PAGE TWO

DETROIT UNITED RAILWAY

THE JOURNAL OF COMMERCE, THURSDAY, JULY 8, 1915 BOOTH REPORT FAVORABLE

VOL. XXX. NO. 5

latest figures

Profit

89.575

87.539

53.724

29,859

38.190

26 374

22.393

Carried

Forward

107.45

Del

18,000

18.000

18,000

18,000

18,000

10

10

10 34,587

10 50.53

nil 63,897

10 60.587

Reserve

writing

Account

262.344

269,626

326,144

335,209

366.850

Invest-

167.623

206.823 1.070.06

Book

Value

of

1.147.912

1.374.24

1.242.65:

1.265.89

1.243.03

Cashan

Bills.

6,151

.3.348

Fleet

Ord.

Rate.

Int.

COMPARED WITH LAST YEARS

Still Complain of Depression in Brazil, But Have Good Statement to Place

Before Directors.

London, June 25. (by mail) .- Although the directors

of the Booth Steamship Lines still complain of the

depression in Brazil, they have a very good report

to put before their shareholders. The Galveston busi.

The previous year's report was very bad on ac

Gross Deprecia-

tion

126.230

£

84,562

96.522

135,647

104.759

131,885

Pref. and

Ord. Div.

41,500

41,500

41,500

41,500

16.500

41,500

count of the Brazilian slump, and the

Profit.

£

170,450

265,299

225,267

50,000

nil

nil

nil

The following summary shows the movement of the

Creditors

Voyages.

127,994

148,803

146,956

201,580

111,592

116,805

Debtors.

101.091

and open and under-

Res'rv's



counts Lately Issued Marred by Five N of War

THE YEAR'S EXP

one Leading Companies R Fire Premiums-Profits £3,272,000 to £1,476

the accounts of British fire offic ting, because fire insurance is es in which British enterpris avs the London Times. In these then Great Britain's imports exce far more than in normal times, t services have become more importa mium is drawn from every quarter the offices, by means of all the om long specialization, and by sk leavor to extract from it a retu mployed, which in turn goes to ealth of this country. The acco are sorely marred by five months iotal surplus realized is a notable a ancial return on the country's indu A year ago the premium incon eading offices whose results we first table below reached the sum of largeset total ever recorded; this ye educed by £ 290,053 to £ 26,955,480, de more than 1 per cent.-trifling ties of the year are taken into ac break of war premiums were n from Austria and Germany, whic uge extent at any rate, the remar the income of the North British, a any, which had important branch lienna, and carried on there a very

direct business. These branches, on the outbreak of ulsorily closed, while the company in liabilities in each country. It i learn from the chairman's speech ermany and Austria are concerned ish started this year with an absol As regards volume of premium in gain easily holds first place, with a over £4,000,000, the Commercial I ing its friends with an increase M, thereby raising its premium han £3,500,000, while the Liverp obe takes third place with an £3,1000.000.

Surplus is Disappointi

More important, though, than eases in premium income is the ss of premiums over the claims enses incurred during the year, mewhat disappointing. This sur from £3,272,000 to nearly £1,500,00 age of the surplus on the total pro enty-one offices was thus only with twelve in 1912, 9.4 in 1911, 16.2

Last year an extraordinarily uni nce in the United States was main the comparatively poor results, an eft the Alliance and British Law-c to operate there-scathless. The will be seen, only slightly bel ure of 1913, while the British Lav and carefully chosen home busines ably improved upon its previous fig usiness is usually either very good mmercial Union records the grati £342,000, though the figure is a de the Royal earned well over £23 of £210,000; and the London & Land fall of £132,000. The Law Union mentage of 14 on a small account. es are also shown by the Atlas. 1001 & London & Globe, London, No Phoenix, Royal Exchange, Sun and Yorkshire, but no one would view of the immense capital em

SUCHARISTIC CONGRESS	nsks involved a total surplus of 51/2
REAL, QUE., JULY 13th to 15th.	regarded as an adequate return.
Class Fare (plus 25c) for Round Trip,	Net
ons Kingston, Renfrew and East in Can-	premiun
	Office- 1914.
trains July 13th; all trains July 14th and	Alliance £1,360,83
uly 15th. Returning until July 16th.	
AND AND THE MAINE COAST.	
.00 a.m. and 8.20 p.m. daily.	
ree illustrated pamphlet describing many	
rts.	
REAL-BOSTON-NEW LONDON.	
.45 a.m. and 9.30 p.m. daily.	Wy & Londer & Co
122 St. James St., Cor. St. Francols- Xavier-Phone Main 6905.	London & Globe 3,098,72
	London & Lancaster 1,655,71
Windsor Hotel "Uptown 1187	landon 680,06
Bonaventure Station " Main 8229	with British
ADIAN PACIFIC	
ADIAN FACIFIC	Prenix 1,212,61 Romi
a. Various Routes.	
LIFORNIA EXPOSITIONS.	
isco. San Diego, Los Angeles.	
TH PACIFIC COAST POINTS.	
r. Victoria, Seattle, Portland, etc.	Yorkshire 1,502,34 455,80
ARY, EDMONTON, BANFF, ETC.	Total
Train Service.	Total £ 26,955,48
, 10.15 a.m., Via Canadian Rockies.	Premiums
Via St. Paul.	over claims
, 10.00 p.m., 10.50 p.m., Via the Great	and expen.
tes or Chicago	Office-
with un-to-date equipment.	Alliance
and descriptive matter on application.	Atlas
	weild law
VALCARTIER CAMP	
Special Excursion to	
D RETURN \$3.50.	
Going 11.30 p.m. July 10.	
teturn limit a.m. July 13.	
CHARISTIC CONGRESS,	
July 18-15.	
Montreal and Return.	
ciusts Fare and 25c	Northern + 56,499 4.3
tuly 13 all trains July 14, and a.m. trains	
eturn limit July 16th.	
TICKET OFFICES:	
	Royal Exchange + 252,782 6.1 Boutlieb + 17,322 2.0
James Street. Phone Main 3125. Il, Place Viger and Windsor St. Stations	Bouttish Union + 17,322 2.0
I, Place viger and windsor ou otalin	··· + 31,353 4.1

RAILROAD NOTES TO BE PURCHASED BY CITY ·····

Twenty-five railroads radiate from Winnipeg and

Harry Whitehead, chief of the ticket-selling de

Mr. Arthur Walsh, retiring local manager of the

The Cornelia, Gila Bend & Tuscan, recently o'go

With the July issue the publication of the Balti-

ark. The contract is to be signed this week in Pitts

The entire train was stalled later, as

5 p.c. burg and the work begun immediately.

Trouble Regarding Company's Franchise in Many Ways Was Similar to Situation in Montreal of these the Grand Trunk Pacific offers the attract tion of travelling from that city to Prince Ruper With Tramways Co. without a single change of cars.

Montreal shareholders of the Detroit United Railway will be keenly interested in the announcement that the directors have decided to sell its lines to the Street Station, committed suicide yesterday by shoot-City of Detroit. President J. C. Hutchins announced ing himself through the head. the decision of the directors in a letter to the Railway Commission, who in turn immediately adopted a recommission, who in turn minutent August 2nd to se-solution giving the company until August 2nd to se-cure the ratification of its stock and bond holders. cipient of a purse of gold from the members of the As the directors already possess proxies from a ma- staff as a slight token of esteem. As the directors already post is practice by the stock-jority of the share of stock, ratification by the stock-holders is already assured, while it is expected that the bondholders will also acquiesce in the proposed ized, is to run from Gila Bent. Ariz, on the Sc (from sale. The terms of the sale provide for a vote of Pacific to Ajo, and furnish an outlet for the mines ople on the question and in the event of a of the Calumet and Arizona Mining Co. favorable vote the price to be paid by the city is to be fixed by the courts.

Detroit United Railway has been having a great more and Ohio employers' magazine has been renewdeal of trouble with the city in regard to the re- ed, carrying 112 pages of interest to every man connewal of its franchise as well as in connection with nected with the road, each one of whom will receive The electors of the city agreed about a copy. other matters. two years ago to purchase the Street Railway System and since that time negotiations have been going on On July 29 the Baltimore and Ohio employes an and since that the negotiations have been going on buy 25 the baltimot baltimot and one of purchase. The Detroit Un-in regard to the terms of purchase. The Detroit Un-their families will hold their 34th annual reuses in ited Railway operates \$20 miles of track in Detroit at Harpers Ferry and the railroad company will opand the vicinity, but included in these figures are erate special trains for the accommodation of those many miles of suburban lines. The company is capi- attending. talized at \$12,500,000 common stock, all of which is outstanding. It has a mortgage indebtedness of \$14. 556,000 of 4½ per cent, bonds and \$2,000,000 of col-Northern Pacific at Spokane, it will be necessary to lateral gold notes.

build a trestle over 19 streets, nearly two miles, to The following tables show the high and low of the accommodate main line tracks and permit uninterstock for the past few years, the dividends paid and rupted operation of trains.

1912.

1301-04, 1905 1906 1907 1908-10 1911-15 \$1,500,000 a subway practically across the city of New- to secure.

Dividends paid: 4 p.c. 4½ p.c. 5 p.c. 334 p.c.

1910 1911. 1909. Gross earns \$8.047.000 \$9.345.000 \$10.253,000 \$11,695.000 Word was received at Cleveland, Ohio, yesterday, 769,000 986,000 703,000 825,000 ber 8 Cincinnati to Cleveland, was blown from the Earnings on

Capital stock 10.16 p.c. 11.89 p.c. 13.83 p.c. 16.20 p.c. Columbus. Net earnings ... 4.029,000 3,537,000

Net earningsAuggroupAug

YORK RAILWAY DIVIDEND.

tered July 20.

Les Propriètaires, Incorporès.

Public notice is hereby given that under the Queber ompanies' Act, letters patent have been issued by the **Companies' Act, letters patent have been issued by t Lieutenant Governor of the Province of Quebec, bea**

Companies' Act, letters patent have been issued by the Lieutenant Governor of the Province of Quebec, bear-ing date the eighteenth day of June, 1915, incorporat-ing Messrs. Jean Versailles and Joseph Versailles, real estate brokers; Chs. C. de Tonnancour, mani-facturer: J.-Albert Berthlaume, real estate broker, real estate brokers; Chs. C. de Tonnancour, mani-facturer: J.-Albert Berthlaume, real estate broker, real estate brokers; Chs. C. de Tonnancour, mani-facturer: J.-Albert Berthlaume, real estate broker, real estate brokers; Chs. C. de Tonnancour, mani-facturer: J.-Albert Berthlaume, real estate broker, real estate brokers; Chs. C. de Tonnancour, mani-facturer: J.-Albert Berthlaume, real estate broker, real estate brokers; Chs. C. de Tonnancour, mani-tat the Lake Erie and Northern railway will be rese electrified from Brantford to Port Dover. This sives for electrifying material will be placed at once and works or plants, machinery, rolling stock, patents, trade marks, publications, newspapers, reviews, copy-nights of all kinds, moveable and immoveable and goods of all kinds, exchange, build upon and improve the same, and es-pecially to carry on any business incidental to the above objects; To envelope to the same, and es-pecially to carry on any business incidental to the above objects; To envelope to the same, and es-pecially to carry on any business incidental to the above objects;

To carry on any business which may appear to the Port Arthur to Montreal including insurance is be- Fort William, 6.00 a.m. Lady of Gaspe.

to pay for the same in shares of the capital stock of the said company: To take or otherwise acquire and to hold shares in any other company having objects in whole or part similar to those of this company or doing any busi-ness capable of being directly or indirectly carried on The "Lady Eigin" was the benefit of this company;

sents or attorneys; To do all things incidental to or suitable for the at-

nt of the above objects, under the name of

8-26-2.

lease or otherwise dispose of the property, This, franchises and undertakings of the company, any part thereof, for such consideration as the many may deem fit, and in particular for shares, bentures, bonds or other securities of any other many may ing objects in whole or in part similar those of this company;

Philadelphia, July 8.— York Railways Company de-clared regular semi-annual dividend of 1.25 per share accepted by the rail lines unless all charges are prechared regular semi-annual units of a second accepted by the fail these disconding of the Inter-in cash on preferred stock payable July 30 as regis. State Commerce Commission that such shipments a.: to be treated as through business. The steamship men do not agree with this view, and say that means inconvenience to shippers, but they have alternative except to comply with the rule.

Freight from the East unloaded at Portland, Ore.

To carry on any business which may appear to the company capable of being conveniently carried on in connection with the above, and calculated directly or indirectly to enhance the value of or render profit-able the company's property or rights: To acquire or take over the whole or part of the business, property and liabilities of any person or company, carrying on any business which the com-pany is authorized to carry on or possessed of pro-perty suitable for the purposes of the capital stock of the same in shares of the capital stock of

IN ONTARIO WAS LADY ELGIN.

The "Lady Elgin" was the first locomotive ever used in Ontario. It was owned by the Ontario. Sim-



MAJOR-GEN. THE HON. SAM HUGHES, Who is due to arrive in England shortly. An order in-council has just been issued authorizing the crease of the Canadian forces to 150,000, and the Minister of Militia is to consult the British authorities regarding Canada's share in the war.

The Charter Market ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

New York, July 8 .- A liimted general demand prevails for steamers for July loading, mostly from shippers of coal to Spain, Italy and South American ports. at any concessions in rates. For August and later loading there are a few inquiries for trans-Atlantic

mand for carriers continues to West India and South resulting. American ports, but the suitable vessels are difficult

ingly. In the sailing vessel market a moderate de-

Charters: Coal: Steamer Moldegaard, 1,788 tons, Net earns. 3,004,000 3,364,000 3,865,000 that four cars of Pennsylvania passenger train num- from Philadelphia to Savannah, p.t., prompt. Schooner Magnus Manson, 1,526 tons, from Newtrack in a storm somewhere between Cincinnati and port News, to Pernambuco \$7.50 ,prompt.

Lumber: Schooner Joel Cook, 319 tons, from
 1913
 1914.
 there was four feet of water over the track, according
 Charleston to New York with K. D. boards, \$5 salt out

 Gross earnings
 \$12,723,000
 \$12,240.000
 to reports.

Schooner Emily I White, 296 tons, from Bathurst

British steamer Glenbridge, 2431 tons, same. British barque Inverclyde, 1.561 tons, from New

British barque, Archibald Russel, 2,818 tons, same.

SIGNAL SERVICE

Crane Island, 32-Cloudy, east.

Cape Salmon, 81-Cloudy, calm. In 7.30 a.m. Cairn-

Father Point, 157-Clear, calm. In 3.30 a.m. Yarowdale, 7.20 a.m. 82 miles east, Knight of the This-

Little Metis, 175-Clear, south west. In 6.00 a. .m. Matane, 200-Clear, south west. In 8.00 a.m. stea-

Cape Chatte, 234-Clear, calm. In 6.00 a.m. Hurona

Martin River, 260—Clear, calm. In 7.00 a.m. Sygna "The Fort Garry," the Grand Trunk Pacific Rail-C. Magdalen, 294—Clear, south. In 5.30 a.m. Man-way's magnificent hotel at Winnipeg, is described and

Fame Point, 325-Clear, calm. In 7.00 a.m. George-Anticosti

- Ellis Bay, 335-Clear, south
- West Point, 332-Cloudy, south. S. W. Point, 360-Cloudy, south. South Point, 415-Hazy, south.
- Heath Point, 438-Clear, south.
- Point Escuminac, --Clear, south.
- Point des Monts--Clear, strong south west Bersimis-Clear, light west. Cape Race, 826-Dense fog, variable. In 5.00 a m
- rirved Chaleurs. Point Amour. 673-Clear, west. Numerous bergs. Point Tupper-Clear, south west
- Belle Isle, 734-Clear, west, 25 bergs. Money Point, 537- (
 - S. John, N.B.-Arrived 2.00 p.m. yesterday Manchester Exchange.
 - New Castle-Arrived 6.00 p.m. (6th) 1.or

The Donaldson liner Cassandra arrived safely on the other side with passengers and cargo Tuesday afternoon, and will proceed to Glasgow. Directo

SHIPPING NOTES

The Allan liner Sicilian will arrive in Montreal at 9 o'clock this morning and the Pretorian of the sam line at 2 o'clock in the afternoon. Both of these els are bringing passengers. The Mongolian, a cargo ship, is also reported.

ness was most satisfactory as regards volume and The Monmouth, Glenstrae and Jacona arrived at The Monmouth, Gienstrae and Jacona artive at rates. The Admiralty requisitioned 13 of the com. Montreal yesterday; the Stampalia and Athinal are at pany's steamers, of which they retained eight at the hagen: the Missanable is at Liverpool; the Niagara date of the report, and presumably the company had at Bordeaux, and the Ryndam at Rotterdam. received on them what they were to receive in re-

The cargo of the German liner Bayern, which was spect of them. confiscated recently at Naples, includes half a milion revolvers, 100,000 rifles, 200,000 cases of ammunition, four aeroplanes, fourteen field guns and look most favourable beside them:

two complete wireless stations, according to the Rome correspondent of the Exchange Telegraph Company.

1910 236.008 Among the war supplies loaded at New York for 1911 192,302 automobiles, 50 aeroplanes, 136 road rollers, 50 motor 1913 trucks and large quantities of loaded and unloaded 1914 154,821 projectiles, small arms, machinery, lubricating oil, 1915 eather, acids, horse shoes and miscellaneous military equipment.

The oldest British steamer, the Ceres, built in .910 1811, is still sailing about the Bristol channel. The 1911 50,000 Owners are not urging their boats upon the market Jenny, built 128 years ago of oaken timbers, is the 1912 oldest steamer trading under Board of Trade regula- 1913 52,000 She was built at Nevin, Carnarvonshire, in 1914 tions. grain carriers, but freights of other kinds offer spar- 1787, and has been ashore more than once, the stout- 1915 ness of her build preventing any serious damage It is true that the net profits do not quite cover the amount of the dividend distributed and nothing is

placed to reserve, but the carry forward is maintained Steamship companies report that vessels now leav- at a much larger sum than was formerly the case Rates are firm. Coastwise freights of all kinds ing for the other side have ample space for freight to The balance-sheet, too, which was analysed in full of are scarce and the tendency of rates is slightly eas- be sent across the Atlantic. The fear of not having page 1144 of last week's issue, shows a stronger posienough ships led to a congestion in the early days tion as regards liquid resources as the result of sales of shipping, but enough ships came in, and were so of shipping, but enough ships came in, and were so heavily loaded that normal conditions have been prac-ticularly at this time when the cost of ships is very tically restored within the last week. Shippers need high. Until this year the increase of the fleet had been met mainly by appropriations from profits, and not fear that they cannot be accommodated. the current liabilities were heavy in comparison with

Directors of the United States Chamber of Com - the liquid resources. Directors of the United states chamber of com-merce, by unanimous vote, have ordered a referen-dum to secure an expression of opinion from the busi-chief items in the balance-sheet over the last six ness men of the country on the seamen's act. There- years:-

A new shipping corporation, to be known as the 1910 Marine Transport Service Corporation, will shortly 1911 begin the operation of three separate lines of freight 1912 British steamer Glenbridge, 2431 tons, same. British barque Inverclyde, 1,561 tons, from New York to Australia, with general cargo, basis 50s, one to run from this port via the Panama Canal to Los 1914 Angeles, San Francisco, Portland, Tacoma and Seat-tle. The second is to be operated to South American ports and a third line will ber un to miscellaneous foreign ports wherever business offers.

1910 10.7 Mr. A. Johnston, deputy minister of Marine and 1911 10.3 Fisheries, has issued a notice to mariners in all Cana- 1912 13.1 Fisheries, has issued a notice to mature on an arrive and in a second report any 1913 10.1 1913 11.2 isuspicious craft they may sight. Masters of such 1914 11.5 suspicious craft they may sum. master a construction of the company is not in the habit of keeping a large hearsay evidence. Sman thinks and construct the company is not in the nabit of keeping a large cash balance. When it has plenty of cash it lends the nearest customs officer for transmission by tele-the nearest customs officer for transmission by tele-

Halifax dockyard, and on the west coast to the superintendent, Esquimalt dockyard.

THE HOTEL OF THE CENTURY.

pictured in the latest booklet issued by the company. The combination of simplicity and elegance which town, 9:00 a.m. Batiscan. Out 2:00 a.m. Empress of characterizes "The Fort Garry" is excellently portrayed in the illustrations of the spacious public room of the hotel. Fourteen stories in height, and built of sandston

"The Fort Garry" is architecturally one of the fines ouildings in Canada. The people of Winnipeg proud ly refer to it as "The Hotel of the Century." Every modern appliance has been used in making the hous perfect in its appointments, and in this regard, and also in the matter of service, it confidently challenge comparison with any of the famous hotels of America or Europe.

A copy of this new publication may be had free on from all static application to H. R. Charlton, Grand Trunk General ada. Offices, Montreal

PILOT SUSPENDED AND

CAPTAIN WAS EXONERATED. Exoneration of Captain Thomas Moss, master of the

109,454 199.807 107.743 154,195 110,838 217,828 graph on the east coast, to the captain in charge of year under the head of investments in the above table

Loans

March 31.

and

Bills.

79,956

198.529

250,169

70.343

95.747

73,818

Ditto per

Ton.

-and when it is short of cash it borrows from the same company-last year "creditors" included £31,-000 on this account.

RUTLAND RAILROAD EARNINGS. New York, July 8.-Rutland Railroad: May gross \$306,433; decrease, \$4,711.

Net after tax, \$78,874; increase, \$29,402. Eleven months' gross. \$1,330,147; decrease, \$32,651. Net after tax, \$257,452; increase, 126,228

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM EUCHARISTIC CONGRESS

MONT Single First

Going p.m. a.m. trains Ju PORTL

CITY TICKET

OFFICES

San Franc

Vancouve

10.30 a.m.

8.45 p.m.,

8.45 a.m.,

All trains V

Particulars

Going p.m. J July 15. Re

.

Lak

R

35

NORT

CALG

Write for fr

L'Islet, 40-Cloudy, calr

to those of this company;

built in 1852, and brought across Lake Ontario by p.m. Evengeline.

to those of this company; To consolidate or amalgamate with any other com-pany having objects wholly of partiy similar to those of this company, and to enter into any agreement for the sharing of profits union of interests; co-opera-tion, joint advenure, reciprocal concession or other-wise with any person, firm or company, carrying on or engaged in or about to carry on or engage in any business or transaction capable of being directly or indirectly carried on for the benefit of this company. of Bathurst street, and the Lady Elgin was put to Prince Ito, 6.05 a.m. Montreal, 9.25 a.m. Keyvive, 8.45 \$100, and reprimand of Second Officer Cooper for not temporary railroad was built up on to the street level, and the Lady Eigin was taken there under her tow. In 9.30 a.m. Morgolian. and to take or otherwise acquire shares or securities of any such company, and to piedge, sell, hold, issue or re-issue withor y unitout guarantee as to principal and interest, or otherwise deal with the same: To purchase, lease or otherwise acquire, hold or own the whole or any part of the property; franchises, good-will, rights, and privileges held or owned by any corrent of the or otherwise acquire, hold or own as the Esplanade. This ensuing a section was used in construction work held Railway originally ran on the street level of Front Henry Hall.

geod-will, rights, and privileges neid or owned by any person or formed for the carrying on of any busi-ness similar to that which this company is authoriz-ed to carry on, and pay for the same wholly or partly in cash or wholly or partly in paid up shares of the company or otherwise and to take over the liabili-heavy load. After a few years' service on the road any or otherwise and to take over the liabili-of any such person, firm or company; draw, make, accept, endorse, discount, and ex. other negotiable and transferable instruments: make advances of money to the customers and having dealings with the company and to guard the performance or contracts by any such per-

together. This man was afterwards an engineer on

To remunerate in cash, stock, bonds or in any other the Lake Shore and Michigan Southern, running be tween Cleveland and Toledo.

To remunerate in cash,stock, bonds or in any other manner any person or persons, corporation or corpor-ations for services rendered or to be rendered in plac-ing or assisting to place, 'or in guaranteeing the pay-ment of any shares of the capital stock of the com-pany, or in or about the formation or promotion of the company of the conduct of its business: To do all or any of the above things as principals, agents or attorneys: The engine was first run by Wm Huckett a American engineer, who shortly afterwards left for

TEXAS AND PACIFIC EARNINGS.

New York, July 8 .- Texas and Pacific, May gross, \$1.322.574: decrease, \$65.506.

Eleven months gross, \$16,623,719; decrease, \$908,751.

ELECTRIC BOAT COMMON.

Mamment of the above objects, under the name of "Les troprictaires, Incorpore," with a capital stock of five undred and fifty thousand dollars (\$550,000.00), div-led into five thousand five hundred (5.500) shares of ne hundred dollars (\$100.00) each. The principal place of business of the corporation, in the city of Montreal. Dated from the office of the provincial secretary, his eighteenth day of June, 1915. C. J SIMARD

C. J. SIMARD, Deputy Provincial Secretary. curb market; the preferred is quoted at 137 to 147 year.

Quebec to Montreal.

Longue Pointe, 5-Cloudy, light east. In 2.00 a.m.

Vercheres, 19-Raining, north east. Three Rivers, 71-Hazy, light east. In 8.35 a.m.

Point Citrouille, 88-Cloudy, light north east,

St. Jean, 94-Cloudy, light north east. Out 9.35 .m. Easton

Grondines, 98-Cloudy, north east Portneuf, 108-Cloudy, north west. Nicholas, 127-Cloudy, north west. Bridge, 133-Cloudy, north west. Quebec, 139-Cloudy, north west. Arrived down 3.15 a.m. Quebec, 8.45 a.m. Murray Bay. Out 7.25 a.m. Sandefjord, 635 a.m. Wacouta

Above Montreal.

Lachine, 8 .--- Cloudy, west. Eastward 6.10 a.m. Pelatt,? 7.30 p.m. yesterday Avon. Cascades Point, 21-Cloudy, west, Coteau Landing. 33-Cloudy, west. Cornwall, 62-Cloudy, calm. Eastward, 3.00 a.m. Edmonton

Galops Canal. 29-Raining, calm. Eastward 4.30 a.m. Iroquois, Up 6.15 a.m. Rapids Prince, o.20 a.m. City of Ottawa.

Port Dalhousie, 298-Cloudy, calm. Eastward 4.16 p.m. yesterday Malton, 5.30 p.m. Kekwest, 6.20 p. sp. Byron Whitaker, 715 p.m. Samuel Marshall Port Colborne, 321-Cloudy, west. Eastward 5.40

a.m. Omaha, 1.25 p.m. yesterday, Bickerdike.

SUEZ CANAL.

New York, July 8.-Electric Boat common stock The traffic receipts of the Suez Canal for June 22 cific in any capacity whatsoever. I will stay with advanced 17 points to 147, a new high record on the amounted to 150,000 france, against 360,000 frances last the Erie until it pays dividends; this report is em-

steamship Romney, which went ashore on Green ular re: Halifax-Arrived 10.00 p.m. yesterday Halifax, 4.00 Island Reef. below Riviere du Loup. on June 24, cen-MONTR sure of Branch Pilot Jules Lamarre for lack of at

tention to duty, as well as a suspension of his certi assuring himself that the pilot was right, were the penalties imposed in the findings of the Domini Wreck Commissioner, Captain L. A. Demers, at Quebec, yesterday. In the preamble to the judgment the CANA evidence, which has already been reported, was reviewed, showing that the pilot mistook a light which Reduced Fare he saw for that of Red Island lightship, and the boat in consequence went ashore.

OTTAWA SERVICE.

The Canadian Pacific are now operating on thei trains between Montreal and Ottawa what is known as the Broiler-Buffet Service which is sure to mee with the approval of the travelling public between these two cities.

Train service from Windsor Street Station as folows:

8.30 a.m. daily, with Broiler-Buffet and Observation

10.30 a.m. daily, with Dining Car 4.05 p.m., ex. Sunday, with Broiler-Buffet and Ob servation Car.

7.40 p.m. Sunday only, 8.45 p.m. daily, 10.15 p.m. QUEBEC AN daily.

In addition to the above two trains leave Place Viger Station daily at 8.00 a.m. and 5.55 p.m.

REPORT WAS UNTRUE.

Chicago, July 8 .- F. D. Underwood, president Erie Railroad, when asked about the report that he would become connected with the Canadian Pacifi Railway, said: "I am not going to the Canadian Pa-

141-143 St. . barrassing; there is no truth in it." Windsor Hote

Net. \$149,168; decrease. \$29,940. Net, \$3,972,401; decrease, \$197,362.