions of people not alone among the working classes extend the life of their footwear by using boot-protectors. For a few pence the life of a pair of boots may be almost doubled. A less considerable reduction of expenditure is allowed by the greater use of water-proof clothing and hats, and to this may be added the influence

(Continued from Page 6.)  
**ANALAMATED COPPER RIGHTS.**  
New York, May 7.—Stock Exchange has admitted to dealings Amalgamated Copper rights.

## RUSSIAN LINES ARE REORGANIZED

Losses in Defeat on the Danajec Have Been Replaced by Vast Reserves

### ITALY AGAIN NEARING WAR

German and Austrian Clerics Leaving Country—New Army Organized—Turks Claim Victory Over Allies at Gallipoli.

(Special Cable to the Journal of Commerce.)

London, May 7.—That Italy's entrance into the war is close at hand is shown to-day by the exodus of seven German and Austrian clerics from Italy, while Greece, which is expected to follow Italy's lead, is reported to have recalled to Athens Elutherios Venizelos, its great premier, who was forced to resign because of the pro-German attitude of King Constantine.

On the eastern front the Russians, aided by the vast number of reserves at their disposal, are reported to have succeeded in reorganizing their lines after their defeat on the Danajec, while in the west the German attacks have not resulted in any serious advantage to the enemy.

Austria's final proposals have been laid before the Italian Government, and so tense is the crisis that the Vatican, it is reported, has advised German and Austrian ecclesiastics and theological students to leave Italy without delay. On the receipt of messages from Berlin, the German school in Rome has been closed. Italy has recalled all Italian teachers from Turkey.

A new Italian army has been organized and concentrated at Brindisi, which indicates the possibility of Italy taking action in the near east. Besides her military preparations, Italy has taken all diplomatic measures possible before entering the war, including the preparation of a long statement by Baron Sonnino, the Foreign Minister, explaining why that step was taken.

Austria continues to concentrate troops and build fortifications on her side of the frontier, while it is reported that German troops are being sent to Bosnia and Dalmatia by way of Croatia.

The Kaiser has presided at a war council in Berlin, at which the chief discussion concerned the attitude of Italy. In addition to the military and naval officers, Drs. Von Bethmann Hollweg and Von Jagow were present.

The Turkish War Office has to-day issued another statement, asserting a heavy defeat has been inflicted on the Allies on the Gallipoli Peninsula. The communication, which is at variance with other accounts of the Dardanelles operations, says:—

"An enemy battalion was annihilated Wednesday as the result of an attack of our troops against his left wing. At Arburau part of the enemy's strongly built intrenchments were captured. At Seddul Bahr we inflicted heavy losses on the English and captured great quantities of ammunition. We have taken ten enemy machine guns."

Allied warships are again bombarding Turkish villages on the Gallipoli peninsula with incendiary shells the town of Mialdos being again set afire. Heavy artillery exchanges between the warships and the shore batteries of the Turks continue without break.

The French War Office declares that in the last week the enemy has suffered a complete check, attended with heavy losses. In districts of the Meuse, the Woivre and the Vosges, it says the German losses in that time have totalled 35,000 men. Half a dozen of the finest German regiments have been decimated.

Vienna and Berlin declare that they have followed up their victory on the Danajec by the capture of Tarnow and that another offensive movement directed against the Beskid Passes appears likely to force the surrender of the Russians in that region.

General Botha invading German Southwest Africa has occupied the important railroad junction on Karibib and other railroad stations, capturing a great number of locomotives and other rolling stock. Karibib was occupied after a forced march of thirty-five miles over a waterless desert.

### ITALIAN SITUATION IS CAUSING GERMAN GOVERNMENT MUCH ANXIETY.

Berlin (via Amsterdam), May 7.—The Italian situation is causing the German Government great anxiety. It was admitted that the situation is serious. The Austro-German victory in Gallicia was expected to have marked effect on Italy and influence her against joining the Allies, but the contrary seems to have happened.

"We shall do well to reckon with the arrival of serious news from Rome," says the Lokal Anzeiger to-day. The Frankfurter Zeitung is apparently of the same opinion, but says that "Nothing will find Germany and the military authorities unprepared."

### WAR BETWEEN JAPAN AND CHINA IS SAID TO HAVE BEEN AVERTED.

Tokio, May 7.—War between Japan and China has been averted, according to assurances given in official circles here. It was learned that the Chinese Government has definitely decided to grant the demands made by the Japanese Government.

News that continued peace between the two Oriental empires is assured, caused a demonstration among the pacifist element but at no time has the city been excited.

### LINER CENTURIAN TORPEDOED.

Liverpool, May 7.—The liner Centurian has been torpedoed by a German submarine. The crew was saved.

This is probably the Harrison liner Centurian, of Liverpool, owned by T. and J. Harrison. She is a ship of 3,850 tons, carrying passengers and freight between Liverpool and French ports. She is 399 feet long and 51.2 feet beam. There is a freighter of the same name, of 2,778 tons, owned by the Hopkins Steamship Co., of Cleveland, and a steam trawler Centurian, also.



PREMIER ASQUITH.  
Who states that the Germans will be held accountable for all atrocities committed.

### COMPANY WILL PUBLISH ALL FACTS OF LUSITANIA SINKING.

New York, May 7.—General Manager Sumner, of the Cunard Steamship Co., says: "Under no circumstances will any information be kept back from the public. If the Lusitania has been sunk and we learn definitely that this has been the case we will announce the fact."

"So far our cables have not been specific or detailed."

"We have cabled to headquarters to send us all information they have at once."

### LARGE STEAMER HELPING LUSITANIA, IS REPORT.

New York, May 7.—The Cunard Line has received the following cable from Liverpool, 2:33 p.m.:—

"Queenstown wires: Old Head wire begins. Large steamer just arrived in vicinity of Lusitania, apparently rendering assistance. Also, two patrol boats and other boats now on the spot taking boats in tow. Motor fishing boat with two of the Lusitania's boats is heading for Kinsale. Liverpool agent says he has wired Kinsale agent to render every assistance to advise us if any boats are towed in there."

### DETAILS OF THE ILL-FATED "LUSITANIA"—A FAST BOAT.

The Lusitania was built by the Fairfield Shipbuilding Company, Glasgow, and launched in 1907. When launched she was the largest and fastest ship afloat—her speed being 25.88 knots per hour. She was a turbine propelled steamer of 31,550 tons gross and owned by the Cunard Steamship Company, Ltd., Liverpool.

### Men in the Day's News

Mr. Geo. A. Slater, the new Vice-President of the Montreal Branch of the Canadian Manufacturers' Association, is one of the leading manufacturers in the country. Some twenty odd years ago he founded the shoe firm which bears his name and by making a high grade shoe, branding it and advertising it under its name, has built up a big business. In recent years Mr. Slater is the leader in the "Made-in-Canada" movement, being one of the comparatively few manufacturers in Canada to advertise their output under a brand. He takes a keen interest in all progressive movements.

Mr. T. H. Wardleworth, the newly elected president of the Montreal Branch of the Canadian Manufacturers' Association, is a director of the National Drug and Chemical Company. Mr. Wardleworth is an Englishman by birth, but came to this country about a dozen years ago, and became identified with a number of important interests. He is President of the Society of Chemical Industry and takes a keen interest in all scientific and educational movements. A few days ago he returned from a trip to the United States, where he was investigating the work carried on by the Commercial Museum at Philadelphia, the Bureau of Standards at Washington, and the Millen Institute at Pittsburg. Mr. Wardleworth is an ardent Imperialist, being Vice-President of the Imperial Home Re-Union Association of Montreal.

Hon. W. C. Edwards, who is seventy-one years of age to-day, was born at Clarence, Ont., and educated at the Ottawa Grammar School. He is one of the best known public men in the country, as well as being a great captain of industry. Senator Edwards is head of the well-known lumber firm of Ottawa which bears his name, a director of the Canadian Bank of Commerce, president of the Canada Cement Company, and of the Smart-Woods Company. The Senator has many outside hobbies, which include everything from free trade to the prevention of tuberculosis and from conservation to the back-to-the-land movement. "He is sometimes spoken of as the last surviving out-and-out freetrader in Canada. The Senator is one of the most universally liked men in Canada to-day."

The Earl of Rosebery, Archibald Philip Primrose, was born sixty-eight years ago to-day. He is one of the big men of Great Britain. As a young man, Lord Rosebery was said to have three ambitions, one being to marry the richest woman in England, the second to win the Derby, and the third to re-form Minister of the country. He attained all three. He married a daughter of Baron Rothschild, won the Derby, and was Prime Minister of the country for a time. He was educated at Eton and at Oxford. His parliamentary experience included an under-secretaryship in the Home Office, Secretary for Foreign Affairs and Prime Minister, the latter position being held for the years 1894 and 1895. He is one of the world's greatest orators, and is possessed of remarkable ability, but finds it difficult to work with others. He prefers to follow the lone furrow, to the beaten path, and for this reason has not taken an active part in the political life of the country during recent years.

## CUNARD LINE S.S. LUSITANIA SINKS

Went Down Ten Miles off Irish Coast --- Reported full 1,388 Passengers Safe -- Prominent Persons Aboard

### GERMANS SUSPECTED

Cause of Disaster Unknown—Local Officials Know Little as Yet, but Sinking Confirmed by Private Despatches—Company Will Give All Details Soon as Possible.

(Exclusive Leased Wire to Journal of Commerce).  
New York, May 7.—The news of the sinking of the Cunard liner "Lusitania," threw the world into a state of chaos. Frenzied calls were received by the steamship offices, but they could throw but little light on the disaster. Stock markets were completely disorganized, and prices tumbled to new low levels. Details of the disaster are as yet unknown, although officials of the company state that they will publish the truth of the matter as soon as it can be obtained. It is now reported that the boat has been beached and all the passengers saved.

Fifty-one representatives of Canadian firms were on board, as well as nearly 100 British Army reservists. The company will issue the passenger list immediately. The complete list, it is said, contained the names of 1,388 prominent persons, including Lady Allan and daughter, Mr. F. Orr Lewis, a director of the Canadian Vickers, Alfred Gwynne Vanderbilt, Mr. and Mrs. Albert Hubbard, Charles Frohman, the theatrical producer, and Alexander Campbell, general manager of John Devar and Sons, and many prominent Montreals.

The exact location of the disaster, according to all reports, was about ten miles off Kinsale, off the southern part of the Irish Coast, and about fifteen miles from Queenstown. Fast steamers and British destroyers were despatched with all speed to the scene of the disaster. The Lusitania was torpedoed by a German submarine.

From a list of the passengers aboard the Lusitania, the following Montreal people have been noted:—

- 1st Cabin.—Lady Allan and maid.
- Miss Gwen Allan.
- Miss Martha Allan.
- Miss Braithwaite.
- Mr. Vivian Harcourt.
- F. Orr Lewis.

2nd Cabin.—Miss Henrietta Carson, of Sherbrooke. It is now reported that the boat has been beached and not sunk.

### PASSENGERS NUMBERED 1,388.

New York, May 7.—At Cunard offices it is stated that cables have been received from Liverpool and Queenstown confirming the sinking of the Lusitania. She sank off of Kinsale Head.

About twenty boats belonging to the Lusitania are in the vicinity of the place she sank. Cables from Queenstown at 4:59 p.m. state that all waiting craft in the harbor has been dispatched to render assistance.

The distress call sent out by the Lusitania follows:—

"Come at once. Big list. Position 10 miles south of Kinsale."  
Kinsale Head is southwest of the harbor of Cork.

### LUSITANIA HAS BEEN BEACHED—PASSENGERS ARE BELIEVED SAFE.

London, May 7.—The Lusitania is reported to have been beached. Her passengers and crew are believed safe, according to Lloyds.

New York, May 7.—At the offices of the Cunard Line it is stated that the company would give out all reports received by it as to the reports that the Lusitania had been torpedoed. The company will issue these reports as it receives them.

At the present time it has nothing further except the unconfirmed reports from Liverpool and other sources.

Officials are making every effort to ascertain the truth or the falsity of the report.

On board the Lusitania, besides the officers and crew, there are about 1,388 passengers, among them a number of prominent Americans.

Among the passengers were the following: Alfred Gwynne Vanderbilt, Mr. and Mrs. Elbert Hubbard, David A. Thomas, Lady Mackworth, Alexander Campbell, General Manager of John Devar and Sons, Chas. Frohman and F. Orr Lewis.

Fifty-one representatives of Canadian firms supplying England with war material, and at least 100 British reservists who were going home to join the colors were also aboard.

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## ITALIAN RELATIONS WITH AUSTRIA AGAIN STRAINED

Rome, May 7.—Hourly incidents attest that Austrian and German relations with Italy are strained up to the breaking point and it has been learned that the Austrian Ambassador has delivered to Minister Sonnino a note which forebodes a rupture between Italy and the dual monarchy.

A similar note was delivered later by Prince Von Buelow, German Ambassador here, and then Minister Sonnino conferred with the French Ambassador as the representative of the Triple Entente and Roumanian envoy. The meeting with the latter is only one more indication that the plans of Italy and Roumania dovetail.

A cabinet council is scheduled for May 8 when the opening of Parliament will be decided upon or else indefinitely adjourned.

Suspension of 40 passenger trains on main lines was announced to-day by the railway administration and it is understood that the action was taken to facilitate the movement of troops and munitions of war to concentration bases.

A Royal decree has been issued by the Government authorizing suspension of telegraph and telephone services without notice.

### ITALY WANTS OTHER NATIONS TO MAKE FIRST MOVE FORWARD.

Paris, May 7.—It is learned from an authoritative diplomatic source that Italy is now expecting an inquiry in the form of an ultimatum from the central empires as to her intentions. Her reply will be the uncompromising demand for Trieste, then Trentino, and the Adriatic, probably followed by a prompt declaration of war from one side or the other. By thus awaiting an ultimatum—which, if delayed, will be provoked by mobilization or other hostile acts—Italy hopes to throw upon the central empires the appearance of beginning the conflict.

### HAS PREPARED TO LEAVE PEKIN.

Tien Tzin, China, May 7.—Japanese Minister to China, Kiki Hoki, has prepared to leave Peking. Japanese troops are being moved toward Manchurian railway which connects Peking with trans-Siberian system.

### GREEK PREMIER RECALLED.

Athens, May 7.—Former Premier Venizelos, who was forced out of the government because of his insistence that Greece should enter war on the side of the Allies, has been recalled to Athens by King Constantine.



The Cunard S.S. Lusitania, which was torpedoed to-day off Kinsale, Ireland. This is fifteen miles west of Queenstown.

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