3,182,923

Two Pilots Found To be Responsible

Lachance and Gaudreau of Saturnia and Montfort Lose Licenses

CAPTAIN COMMENDED

Montfort's Master Praised For Action But Saturnia's Skipper Was Censured for Not Remaining On Deck During Danger.

Wreck Commissioner Lindsay rendered judgment yesterday as a result of the Factoria and Montfort below Quebec. Pilot Jules Lachance, who had charge of the Saturnia and Montfort below Quebec. Pilot Jules Lachance, who had charge of the Saturnia and Montfort below Quebec. Pilot Jules Lachance, who had charge of the Saturnia was found to have been lacking in ordinary skill and good judgment in attempting to pass through the Compting and Montfort below and his pilot license was suspended for three months. Captain David Taylor, master of the Saturnia was censured for not being upon the bridge while the salip was navigating the Traverses when he knew that the Lower Traverse (while the salip was navigating the Traverses when he knew that the Lower traverse ight-vessel was not on herristicon, and the work of threading the channel therefore hazardous.

It is probable that before the day is over one large railroad company will make an announcement of authorization of skill and poor judgment as well as a lack of knowledge of the ship's position when she entered the ship's position when she entered the ship's position when she entered the shortly.

ship's position when she entered the fos. He was also suspended for three months, while the master of the Montfort, William Davidson, was commended for his action in taking charge of the ship when he saw that the pilot had lost his bearings.

had lost his bearings.

The Court contended that the absence of the Lower Traverse light-vessel had no bearing upon the case.

It has been announced that the attender Vaterband, of the Hamburg-Amerika line; the largest steamer affost, will sail from Hamburg, Germany, for her maiden trip May 14, arriving in New York, May 21. The new liner is 550 feet long, 100 feet in width and has a tonhage of 58,000.

The Panama Rallway, 40 miles in length, and the Tehnantepec Railway, 190 miles in length, earried in 1913 \$136,500,000 worth or merchandles, brought by vessels from the United States to be re-loaded at the opposite termini and shipped to other ports of the United States and foreign countries. This is double the amount transported in 1908, the year following the opening of this line.

For information as to Space, Rates, etc., apply.

BLACK DIAMOND STEAMSHIP Montreal to Prince Edward Island Ports Sydney and Newfoundland NEXT SAILING S.S. "MORWENNA," MAY 22

A. T. WELDON General Passenger 112 St. James St

Difficulties in Extending Notes principality

liar ring in Wall Street. When the issue of short term notes

he extension of maturing and bifficult Position.

Obviously there is thus presented an extremely difficult position.

Obviously there is thus presented an extremely difficult position to handle. Some railroad officials and bankers believe that the only thing to be done is to "take the bull by the horns" and discontinue the issue of short terms notes and put out bends.

These interests believe that investors. I would take the latter class of securities, as many of them have already to come to realize that the credits of the first railroads has been greatly hurt by the U

EXTENSIVE ICE FIELDS.

Halifax, N. S. May 12.—Ice fields of unusual length lying off the Newfoundland coast and the grand banks were reported last night by Captain Agassiz, of the steamer Uranium.

The Court contended that the absence of the Lower Traverse light-vase sind and no bearing upon the case.

CAPT. LINDSAY APPOINTED.

Atthough no official announcement has yet been made it was stated yes.

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Accordance of the risk of the proposed

Western Port Rates Higher than Montreal in Matter of Tonnage

UNDER A HANDICAP

Figures Quoted Take No Cognisance of Fact That Montreal Harbour is loe Locked For Half of Year.

Victoria, E.C., May 12.—In 1911 the total tonnage of deep-sea vessels entering and clearing at this port was 3,632,7631. In the next year this jumped to 3,632,7631. In this year this jumped to 3,632,7631. In the next year this jumped to 3,63

thar ring in Wall Street.

When the issue of short term notes was resorted to because of the lack of demand for long term bonds, it was thought that the latter would be in good demand again within two years at the latest.

Br. stmr. Norden, 1,554, Pugwash to U. K., deals, p. t., prompt.

Br. stmr. Pentiae, 2,072, St. John, N. B., to W. Britain, or E. Ireland, deals, 35s. May.

Br. stmr. Kelyinhead. 1,946, West Bay to W. Britain or E. Ireland, deals, 35s. May.

Br. stmr. Kelyinhead. 1,946, West Bay to W. Britain or E. Ireland, deals, 35s. May.

Br. stmr. Hollinside, 1,713, St. ohn, N.B., to W. Britain or E. Ireland, deals, br. t., W. Br. t., W. Britain or E. Ireland, deals, br. t., W. Br. t., W. Britain or E. Ireland, deals, br. t., W. Br. t., W. Britain or E. Ireland, deals, br. t., W. Br. t., W. Br. t., W. Britain or E. Ireland, deals, br. t., W. Br. t., W. Britain or E. Ireland, deals, br. t., W. T., W. Br. t., W. Br. t., W. T

(Victoria Colonist.)

be given here. Section 300 goes far as to abolish compulsory pilot. It provides as follows: "No ownor master of any ship shall in any e he compelled to employ or the

THE CHARTER MARKET

ing effect upon the market and likely to continue to do so until the prospect of their being adjusted is brighter than at the moment.

Maturing Obligations.

Those who had to do with financing
realize that the credit of those cormaturing obligations of the railroads
they find themselves is attributed to
various causes and influences. It is
porations has been greatly impaired.
The deplorable conditions in which
not necessary to repeat them here, as
for a long time they have had a familiar ring in Wall Street.

COMPULSORY PILOTAGE.

of dues." Section and the payment Section 304 specifies what are "exfemilted ships," and the part of it which applies to this Genet is as follows: "Steamanh ps employed in voyages between any port of ports in the Province of British Columbia and the port of San Francisco, or any port of the United States of America on the Pacific Ocean north of San Francisco."

There are exemptions in regard to certain sailing ships, but these need not be given here. Section 300 goes

case be compelled to employ or give last to lo his ship into the charge of a licensed pilot, either on the ground of his being compelled to pay pilotage dues to sany person or otherwise."

Milipool, last to lo May 12th. Scanding from Glas any person or otherwise."

These provisions may, in their application, become very far-reaching, but we shall forpear from commenting the form further than to say that under them it will be possible for the Governor-in-Council to make Victoria. A constant that the same of the free port so far as pilotage dues are concerned, and in this way give it the benefit of an advantage conferred upon it by nature.

Departures.

Victoria. Cook, Allan Line. for Liverpool wet far-reaching, but we shall forpear from commenting but all for from the forpear from comm

TUESDAY, MAY 12th, 1914.

Sun rises, 4.19 am.
Sun sets, 7.12 p.m.
New Moon, April 25.
First quarter, May 3rd.
Full Moon, May 9th.
Last quarter, May 16th.

TIDE TABLE.

High water, 7.23 a.m.; 7.57 p.m. Low water, 2.26 a.m., 3.07 p.m. Rise 18.9 feet a.m., 16.3 feet p.m.

Next High Tides, June 8th.

Weather Forecasts. Lower Lakes-Fresh to strong

and showery.

Georgian Bay—Fresh to strong ortheasterly and northerly winds;

cool, with local showers.

Ottawa Valley and Upper St. Law-rence—Partly fair and cool; some local showers. showers, chiefly in the southwest por

cool.

Maritime—Moderate to fresh winds;
generally fair and cool.

Superior—Moderate winds; generally

VESSELS BOUND FOR MONTREAL Name. From. Left.

Normannia, Puerto, Mer Crown of Cordova, West Indies Boldwell, Antwerp Brand, Barbadoes Nordstjernen Demetara Mount Royal, Antwerp . Monarch, Liverpool , Monarch, Liverpool , Manxman, Avonmouth . Innishowen Head, Dubii Millpool, Philadelphia Manchester Inventor,

Bronwen, Philadelphia Crown of Aragon, West Indies Royal Edward, Bristol Lake Michigan, Antwerp .. Middlesboro Calgarian, Liverpool Cassandra, Glasgow Laurentic, Liverpool

PORT OF MONTREAL

Scotian-B. Henry, Allan Line, from and general cargo, arrived 7 a.m. May 12th. Allan Line, Agents. Donaldson Line

sing compelled to pay pilotage dues to any person or otherwise."

Section 268 reads as follows: "The Governor-in-Council may from time to time make the payment of pilotage dues compulsory or non-compulsory within the limits of any pilotage district."

Scandinavian, Reith, Allan Line, from Glasgow, with passengers and general cargo. Arrived p.m. May 11th. Allan Line, agents. Cairngowan. Thomson Line, from Middlesboro, with eargo. Arrived p.m. May 11th, Robert Reford Co., agents.

Normannis from Puerto Mexico. Doninion liner Canada from Liverpool.

Moyements of Alian Line Steamers.

Rosedale—Due down Port Colborne
Neepawah—Arrived Windsor 9.30 a.m.
Novements of Alian Line Steamers.

Pickerdike—Arrived Montreal 6 a.m.

The Allan Line Royal Mail steamer Tunisian, from Montreal and Quebec, was reported abeam Cape Race at 7.30 a.m., May 10th.

The Allan Line steamer Sicilian from Montreal and Quebec, for London, salled hence 3.36 a.m., May 10th.

The Allan Line steamer Grampian, from Montreal and Quebec, for London, salled hence 3.36 a.m., May 10th.

The Allan Line steamer Grampian, from Montreal and Quebec, for Glassow, passed Father Point 11:20 p.m., May 10th.

The Allan Line steamer Corsican, from Montreal and Quebec, for Glassow, was reported 35 filles west, of Mailin Head at 2 a.m., May 10th, and is due at Greenock, 7 a.m., May 12th.

The Allan Line steamer Hesperian, from Glassow, for Quebec and Montreal, salled from Moville at 10 a.m., May 10th.

May 10th.

The Allan Line steamer Corsican, from Glassow, for Quebec and Montreal and Quebec, for Glassow, for Quebec and Montreal and Quebec, for Glassow, for Quebec and Montreal and Quebec, for Glassow, for Quebec and Montreal Salled From Moville at 10 a.m., May 10th.

May 10th.

Bulk Freighters.

W. G. Mordon—Left Port Arthur 1.30 p.m. for Port Colborne.

Salled Royal Mail Steamer Coday.

Midland Prince—Up Soo 5.30 a.m. to-day.

Midland Ming—Arrived Port Colborne of a.m. to-day.

Midland Ming—Arrived Port Colborne of the Midland Royal Arrived Port Colborne of a.m. to-day.

Midland Ming—Arrived Montreal 6 a.m. to-day.

Midland Arrived Port Colborne 10 a.m. to-day.

Midland Ming—Arrived Port Colborne of the Midland Royal Arrived Port Colborne of a.m. to-day.

Midland Ming—Arrived Port Colborne of the Midland Royal Arrived Port Colborne of the Midland Police of the Midland Police of the Midland Police of the Midland Royal Arrived Port Colborne of the Midland Police of the Midland P

SIGNAL SERVICE BULLETIN. (Issued by Authority of the Department of Marine and Fisheries.)

Listet, 40—Cloudy, calm.

Lislet, 40—Cloudy, calm.

Cape Salmon, 81—Clear, calm.

Father Point, 157—Clear, west.

Little Medis, 176—Clear, south-w

Matane, 200—Clear, south-west.

Cape Chatte, 234—Clear, west.

Martin River, 260—Clear, south-w

Out 4.20 am. Gaspa, Line Capado. Out 4.30 a.m., Gaspe Line Canada Cape Magdalen, 294—Clear, north-west. In 5.50 a.m., Mount Royal. Fame Point, 425—Cloudy, north. Out 12.05 a.m., Sicilion, 5.40 a.m., Manches-ter Spine.

12.05 a.m. Sicilion, 5.4v a.m. Manicater Spinner.
Anticosti—
West Point, 332—Clear, north. John
Sharples at wharf.
S.W. Point, 380—Clear, north.
Heath Point, 439—Light snow, north.
Cape Ray, 553—Out 3.30 p.m. yesterday Willehad. day , Willehad. Magdalen Islands-Grindstone Island, Clear, north

west. No ice.
Grosse Isle, Cloudy, north-west.
Cape Bear-Clear, north-west.
House Harbour — French barkentine
Louise from Granville arrived 2 p.m.
yesterday.

Long Point, 5—Cloudy, strong north-east. In 4.15 a.m., Sin-Mac and tow. 5.55 a.m., Scotian, 6 a.m., Saguenay and Letitia, 7.20 a.m., Millpool. Vercheres, 19—Cloudy, north.

3.55 a.m., Lingan.
Sorel, 39—Cloudy, north. In 8 a.m.,
Honoriva. Out 7.30 a.m., Waeana, 7.65 a.m., Montcalm.
Three Rivers, 71—Cloudy, north.
Out 8.45 a.m., Victorian.
Batiscan, 88—Cloudy, north.
St. Jean, 98—Cloudy, calm. In 9.15
a.m., Normannia.

m., Normannia. Grondines, 98—Cloudy, calm. Portneuf, 198—Cloudy, calm. St. Nicholas, 127—Cloudy,

Strathcona.

Coteau Landing. 33—Eastward, 5.50
a.m., W. H. Dwyer, 6 a.m., Westmount, 8.40 a.m. Britannic.

Cornwall, 62—Eastward, 4.30 a.m., Westmount, 4.55 a.m., Britannic.

The state of the s

Emp. of Muland—Arrived Tillin I a.m. to-day.
Winona—Left Midland noon to-day for Fort William.
Stadacona—Due up Soo this p.m.
Scottish Hero—Leaves Goderich to-Turret Court-Arrived Port Colborn a.m. to-day. Turret Cape—Down Soo 3.40 a.m.

-day. Turret Crown—Fort William, loading. A. E. McKinstry—Arrived Port Col-borne 9 a.m. Loading for Montreal. Renvoyle—Passed Port Colborne 6 a.m. for Erie. Mapleton—Left Montreal 6 p.m. 8th

Mapleton—Left Montreal 6 p.m. 8th for Port Colborne.
Saskatoon—Left Dalhousie 9 p.m. 10th for Montreal.
Haddington—Left Montreal 2 p.m. 10th for W.N.
Cadillac—Left Port Dalhousie 9 p.m. 3 p.m. to-day for Montreal.
Natironco—Down Port Huron 6 p.m. 10th. OFFICES

Fairfax-Arrived Montreal 9 p.m.

Manchester Importer left Manches ter for Montreal, 9 a.m., May 9th. DIRECTORY OF OCEAN SAILINGS

MANCHESTER LINE.

Date of sailing with ports of depar

13—Caronia, New York ... Liverpool 13—La Lorraine, New York .. Havre 14—Empress of Britain, Quebec, 14—Adriatic, New York .. Liverpool 15—St. Paul, New York .. P. C. & S. 16—G. Washington, New York

16—G. Washington, New York
P. C. & B.
16—Imperator, New York P. C. & H.
16—Scandinavian, Quebec . Glasgow
16—Andania, Quebec . London,
16—Canada, Quebec . . . Liverpool
16—Finland, New York . Antwerp
17—Scotlan, Quebec . London, Havre
19—Royal Edward, Quebec . Bristol
19—Lusitania, New York . Liverpool
19—Kr. Pr. Ceclle, New York
P. C. & B.

St. Nicholas. 127—Cloudy, northeast.
Bridge Station, 133—Cloudy, northeast.
Quebec, 139—Cloudy, northeast. Arrived in 1.10 a.m., M.S.D. Canada, 4.15
a.m., Manxman, 5.40 a.m., Inishowen Head. Left up, 8 a.m., W.S.D. Canada. Out 2.40 a.m., Blackheath. Left ut 3 a.m., Saronic, 2.30 a.m., Tadousac. Arrived down 6.35 a.m., Quebec.

West of Montreal.

Lachine—In midnight, Fairmount, 6.10 a.m., John Duncan, 7.40 a.m., Acadian, 7.50 a.m., Burma and Winnipeg. Cascades, 21—Eastward, 8.25 a.m., Strathcous.

Carleton, 330 p.m., Meirose.

30—Corsican, Quebec ... Glasgow
30—Alunia, Quebec ... London
30—Saturnia, Quebec ... Liverpow
30—Teutonic, Quebec ... Liverpow
30—Teutonic, Quebec ... Liverpow
30—Teutonic, Quebec ... Liverpow
30—Teutonic, Quebec ... Lavre
31—Tunisian, Quebec ... Lavre
31—Tunisian, Quebec ... London, Havre
31—Tunisian, Quebec ... Plymouth;
C., Cherbourg; B., Bremen; S. Southampton; H., Hamburg; William, Will

Atlantic Steamers.

Atlantic Steamers.

Atlantic Steamers.

Montreal 4.15

Ann., 12th May.

Ann., 12th May. Two MARKET ON COLORS APRIL 12. Victoria Province Control Colors (Co. Agents, May 16. Allantic Stamurs.)

Maintenance of the Colors of the Colo

Latimans

CANADIAN PACIFIC STEAMSHIP SPECIAL

MAIL & PASSENGER SPECIAL Lesve Windsor Station, 10 a.m.
Thursday, May 14th.
onnecting with R.M.S. Empress of
Britain.
Trains will run direct to ships side

HORSE SHOW, OTTAWA, ONT. Including Admission to Show. Going May 13th. Return May 18th.

New Service To CHICAGO May 31.

TICKET OFFICES: 141-141 St. James Steel
Windsor Hotel, Place Vin
Windsor Street Steele

GRAND TRUNK SAILWAY OTTAWA HORSE SHOW, te

IMPROVED TRAIN SERVICE TO Boston and New York via G. T. and C. V. Leave Montreal 8.31 a.m., 9.1 p.m., daily, also 7.35 p.m., except Sur CITY 122 St. James St., tor. St. Francis Windsor Hotel "Benaventure Station "

Steamships

Richelieu & Ontario

Division Quebec Line

Saguenay Line Steamer leaves Quebec on Tuesdays and Saturdays at 8.00 a. m. Toronto-Hamilton and Montreal Line Three Sailings Weekly-Tuesdays Gulf Ports NORTH AND SOUTH SHORES Freight now being received.
S.S. "Cascapedia" salls May 7th
Dock Foot of McGill St. Cartain,
Phone Main 2688.
PHONE FOR RATES AND GENERAL
INFORMATION

THE ATLANTIC ROYALS

General Freight Office, Main 5562 Passenger, Main 4710

Montreal--Bristol ROYAL EDWARD

ROYAL GEORGE

Next Sailing, Tuesday, May 5th scellent Accommodation and Cuids
ORCHESTRA PLAYS DAILY
For Passage Rates and Full Particular
Consult CANADIAN NORTHERN STEAMSHIN

226 St. James St.; M. 6570, or any Steamship Agent

DONALDSON LINE

Fire Prevention

Warnings Effective

Chief Tremblay Already Sees

Improvement in City-

VOL. XXIX. No. 7

People More Careful CLEANING-UP AT HAND

Fire Department To Take No Active
Part in Campaign But Chief
Tremblay Will Issue Warnings
And Instruction Through Papers.

Chief Tremblay of the Montreal Fire Department in an interview with a representative of The Journal of Commerce yesterday, stated that he considered that already the lessons that the papers had been teaching on fire prevention were beginning to take effect as the fire record for the month of April showed number of fires occurring were considerably less than those that occurred during the same month last year.

Chief Tremblay stated that arrangements for Montreal's big clean-up week were going on very rapidly and that circulars were already prepared to be sent out to every householder.

When asked if the fire department would take any active part in the clean

would take any active part in the clean up movement, starting on the eight-eenth of the month, the chief stated that he did not think that they would and that the fire department would not supply hose waggons and engines for the purpose of cleaning up the city. The chief, however, said that he was going to issue fire prevention warnings through the newspapers, and that he would contribute an article to The Journal of Commerce on this most important subject, to appear in Saturday's issue. would take any active part in

Alberta Companies Earn Big Profits

Year 1913 According to Recent Report Breaks all Records in Western Province

LIFE INSURANCE GROWS Most of the Life Insurance Companies
Have Only Recently Gone Into the
Western Field but their Business is
Growing Rapidly.

Edmonton, Alta., May 12.— Hand-some profits were earned in 1913 by insurance companies operating in Al-berta according to a report compiled by R. L. Nicholson, acting head of the by R. L. Nicholson, acting head of the provincial insurance branch, with headquarters in the Parliament Buildings at Edmonton. One hundred and sixty-eight licensed companies are done business in the Province, and it is announced that the number is increasing from month to month

Following is a summary of premums received and losses paid by the various classes of insurance in Albert Various classes of insu

ompanies:— Premiums, \$1,919,518; laims paid, \$368,374. Ten private com-anies received premiums aggregating 300,000, and paid losses totalling

\$215.079.
Automobiles—Returns received from 15 companies:— Premiums, \$40,351; losses, \$14,251.
Alberta and neighboring provinces cocupy rather peculiar positions in respect to life insurance. Most of the companies registered to do business have only recently come into the west—backet.

cocupy rather peculiar positions in respect to life insurance. Most of the companies registered to do business have only recently come into the west-hard endershare on the companies registered to do business have only recently come into the west-hard endershare on the companies paid one loss each, amounting to \$1,000. On the other companies paid one loss each, amounting to \$1,000. On the other hand, some of the older established companies paid heavily on politices taken out in the east years ago by men and women who are now residents of the Province of Alberta.

Arangements are being made to bring the insurance legislation of the Trovinces of Alberta, British Columbia, Saskatchewan and Manitoba into bia, Saskatchewan and Manitoba into uniformity. This, it is explained by Mr. Nicholson, would make the position of the insuring public plainer and the enforcement of the law would be made easier, at the same time giving less ground for dissatisfaction by insurance ormanies.

W. V. Newson, deputty provincial treasurer, says that the work of the insurance branch of Alberta will be extended next year. Several amending is to the insurance act are underconsideration, and among these is the proposal to charge a license feet to insurance agents. This amendment will probably be put into operation. A similar fee is charged in other provinces, and ranges from \$5 to \$10. One of the objects is to prevent persons becoming appointed prevent perso