

THIRTY-SIX VESSELS ORDERED SINCE LAST DECEMBER

New York, June 9.—A total of 36 vessels has been booked by shipbuilding companies since December of last year. Newport News Company has taken nine vessels; New York Shipbuilding eight; Maryland Steel eight; Fore River four; Harlan and Hollingsworth four; and Cramp Shipbuilding Company three.

MORRISBURG AND OTTAWA ELECTRIC RAILWAY WINS IN APPEALS.

Toronto, Ont., June 9.—The Morrisburg and Ottawa Electric Railway Company brought action in the County Court of the County of Carleton for the amount of calls on the capital stock, against D. O'Connor and joined with this action were nine other cases.

DETROIT EDISON COMPANY TO ISSUE \$75,000,000 BONDS.

New York, June 9.—At a special meeting of Detroit Edison Company the stockholders authorized the execution of a mortgage to secure \$75,000,000 refunding 25 year bonds.

ADDITIONAL SERVICE, LAKE SHORE. In Effect June 13, 1915.

Leave Windsor Street Station 9:00 a.m. and 7:30 p.m. (instead of 5:30 p.m. as at present) ex. Sun. for Ste. Anne's, Vaudreuil, Cornwall and Int. stations.

STEAMSHIPS.

ALLAN LINE

Proposed Summer Sailings, 1915

From Montreal and Quebec: CORINTHIAN June 27th for London direct. PRETORIAN July 3rd for Glasgow.

THE ALLAN LINE

875 St. Catherine St. West; H. & A. Allan, 4 Youngville Street, General Agents, Montreal.

CANADA S.S. LINES

Take The Water Way

Fast passenger and freight service between all important points on Lake Ontario and the St. Lawrence River.

Montreal-Quebec Line

A restful, comfortable one night journey. Steamers leave Montreal at 7:00 p. m. daily except Sunday.

Montreal-Bay of Quinte Toronto, Line

Weekly service, leaving Montreal every Friday at 7:00 p. m. An enjoyable trip with every comfort and convenience.

Saguenay Line

The most fascinating water voyage on the continent. Steamers leave Quebec Tuesdays and Saturdays at 8:00 a. m. connecting with night boats from Montreal.

Ticket Office 9-11 Victoria Sq., Phone Main 4710

General Freight Office Foot of McGill St., Phone Main 5562

RAILROAD NOTES

Representatives of the Boston & Maine Railroad and of the lines which it leases, yesterday agreed it was desirable to keep the present system intact, and to avoid receivership.

The Canadian Northern Ontario Railway is arranging to install an efficient fire protective system along its new line between North Bay and Port Arthur, in accordance with the requirements of the Railway Commission.

The following notice has been sent to Toronto, Hamilton and Buffalo Railway crossing watchmen by A. K. Macdonald, special agent:

The safety department of the T. H. & B. has started a campaign to stop trespassing on the company's right of way. You will please make it your business to caution people who attempt to use the right of way in your vicinity not to do so, and require them to use the city streets.

The Canadian Pacific Railway has appealed against a verdict of a jury at Medicine Hat in a damage suit tried by Mr. Justice McCarthy, in which Franklin C. Jackson, an engineer employed by the company, was given \$27,000 damages on account of injuries received when his head came in contact with a crane on the track used for the transfer of mail bags to the train without stopping.

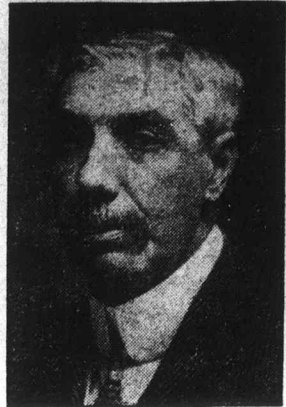
Negotiations for running rights over the London and Port Stanley railway were opened by the Michigan Central on Saturday afternoon, when Mr. E. D. Bronner, general manager; Mr. R. H. Russell, vice-president, and chief attorney of the company, and Mr. Saunders, counsel for the company, all of Detroit, had an interview with Sir Adam Beck relative to the matter.

The American Government was highly gratified yesterday to learn that patents issued to the Southern Pacific Railroad for more than 150,000 acres of oil land, containing oil deposits estimated at \$500,000,000 might be cancelled under a decision of the local district court in six suits brought by the Government.

The Reo Sales Company, in an action against the Grand Trunk Railway Company, heard before Justice Sutherland at the last sitting of the Supreme Court, Toronto, was awarded judgment with costs.

In any organization so large as that of the C.P.R., where under normal conditions over 100,000 employees are on the payroll, one great problem is that of keeping the employees, so to speak, dynamic, part of a living organization and not of a mere machine.

New York, June 9.—The Virginia Railway and Power Company declared its regular semi-annual dividend of 3 per cent. on the preferred stock, payable July 20 to stock of record June 30.



MR. D. B. HANNA, 3rd Vice-President and General Manager of the Canadian Northern Railway. The reopening of Valcartier Camp will bring a big increase to the business of the company's Quebec lines.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.) New York, June 9.—Steamer rates hold firm in all trades, influenced by steady moderate demand for tonnage for June and early July delivery, and but a limited supply of same.

Coal shippers are in need of tonnage for Mediterranean and South American ports, and deal freights continue to offer steadily from Provincial ports to the United Kingdom.

In the sailing vessel market there are a number of orders for deal, coal and lumber carriers to European ports and South America, but charters find it difficult to cover their requirements owing to the scarcity of vessels of suitable class.

Charters—Grain—British steamer Harperley (previously), 28,000 quarters oats, from Baltimore or Newport News to West India, 80 June.

Coal—British steamer Hutton Wood, 2,533 tons, from Baltimore to Rio Janeiro, 26-67, prompt.

British steamer Claremont, 2,475 tons, from Baltimore to the River Plate, p.t., prompt.

Danish steamer Jose, 1,670 tons, from Philadelphia to Havana, p.t., prompt.

Italian bark Fede, 1,179 tons, from Baltimore to West Italy, p.t., June.

Miscellaneous—British steamer St. Cecilia, 2,834 tons, (previously), trans-Atlantic trade, 12 months, 38-34, deliveries United Kingdom, July.

British steamer Hurst, 2,997 tons, same, out trip 29s, delivery Charleston, re-delivery London or Liverpool, prompt.

Spanish steamer Ernesto, 1,653 tons, from the Gulf to Manchester, with cotton, etc., p.t., June.

British steamer Devian, 2,285 tons, from Huelva to New York, Philadelphia or Baltimore, with ore, 13s 6d, prompt.

Dutch steamer Walehem, 2,230 tons, from Huelva to Charleston or Savannah with ore, 12s 6d, prompt.

Danish steamer Island, 2,040 tons, West India trade, one round trip at or about 11s, June.

Schooner Melbourne P. Smith, 528 tons, from Havre to New York, or Chester, with logwood.

SIGNAL SERVICE

Department of Marine and Fisheries.

Shipping Report 10:30 a.m., Montreal, June 9th, 1915. Lislet, 40—Smoky, northeast. Cape Salmon, 81—Clear, northeast. In 5:30 a.m. Waccanah. Out 7:00 p.m. yesterday McKinstry.

Quebec to Montreal. Longue Pointe, 5—Clear, northeast. In 4:15 a.m. Cascapedia, 4:45 a.m. Gadsby, 5:10 a.m. San Urbano, 7:00 a.m. John Rugee, 6:30 a.m. Quebec.

Above Montreal. Lachine, 8—Clear, east. Eastward 1:0 a.m. Rockferry, 8:45 p.m. yesterday Windsor, 9:10 p.m. McVittie, 10:35 p.m. Advance.

SHIPPING NOTES

The Minnehaha has arrived at London from New York; the Norseman is at Liverpool.

Dr. Bernard Dernburg has engaged passage on the Norwegian steamship Bergensford, of the Norwegian-American Line, according to an announcement made at the office of the company at New York.

Just returned from New York, a representative of the Canada Steamship Lines, Limited, states that as soon as warm weather sets in there will be a great increase in the number of tourists coming northwards.

Sixteen steamships are under charter to load grain at the port of Philadelphia; 800,000 bushels of wheat and corn were shipped from there last week. The exports of wheat were twice what they were at the same time last year, and corn and oats three times as much.

Plans are said to have been completed in New York for the construction of a large shipbuilding plant at Mobile, Ala., by a \$4,000,000 organization, to be called the Gulf City Shipbuilding & Dry Dock Company. Berths will be erected for constructing 600-foot vessels.

The Plant liner A. W. Perry, Captain Ellis, Boston to Halifax, ran ashore in a thick fog at the mouth of Halifax harbor yesterday. The passengers, forty-two in number, were taken off. It is hoped that the steamer will be refloated. The steamer has water in her holds.

According to information in sugar trade circles in New York the British Government has commandeered between 15 and 20 British freight steamers within the last few days for June and July loading, to carry 150,000 to 200,000 tons of raw sugar purchased by the British Government in Cuba a short time ago.

Two boats are in port here consigned from Belfast to McLean, Kennedy and Co., Montreal, representatives of the Head Line. They are the Bray Head, commanded by Captain Johnston, lying at Shed 14, which will leave this port with a general cargo; and the Duart, commanded by Captain O'Sullivan, at present taking on a cargo of grain.

Plans and specifications of a new surveying vessel for the United States Coast and Geodetic Survey will be sent out to prospective bidders on July 1. This vessel will be named the Surveyor and will be used in surveying and charting the coasts and waters of Alaska. The Surveyor will be a two-deck single-seater steamer with triple expansion engine and two Scotch boilers using crude oil as fuel.

Profit amounting to £887,548 11s 4d, was shown in the annual report of the White Star Line at Liverpool. After making all provision for depreciation, interest on debentures, income tax, dividends and many other charges a balance was carried forward to 1915 of £81,699 16s 10d. During the year, which was a very bad one even before the war for large steamship companies, part of the White Star fleet became unproductive after the war started by reason of the shifting terminal and the disorganization of trade conditions generally.

At the recent annual meeting of the Norwegian Shipowners' Association it was announced that at the beginning of the year the roll of membership comprised 278 shipowners, representing a total of 2,983,409 tons of shipping, an increase of 192,000 tons over the preceding year. A resolution in favor of the establishment of a ship mortgage bank was adopted.

LONDON METAL MARKET.

London, June 9.—Spot copper £83, up 10s; futures, £84, up 10s; electrolytic £82, up 10s. Spot tin, £165 10s, up 5s; futures, £165 10s, up 5s.

TENNESSEE COPPER EARNINGS.

New York, June 9.—Tennessee Copper at present is making a large earning record both from its copper and its large business. On the present price of copper it is claimed the company is earning its 12 per cent. per annum dividend from copper business alone.

ILLINOIS PIPE LINE DIVIDEND.

Findlay, Ohio, June 9.—In financial circles here it is stated that initial dividend of \$5 a share declared by Illinois Pipe Line Company was for six months. It is further stated that the stock will be put upon a 10 per cent. basis and that dividends will hereafter be paid at the rate of \$2.50 quarterly.

STEEL RAILS FOR 'FRISCO RAILWAY.

St. Louis, June 9.—Judge Sanborn, in the Federal Court, issued an order authorizing expenditure of \$800,000 with which to purchase 27,000 tons of steel rails for replacement on various portions of 'Frisco main line.

terday Florence and Zapotec, 3:30 p.m. Senator Derbyshire, 3:15 p.m. A. D. McTier. Port Dalhousie, 2:28—Eastward 1:20 a.m. Beaverton, 3:55 p.m. yesterday Keynor, 6:00 p.m. Iroquois, 7:15 p.m. Burma, 11:15 p.m. Saskatoon. Port Colborne, 3:21—Clear, southwest. Eastward 3:00 a.m. Masaba, 4:00 p.m. yesterday Mary, 8:40 p.m. Dunmore, 10:00 p.m. Iroquois, 8:40 p.m. yesterday J. H. Plummer.

PRESIDENT OF ATCHISON RAILROAD SAYS ECONOMIC PROSPECTS GOOD

Chicago, June 9.—President Ripley, of Atchison, says: "We have a considerable number of bonds which we can put on the market when we think advisable, but until the market improves we shall not put them out. We are in no hurry. Economic prospects of the west and middle-west served by our company are good. The crop outlook never was better. The Panama Pacific Exposition is increasing the gross earnings, but is making little difference in net because of the low passenger rates."

"To railway men it is gratifying to see that the attitude of the public generally toward corporations is becoming more benevolent. Our gratification would be complete were certain high placed officials holders to experience a change of heart. We still have La Follette and Cummins's wing of statesmen whose political capital consists of lamenting sentiment unfavorable to railways. Perhaps the better feeling towards corporations will reach them in which we must include the administration."

SOUTHERN PACIFIC RAILWAY CO. HAS NO WORD OF DECISION.

New York, June 9.—Southern Pacific Company has received no word of the decision in the suits involving oil lands.

The United States Supreme Court, in its important decision in this matter, left the government but one ground for bringing the suit, namely, fraud. Since that decision the government has filed suits involving only a few hundred acres of Southern Pacific oil lands in the effect to prove that they were obtained by fraudulent means.

Julius Kruttschnitt, chairman of Southern Pacific Executive Committee, has said that the government would be absolutely unable to prove that there had been any fraud whatever; employed in gaining the title to a single acre. In any event, even if the government has won its suits now pending, which involve only a small number of acres the decision has no significance so far as the company's large land holdings are concerned as a fraud charge would have to be proved against the balance of the land before it could be recovered.

SOUTHERN PACIFIC RAILWAY CO. LAND PATENTS CANCELLED.

Washington, June 9.—Department of Justice has received a telegram from United States Attorney at Los Angeles reporting a favorable decision by the District Court in six suits brought by the government to cancel patents issued to the Southern Pacific Railway Company for lands found valuable for petroleum. The decision of the court is said to uphold the Government bills in every particular, and constitutes a sweeping victory for the government.

THE WEATHER MAP.

Cotton Belt—Generally clear, scattered showers in Carolinas and Texas over night. Temperature 28 to 30. Winter Wheat Belt—Generally clear, scattered showers in Kansas. Temperature 46 to 52. American Northwest—Partly cloudy, scattered showers in Minnesota. Temperature 42 to 52. Canadian Northwest—Partly cloudy, scattered showers. Temperature 38 to 40.

MONTREAL-QUEBEC-VALCARTIER.

Canadian Pacific trains leave Place Viger Station at 9:00 A.M., carrying day coaches and buffet-parlor cars; train de luxe leaves at 1:30 P.M., with day coaches, observation, parlor and café-carle cars in which luncheon is served commencing 12:45 P.M.; night train carrying modern electric lighted sleeping cars leaves at 11:30 P.M., and arrives Quebec 6:45 A.M.—all these trains leave Mile End 15 minutes later. Returning trains leave Quebec at 8:30 A.M., train de luxe 1:30 P.M., night train at 11:50 P.M. Valcartier Camp, 17 miles distant, is reached by a side trip from Quebec.

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY

IMPORTANT IMPROVED SERVICE.

TORONTO - DETROIT - CHICAGO INTERNATIONAL LIMITED.

Canada's train of superior service.

LEAVE MONTREAL 10:15 A. M. DAILY.

Pullman Sleeping and Observation Cars and Buffet Parlor and Dining Cars.

CHICAGO LIMITED.

LV. MONTREAL, 11:00 P. M. DAILY.

Pullman Sleeping and Club Compartment Cars and Parlor and Dining Cars.

122 St. James St., Cor. St. Francois-Xavier—Phone Main 6985.

Windsor Hotel Uptown 1187

Bonaventure Station Main 5223

CANADIAN PACIFIC

CHANGE IN TIME NOW IN EFFECT.

Additional suburban trains will be operated commencing June 13th, 1915. Full particulars on application.

VALCARTIER CAMP.

Special Excursion, Montreal to Quebec and Return \$3.50.

Going 11:30 p.m., June 12th.

Return limit, June 15th, 1915.

BLUE BONNETS RACES.

Return after last race.

CORNWALL, ONT.

Service in effect until June 12th only.

Lv. Windsor St. 5:30 p.m. ex. Sunday.

New service in effect June 14th.

Leave Windsor St. 9:00 a.m. 7:30 p.m.—St. Anne's Vaudreuil, North Lancaster, Williamstown, Cornwall and Int. stations.

TICKET OFFICES: 141-143 St. James Street. Phone Main 3123. Windsor Hotel, Place Viger and Windsor St. Station.

PERSONALS

William F. McPeck is in Ottawa. W. J. Ross, of Quebec, is at the Hotel. W. W. Moore, of Ottawa, is at the Hotel. C. H. Keefe, of Ottawa, is at the Hotel. B. de la Bruere, of Quebec, is at the Hotel. George Caverhill will leave tomorrow.

STATE INSURANCE IN B.

Toronto, June 9.—British Columbia Workmen's Compensation Bill was passed before the Vancouver Trades and Labor Council. Mr. A. S. Matthew, manager of the British Columbia Guarantee Co. commented on the insurance feature of the proposed bill, which referred to conditions in the State. There the fund is in anything but a satisfactory condition and both employers and employees are dissatisfied. A recent official report shows that the cost of compensation is increasing and that the amount is growing larger and larger. The bill is bound to be very costly and will result in a very heavy burden upon British Columbia," said Mr. Matthew.

LIQUIDATOR OF COTTRELL

At a meeting of the creditors of the firm of Messrs. C. C. Cottrell, Ltd., held at the office of Messrs. Murray Gardner, who was appointed liquidator.

SPONTANEOUS COMBUSTION CAUSED FIRE IN

Witnesses at Fire Enquiry Agree in The Suspicious Circumstances, and Smoking Vigorously Prohibited.

According to the testimony of witnesses the Fire Commission yesterday afternoon of the investigation into the recent fire at the factory of Messrs. James Strachan and Co., Ltd., the outbreak was due to spontaneous combustion. Smoking was not allowed in the factory.

In the course of his evidence, Mr. Strachan, one of the proprietors, explained that spontaneous combustion was the cause of the fire, that danger from the accumulation of dust was generally recognized, and that special dust accumulators were used to provide against this danger. Every pipe was kept against fire by his rule against smoking in the building was enforced, a special smoking room having been provided for the workmen in the new factory where they took their meals.

Regarding the loss the witness estimated the value of the stock at \$50,000 and \$60,000. The balance of \$80,000, of which part was stocks, and other property which had no value at the time.

Mr. Bert Harold Stock, the superintendent of the factory, stated that he had no doubt that the cause of the fire was the spontaneous combustion of the dust. He said that he had passed the fire and that he had seen the dust accumulators in operation and that they were working properly.

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DEATH OF SECRETARY OF WATERLOO MUTUAL F.

Waterloo, Ont., June 9.—The death of Mr. H. H. Haight, managing director and secretary of the Waterloo Mutual Fire Insurance Company, occurred at his home in Waterloo, Ont., on Friday afternoon, Mr. Haight was born near Waterloo, Ontario, October 23, 1850, his parents being James Haight and Mary Ann Haight. He was educated at Waterloo, Ontario, and spent some of his time in the fire insurance business. He was secretary of the Waterloo Mutual Fire Insurance Company being assistant secretary when he became manager and secretary.

WESTERN ASSURANCE COMPANY

Incorporated 1851

FIRE AND MARINE

Assets Over \$3,500,000

Losses paid since organization over \$61,000,000

TORONTO

W. B. BROCK, President

W. B. MEIKLE, Vice-President and General Manager

QUEBEC PROVINCE BRANCH

61 St. Peter Street, MONTREAL

ROBERT BICKERDIKE, Manager