

WEATHER:
Snow or Rain.

VOL. XXIX, No. 243

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AUSTRIA IS DISGRUNTLED OVER GERMAN CONDUCT OF CAMPAIGN

Genoa, February 22.—According to an Innsbruck dispatch Austria is going to follow Germany's lead in her new programme, though possessing only a few submarines. She intends to attack neutrals shipping in the Adriatic, and is only awaiting orders from Berlin. This attitude shows that Austria considers war with Italy inevitable.

The same dispatch says that the German and Austrian Emperors with staffs, will hold a conference in a town close to the frontier. They have not met since the war began, though their ministers have frequently been in conference.

Francis Joseph, it is said, also wants a personal explanation from the Kaiser of the conduct of the military campaign.

BALDWIN LOCOMOTIVE LIKELY TO PASS ITS COMMON DIVIDEND.

Philadelphia, Pa., February 22.—Baldwin Locomotive Company is experiencing perhaps the keenest depression in its history. It has been obliged to cut its working forces to less than 20 per cent. of normal and is operating at about this percentage of capacity. If it were not for the foreign business which the company has taken it would not be running at over 10 per cent. of capacity. And this foreign business has been booked at very low figures, showing little or no margin of profit.

It is understood that for its fiscal year to December 31 last the company came very close to earning the 2 per cent. dividend on its \$20,000,000 preferred stock. There were, of course, no earnings for the common and the remarkable thing is that the company came within \$100,000 or \$200,000 of covering the preferred dividend.

Baldwin Locomotive was fortunate in having a fairly good six months to June 30. The last half year was about as bad as could be imagined in the equipment industry as a whole, and practically nothing but operating expenses were earned by the equipment companies as a class.

Baldwin Locomotive paid its last semi-annual dividend of 1 per cent. on its \$20,000,000 common on January 1. The probabilities are that unless a very unexpected revival occurs in the equipment business this common dividend will be passed in June. In fact 1915 is likely to necessitate a dig into surplus to take care of the preferred dividend.

NEGRO RAN AMUCK.

New York, February 22.—The Southern Pacific Company's steamer El Paso (Captain Campbell), arrived today from Rotterdam via Fayal.

She experienced rough and stormy weather nearly all the voyage.

After leaving the channel, one of the negro members of the crew got into an altercation with two of the whites, both of whom he stabbed with a knife. One man was seriously injured, and was landed at Fayal, where he was sent to the hospital.

The other man is still suffering from his wound. The negro was placed in irons, and locked up; he will be turned over to the police authorities when the steamer docks.

WHOLESALE DRUGGISTS OBJECT TO NEW WAR TAXATION

Ottawa, Feb. 22.—Wholesale druggists from Montreal, Toronto and other points waited upon the Minister of Finance at noon today and voiced certain complaints against the new war taxes so far as they affect the drug business.

They claimed that it would be impossible for the wholesaler to shift any portion of the burden of the tax on proprietary medicines to the consumer, and estimated that the wholesaler would bear the greater part of the burden.

They claimed that the horizontal increase in the consumer's tariffs would constitute a further tax, and that thereby their goods would be taxed twice—in the raw state and in the manufactured condition.

It is understood that a further complaint comes from Western druggists, in that, owing to the fact that the one cent. currency is not widely used in Western towns, it would be difficult to add the increased taxation to the cost of the commodity.

UNPRECEDENTED OFFER OF 136 SHILLINGS IN DEAL.

St. John, N.S., February 22.—The highest point in trans-oceanic freights during the war was reached today when the unprecedented offer of 136 shillings was made for a cargo of wheat. This rate is more than twice as much as the rate prevailing in August at the outbreak of war. With sailing ships freights are also exceptionally high, increasing to 110 shillings to-day.

Because of it being practically impossible to secure steamers, shipments even at this extreme rate are not heavy, and besides the foreign market is uncertain.

Local lumbering conditions have been very favorable through the winter, but, unless snow comes down to the aid of the dealers to help them get out the cut, there will be large quantities hung up without hope of being rafted this spring.

GERMAN SUBMARINES GROW MORE ACTIVE

Crew of Small British Freighter Given Five Minutes in Which to Escape

ALSO SINK TRANSPORT

But British Admiralty Have No Report of the Occurrence—Another Aerial Bomb-Dropping Expedition That Lacked Results.

(Special Cable to Journal of Commerce)

London, February 22.—With her submarine raids against shipping in British waters, Germany has also made another aerial bomb-dropping expedition over English soil, passing within fifty miles of London, but accomplishing nothing of material effect. In addition, she announces the sinking of a British troop transport bound for France and of another steamship. A German aeroplane is reported to have been forced to descend by Swiss riflemen, who opened fire on it when it flew over Bonfil. The aeroplane is said to have been flying over the positions at Rechesy.



MR. T. AHEARN,
President of the Ottawa Power Company, whose annual meeting was held to-day.

Men in the Day's News

Mr. A. M. Nanton, who has been elected vice-president of the Winnipeg Street Railway, is a well-known broker in Winnipeg. He was born in Toronto in 1860, but as a young man moved to Winnipeg, where he has become prominent in financial and industrial affairs. Among some of the many corporations of which he is a director are: Oiler, Hammond & Nanton, Brokers; Dominion Bank, Northern Trust Company, Winnipeg Street Railway, Ogilvie Milling, Great West Life Assurance Company, Hudson's Bay Company and Canadian Pacific Railway.

Mr. G. H. Bovin, M.P., who addressed the Canadian Club to-day, on "Canada at Peace and at War," is one of the youngest members in the House of Commons. He was born at Granby on December 26, 1882, and educated at Granby Academy and at Laval University. He was called to the Bar in 1907, and elected to the House of Commons for Sherbrooke in 1911. As a student, Mr. Bovin took a keen interest in political affairs, and received his reward by being elected to the House of Commons at the early age of twenty-nine.

Mr. Eugene Lafleur, who addressed the Junior Bar on Saturday night on "International Law," is one of the best known legal men in this city. Mr. Lafleur, who is head of the firm of Lafleur, MacDougall, McFarlane and Pope, was born at Longueuil in 1856, educated at the Montreal High School and at McGill University, and has practiced his profession in this city. For some years he was professor of International Law at McGill, and was also president of the International Boundary Commission, which was appointed in 1911 to settle territorial disputes between the United States and Mexico. He is the author of "The Conflict of Laws in the Province of Quebec." Mr. Lafleur is a governor of the Montreal General Hospital, and also of the Fraser Institute.

Mr. T. Ahearn, president of the Ottawa Electric Railway Company, of the Ottawa Power Company, and kindred organizations, is one of the best known electrical men in Canada. He was born at Ottawa in 1855, and educated in that city at the University of Ottawa. His first business venture led him into the field of telegraphy. From a telegraph operator he became manager of the Bell Telephone Company, later branching out with W. Y. Soper, as electrical engineers and contractors. Mr. Ahearn promoted the first electrical railway in Canada—the Ottawa Electric—and, as a matter of fact, has been a pioneer in all electrical development work. He has been described as "Another Edison in a limited degree."

Mr. J. O. McCarthy, president of the Sterling Life Assurance Company of Toronto, which has just absorbed the Security Life of Montreal, is one of the most progressive business men in the Queen City. He was born in Haldimand County in 1857, taught school for a few years, and then turned to life insurance, working his way up until in 1912 he became president of the Sterling Life. He was a member of the City Council for two years, and then a member of the Board of Control for the following two years. At the elections on the first of January he ran for Mayor of the City of Toronto, but was defeated. Mr. McCarthy is a well-known temperance worker, and has been prominent in all progressive movements in the city of Toronto. Under his management the Sterling Life has made rapid progress.

The Hon. T. Chase Casgrain, who was banqueted Saturday night by his constituents at Quebec, was recently appointed Postmaster General in succession to the Hon. L. P. Pelletier. He was born at Detroit, Mich., in 1852, but educated at the Quebec Seminary and Laval University, and practiced his profession in Quebec for twenty years, removing to Montreal in 1887. He was elected to the Quebec Legislature in 1886, and sat in the local House for ten years, for a part of which time he was Attorney General. He represented the County of Montmorency in the House of Commons for the eight years from 1896 to 1904. In 1908 he was appointed a member of the International Waterways Commission. He has been long regarded as one of the leaders of the Conservative Party in this Province.

Lord Lovat, who has just been presented by King George with the Scotch Order of the Thistle, is the well-known head of the Fraser Clan. The Frasers trace their ancestry back to Malcolm III, who reigned in Scotland prior to the Norman conquest of England. The Clan has taken a prominent part in the history of Scotland, and has suffered their full share in the many wars which swept over that country. The present Lord Lovat has a very extensive estate in Invernesshire, comprising some three hundred thousand acres. He holds the rank of Brigadier-General, having worked his way up from a Lieutenant. During the Boer War he organized and commanded Lovat's Scouts, and did such effective work that he received the Distinguished Service Order as well as the Military Cross of the Order of the Bath. Although absolutely fearless on the field, he broke down and was unable to utter a word when he attempted to make his maiden speech in the House of Lords after his return from the Boer War. The Order of the Thistle is restricted to sixteen peers of Scottish birth.

The latest official report of the French War Office makes special mention of progress made in the Champagne country and to the north of Les Meaulx. A German counter-attack in the Champagne was not only repulsed but followed up so vigorously on the trench that it resulted in the occupation of a wood held by the Germans.

North of Les Meaulx two machine guns, and a hundred prisoners were taken.

For the seventh time the Germans attempted to retake positions captured in the last two days by the French at Les Eparges but failed.

ENGLISH CHANNEL INCIDENT—MAIL BOAT FIRED UPON.

Plymouth, England, February 22.—The Maloja, an Australian mail boat, which has arrived here with 400 passengers, is reported to have been fired upon five times in the English Channel on Saturday by an armored merchantman. The authority for the report is the Western Daily Mercury. It says that the merchantman, which was not identified, ordered the Maloja to stop. The captain of the mail boat declined to do so, and kept his ship going for Plymouth, increasing his speed. The merchantman then opened a fire, a total of five shells being thrown. All, however, it is said, fell short.

GERMAN SPIES BOUND FOR CANADA.

Portland, Maine, February 22.—Private advice received here from Canadian sources state that two men who arrived from an Italian port, at Boston, today are under surveillance as suspected German spies.

It is asserted that the men were disguised as Russian immigrants, but that an examination of their baggage revealed evidence that they were German officers. This evidence, it was said, included a map of the St. Lawrence River and the bridges over it. It was said that the men were bound for Canada.

TOBACCO MANUFACTURERS WILL COMBAT VIEWS OF GROWERS.

Ottawa, February 22.—A deputation of Canadian tobacco growers and manufacturers will to-morrow wait upon the Minister of Finance to answer certain charges made by the tobacco growers last week.

It was contended by the latter that a monopoly in restraint of trade competition existed in the leaf tobacco trade in the Dominion, and that Canadian growers were compelled to take whatever prices were offered them.

BIG ADVANCE IN PRICE OF BREAD

In Great Britain It May Easily Reach the One Hundred Per Cent Level

LOOKING FOR REMEDY

Some Sort of Solution Must Be Reached Before End of the Present Session of Parliament—Coal and Sugar Also Advance Abnormally.

(Special Correspondence, W. E. Dowding.)

London, February 12.—(By mail).—The statement of the Prime Minister in the House of Commons during the debate on the increase of food prices over here has done something to clear the air, though it leaves the country under the impression that things will not materially improve until midsummer. It seems clear, for example, that bread is going to remain more or less at its present level, even if it does not go higher, until July. The price of coal may go down shortly, but again it is doubtful whether the fall will take place early enough to bring relief to the poorer consumers. Cheap coal in the spring and summer, though of course it will influence favorably the cost of gas for lighting and cooking, will not reduce the hardships which the poor are suffering in the cold weather.

Mr. Asquith clearly indicated that any Government proposals that might be made would be merely palliative and would not and could not touch the root of the evil. He did not add much to the general information in possession of the public, but his figures have had the effect of crystallizing what previously had been a subject more or less of guesswork.

Three Chief Commodities.

To take the three chief commodities, the prices of which have attained to abnormal proportions during the war—wheat, coal and sugar, the advances over the average prices in February during the last three years are 63, 15, and 50 per cent. respectively. Nothing in the Prime Minister's statement gives us any grounds for supposing that they are not going to rise still higher in the immediate future, and it must be remembered that in the domestic budget of the very poor, these three commodities figure very largely.

In the opinion of conservative members of the trade the advance in bread prices may easily reach the 100 per cent. level, and some have even estimated the figure at 150 per cent. In view of the possible prolongation of the war, and of the scarcity that is bound to exist when the war is over and when Germany, Austria and Belgium become large buyers, the Government will have to face the prospect of a limit being reached beyond which the burden on the masses will become intolerable.

England has known its bread riots in other years, and no one is anxious, least of all a Liberal administration, to wait for agitation and sedition. Hence, though the remedy is still to be found, some sort of solution will have to be reached before the end of the present session of Parliament.

Figures by Prime Minister.

The figures given by the Prime Minister show that the price of wheat on February 1st, 1915, showed an increase of 72 per cent. over the price of the corresponding day of last year; flour showed an increase of 75 per cent.; meat, British, 6 per cent.; foreign, 12 per cent.; sugar, 75 per cent.; coal, 15 per cent.; while coasting freights have gone up from 75 cents to \$3.50.

It is of course impossible to assign any one specific cause for the general advance in the cost of living, but a summary of the more obvious causes will show that private greed or speculation has not been a factor. The two things which have influenced the price of bread more than any other are the closing of the Dardanelles and Bulgarian sinkings. These have had the effect of closing down almost completely the export of Russian wheat. The arrangements of the entente conference, whereby the Archangel route is going to be used for the purposes of putting this wheat upon the market, is good as far as it goes, but the trouble is that it cannot go very far. The rail route is extremely long and ill-adapted to the handling of heavy freight traffic, and over considerable sections of it there is only a single line of rails. If Bulgaria can be brought to a sense of her duty to the rest of the world and be soothed or persuaded into public-spirited action, a great deal of the distress would vanish. But the events of the past week seem to show that circumstances are driving her further and further into the clutches of the Austro-German alliance.

Increasing Price of Wheat.

Freights certainly have had their effect in increasing the price of wheat. But they have only accounted, roughly, for one-eighth. They have influenced prices of other goods to a relatively far greater extent.

In this connection it is well to remember that the shipping community cannot be held responsible for the advance in freights. We, in company with the rest of the world, are suffering from the extreme efficiency of the British navy. In the words of the Prime Minister, "We have had withdrawn from the carrying service the whole shipping of Germany, Hungary, and Austria." This at once reduces the available shipping of the world by fourteen per cent. The Admiralty, moreover, is using for exclusively military purposes 20 per cent. of our own British tonnage. This means a further reduction of 10 per cent. of the world's shipping. Thus from these two causes alone the carrying capacity of the world's shipping has been reduced by one-quarter. In addition there must be reckoned the requisitions of our Allies as well as those of neutral nations, who either contemplate or fear the possibility of their becoming belligerent sooner or later. There must also be taken into account the outrageous activity of the German fleet, not only in sowing mines broadcast over the high seas, but in threatening what they are going to do in the future. Shipowners are thus driven to take into their calculations not merely actual losses but also losses likely to be incurred if these threats materialize.

Scarcely Less Complicated.

The question of coal is scarcely less complicated. Here there is no doubt that freights have been an important contributory cause in the increased cost, for

(Continued on page 5.)

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GERMANS WILL FIGHT UNTIL ENEMY IS DESIROUS OF PEACE

Amsterdam, February 22. (via London).—The North German Gazette, in an officially inspired article, promises the German people that they shall have ample opportunity for a full discussion and consideration of peace terms before peace is finally decided.

"However," says the newspaper, "the time is not yet ripe for such a discussion. The war now has only one aim—a victory—so that no one in the future can disturb our peace." A discussion of peace terms is possible without introducing party differences. When the proper time comes, our leaders will, without delay, announce their peace plans. Then the subject will be open for Germany's free people to consider."

The Socialist Muenchen Post says: "The wish of the German people for a speedy peace is accompanied by a firm resolve to fight until the enemy is desirous of peace. The German people do not want the situation re-established under which the German-speaking people will be subject to French rule. Such a peace plan would not give that permanent peace which is most required by the peoples of Europe."

BAD WEATHER IN MARITIME PROVINCES AND NEWFOUNDLAND.

Sydney, N.S., February 22.—Unprecedented weather for February prevails throughout the Maritime Provinces and Newfoundland. Since the month came in the maximum has been eighteen degrees of frost. Practically no snow has fallen either here or in the colony.

The cross-country express between Portauxbasques and St. John's is making the trip within a few hours of schedule time.

While heavy field ice is reported swinging down the east coast of Newfoundland, the floss to any great extent have not put in appearance in the gulf of St. Lawrence. The Reid steamer Kyle reports the Gulf open, she having only encountered small fields of slob on her tri-weekly trips between North Sydney and Portauxbasques.

WASHINGTON'S BIRTHDAY.

This being Washington's birthday, and a public holiday across the line, none of the Exchanges in the United States were open.

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