

U. S. WOULD SEIZE MANY SHIPS IN EVENT OF WAR WITH GERMANY

Difficulties of Obtaining Merchant Marine Would Be Easily Settled—Much Austrian and German Shipping in American Ports.

Should war eventuate between the United States and Germany, would this government seize and confiscate all German vessels now tied up in American ports, or would those vessels be ordered out to sea, given a technical opportunity to escape and then taken as prizes of war by American war vessels? This question has been raised since the development of strained relations between the United States and Germany. Of course the Administration would settle the point, but there is no doubt in certain qualified quarters that the German craft would be first ordered out of American harbors.

It is further explained that no such formality would have to be followed in the case of the five German warships now officially interned in American ports. They would be subject to capture the minute war was declared, and in their present helpless condition they could offer no resistance.

By far the largest part of the inactive German-Austrian merchant fleet is tied up at the docks of New York. For instance, the Hamburg-American Line has 14 vessels in that port. They are the Vaterland, President Lincoln, President Grant, Pennsylvania, Hamburg, König Wilhelm II, Bohemia, Armenia, Pisa, Prinz Joachim, Prinz August Wilhelm, and the Allemania. The North German Lloyd vessels at New York are the George Washington, Kaiser Wilhelm II, Grosser Kurfürst, Barbarossa, Prinzess Irene, and the Friedrich der Grosse.

The Martha Washington, Bona and Ida, of the Unione Austria Line; the Adamsturm, of the Hansa Line; the Himalaya, of the D. Trippovich Line; the Hamburg, of the Deutsche-Australische Line; the Portonia, of the Reed Horn Line; the Mala, of the Holm and Molzen Line; and the Clara Mennig, of the Otto Zehle Line, are also at New York.

At Boston are the Koeln, Wittekind, Willehad and Kronprinzessin Cecilie, of the North German Lloyd Line; the Amerika and the Cincinnati, of the Hamburg-American Line; the Eury, of the Unione Austria, and the Ockenfels, of the Hansa Line.

At Baltimore are the Rhein and the Neckar, of the North German Lloyd; and the Bulgaria, of the Hamburg-American Line; at Philadelphia, the Rhaetia and the Prinz Oskar, of the Hamburg-American; and the Franconia, of the D. Trippovich Line; at New Orleans, the Clara, the Teresa, and the Anna, of the Unione Austria Line; at Galveston, the Morowitz, of the Atlantic Sea Navigation Company; at San Francisco, the Serapis, of the Komoro, and the Neptun, of the Joliet Line; at Norfolk, the Aradina, of the Hamburg-American; and the Budapest, of the Atlantic Sea Navigation Company; at Seattle, the Saxonia, of the Hamburg-American Line; at Savannah, the Hoefel, of the Kiele and Gunther Lines; at Pensacola, the Lucia, of the Unione Austria; at Jacksonville, the H. Vögele, of the Vögele, and the Vögele, of the H. Vögele; at Tampa, the Borneo, of the Sec. Anon, Unione Austria; at Honolulu, the Prinz Waldemar, of the Pommern; and the Locksun, of the North German Lloyd Line; at the Holatia Loong Moon and the Gouverneur Joescher, of the Hamburg-American; and the Setos, of the Cosmo Line, while at Hilo is the C. J. D. Ahlers, of the Hansa Line.—Nautical Gazette.

ATLANTIC COAST LINE COMPANY.

New York, June 2.—The directors of Atlantic Coast Line have extended to December 1st, 1915, the privilege of exchanging the unified mortgage 50 year 4 per cent. gold bonds for the general unified mortgage 50 year series "A," 4 1/2 per cent. gold bonds.

NORFOLK AND WESTERN.

New York, June 2.—Norfolk and Western has ordered 5,100 tons steel rails from United States Steel Corporation.

STEAMSHIPS.

ALLAN LINE

Proposed Summer Sailings, 1915

From Montreal.
SICILIAN June 3rd for Havre and London.
PRETORIAN June 8th, for Glasgow.
CORINTHIAN June 27th for Havre and London.

For further particulars, rates, etc., apply to local agents or

THE ALLAN LINE

675 St. Catherine St. West; H. & A. Allan, 4 Youville Street, General Agents, Montreal.

CANADA S.S. LINES

Take The Water Way

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

Montreal-Quebec Line

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

Montreal-Bay of Quinte Toronto, Line

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

Saguenay Line

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

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

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

RAILROAD NOTES

Summer train service over the New Haven lines will go into effect Sunday on June 6.

The Chesapeake & Ohio Railroad has lifted the grain embargo at Newport News.

Chesapeake & Ohio Railroad has closed a contract with American Locomotive Co. for 24 freight locomotives to cost \$720,000.

The Cattle Valley Railway, which is owned by the C. P. R., has completed its line between Midway and Spence's Bridge, B.C., representing a track of nearly 400 miles.

The intangible values of railroads, ferry and bridge companies of Texas have been fixed by the state tax board at a total of \$173,441,322, which is an increase of \$10,589,811 over last year when a reduction aggregating \$5,140,489 was made. Objections from the railroads will be accorded a hearing on June 3.

A steel railway bridge, on concrete piers, has been completed over the Avon River, in Nova Scotia, on the Dominion Atlantic Railway, which is controlled by the C. P. R. During the past two or three years about \$4,000,000 has been spent on the Dominion Atlantic line.

One boat line of the Grand Trunk is directly affected by the order of the Interstate Commerce Commission requiring that railroads shall give up their lake lines. It is the Canada Atlantic Transit, formerly owned by the Canada Atlantic before that road was absorbed by the Grand Trunk. The boats ply between Depot Harbor and Chicago and carry chiefly iron ore.

On Saturday evening, a committee of I. C. R. employees waited upon Mr. F. P. Brady, formerly I. C. R. General Superintendent at Montreal, N.B., but now general superintendent of the N. T. R. with headquarters at Cochrane, Ont., and presented him with a handsome gold-headed cane, accompanied by a short address, expressing appreciation of past favors and regret at his leaving our city.

H. U. Mudge, one of receivers for Rock Island Railroad, regarding reports published in New York that receivers have compiled figures indicating a surplus for the calendar year of \$3,298,000, not allowing for depreciation, says that he furnished the stockholders' committee with a statement of probable earnings month by month but that it predicted no surplus. If there should be a surplus it will be a small one, he says.

Two presentations have been made recently at the general freight offices of the Canadian Northern, the first being a wrist-watch, presented to Mr. J. H. Walker, who has given up his position to fight for his country, enlisting in the 42nd Highlanders, making the third man to leave that department. The second presentation was made to Mr. S. E. Leger, the company's city freight agent, at Quebec, who received a purse of gold, on the occasion of his approaching marriage.

Mr. H. A. Laird, city freight agent of the Grand Trunk Railway, in Montreal, has been appointed division freight and passenger agent of the National Transcontinental Railway at Cochrane, Ont. Mr. Laird was presented before leaving Montreal with a handsomely fitted club bag by his friends in the Grand Trunk and local representatives of other railways. Mr. G. T. Pettigrew, Division Freight Agent of the Grand Trunk, made the presentation and congratulated Mr. Laird upon his new appointment.

Messrs. J. A. McGrew, and J. T. Loree, superintendents, and Mr. M. J. Powers, general passenger agent of the Delaware and Hudson Company, were in Montreal recently conferring with officials of the Grand Trunk Railway and the Delaware and Hudson representatives in Montreal, in regard to the summer schedule of trains on the Delaware and Hudson. It was the opinion of these officials that the prospect for a large passenger traffic between Montreal and New York, as well as numerous summer resorts reached by the Delaware and Hudson, was very good for this season, and it is believed that an attractive schedule of trains was agreed upon.

The Railway Commission sitting at Ottawa yesterday heard the protest of milk shippers of the Cheshireville, Ontario, district against an order of the C.P.R., requiring shippers to supply a man to assist in unloading cans from the milk car on passenger trains. They also asked that the C. P. R. be ordered to provide better and more sanitary facilities for shipping milk to Montreal. The board ruled that the farmers must help to take the cans off because the board had made the company carry them on passenger trains. Judgment was reserved on the question of better facilities for shipping the milk. Complaint was made that the cars were dirty and the milk was kept standing in the warm sun on station platforms. Andrew Broder, M.P., said that the C. P. R. should provide a special car since it got \$14,000 a year from milk shippers around Cheshireville.

WILL ALLOW SUGAR BEET SHIPMENTS TO UNITED STATES.

Washington, June 2.—Great Britain has promised not to interfere with shipments of sugar beet from Germany to the United States under certain conditions, the State Department announced. The American beet sugar industry was endangered through the loss of the German seed.

DEMERARA ELECTRIC CO.

The earnings of the Demerara Electric Co. for April 1915, were as follows:

	Gross.	Net.
Railroad	\$4,428.09	\$ 99.36
Light and Power	6,753.21	3,973.12
Miscellaneous		15.88
		\$4,088.37

CAMAGUEY COMPANY, LIMITED.

The earnings of the Camaguey Company, Limited, for April compare as follows:

	1915.	1914.
Gross	\$17,207.39	\$16,415.71
Net	6,968.11	6,386.52

NIAGARA FALLS POWER CO. DIVIDEND.

New York, June 2.—Niagara Falls Power Company has declared a dividend of \$2 a share on capital stock, payable July 15th to stock of record June 30th.

ROCK ISLAND'S FINANCES.

Washington, June 2.—Inquiry scheduled to-day in to the financial relations of Chicago, Rock Island and Pacific Railway was postponed by the Inter-State Commerce Commission until Friday.



SIR GEORGE PERLEY,
Acting High Commissioner, who it is reported, will shortly return to Canada.

The Charter Market

New York, June 2.—The full cargo steamer market holds steady with rates showing little or no change from the figures recently quoted. There is a moderate demand for June boats for deals, coal, grain and general cargo to Europe, and for coal to South America.

The sailing vessel market continues quiet, although a steady demand prevails in several trades for tonnage suitable for trans-Atlantic and South American business. Rates held firm but tonnage is scarce and difficult to secure.

Charters: Grain: Danish steamer Rota (previously), quarters? from Galveston to a French Atlantic port, 10s 3d with options prompt.

Coal—British steamer Morazan, 2,213 tons, from Baltimore to Coquimbó, or Valparaíso with coke, p.t. prompt.

British steamer Dunachton, 3,311 tons (previously), from Baltimore to Montevideo, 34s 6d, June.

Spanish steamer Ontaneda, 2,332 tons, same with options, June.

Greek steamer Styliani Bebis, 2,216 tons (previously), from Baltimore or Virginia to West Italy, 45s, June.

Italian steamer Wardha, 2,426 tons, same to Taranto, p.t.

British steamer Westlands, 2,001 tons, from Baltimore to Alexandria, p.t. prompt.

Steamer Moldegaard, 1,788 tons, from Baltimore to Mayport, p.t.

Lumber: Norwegian steamer Laly, 1,165 tons (previously), from Miramichi, to Belfast with deals, 135s 3d, with options June.

Russian barque Robertsfors, 723 tons, from Stockholm, Maine, to West Britain, with deals, p.t. prompt.

British schooner W. S. M. Bentley, 367 tons, from Mobile to Sagua, \$25.

British schooner Corintina, 206 tons, from Mobile to Gibara, \$10.

Schooner Conscilliffe, 342 tons, from Port Bolivar to Neuvitas, \$10.50.

Miscellaneous: British steamer Clan, — tons, from the Philippines to the United States, basis \$25 6d per ton, D.W. June.

British steamer Kelvinhead, 1,948 tons, from Baltimore to Glasgow, with general cargo, p.t. prompt.

A DOZEN BRIDAL PARTIES

AT BONAVENTURE STATION.

Railway men declare that the war has evidently not diminished the number of June weddings. The platforms at Bonaventure Station were strewn this morning with confetti and red, white and blue ribbon, for at least a dozen bridal parties left the station between 8 and 10:30 o'clock. The New York train out of Bonaventure has always been a favorite with bridal couples, but it is now being seriously challenged in this regard by The International Limited.

This train is now leaving at 10:15 a.m., and the later departure is evidently appreciated by holiday makers as well as business men, for during the last two days there has been a noticeable increase in the number of tourists using this service. This morning special accommodation was provided on the Limited for the members of the Presbyterian Church in Canada travelling to the general assembly opening to-day at Kingston.

NEW COMPANY OBJECTS TO ANY CHANGE IN CALGARY'S POWER CONTRACT.

Calgary, Alta., June 2.—According to word just received here from Carl G. Giles, Montreal, managing director of the Calgary Power Company, the company has no objection to making a change in the contract with the city regarding the use of power by the government internal elevator, urged by a majority of the city council.

The agreement is to the effect that the average monthly peak load does not exceed 8,000 h.p., the price to the city will be not over \$190,000 per year. Should this amount be exceeded, the city will have to pay for the excess. With these alterations made it is probable that the measure will be approved at the next meeting of the city council.

Some opposition, however, is being made by representatives of the Hydro-Electric Water Power Company, a new concern here which intends to compete with the Calgary Power Company, who allege that the new contract with the city is being made by the latter to forestall the threatened competition of the former.

C. P. R. SUMMER TIME.

From Place Viger Station.
8:20 a.m. except Sunday, for Joliette.
9:00 a.m. daily for Joliette, St. Gabriel and intermediate stations.
1:30 p.m. except Saturday and Sunday for Terrebonne.
1:45 p.m. Saturday and Sunday for Terrebonne.
4:15 p.m. for St. Jerome now operated daily. Timetable folder F dated June 1st now ready for distribution at Ticket Offices.

AMERICAN SMELTERS DIVIDENDS.

New York, June 2.—American Smelters Securities Company declared regular quarterly dividends of 1 1/2 per cent. on preferred "A" and 1 1/4 per cent. on preferred "B" stocks, payable July 1st. Books close June 18, re-open June 28.

NEW YORK CENTRAL EARNINGS.

New York Central earnings for all lines in April were: Gross \$23,144,770, an increase of \$874,789. Net after tax \$6,008,577, an increase of \$2,590,014. Four months gross \$86,578,482, a decrease of \$458,356. Net after tax \$16,136,515, an increase of \$6,218,599.

SHIPPING NOTES

The Carlsbrook, whose agents here are McLean-Kennedy, arrived in port yesterday, and will take on a cargo of grain for export.

Report received from Liverpool says an examination of the Nebraska in drydock proves that the damage was caused by a torpedo.

The steamer Dorchester, Cambridge, Md., for Baltimore was rammed by the fishing steamer J. A. Palmer, off Annapolis. Her 45 passengers were saved.

The Sant Anna and Duca degli Abruzzi have arrived at New York; the Rome is at Providence; the Tuscania at Greenock; the Frederik VIII at Christiansand, and the Rochambeau at Bordeaux.

The British steamship Sandeend, under Captain Sheldrake, has just arrived in port here from Naples, where she had a berth alongside the Millicent Knight, which also arrived in Montreal on Monday night.

The Allan liner Corsican, under Commander Gavin Hamilton, arrived at Glasgow yesterday with 1,070 passengers, divided as follows: 170 cabin and 900 third class. A large number of Canadians and returning Britishers were on board, including the usual proportion of women.

Plans for construction at Mobile, Ala., of one of the largest shipbuilding plants in the United States are being perfected in New York by Mr. Edward M. Hyde, former president of the Bath (Me.), Iron Works. Formation of a \$4,000,000 organization to undertake the project is the plan.

The gale of May 26 and 27 has destroyed every fish weir on the Bay of Fundy coast. Many thousands of dollars worth of valuable seines have been lost. The blow is a severe one to the fishermen, who had made heavy expenditures for what it was hoped would be a most productive season.

Captain Persius, German naval expert, writing in the Berlin Tageblatt, says the submarine which sank the British battleship Triumph off Dardanelles must have cruised upwards of 3,400 miles from the North Sea, around Gibraltar to the Dardanelles and all under her own power, without stopping at a supply station.

Messrs. S. M. Brookfield and the Southern Salvage Company have the contract to repair the Cheltonian, beached at North Sydney. They will take her to Halifax and place her in the drydock. Their salvage vessel with the plant, has arrived on the scene. Captain Saunders, salvage agent, is looking after the ship, and Mr. Jordan, agent for the underwriters, left last evening for North Sydney.

Mr. V. A. Large has, through the medium of the Imperial Merchant Service Guild, of which he is a member, been granted a commission as lieutenant in the Royal Engineers. He is the sixth member of the guild to receive a commission in the Royal Engineers. A further 120 members have, through the guild, recently been granted commissions in the Royal Naval Reserve.

Because of increasing traffic, the Blue Funnel Line of Liverpool, England, has assigned the steamship Jason to the Liverpool-Seattle route, via the Panama Canal, in place of the steamship Moyne, which inaugurated the company's new service through the canal. The Jason is much larger than the Moyne. She will take the May sailing out of Liverpool for Seattle, crossing the Atlantic with a capacity cargo for North Pacific ports. The Jason is a freighter of 4,800 tons, and has been operated here in the Liverpool-Oriental route via the Suez Canal. She will arrive at Vancouver the latter part of June or early in July.

CANADIAN PACIFIC RAILWAY

Suburban Train Service Now in Effect—Folders on Application.

FROM WINDSOR ST. STATION.

7:20 a.m. daily, St. Anne's, Vaudreuil and intermediate stations.

8:30 a.m. daily, Dorval, Lakeside, Pointe Claire, Beaconsfield, St. Anne's, Vaudreuil, Comox, Hudson, Hudson Heights, Choisy, Rigaud and points west to Caledonia Springs.

Sunday, makes all stops to Vaudreuil and Ottawa.

10:30 a.m. daily, St. Anne's, Vaudreuil, Caledonia Springs, and Ottawa.

12:15 p.m. daily, Point Fortune and intermediate stations.

1:20 p.m., Saturday only, Pointe Claire, Beaconsfield, St. Anne's, Vaudreuil, Isle Cadieux, Hudson, Hudson Heights, Choisy, Rigaud and points west to Caledonia Springs.

1:30 p.m. Saturday only, St. Anne's, Vaudreuil, Point Fortune and intermediate stations.

4:00 p.m. daily except Sundays, St. Anne's, Vaudreuil, Isle Cadieux, Comox, Hudson, Choisy, Rigaud and stations west to Ottawa.

4:15 p.m. daily except Sunday, St. Anne's, Vaudreuil and intermediate stations.

5:10 p.m. daily except Saturday and Sunday, Dorval, Lakeside, Beaconsfield, St. Anne's, Vaudreuil and west to Point Fortune.

5:30 p.m., except Sunday for St. Anne's, Vaudreuil, North Lancaster, Williamstown, Cornwall, and intermediate stations.

6:15 p.m. daily except Sunday, St. Anne's, Vaudreuil, Point Fortune and intermediate stations.

7:40 p.m. Sunday only, St. Anne's, Vaudreuil, Isle Cadieux, Comox, Hudson, Choisy, Rigaud and west to Caledonia Springs.

11:20 p.m. daily, St. Anne's, Vaudreuil, Point Fortune and intermediate stations.

MINING COMPANY DIVIDEND.

Boston, June 2.—Ahmeek Mining Company has declared a dividend of \$10, the largest dividend in the company's history. Three months ago a dividend of \$3 was paid. There were no dividends six and nine months ago. A year ago the rate was \$2 quarterly.

MCKINLEY-DARRAGH DIVIDEND.

New York, June 2.—McKinley-Darragh-Savage Mines, has declared the regular quarterly dividend of 3 per cent, payable July 1st to stock of record June 15th.

DECLARED DIVIDENDS.

New York, June 2.—Geo. W. Helme Company declared regular quarterly dividends of 2 1/2 per cent. on common stock and 1 1/4 per cent. on preferred stock, payable July 1st to stock of record June 15th.

GOVERNMENT HAS CLOSED WORK ON COURTNEY BAY SCHEME

St. John, N.B., June 2.—That the Norton Griffith Construction Company has been instructed to stop work at once in Courtney Bay is announced here to-day. Notice was given to the engineers of the Department of Public Works that it was the government's intention to shut down the work completely. Not a word of any plans for the future was allowed to leak through.

At the same time the city is losing the services of the dredge Cynthia and other portions of the Maritime Dredging Company's plant on the west side which is being transferred to Halifax for contract work.

The stoppage on the Courtney Bay affects the dredging plant, the breakwater, and the blasting of the drydock site. Formerly 300 men were employed on the land but latterly only about 100 have been engaged.

In the harbor two ladder dredges and one suction dredge have been working with a fleet of hopper scows.

C. N. R. WILL HANDLE TRAFFIC TO VANCOUVER IN THREE MONTHS.

Winnipeg, Man., June 2.—After completing the first through trip from Winnipeg to Vancouver over the Canadian Northern Railway line, Mr. M. H. MacLeod, general manager of the company, has returned to Winnipeg.

Mr. MacLeod states that the company has put down a line that will not need rebuilding and that it is expected that the road will be ready for traffic in about two or three months.

"In all my experience I have never seen the crop looking better than they do this year," said Mr. MacLeod. "Through conversation with my superintendents and others whom I have met I have estimated that there will be a 25 per cent. increase in the area under crop along the line."

TRINIDAD ELECTRIC COMPANY.

The Trinidad Electric Co., Ltd., makes the following statement of earnings for April, 1915:

	Gross.	Net.
Railroad	\$9,851.32	\$3,911.48
Light and Power	8,600.95	4,302.74
Ice and Refrig.	2,619.59	531.25
Miscellaneous		5.92
		\$8,752.42

LONDON METAL MARKET.

London, June 2.—Spot copper £79 5s. up 1/2d; futures £80 up 5s; electrolytic, £90, unchanged.
Spot tin, £160, off 10s; futures £159 10s, off 10s; Straits, £165, off 10s. Sales spot tin, 100 tons; futures, 180 tons.
Lead not received. Spelter £95, up £2 10s.

WEATHER MAP.

Cotton Belt—Showers in central west and east, heavy in the Carolinas. Temperature 62 to 72.
Winter Wheat Belt—Showers in Kansas and in the Ohio Valley. Temperature 54 to 66.
American Northwest—Scattered rains in the Dakotas and Montana. Temperature 58 to 68.
Canadian Northwest—Light to moderate rains. Temperature 46 to 58.

EARNINGS OF STEAM RAILROADS.

Washington, June 2.—77 of the principal steam railroads of the United States earning during April 1915 net operating revenue of \$32,821,308, the Interstate Commerce Commission has announced. These roads had a total operating revenues of \$118,344,005 and operating expenses of \$84,725,300. Net revenue per mile was \$297., for April, 1915, compared with \$250 for April, 1914.

UNITED LIGHT AND RAILWAYS.

Chicago, June 2.—United Light and Railways Company declared regular quarterly dividends of 1 1/4 per cent. on first preferred and 3/4 of 1 per cent. on second preferred stocks, payable July 1st. Books close June 10, re-open July 1.

INTERNATIONAL NICKEL EARNINGS.

New York, June 2.—International Nickel's year ended March 31st, 1915. The surplus after charges amounted to \$55,987,11, an increase of \$805,496.

QUINCY MINING COMPANY.

New York, June 2.—At the annual meeting of the Quincy Mining Company the retiring directors were re-elected.

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM

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IMPORTANT IMPROVED SERVICE.

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Canada's train of superior service.

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