

UNITED STATES LACKS BOATS FOR TROOPS

Conditions are now similar to Those
at Time of the War
With Spain

HIGHER FREIGHT RATES

American Government in Case of War With Germany
Would Have to Take Over Various Coastwise
Lines—Might Also Use German Steamers.

New York, May 19.—What effect a war, improbable as it seems at present, between the United States and Germany would have on our commerce, and what would be the result of the disturbance that would for a time exist in the shipping industry, have been the source of active discussion in shipping circles here ever since the importance attached to the sinking of the steamer Lusitania became evident, says the New York Journal of Commerce.

While to a large extent the exchange of opinions relative to developments that may transpire in the event of a war are more or less prophetic, it is felt that a repetition of the stirring times that marked the beginning of the war with Spain would be inevitable. Shipping men still have vivid recollections of the developments in the spring of 1898, when the Government, finding itself short of steamers suitable for troop transport, co-liers and other instruments of warfare, was forced to purchase ocean-going tonnage in large quantities. In fact, the more recent Vera Cruz incident was striking in showing the lack of steamers.

Just what conditions would prevail to-day in respect to the capabilities of the United States Navy and Army to actively take part in a trans-Atlantic conflict, is causing shipping men to look to the future and consider preparations for possible contingencies. It is argued by shipping authorities that the condition of the navy has been improved wonderfully since the war with Spain. But it is admitted that the army is lacking in transport equipment, and it is in this respect that shipping men identified with the sale of second-hand tonnage are interested in discussing what may transpire in the near future.

Paucity of Ocean Tonnage.

Shipping authorities who were seen by a representative of the Journal of Commerce declared that the paucity of ocean tonnage obtaining at the present time would cause a situation far more severe than that which prevailed at the time of the Spanish war. It is stated that if the American Government were forced to buy tonnage, that the ocean freight market would receive jolts far more demoralizing than has been witnessed during the spectacular upward movement in freight rates which began last October and has continued with comparatively slight reactions up to the present moment.

As in the case of the Spanish war, the steamers of the American Line and of the various coastwise lines would not unnaturally be the first to be taken over by the Government. This naturally would cause a suspension to a large extent of coastwise water traffic, and, with the prosperity of the eastern part of the country dependent on the movement of freight by water, there would come, shipping men say, a demand for the temporary removal of the coastwise navigation restrictions, so that foreign steamers could be used to move the freight between Northern and Southern ports.

It was recalled by shipping men that with the war in Cuba, only a distance of 1,900 miles from New York, and an overnight trip from Key West, from which point most of the movement took place, that the Government was forced to purchase foreign built tonnage freely for war purposes, even after having requisitioned as many of the coastwise steamers as were available.

Possible Effect of War.

In the case of a war with Germany, conditions would, however, represent a different phase of navigation. The numerous small steamers purchased for the war with Spain would not be suitable for transporting troops across the Atlantic, if that were finally decided on, as not only would it be necessary to carry the men themselves, but subsistence supplies for the voyage, in addition to armament and ammunition. On the other hand, shipping men say, the resources of Great Britain and France would be thrown to this country, so that to a certain extent the difficulties that may at present appear on the surface would be overcome, as England, with its facilities to obtain over 6,000,000 tons of ocean-going steamers, could readily place sufficient steamers at the disposal of the United States to aid the movement of troops.

Managers of the large trans-Atlantic steamship companies were averse to discussing the possible effect of a war with Germany on regular freight trade. While it is admitted that the loss of tonnage to the sphere of commercial activity would have its effect on ocean transportation charges, it is felt that the nations of Europe who have in the past eight months looked to this country for food supplies would quickly rearrange their steamship services so as to meet war conditions. In other words, the importation of foodstuffs would become a greater foreign Government institution than it has in the recent past.

Only Hazard of Operating.

Representatives of the various trans-Atlantic steamship lines pointed out that so far as the British and French lines are concerned, the situation would not be altered in the least, while the steamers of the American line would, it was said, in all likelihood be placed in the position of the French and English lines; in other words, subject to the call of the Government. The only hazard of operating a service between American ports and those of the Allies, it was pointed out, would be that of the German submarines, German cruisers having practically been eliminated from the high seas.

Shipping experts expressed the opinion that in event of war, the American, British and French line steamers would in all probability continue their present services to European ports. The same condition of affairs, it is believed, would obtain in the case of the Italian, Swedish, Dutch, Danish and Norwegian lines.

The disposition in shipping circles is that in event of war with Germany, our indirect trade with Germany and Austria would probably be cut off. In such a case, it is said, American shippers of cotton would suffer because undoubtedly the traffic to Scandinavian ports would be discontinued.

As regards the work of the Commission of Relief for Belgium, it was learned that the food supplies that have been sent to the stricken Belgians have been carried in chartered tramp steamers, mostly of British ownership. These steamers have sailed under the

Belgian Relief Fund flag by special arrangement with the German Government. The same arrangement, it is believed, would be continued even if the United States was in a state of war with Germany. In other words, it is said that the situation would not be altered, excepting, of course, that the contributions might be reduced should the financial condition of Americans be disturbed as a result of war. Officers of the Commission declined yesterday to comment upon the eventuality of war.

German Ships Well Adapted.

In some quarters there is a belief that the Government would make use of the German steamers laid up in this country in the event of war with Germany. All of the German steamers tied up in American ports are admirably fitted for the transport of troops or ammunition. The big Vaterland, the Kronprinzessin Cecilie, the Kaiser Wilhelm II., the Kronprinz Wilhelm and the Prinz Eitel Friedrich, the latter two actual naval vessels of Germany interned at Newport News; the Prinzess Irene and the Grosser Kurfürst would be available as army transports, while the German freight steamers to the number of thirty would be available to move subsistence and ammunition. While under recognized rules of warfare the German steamers in American ports would not be subject to condemnation as prizes of war, England has led the way in using tonnage that has taken voluntary internment, this arrangement contemplating that the steamer is to be returned to its owners at the conclusion of the war, but without assuming responsibility in this direction.

War risk underwriters expressed the opinion when questioned on Saturday that the entrance of the United States into the European war would have slight effect on our American shipping conditions. They point out that practically all of our trade with the Allies in Europe for the past few months has been confined to the sending of large quantities of miscellaneous war supplies, including horses, army uniforms, ammunition, automobile trucks and many other items, and they declare that such shipments could not be stopped by Germany if this country severed relations with her, even though submarines might successfully undertake the destruction of a larger number of vessels flying either the American or the colors of the Allies.

The underwriters asserted that we could not very well hope to engage directly in hostilities with Germany, inasmuch as there is no way in which we might directly engage her forces. Therefore it is believed that our American action as a nation hostile to Germany would in the main constitute a severance of relations, a possible declaration of a state of war, without our actually engaging in hostilities. The influence of such action on war risk insurance, they maintain, would be no greater than that exerted by the submarine activities of Germany against both neutral and belligerent ships carrying arms or non-combatant passengers, or both.

Overwhelming Defeat of Germany.

The United States, in the view of the insurance people, is now in a position to keep all the armies of Europe supplied with ammunition and other direct use instruments of warfare, and to a measurable extent is doing so. This advantage would not be lost to this country in the event of a war with Germany. On the contrary, it is believed that with the Government of the United States in active concert with the governments of France, Great Britain and Russia, sufficiently heavy supplies of ammunition and guns could successfully be shipped abroad to insure the overwhelming defeat of German arms within a comparatively short period of time.

The underwriters, however, take an optimistic view. They seem to expect that Germany in the reply to the President's note will take a distinctly conciliatory attitude in the main, opening the way for further parleys. They expect that for the immediate present at least there will be no further submarine attacks on ships carrying non-combatant passengers, that the cessation of German activities on the high seas along those lines will have a direct tendency toward relieving the feeling of the people not only in the United States, but in practically every neutral country throughout the world, and that thus the present critical situation will only survive as a historical memory of the European conflict.

POLITICS CAUSED DECLINE IN THE LONDON METAL MARKETS

(By C. M. Withington.)

New York, May 19.—The over night change in the British government was the only cause making for the severe decline in metal prices on the London Metal Exchange to-day. So far as the actual trade conditions are concerned, they could not be better. One of the largest and most important producers told me after the receipt of to-day's London cables that his advice was to the effect that "politics alone" brought about the copper decline.

The true index of trade conditions came in the information from abroad that Amalgamated price held unchanged at £89, the top price far reached by electrolytic. Against this quotation was the Metal Exchange price of £87, representing a full pound sterling drop over night.

The inquiry for copper persists, and while some concessions appear from time to time, the largest producers hold tenaciously to 19 cents where they have no difficulty in selling. One or two of the smaller producers have shaded this quotation.

Now that England has taken over the American Copper that had been held up at Gibraltar and at various British ports, the producers here look for a renewal of further buying for English account in the near future.

The demand for copper for export account is still large. In fact, so large are some of the inquiries that the prospective purchasers have been advised to get sanction to buy the copper in smaller quantities from various producers. In this way, it is figured, prices would not be so much affected as would otherwise be the case.

PORCUPINE VIPOND MINES.

Toronto, Ont., May 19.—For the year ended March 31st, 1915, the Porcupine Vipond Mines, Limited, had a deficit of \$3,365.

Bullion assets totalled \$17,423, and this, with current assets of \$25,528, and treasury stock reserved for contracts of \$7,945, makes total assets \$1,029,884. Liabilities totalled \$1,033,249 included \$900,000 capital stock, \$65,400 bonded indebtedness, \$44,682 current liabilities, and surplus account representing net profits for three months, ended March 31, 1915, of \$23,167.

WINDING UP A COBALT MINE.

Cobalt, Ont., May 19.—The Cart Lake Cobalt Silver also to be forwarded to the front.

Mining Company has gone into liquidation. It was incorporated a year ago with a capital of \$2,000,000. The winding-up order was granted on the petition of the Peterson Lake Silver Cobalt Company, a judgment creditor for \$164,034.



RT. HON. A. J. BALFOUR,
Former Prime Minister of Great Britain, who is likely to join the new Coalition Cabinet.

IS ENEMY BEING UNDERESTIMATED?

Intense Seriousness is Reflected in
English Press --- There is no Pessimism in Evidence, However

MUST CONSIDER FACTS

Theorizing as to What May or May Not Take Place,
Will Not Do—Paper Statistics Must Not be
Taken Into Account.

(By W. E. DOWDING.)

London, May 6 (by mail).—It cannot be denied that the events of the last two weeks have created a distinct and not altogether pleasant impression on the public mind in Great Britain. Feelings of intense seriousness rather than of pessimism have become very pronounced, and they are reflected not only in the general tone of the press during the past few days, but in the speech and in the faces of the "men in the street."

The plain truth is that we have fallen rather blindly once more into the pit that has trapped so many other Britishers before us: we have made the common British mistake of underestimating our enemies. Some months ago, when we were all buoyant optimists, each reverse to our arms was accepted with cheerful resignation and public confidence remained unshaken. "Only wait until May," it was said, "when the process of attrition will have exhausted the powers of German recuperation, when the Russian 'steamroller' will have had time to bring its enormous powers of pressure to bear, when our blockade shall have gripped the enemy by the throat! Then will come our great and irresistible advance."

The fact is, however, that the first week in May has come and gone, and we are faced by a situation which differs very little from that by which we were faced in the early days of November. The enemy's offensive, so far from being broken, is being pursued with greater vigour than has marked any of his operations since the end of September, and moreover he has been able to attack at least one new direction altogether.

But if we are no longer optimistic, at any rate we are far from being pessimistic. A moment's reflection is enough to show that what has happened might very well have been anticipated after all, if facts instead of theories had been taken into reckoning. On paper Germany is bankrupt and starving, but paper statistics can take no account of the wonders that can be worked by a highly developed nation with all its intelligence and energies focussed upon a single point. It is a curious paradox that the very efficiency of our naval preparations has served to make this focussing of German effort inevitable.

Cut off from intercourse with the outside world and unable to import or export, at the moment she does not feel either limitation except in so far as she is thereby deprived of positive necessities. This has one obvious advantage. Germany has nothing to distract her from her concentration upon the production of war material. Her industry and her finance are ruled by only one consideration, to wit, how they can be directed toward helping forward the campaign against the Allies.

We, however, are differently situated. We are not and can never be self-contained. We must buy from abroad; hence we must maintain our credit, and we must therefore manufacture for export. Moreover, we have to help our Allies, some with munitions, some with money. We cannot afford to put all our eggs in one basket like the Germans. At the same time we are gradually tending in that direction. The mobilization of industry has become an established fact. Industries of secondary importance are being treated with scant courtesy, comfort has been thrown to the winds, and no man is satisfied who is not "doing his little bit" in one way or another. Though Mr. Lloyd George's second thoughts on the great drink question are giving greater general satisfaction than did his first, the country has not shrunk from sacrifice, and it is safe to say that the rule even of alcohol is over.

Certainly we are bending ourselves to the task. Two very trivial illustrations will help to show how far this bending reaches. With the advent of Spring the amateur gardener begins to furnish up his tools; but to-day he has to mow his lawn with a mower of very inferior quality. He cannot get his machine sharpened for the simple reason that the local ironmonger has sent all his skilled artisans into the munition factories to work for the nation.

There is a dearth of packing cases for domestic use. There are no carpenters or joiners to make this case have also gone to serve their country. In ways such as these a knowledge of the war is being brought home to the masses.

Another point which deserves some consideration in this connection is the fact that the enemy have spent years in the preparation for this war which the Allies have devoted to other and possibly better uses.

Calm reflection shows how antecedently improbable it was that the first six months of fighting would witness the failure of the enemy's plans. Of course we recognize now that they have not yet failed completely, but it would be folly to pretend we are not disappointed; the German machine will certainly be smashed, but it can only be smashed when it has become weak from wear and tear. If the truth were known the Allies have been fortunate in holding it back as it has been held back during the last five months. Though success is still some distance off, there is no question of ultimate failure.

Undoubtedly the war is beginning to be thoroughly realized by the civilian population over here in precisely the way in which it must have been realized quite recently in Canada. While the brunt of the fighting was being borne by the professional soldiers, civilians generally saw more of its glories than its horrors.

But now that there is hardly a village in the country or a street in the town that has not a lost man to mourn for, we are beginning to know something of what warfare involves. So we are ready to look on the darker side of things.

There are many indications that hostilities are likely to last considerably longer than was first believed possible, and not the least striking of them are to be read between the lines of the Chancellor's Budget speech. We have reached the point where no good can come from cherishing delusions. Germany, as I have said, is still unbroken; after nine months of war with three of the strongest nations in Europe she is still confident and undiminished. She is in occupation of considerable portions of the territories of three out of the four of her allied enemies, and she preserves her powers of attack. But whether the end is near or distant, the part the British Empire will have to play is clear. More men, more guns; and then still more men and still more guns. They both are coming in, and it is possible that Germany will learn the lesson that other nations have learned to their cost in the past, that the Britisher fights best of all when he has got his back right up against the wall.

PREDICTS A LONG WAR.

Boston, Mass., May 19.—A party of Englishmen were returning not long ago on an ocean steamer and the war situation was thus discussed:

"Of course, we are going to have a big war and a long war, and we are not into the middle of it yet. Men will be used up at home as well as in the fighting line. Kitchener will have completed his great work this year and the close of the war may find another in his place.

"Lloyd-George is now white-haired, but Sir Edward Grey has still his world-wide grip, and almost daily and sometimes twice daily his protest is recorded in Washington over the outlawry which the United States permits in Mexico.

"It is past our understanding in England under what policy the United States insists that European and American citizens may be shot down in Mexico, foreign-owned property confiscated and destroyed, and a reign of terror permitted, without any restraining hand from the United States or any manifest policy except that the Mexicans have a right to 'fight it out.'"

VISIBLE SUPPLY OF COPPER.

London, May 19.—Copper visible supply in England, France and afloat thereto increased 1,065 tons from May 1 to May 15, being 27,379 tons on latter date.

Recent figures of visible supply compare:

	1915	1914	1913	1912	1911	1910
Jan. 1.....	30,309	21,034	40,380	57,283	83,707	109,022
Feb. 1.....	30,002	16,865	38,228	55,570	82,196	110,808
March 1.....	29,252	18,559	36,176	51,507	82,387	113,455
April 1.....	28,883	17,923	32,291	50,175	82,267	111,432
May 1.....	26,314	20,360	30,467	49,771	78,069	110,207
June 1.....	24,352	20,634	44,618	72,613	106,813	110,813
July 1.....	25,698	28,172	41,623	70,172	102,951	109,951
Aug. 1.....	26,739	28,374	45,026	68,025	99,239	109,239
Sept. 1.....	27,933	26,536	45,666	66,914	97,507	107,507
Oct. 1.....	29,671	22,583	44,238	67,340	93,961	103,961
Nov. 1.....	31,443	21,350	43,330	61,836	88,422	101,422
Dec. 1.....	30,626	21,514	40,746	58,682	86,250	100,250

HAS DECLARED DIVIDEND.

New York, May 19.—Mergenthaler Linotype has declared its regular quarterly dividend of 2½ per cent., payable June 30th to stock of record June 5th.

INCREASE IN APRIL TRADE GOOD -- ANIMAL EXPORTS HEAVY

Ottawa, May 19.—According to the monthly statement issued by the Hon. J. D. Reid, Minister of Customs, yesterday, Canadian trade for the month of April reached a total of \$65,000,000, an increase of \$10,000,000 over the corresponding month last year.

Exports of manufactured articles totalled \$13,000,000 as against \$4,000,000 for April, 1914, while the total merchandise exported was \$28,610,000, compared with \$17,715,000 for April, 1914. Imports fell off considerably, the amount of free and dutiable goods being \$28,391,000 compared with \$36,937,000 for last April; duty collected was \$5,586,000 as against \$6,458,000 for April, 1914.

Exports of animals and their produce was a feature, the value being \$3,312,000 as against \$1,860,000 for 1914. Taken as a whole the result of the first month of the new fiscal year is satisfactory from the viewpoint of Canadian trade.

AMERICAN WINDOW GLASS CO. DIVIDEND

Pittsburgh, May 19.—American Window Glass Company has declared a dividend of 20 per cent on the preferred stock, payable as follows:

10 per cent on May 25th to stock of record May 20th and 10 per cent. June 25th to stock of record June 19th. The previous declaration was 12 per cent. on January 20th last.

WILL CONTEST SETTLED.

London, Ont., May 19.—Hindley Beattie, only son of the late Major Thomas Beattie, M.P., of this city, who was cut off with \$100 a year in his father's will, which disposed of an estate of over \$130,000, secured \$10,000 at once and \$25,000 more on the death of an aunt, as the result of a settlement just effected.

WANTS AUTHORITY TO ISSUE BONDS.

Albany, May 19.—The Nassau and Suffolk Lighting Commission has applied to the Up-State Public Service Commission for authority to issue additional first mortgage bonds not less than \$5 and to increase its common stock from \$500,000 to \$1,500,000. The company also asks authority to create a mortgage for \$5,000,000 and to issue thereunder its 5 per cent. bonds.

BASEBALL AT THE FRONT.

Chicago, Ill., May 19.—B. E. Johnson, the president of the American League, has promised to contribute several boxes of new baseballs for the use of the soldiers at the front when they are not on duty in the trenches. Bats, gloves and other paraphernalia are

TUCKETT TOBACCO CO. EARNINGS OFF \$71,530

Total net Profits for Past Fiscal Year,
Owing to Depression Only
\$142,794

DECREASE IN CONSUMPTION

Board Fortunate in Acquisition of Mr. Robert Hobson as Member—Annual Meeting to be Held in Hamilton on May 28th.

The Tuckett Tobacco Company, Limited, throughout its fiscal year ending March 31st, 1915, experienced, as in the preceding fiscal year, the effects of the general depression in trade, which resulted in a very considerable decrease in the consumption in Canada of such goods as are manufactured by the company.

The net profits for the year were \$142,794.85, out of which the quarterly dividend on the preferred stock at the rate of 7 per cent. per annum was paid. The net profits in the previous year were \$214,325.07, showing a decrease of \$71,530.22.

The vacancy on the Board of Directors occasioned by the death of the President, Mr. J. W. Lamont, was filled by the appointment of Mr. Robert Hobson, of Hamilton, who is certainly a valuable acquisition to the body.

Mr. H. B. Witton, the vice-president, points out that in compiling the balance sheet and profit and loss account, which are herewith compared, reasonable provision was made for losses incurred or anticipated. Here are the figures:—

Profit and Loss Account.		1914-15.	1913-14.
By balance at credit	\$216,167.12	\$141,842.86	
Net profits for 12 months	142,794.85	214,325.07	
Less dividends	\$858,961.97	\$356,167.12	
	140,000.00	140,000.00	
Balance at credit of profit and loss account	\$216,167.12	\$216,167.12	

Assets.		1914-15.	1913-14.
Real estate and factories	\$2,964,450.21	\$2,951,976.89	
Goods in process and mfg.	1,347,842.09	1,704,348.57	
Accounts receivable	261,760.68	334,233.92	
Sundry investments	46,514.71	14,775.00	
Unexpired insurance	725.32	3,913.64	
Cash	150,302.07	2,578.40	
	\$4,771,595.08	\$5,011,846.38	

Liabilities.		1914-15.	1913-14.
Preferred stock	\$2,000,000.00	\$2,000,000.00	
Common stock	2,500,000.00	2,500,000.00	
Accounts payable	65,559.36	260,679.28	
Unpaid dividends	2,073.75		
Dividend No. 11 on preferred stock due	35,000.00	35,000.00	
Surplus	218,961.97	216,167.12	
	\$5,001,846.38	\$4,771,595.08	

The annual meeting of the company has been called for Friday, May 28th, at 3 p.m., in Hamilton, Ont.

FUTURE OF STEEL BUSINESS DEPENDS UPON EXPANSION OF HOME TRADE

Pittsburgh, May 19.—There is hardly a steel man to-day but expresses confidence in the future of the industry, the sanguine one declare that the trade is not far off from the most prosperous period it has ever enjoyed. All agree, however, on one point, that prosperity, real and lasting must come not from war orders, but from the expansion of home trade in the metal, and at the same time say that the domestic orders are far from normal and that the improvement in domestic buying is slow.

With plenty of money ready to assist legitimate enterprises, with a crop of record value in prospect, with stocks reduced to a minimum, and with consumption of steel increasing by varied uses, every factor in the steel situation seems to be favorable. The only question that remains to be answered, is, what is going to set the ball rolling?

Pine Beach Development Company, Limited

Public notice is hereby given that, under the Quebec Companies' Act, letters patent have been issued by the Lieutenant-Governor of the Province of Quebec, bearing date the twenty-third of April, 1915, in favor of the said Pine Beach Development Company, Limited, of Montreal, in the name of the said company, for the purpose of developing the lands of the said company, situated on the north shore of the St. Lawrence River, between the towns of St. Lawrence and St. John, in the County of Saguenay, in the Province of Quebec.

(1) To acquire, own, hold, lease, sell and dispose of land, property and buildings of whatsoever nature or kind, and to buy, sell, acquire and otherwise deal in mortgages, debentures, bonds, leasehold rights and interests, and to act as agent for the sale, purchase, acquisition or disposal of any of the foregoing.

(2) To survey, colonize, settle, cultivate, improve and build upon such lands or properties and to borrow money upon the security thereof and to advance money to and assist settlers on or purchasers of said lands, property or buildings, with power to secure such advances with interest, upon such terms and in such manner by way of mortgage, hypothec, lien or otherwise as may be mutually agreed upon.

(3) To enter into any agreement as to the sharing of profits, union of interests, co-operation, joint venture, reciprocal concession with and to purchase, own, hold, acquire and dispose of stocks, shares, debentures or other securities of any company, person, firm or corporation carrying on business similar to the one for which incorporation is now sought and generally to do all matters and things for the purpose of enlarging and developing the scope of the said business or the objects thereof, and which may be advantageous, beneficial and incidental thereto, or in any way necessary therefor.

(4) To issue paid up shares, bonds or other securities for the payment in whole or in part of any property, rights, undertakings, services, underwriting or other agreement, or shares, bonds or other securities of any other company doing business similar or incidental to that of this company.

(5) To remunerate any person or company for services rendered in placing or guaranteeing the placing of shares, bonds, debentures or other securities of this company, or in the formation and promotion of this company.

(6) To sell or dispose of the undertaking of the company or any part thereof.

(7) To distribute by dividend or otherwise any of the property of the company, in specie or kind, among the members, and especially shares or other