"THE MACDONALD" AT EDMONTON WILL BE OPENED ON JULY 1

Grand Trunk Pacific's New Palatial Hotel Will Prove a Noteable Addition to Canada's Foremost Hostelries.

The Grand Trunk Pacific Railway announces the opening, on July 1st, of another magnificent hotel, a house which will be a source of pride to the city and the community it wil lserve. This is "The Macdonald, "situated in Alberta's capital, Edmonton. It is the third link in the chain of hotels designed by the Grand Trunk in connection with its transcontinental service.

The Chateau Laurier, Ottawa, and The Fort Garry, Winnipeg, are acknowledged to be among the handsomest hotels on the continent. "The Macdonald" has been built to the same high standard. Located on McDougall street, almost at the crossing of Jasper avenue, it combines convenience to the business centre of Edmonton with a wonderful outlook over the valley of the Saskatchewan River.

"The Macdonald" has been planned in the Chateau style of architecture and its massive wallls are of Indiana limestone. A quiet elegance of design marks the interior of the house. The dining room, with its barrel ceiling, has walls of panelled oak, while the cafe, which opens on to a terrace overlooking the river, is also richly panelled. The palm, or tea room, also overlooking the river, has a groined ceiling and high dome decorated in wedgewood design. The Rotunda of the hotel is paved with pink Lepanto marble. On the mezzanine floor overlooking the rotunda is a ladies' drawing room, decorated in Adams style a gentlemen's writing room, a musicians' gallery, and banquet room. Three private dining rooms can be made out of the banquet room, the dimensions of which are 60 x 27 feet. A wainscoated smoking room and luxurious lounge are reached directly from the rotunda.

There are six bedroom floors of 34 bedrooms each, arranged so that they can be used en suite or separate. All have outside light, are exceptionally large, while twenty-two rooms on each floor have private baths which represent the last word in appointments. There are telephones in every room and running water where no private bath is attached.

Special consideration has been given to the wants of commercial men and large roomy sample rooms have been provided.

The architects of the hotel are Ross & Macdonald of Montreal, and experts who have been given an opportunity of inspecting the house declare that in the perfection of its fittings "The Macdonald" has no superiors. It will provide an excellent stopping off place for transcontinental travellers and for the army of tourists attracted to the great scenic territory along the line of the Grand Trunk Pacific Railway in Alberta and British Columbia, a region which includes Jasper and Mount Robson Parks. Mr. Louis Low has been appointed Manager under the direction of Mr. D. S. Mulligan, Superintendent of Grand Trunk Pacific Hotels.

CANADIAN PACIFIC EARNINGS.

Gross earnings of the Canadian Pacific Railway for the past 10 days of May amounted to $2,223,000, a decrease of $759,000 of the corresponding week of last year.

The decrease for the eleven months of the road's fiscal year, to May 31, is $28,412,192, made up as follows:—

	Decrease.
July	$1,511,091
August	1,516,695
September	1,402,943
October	5,197,288
November	5,349,657
December	4,370,363
January	1,807,190
February	858,494
March	1,594,472
April	2,267,000
May	2,537,000
Total	$28,412,192

ENGINEERS ON THE PHILADELPHIA REFUSE TO SIGN ARTICLES TO SAIL.

New York, June 5.—Engineers on the American Line steamer Philadelphia have refused to sign articles for the next trip owing to the refusal of the officials to grant their demand for 100 per cent. increase in salary made by the engineers.

The engineers demand is based on what they declared to be the danger in working on ships passing through the war zone. While there is a prospect of a delay in sailing of the Philadelphia scheduled for to-morrow, officials of the line are negotiating with a view to preventing such a delay as the Philadelphia is a United States mail steamer.

TWO COBALT SHIPMENTS.

Cobalt, Ont., June 5.— Two hundred and twenty bars of bullion have just left camp. Of this total 198 bars were shipped by Nipissing to New York, from which port it leaves for London, England.

The other twenty-two bars were sent out by the O'Brien and go to London by way of Montreal.

The total ounces in the shipments mentioned amount to 271,603.98, valued at $134,655.53.

The details are—

Nipissing	198	250,486.98	$123,991.06
O'Brien	22	21,117.00	10,664.47
	220	271,603.98	134,655.53

WESTERN PACIFIC RAILWAY BONDS TO BE DEPOSITED.

New York, June 5.—The Protective Committee for the Western Pacific Railway first mortgage 5 per cent bonds, announces the extension of time in which the bonds can be deposited under the deposit agreement to and including June 26th, 1915.

It is the intention of the committee to secure a decree of foreclosure of the Western Pacific Railway under the first mortgage at an early date, pursuant to the plan and agreement of re-organization to be adopted by committee. Only depositors of bonds with the committee will be entitled to benefit of such re-organization or of any purchase of the property under the foreclosure sale for the benefit of bondholders.

BRAZILIAN TRACTION.

The earnings of the Brazilian Traction, Light and Power Company in April indicate a satisfactory increase in net for the month of April. The comparison with the same month of last year is as follows:

	1915. Milreis.	Increase. Milreis.
Gross earnings	6,333,460	392,240
Operating expenses	2,627,690	49,010
Net earnings	3,705,770	343,230
Gross from Jan. 1	24,422,060	347,602
Net from Jan. 1	14,054,670	366,011

RAILROAD NOTES

The I. C. R. is calling tenders for twenty large freight and passenger locomotives and also a thousand standard steel frame box-cars.

It is announced by the Grand Trunk Pacific Railway that the fuel oil tank equipment at Prince Rupert is now completed; and that oil burning locomotives have now commenced to run on the system.

The Dominion Sugar Company, of Wallaceburg, will erect a factory at Chatham, Ont., but before they do so, they will demand a guarantee of railway connection with the G. T. R., for which it is necessary to cross the C. P. R.

It is announced that the new Grand Trunk Pacific Railway hotel, "The Macdonald," in Edmonton, will be opened on the 1st of July. It is the third link in the chain of hotels designed by the company in connection with its transcontinental service. The hotel is constructed on the Chateau style of architecture and is admirably fitted up.

A serious bush fire broke out at Minaki, Ont., north of the Grand Trunk line, and is travelling north along the west shore of the line on the Winnipeg River. Several cottages, some of the finest on the fiver, are threatened. Some experienced bush-rangers from Kenero are on the way here to render assistance.

An item for legal advice from R. B. Hanson, city solicitor, to the Chief of Police on the question of seizing liquor caused some comment in the City Council at Fredericton, N.B., on Thursday night. The advice is to the effect that the I. R. C., being a government owned line, cannot have goods in its possession seized.

Richard Schurman, barrister, of Truro, and formerly of Halifax, while on his way from Halifax to his home, and when crossing from one car to another as the train was going around a sharp curve at Richmond, was jolted off and fell to the ground, receiving a severe scalp wound, but which happily was not serious. He is recovering from his injuries at the V. G. Hospital, to which institution he was carried in an unconscious state.

Mr. C. E. McPherson, assistant passenger traffic manager of the C. P. R., with headquarters at Winnipeg, will be 54 years of age to-morrow. Mr. McPherson was born at Chatham, Ontario, on June 6, 1861. He entered the service of the company at an early age; and was, in Montreal and district for years, district travelling passenger agent, and successively head of the ticket office on St. James street at the corner of St. Francois Xavier and, subsequently, at the new office, corner of St. James and Cathedral streets.

Aldemn Barne, at a meeting of aVn couver City Council held recently, spoke strongly on the matter of the remissness of the Great Northern Railway in constructing their False Creek terminals, and expressed the opinion that the city solicitor, when appearing before the Railway Commission, should be warned not to give way at all. The other members of the committee agreed that although the company is applying to vary the location of the station to bring it nearer to the Canadian Northern property line this should not be admitted as a ground for an extension of time. Alderman Woodside and the city engineer being instructed to appear before the commission and insist that the agreement with the city be adhered to.

Recently at Picton, Ont., Mr. F. A. Shaw, District Freight Agent of the C. N. R., Mr. R. Hardy, Travelling Freight Agent, and Mr. H. M. Love, Agent at Picton, engaged an automobile to take them through North Marysburgh on a tour of investigation. They were driving along at a moderate speed on the Waupos road in the vicinity of the Devil's Punch Bowl, when a spring broke letting the body of the car interfere with the steering gear. A quick turn to prevent the car running into the deep ditch threw it over. The railroad men were thrown clear of the car. The driver went over with the machine, but was in a position to crawl out without injury. None of the men were injured. The two wheels on one side of the car were smashed and the wind-shield was broken.

It is stated that the Grand Trunk coal, which has amounted to at least 75 per cent of the total freight business of the London and Port Stanley Railway will not be handled over the line when it becomes electrified, but instead it will be routed to Rondeau by car ferry and landed at the slipdock now in the course of construction. The Grand Trunk supply of coal during the year 1913 amounted to 378,000 tons, and the commercial coal, which has been handled over the line, has amounted to 3,000 tons a week. It has been estimated that the business taken away from the London and Port Stanley Railway will not be less than 75 per cent. of the total freight business, and, perhaps, as much as 90 per cent. of the total freight business. With the exception of the commercial coal used in the city of London, practically all the coal carried by the car ferry Bessemer, has been consigned to the Grand Trunk.

It is not generally known that the Transcontinental is the longest continuous line in Canada. The system is divided into three main sections—the first, from Moncton to Winnipeg—1,804 miles; secondly, the prairie section from Winnipeg to a point 125 miles west of Edmonton, at Wolfe Creek, a distance of 915 miles; and the mountain section, 837 miles—making a total of 3,556 miles. This is the longest railway, not only in Canada but the world, except the Trans-Siberian Railway. The distance from Liverpool to Yokohama via Quebec and Prince Rupert, is the shortest possible one between those points. The total mileage is 9,528 miles, which is 528 miles less than by the C. P. R., the Grand Trunk Pacific officials claim, and 1,313 miles less than via New York. It would also be 130 miles less than via Moscow and the Trans-Siberian to Yokohama. A letter mailed at Quebec and travelling by this route would go around the world in 30 days.

TORONTO RAILWAY COMPANY.

Further losses are endured by the city and the Toronto Railway Company by the continued decrease of car receipts, mainly due to the various jitney services throughout that city. So far this year the company's earnings have decreased by $173,107. Of this the city's share is $39,659. The receipts during the first five months of last year were $2,509,768. This year they are $2,336,661. The net loss is about 7 per cent.

MR. E. J. CHAMBERLIN,
President of the Grand Trunk Pacific Railway Co., whose new hotel, the Macdonald, at Edmonton, is almost completed, and will be opened on July 1.

The Charter Market

New York, June 5.—The market for full cargo steamers continues quiet, and there were no changes in rates in any of the various trades. In the long voyage trades there are a few cases of oil and general cargo freights offering, but in the West India trades the demand is unusually light.

In the sailing vessel market there is but little doing in any of the various trades, due principally to the scarcity of boats suitable for the off shore trades, for which there is a steady demand. Rates are firm and unchanged.

Charters—Grain: Norwegian steamer Otto Sverdrup 24,000 quarters, from Montreal to Bristol Channel, 8s 1½d, with options, prompt.

British steamer Heronspool (previously), 21,000 quarters, from the Atlantic Range to a French Atlantic port, 9s, heavy 7s 3d oats, prompt.

Petroleum—Foreign steamer ———, 150,000 cases, from New York to four ports Australia, 70 cents, option six ports, New Zealand, 73 cents June.

Lumber—Schooner Eagle Wing 1,076 tons, from Brunswick to New York, with ties, p.t., coal out, Philadelphia to Charleston, $1.10.

Schooner White Wings, 654 tons, from Jacksonville to Philadelphia, p.t., crushed stone, out, from Clinton Point, p.t.

Coal—British steamer, Margam Abbey, 2,778 tons, from Virginia to Rio Janeiro, 3s 6d, June.

Schooner Geo. E. Klinck, 460 tons, from Philadelphia to Halifax, $1.75.

Schooner Mary A. Hall, 341 tons, from Philadelphia to St. John, N.S., p.t.

Schooner Harry W. Hanes, 256 tons, from Philadelphia to Stockton Springs, p.t.

Miscellaneous— British steamer Martazan, 2,191 tons, (previously), trans-Atlantic trade, six months, 15s, deliveries United States, June.

British steamer Kenmore, 2,429 tons, from the Gulf to Liverpool with cotton, 110s, June.

Norwegian steamer Borgestad, 583 tons, West India Fruit trade, twelve months, p.t., June.

British schooner M. A. Belliveau, 199 tons, from the Honduras Coast to New York, with cocoanuts, p.t.

PHILADELPHIA WILL SAIL, NOTWITHSTANDING STRIKE.

New York, June 5.—The American liner Philadelphia with 225 first, 200 second, and 250 third-class passengers, and more than 3,000 sacks of mail, will sail promptly at noon to-morrow for Liverpool, notwithstanding the strike of the senior engineers, the line announced last night. Mr. P. A. S. Franklin, vice-president and general manager of the International Mercantile Marine Company, which owns the American Line, has taken personal charge of the dispute with the engineers.

Before the office on the pier closed last night, the ten junior engineers belonging to the Philadelphia signed articles. Chief Engineer Boyling and the six senior engineers of the liner showed no disposition to relinquish their demand for double pay, made for them by the Marine Engineers Mutual Benevolent Association on Thursday afternoon, after the Philadelphia arrived. Their places will be filled by others, if necessary.

AMERICAN RAILROAD EARNINGS.

New York, June 5.—Gross earnings of United States railroads making weekly returns to Dun's Review continue to show a falling off from a year ago, the total of all roads that have so far reported for May amounting to $23,412,614, a decrease of 3.1 per cent. A tendency towards improvement is still shown by the majority of the roads in the West and Southwest and on a few lines substantial gains appear, with every indication that the favorable trend will be maintained.

In the South, however, while the contraction is becoming steadily less pronounced, numerous important lines still report sharp decrease, but for which the comparison as a whole would be decidedly satisfactory.

SHIPPING NOTES

The Bergensfjord has arrived at New York; the Adriatic is at Liverpool, and the Noordam at Rotterdam.

Contracts were obtainable by the Carnegie Steel Co., for 13,000 tons of steel for three ocean steamships to be built at eastern yards.

The Norwegian freighter Anita, which lay wrecked for 5 months on a West Indies reef, has reached New York in tow of the steamer Rescue.

The British steamer St. Helena, to sail from Galveston for Rotterdam in a few days, will carry 250,000 bushels of wheat for Belgian relief work.

The Norwegian steamer Pythia, bound from American ports for Sweden, has been allowed by the British authorities to proceed to her destination after 293 tons of cotton were taken off for disposition by a prize court.

The Bucknall Line steamer City of Delhi, which arrived at Boston a few days ago from Calcutta, was damaged at her dock last night by fire. Consignments of jute and tea contained in a forward hold were destroyed, the loss amounting to an estimated $15,000.

Newspapers of Lisbon city state that the steamship Demarara, from Lisbon for Liverpool, fired on the periscope of a submarine which was following her. It is said that the submarine disappeared, and that soon after large quantities of oil were seen floating on the surface of the sea.

Germany seized the Swedish steamer Pan, loaded with automatic rifles, consigned to a Greek port on the Aegean. The Bulgarian government had given its word that the rifles were for Bulgarian use only. The Swedish government has telegraphed instructions to its minister in Berlin to ask Germany for an explanation.

The London Board of Trade issues a return on British vessels lost from all causes during May. Seventeen sailing vessesl were sunk, three by German warships. Eleven lives were lost. Of steam vessels, 68, with a net tonnage of 66,545, were sunk; 43 by German, and two by Turkish warships. The number of lives lost in these disasters totalled 1,251.

Two Allan liners are due to arrive in Montreal about Sunday. They are the Hesperian and the Pretorian, both with many passengers from the other side. The Pretorian has on board 236 passengers, of which 103 are cabin and 133 third class. The Hesperian is bringing 300 passengers, in three classes—24 saloon, 92 second cabin, and 184 third class.

The London Evening Standard says that the Swedish steamer Lappland was sunk at a point fifty-five miles off Peterhead, a seaport of eastern Scotland. No submarine was sighted, but Captain Petersen stated he believed the vessel was torpedoed. The crew of nineteen men, together with four women, were landed at Peterhead.

During May 521 vessels arrived at New York port from foreign ports, 473 of which were steamers. Of these 155 were British, 128 American, 72 Norwegian, 74 Dutch and 18 each French and Danish. The remainder were variously distributed between smaller European and South American countries. During the same period 433 vessels arrived at New York port from domestic ports and of these 250 were steamers and 183 schooners.

The local offices of the White Star Line yesterday received word from Liverpool, that the steamer Adriatic from New York, had safely reached that port. She carried a large number of passengers, among whom was Sir Thomas Shaughnessy, president of the Canadian Pacific Railway, who has gone to England on a business trip. The Adriatic arrived at Liverpool at 4 p.m.

Detectives stationed at a mail drop in the General Post Office in New York yesterday arrested Frederick A. Stillwagon, a resident of Long Island, and charged him with sending fourteen threatening letters to the officials of the Cunard Line demanding sums of from $20,000 to $25,000. Stillwagon was arrested after, according to the police, he had mailed another letter to the Cunard Line. In several of the letters Stillwagon is alleged to have threatened to blow up vessels of the Cunard Line unless his demands were complied with.

Germany has informed Norway that investigation has shown that the Norwegian tank steamer Belridge was torpedoed accidentally by a German submarine. The communication says Germany deplores this fact, and is willing to pay full compensation. It proposes the appointment of a committee of Norwegian and German experts to fix the amount of compensation. Norway, it is said, has replied, agreeing to the appointment of the experts. Germany has also informed Norway that a thorough investigation has shown that the Norwegian steamer America was not sunk by a German submarine.

New York, June 5.— Henry Ford's share in the $48,000,000 stock dividend amounts to $27,840,000.

THOMSON LINE S. S. IONA SUNK BY GERMAN TORPEDO

Kirkwall, June 5.—The crews of two vessels which are declared to have been torpedoed by German submarines were landed here yesterday, fifty-three men belonging to the Thomson line steamer Iona, bound from Middlesbrough for Montreal, and nine from the Aberdeen fishing steamer, Chrysophrasus.

The Iona was sunk twenty-four miles south of Fair Isle, Scotland, being torpedoed after her crew had left her. The Chrysophrasus was sent to the bottom about forty-five miles off Stronsay, one of the Orkney Islands. In each case it is alleged that the submarines shelled the boats as they were being launched. Two of the Iona's crew were seriously and two slightly wounded.

The torpedoing of the Thomson liner Iona removes by acts of war the third steamer well known in the port of Montreal. On October 25 last, the Manchester liner Manchester Commerce struck a mine off the north of Ireland and sank with Captain Payne and thirteen of her crew, and on May 26 the Black Diamond liner Morwenna, bound from Cardiff to Sydney, C.B., was torpedoed off the extreme southwest coast of England—one of the crew being killed and three wounded.

The Iona was commanded by Captain Ritchie, who with his crew was saved. The ship sailed from Newcastle-on-Tyne at 5 a.m. on June 2nd, with scoria blocks and general cargo, and no details beyond the fact that she had been sent to the bottom by a German torpedo had been received by Messrs. Robert Reford & Company in Montreal. She is one of the best-known vessels in the Montreal trade, and Captain J. Ritchie is equally well known here as he has been her master for many years. During the South African War the vessel carried horses to the Cape.

The Iona was built in Dundee in 1892 by Gourley Bros. & Company, was 360 feet long, 44 feet 7 inches beam, 26 feet 3 inches depth of hold, had a gross tonnage of 3,344 and a speed of 11¾ knots an hour.

TORONTO RAILWAY EARNINGS.

The gross earnings of the Toronto Railway Company for the first five months of 1915 show a decrease of $173,107. Following are the figures for 1915 and 1914 respectively:

Receipts:	1915.	1914.
January	$ 471,226	$ 501,843
February	440,313	461,274
March	488,468	510,751
April	467,701	501,435
May	468,953	534,465
Total	$2,336,661	$2,509,768

The city's percentage in the corresponding period this year and last was as follows:

	1915.	1914.
January	$70,456	$75,276
February	66,047	72,057
March	93,141	102,150
April	93,440	100,287
May	93,790	106,893
Total	$417,674	$456,663

The decrease in the city's share during the first five months of the year was $39,659.

SPANISH RIVER BOARD REORGANIZES.

The president of the Spanish River Pulp and Paper Mills, Ltd., Mr. W. E. Stavert, has resigned from that position and will also leave the board of directors.

The board of directors has been made up of members who will directly represent the different companies in the near-consolidation.

The Lake Superior Paper Company will be represented on the Spanish River board by Mr. T. W. Sime and Mr. F. B. Wilson.

Mr. Alex. Smith will represent Spanish River interests.

Mr. G. Gray will represent Ontario Pulp and Paper Co.

Mr. T. Gibson will represent the note holders.

Messrs. Geo. H. Mead and M. E. Talbot will represent Spanish River shareholders.

BLUE BONNET RACES.

Commencing June 8th and until June 15th, special trains will leave Windsor St. Station at 1.40 p.m. and 2.00 p.m. each day direct for the Race Track, returning trains will leave the track after the last race. Tickets, 15c. single, and 25c. for round trip on sale at City Ticket Office, Dominion Express Building, Windsor St. Station, and Windsor Hotel.

GRAND TRUNK PACIFIC TO OPEN PALATIAL HOTEL

"The Macdonald," at Edmonton, Alta., another in the long chain of railway hostelries, which is making the West a haven for the tired traveller and a source of joy to the tourist.

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 Parlor, Library and Dining Cars.
CHICAGO LIMITED.
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122 St. James St., Cor. St. Francois Xavier—Phone Main 6905.
Windsor Hotel " Uptown 1187
Bonaventure Station " Main 8229

CANADIAN PACIFIC
CHANGE IN TIME NOW IN EFFECT.
Additional suburban trains will be operated commencing June 13th, 1915. Full particulars on application.
DORVAL RACE TRACK.
1.15 p.m., 1.35 p.m., 1.55 p.m.
Returning After Last Race.
BLUE BONNETS RACES.
June 8 — 15.
1.40 p.m. 2.00 p.m.
Return after last race.
Single 15c. Return 25c.
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.—Ste. Annes, Vaudreuil, North Lancaster, Williamstown, Cornwall and Int. stations.
TICKET OFFICES:
141-143 St. James Street. Phone Main 3125.
Windsor Hotel, Place Viger and Windsor St. Stations

VOL. XXX No. 26

THE LOSS BY FI

Minaki, Ont., June 5.—A serious bus here on Thursday north of the Grand is travelling north along the west sh on the Winnipeg River. Several co the finest on the river, are threaten perienced bush-rangers from Kenero here to render assistance.

CHEMICAL PLANT SUFFE

Binghamton, N.Y., June 5.—The Chemical Company, of Hancock, suf loss when its large charcoal building destroyed by fire on Wednesday. Th surance. Several cars of charcoal stroyed.

ST. JOHN HAD $1,000 FI

St. John, N.B., June 5.—The warehou ern Steamship Corporation, and the c same, at Reed's Point, were damaged extent of about $1,000. It is said that by insurance. It is not known by the ficials what started the fire, but it is perhaps it is a case of spontaneous com bales of cotton.

HOUSE WAS BURNED.

St. John, N.B., June 5.—The West were called out on Tuesday for a fire wh an unoccupied house at the corner o Water streets. The house was owne Smith. The fire started in the rear and before it was extinguished about was done to the structure, covered by the London Assurance Company.

CANADA'S FIRE LOSS IN M

The Monetary Times' estimates of fires during May amounted to $821,855, c April loss of $1,463,747 and $1,935,516 fo ponding period of last year.

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At DECEMBER 31, 1914.
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NET SURPLUS
PAID POLICYHOLDERS IN 1914
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It had a 1914 income of $103,2 010,98 and a capital and surpl at the end of the year of $36,48 299,54.
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