

PILOT OF STRANDED ROMNEY ADMITTED MISTAKING LIGHTS

In the course of the inquiry held by Captain L. A. Demers, Dominion Trade Commissioner, into the grounding of the steamship Romney, it developed from the testimony of the branch pilot, Jules Lamarre, that he had mistaken the Green Island light for the Red Island light.

Lamarre, who has held a license as a pilot for 11 years, stated that after passing Bic Island about two miles off, he set a course to pass between Red Island and Green Island, but rather nearer Red Island. The night was overcast, but clear enough to see the lights for at least four miles. He knew that as he came up the river after passing Bic Island, he should see the two fixed lights on Red Island lightship as well as the revolving group light on Red Island, both on his starboard hand, and the occulting light on Green Island on his port hand.

The pilot also admitted under cross-examination that if it had been the Red Island revolving group light on his starboard hand, he should have seen the two fixed lights on the Red Island lightship much closer to him, and that he should have passed the lightship close on the starboard hand long before the stranding. In the course of his testimony he said that he had remembered it, but supposed that it was in range with the light which he was taking for the Red Island light.

On it being pointed out to him that it would not be in range for the whole twenty or thirty minutes, he referred to the smoke blown ahead of the steamer in sufficient volumes to obscure the light if it had been there, but agreed that when the lightship was abreast such smoke would not obscure it. At that time he supposed that the lightship must have blown away from its anchorage. He had not used the marine glasses to identify what he took to be the Red Island light or to look for the other two lights which should have been visible at the same time.

The second officer and the man at the wheel both swore that they had seen the pilot using glasses after the light came into view. The pilot stated that the evidence of these witnesses contradicting parts of his own might be correct, as his head was tired on the night of the stranding.

Captain Thomas Moss left the bridge two or three hours before the stranding to get a sleep, as he had been up most of the time since leaving Sydney, C.B. where the vessel had bunkered.

B. Ram & Company, Incorporated.
PUBLIC NOTICE IS HEREBY GIVEN that Letters Patent have been issued under the provisions of the "Quebec Companies' Act," by the Lieutenant-Governor of the Province of Quebec, incorporating M. M. Samuel, William Jacobs, King's Counsel; Alexander Rives Hall, King's Counsel; Gui Casimir Papineau-Couture, advocate; Louis Fitch, advocate, and Harry Gough, accountant, all of the City and District of Montreal, and any others who are or shall become shareholders in the company, as a body politic and corporate, for the following purposes:

To carry on business as wholesale and retail grocers, provision and wine and spirit dealers, and jobbers, in all its various branches, according to the provisions of the Quebec License Act;
To act as commission merchants and agents for the sale of merchandise;
To buy, sell, manufacture and deal in all kinds and classes of goods, manufactured and unmanufactured, pertaining to the business of the company;
To acquire by purchase, either for money or in return for shares of its capital stock, or its securities or by exchange or other legal title, and to construct, operate and maintain all factories, buildings, warehouses, or works of any kind, and all real estate necessary or useful for the carrying on of any of the purposes of the company, and to lease and dispose of same;

To acquire oil or any part of the good will, rights, property, and assets, including any option, concession or the like, of any individual, firm, association, or corporation, or by any other means, wholly or in part in cash, or bonds, or in payment or in part payment thereof to allot and issue as fully paid up, non-assessable, shares of the capital of the company, whether subscribed for or not;
To sell, or otherwise dispose of the whole or any part of the property, assets, rights, undertakings, or good will of the company, and to accept payment for the same wholly or in part in cash, bonds, stocks, or other securities in any corporation or company;
To apply for, purchase, or otherwise acquire any patents, licenses, concessions and the like conferring an exclusive, or non-exclusive, or limited right to use, or any secret or other information as to any invention or process, and to turn to account, sell, lease or otherwise deal in such patents, licenses or concessions;

To acquire and hold, notwithstanding the provisions of the said Act, and to sell or otherwise dispose of the stock, shares, securities or undertaking of any other company, having for one of its objects the exercise of any of the powers of the company, or to transfer its undertaking or assets to or to amalgamate with any such company;
To enter into an arrangement for the sharing of profits, union of interests, co-operation, joint adventure, reciprocal concession or otherwise with any person or company carrying on or intending to carry on any business which this company is authorized to carry on, or which is capable of being conducted, so as to directly or indirectly benefit the company;
To acquire by purchase, or otherwise to hold, sell and deal in the business, assets, good-will, stocks, shares, or securities of any company, or corporation, carrying on a business similar in whole or in part to that of this company, and generally to do all acts and exercise all powers and carry on any business incidental to the proper fulfillment of the objects for which the company is incorporated;
To guarantee, and give security for, and to become responsible for the payment of promissory notes, bills of exchange, accounts, or other obligations of any kind whatsoever, of any other corporation, firm or individual, with whom the company may have business dealings;

The corporate name of the company to be B. RAM & COMPANY, INCORPORATED.
The chief place of business of the said Company to be at the City of Montreal, in the Province of Quebec.
The capital stock of the Company, divided into two hundred shares of one hundred dollars each, to be fixed at the sum of twenty thousand dollars, current money of Canada.
The following persons are named provisional directors of the Company, to wit: Samuel William Jacobs, Alexander Rives Hall, and Gui Casimir Papineau-Couture.

Dated at the Government House of the Province of Quebec, in Quebec, this twenty-third day of June, in the year of Grace, one thousand nine hundred and fifteen.
PIERRE EVARISTE LEBLANC,
Lieutenant-Governor of the said Province of Quebec.
By Command,
C. J. SIMARD,
Assistant Provincial Secretary
JACOBS, HALL, COUTURE & FITCH,
Solicitors for Applicants.

SHIPPING NOTES

The New Zealand Shipping Company's steamship Matatua leaves to-day with a general cargo for her long journey to New Zealand and Australian ports.

The Lapland has arrived at New York; the Devonian is at Boston; the Corsican at Glasgow; the Nieuw Amsterdam at Rotterdam and the Pennugra at Gibraltar.

The newly organized Caribbean & Southern Steamship Co., succeeding Seeborg Steamship Line, will establish direct freight line to Archangel from New York, with sailings every three weeks.

For the second time this season, the Mechanician is back in Montreal harbor, having arrived yesterday Captain G. E. Woolfenden is in command. The first trip of this vessel to Montreal was last October.

Erie Railroad has sold four of its eight Great Lake steamers to William G. Davidson of New York, president of the States Island Shipbuilding Co. The steamers will be brought to the seaboard and may engage in war trade. Each is of 3,000 tons.

News dispatches from Tacoma, state that a merger of two of the principle Japanese steamship lines plying to Pacific ports from the Orient may soon take place. The lines said to be involved in the prospective merger are the Nippon Yusen Kaisha and the Toyo Kisen Kaisha.

The Collingwood Shipbuilding Company, Ltd., of Collingwood, Ont., Canada, has received a contract to construct a steel tank steamer for the Imperial Oil Company, Ltd., of Sarnia and Toronto. The steamer is to be 258 feet long, with 43 feet beam, a depth of 18 feet, and is to be ready for delivery next spring.

In the face of keen competition from the United States, the Davie Shipbuilding Company, of Lewis, has secured the contract for repairing the hull of the steamship Romney, which recently went aground at Green Island. One of the competitors was the Erie Basin Shipbuilding Company. The repairs will be done in the Government dock at Lewis.

The Russian Council of Ministers has instructed the Minister of Trade and Industry to inform commercial and industrial circles that since the port of Archangel is taken up by the forwarding of goods for the government, persons directing private shipments to Archangel must take the responsibility and risk of such action upon themselves.

The Canadian Pacific steamship Metagama is expected to reach Quebec to-night with 180 cabin and 180 third-class passengers. She is expected in Montreal Sunday afternoon or evening. The mail being brought by the Metagama consists of 2,762 bags of Canadian mail, 324 bags of Canadian parcel post, 205 baskets of Canadian parcel post, and 71 sacks for the Orient.

The American Consul general at Stockholm, Sweden, under date of May 7, has submitted a report stating that there is a large increase in Swedish shipbuilding at the present time. He says that over 100,000 tons are being constructed at the various yards of the country, due principally to the fact that it has become impossible to get any shipbuilding done in England. The big shipyards in Sweden are located at Goteborg, Malmo, Oskarshamn and Stockholm. The foremost shipbuilding concern is the Gota Werkes at Goteborg, which has under construction eight ships, with a total tonnage of 49,800.

Owing to the fact that negotiations with the French Government are still pending, the accounts of the Messageries Maritimes for 1914 are only of a provisional nature. The State appears in the books as a debtor to the extent of 23,380,000 francs, as to only a part of which a settlement has been reached. The net profit made up to Nov. 30, 1914, is 638,930 francs, against 1,612,552 francs for the previous year, when no dividend was declared. The book value of the fleet is 233,870,000 francs, and other assets come to a total of 43,500,000 francs. The capital is 45,000,000 francs, the debt being 110,510,000 francs, and the various reserve funds reach a total of 135,670,000 francs.

Consular reports indicate that great activity is being shown at all Japanese shipyards, even the smallest keeping their employees at work day and night. At the Mitsui Bishi yard in Nagasaki four ships with a tonnage of 7,300 each and two of 3,700 tons each are under construction. At the Kobe yards of the same company one 1,880-ton and two 5,300-ton vessels are on the ways. In the last named city the Kawasaki yards are building one 1,700-ton, one 3,000-ton, two 4,000-ton and three 7,200-ton boats. Other important orders being executed at the different shipyards are: Osaka Iron Foundry, Osaka, six 7,300-ton, one 5,000-ton, twelve 3,200-ton one 1,100-ton; Uraga Dockyard, Uraga, four 2,200-ton vessels; Fuji Nagata yard, one 2,000-ton ship; Harima yards, Kobe, two 1,100-ton vessels. This is a total of forty-three ships, and there are said to be many still being negotiated for between builders and owners. The Mitsui Bussan Kaisha is negotiating for the building of two cargo boats of 5,000 tons each. Builders are now reluctant to accept orders in anticipation of a scarcity of materials.

AMERICAN COAL PRODUCTS CO. EARNINGS WILL BE HIGHER.

New York, July 3.—The rapidly expanding business in the chemical department of the American Coal Products Company as a result of the enormous war demand for chemicals and other essential parts of high explosives is directly responsible for the recent sharp rise in the common stock.

American Coal Products Company is a holding company controlling Barrett Manufacturing Company, a big producer of toluol, phenol, benzol, carbolic acid and other coal tar products.
The practically unlimited demand by powder manufacturers for toluol and phenol is giving American Coal Products Company, through Barrett Company, far in excess of that obtained from chemical business in previous years. In 1914 about 10 per cent of the earnings came from chemical industry, but this year's earnings admittedly are much greater than that. On the basis of comparative selling prices they should be many times larger. For instance toluol now is selling at \$5 a gallon compared with \$1 a year ago. Benzol now is quoted at \$1.25 against 25 cents a gallon a year ago.

DEFERS PREFERRED DIVIDEND
New York, July 3.—Directors of Lake Shore Electric Railway Company has decided to defer the quarterly dividend of 1 1/2 per cent on the first preferred stock which has been paid regularly since 1910. The cause is given as necessity for conserving cash.

RAILROAD NOTES

Directors of the Missouri Pacific Railway have approved the plan of capital readjustment as drawn up.

Rates of the Boston & Maine on imported wood pulp from Boston to points in New England have been sustained by the Interstate Commission.

The terminals of the Grand Trunk have now been extended to St. Hubert, several miles south of St. Lambert.

Mr. F. Leversuch, general agent in Windsor-Ontario for the C. P. R., has resigned his position and will shortly enter the retail business in Hamilton.

Bids are about to be invited to the Pennsylvania for a double track concrete bridge over the Schuylkill river at Manyunk.

The complaint of Nebraska railway commission against Union Pacific regarding rates on wheat and corn from stations on Union Pacific in Nebraska to St. Joseph and Kansas City, Mo., and Leavenworth, Kan., has been dismissed.

The pension roll of the Baltimore & Ohio carries the names of 1,038 retired employes, to whom a total of \$250,000 is paid annually. The pensioners are divided into four classes, some of them women grown gray in the service of the company.

Next year is to see the completion of the Selkirk tunnel, which will be the longest in Canada, five miles. Its cost will be \$10,000,000. More than 1,000 men are employed on the work and the boring advances at the rate of 925 feet per month, which is a record.

On the ground that the governor of Pennsylvania ignored the will of the people in vetoing the bill repealing the full crew law, it is said that the Pennsylvania will try to recoup itself on the expense of one more man in a train crew by further curtailing train service where it can consistently be done.

Trains are being built in America and Canada which, though miniature in size, will be used for transporting ammunition into the trenches of the Allies, on tracks having a two foot gauge. The locomotives for these are furnished by the Baldwin works in Philadelphia.

Lehigh Valley's terminal details at Buffalo show that the last word in modern station construction will be blocked. The passenger station will occupy an entire block and front Main Street, but set back 50 feet from that thoroughfare so as to provide a handsome driveway to the main entrance.

Pennsylvania has 151 railroad tunnels covering a total of 31 miles of track, the longest being 4,716 feet and another of 3,612 feet. A train load of 125 cars loaded with automobiles from a factory in Toledo is on its way to New York.

It is said to be the longest freight train ever run and the shipment is valued at more than \$300,000.

Judge Carpenter has granted the petitions of Chicago, Rock Island & Pacific Railway covering on administrative matters pertaining to Minnesota land grants, the Kansas City Terminal contract and surety bonds. Receivers will pay for 20,000 tons of steel rails in cash as payments are not immediate and are not to be made in lump sum. Rail contracts have not been let as yet.

Judge Niles of the Federal Court has granted a temporary injunction restraining all district attorneys in Mississippi from prosecuting the Illinois Central and Yazoo & Mississippi Valley for violating the electric headlight law of the state which was passed three years ago. An effort will be made to have this injunction made permanent on the ground that a recent act of Congress removed from state jurisdiction the question of requiring railroads to equip locomotives with electric headlights.

Information obtained by Mr. H. W. Brodie, general passenger agent for the C. P. R. in British Columbia, while on a visit to Spokane, Tacoma, Portland and Seattle, leads him to believe the tourist traffic to Victoria, Vancouver and the Canadian Rockies will be exceedingly heavy during the months of July and August. Mr. Brodie returned from a week's visit to the company's agencies in the cities across the line. Great interest is being manifested in the trip through the Canadian Rockies, said Mr. Brodie. He looks for a record-breaking tourist travel during the following two months. The cities to the south are working in an energetic way to turn the tourist travel their way.

RUSSIA WINS BALTIC FIGHT.
Petrograd, July 3.—It is reported that a cruiser of the Madgeburg type has been sunk near Windau, on the coast of Courland, where the German squadron failed in an attempted landing the other day.

Copenhagen, July 2, via London, July 3.—The German battleship Wittelsbach, which is damaged, and a battleship of the Kaiser class, with many shots under the water-line, from the battle in the Baltic, have returned to Kiel.

DETROIT RAILWAY DIVIDEND
Detroit Railway has declared the regular quarterly dividend of 1 1/2 per cent, payable September 1, to shareholders of record August 15.

THE WEATHER MAP.

Cotton Belt.—Showers in parts of practically all states. Heavy in Louisiana and Alabama. Temperature 57 to 78.
Winter Wheat Belt.—Light to moderate showers in Kansas, Missouri, Oklahoma and east of the Mississippi. Temperature 50 to 68.
American Northwest.—Light to scattered showers. Temperature 44 to 58.
Canadian Northwest.—Light to scattered showers. Temperature 42 to 64.

PHILADELPHIA OPENED STEADY.
Philadelphia, July 3.—Stock market opened steady Cambria Steel ... 48 1/2 Up 1/2
Lehigh Navigation ... 74 1/2
Phila. Electric ... 23 1/2
Phila. Rapid Transit, 9 bid.

HANDLING OF CASH WHEAT.
Chicago, July 3.—Chicago handled nearly 108,000,000 bushels of cash wheat during the last crop year, against 51,000,000 bushels the previous year, a new high record.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce)
New York, July 3.—The steamer market continues quiet throughout, and, except for a few coal charters, there was practically nothing doing. In the long voyage trades there is little or no demand and West India freights are limited and confined to prompt boats for single round trips at low rates. The sailing vessel market holds firm, but chartering continues restricted by less tonnage offerings for all kinds of business. Rates are unchanged and generally well supported.

Charters.—Coal.—French steamer St. Andre, 3,681 tons, from Philadelphia to St. Nazaire, pt. prompt.
Italian steamer ... 5,500 tons deadweight from the Atlantic Range to West Italy, 40s. July.
Norwegian steamer Storford, 2,256 tons, from Philadelphia to Savannah, pt. prompt.
British steamer Stormont, 1,231 tons, from Newport News to Havana, pt. prompt.
Schooner Clara Davis, 544 tons, from Virginia to a Brazilian port, pt., yesterday, incorrect.
Schooner Puerto Plata, \$350 and port charges.
Lumber.—Norwegian ship Trans-Atlantic, 1,446 tons, from the Gulf to River-Plate, basis about \$25, July.
Schooner Saddle C. Sumner, 887 tons, from Jacksonville to Providence, \$7.
Miscellaneous.—Belgian steamer Remier, 2,119 tons, Trans-Atlantic trade, one round trip, basis about 15s. delivery north of Hatteras, prompt.

BRITISH LINES LEAD IN THE USE OF THE SUEZ CANAL

London, July 3.—The total tonnage which passed through the Suez Canal during 1914 is stated in the annual report of the company to have been 19,409,000 and the number of voyages 4,802. Below are shown the twelve principal users in point of tonnage, of which six were British, three (in spite of the war) were German, two were Dutch and one was French. Premier place, which in 1913 was held by the Ellerman Lines, is now given to the P. and O. and British India combination, though actually the fusion between these two companies only took effect in October:

Table with columns: Owners, Tonnage, Voyages. Includes Peninsular & Oriental, British India, City Line, etc.

It will be seen that the Ellerman Line tonnage actually exceeded the total for the P. and O. Company alone, and that the first three places and the ninth, eleventh and twelfth are held by British fleets.

U. S. RAILROAD EARNINGS CONTINUE TO IMPROVE.

New York, July 3.—The tendency towards improvement in railroad gross earnings is apparently very well maintained, the total of all United States roads making weekly returns to Dun's Review that have reported so far for three weeks in June amounting to \$23,477,871, a decrease of only 2.9 per cent as compared with the corresponding period a year ago. This contrasts in a similar comparison by the same weeks in the two preceding months with losses of 3.3 and 4.5 per cent, respectively.

Gains are steadily becoming more numerous and the decreases smaller, especially in the west and southwest, in these sections the former about offsetting the latter, and were it not for the pronounced contraction that is still reported by several leading systems in the south the weekly statement would probably make quite a favorable exhibit. However, the trend towards better conditions in this part of the country is gradually becoming more noticeable, several roads continuing to report larger earnings than last year, while on others the contraction is much less.

N. Y. CURB IRREGULAR.
New York, July 3.—The curb market opened irregular.
Kennecott Copper ... 32 1/2
Hendee ... 40
Cramp ... 60
Car Lighting ... 6 1/2
Stores ... 10
St. Joseph Lead ... 12 1/2

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM Chicago and Return \$31.00

Going July 3, 4, 5, 6; return July 15.
8:00 a.m. and 8:20 p.m. daily.
Write for free illustrated pamphlet describing many popular routes.
THE DOUBLE TRACK ROUTE.
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.

CANADIAN PACIFIC

EXCURSION.
From Montreal to Chicago and Return ... \$31.00
Going July 2, 4, 5, and 6.
Return limit July 15, 1915.
"CANADIAN" DAILY "DOMINION"
8:45 a.m. DAILY 10:00 p.m.
Up-to-date Equipment.
HOMEBEEKERS' EXCURSIONS.
Every Tuesday.
Tickets Good for Sixty Days.
Winnipeg, Edmonton and Int. Stations.
10:30 a.m. 10:15 p.m.

CANADIAN NORTHERN NEW NIGHT TRAINS

BETWEEN Montreal-Quebec-Valcartier-Hotel Lake St. Joseph
THE ONLY THROUGH SERVICE.
Standard Sleeping Cars.
CONVENIENT DAY SERVICE
Buffet Parlor Cars.

Table with columns: READ DOWN, READ UP, times and stations (MONTREAL, QUEBEC, VALCARTIER, HOTEL LAKE ST. JOSEPH).

Convenient, daily and week-end service, low week-end fares to Montfort, Huberdeau, Rawdon, Joliette, Shawinigan Falls, Grand Mere and all other points in Quebec.
For tickets, reservations, apply City Ticket Office, 230 St. James St., Phone Main 6570, or Depot Ticket Office, St. Catherine St. East Station, LaSalle, 141.

INSURANCE SHARES HAVE APPRECIATED

The Bankers' Magazine for June reports that there have been modern share and in Canadian descriptions our representative list of 25 securities for the month of about 2 1/2 per cent figures being as follows:—
Aggregate value of 387 representative securities on April 29, 1915 ... \$1,000,000
Aggregate value of 387 representative securities on May 20, 1915 ... \$1,000,000

Decrease ...
The chief declines have been in common shares and in Canadian descriptions. The percentage decline in our list is as much as 4 1/2 per cent, respectively. There has been a fairly general advance in gold bonds, and that notwithstanding the amount of selling early in the month by English holders.

"Latterly, however, there has been an English account, and the rise in the price of the fact that, owing to the possession clause preventing English purchasing stocks sent over from all of bonds has been exceedingly scarce. The list shows that the shares of 20 companies (nominal value £5,350,000) in market price from £38,317,000 to

A. MCKIM LIMITED REPORT MAKING STEADY

Staff Has Been Added to and Administration Has Been Altered to Bring Further Efficiency

The steady development of the business of the largest newspaper agency in Canada, has necessitated appointments in the staff. W. B. Somerset, who, for thirteen years, has been in charge of the Toronto branch, now as second vice-president to superintend the branches and assist Mr. Kim, will, more than ever, be devoted to the firm.

Chas. T. Pearce, until a few weeks ago manager of the Toronto "Daily News" branch, succeeds Mr. Somerset as manager of the Toronto branch. The newspaper and advertising business of Mr. Somerset's life work, his father's years manager of the Winnipeg "Free Press" in the office of this great newspaper training, rising to the position of manager. On his first trip to the "Free Press" Mr. Somerset came in touch with Kim and was engaged to open the branch which has since become a very important business of this large agency.

Mr. Somerset is a clean cut young man of sterling integrity, keen analytical mind, and a high degree of business acumen. In the head office of the firm he has larger opportunities and will be of great strength to the business. Possibly few people realize what a versatile agency has become in business or to what extent the art of advertising on economic and profitable ways of its growth is being developed. In this firm of A. McKim, Limited, has one of the most important part. They have Montreal, Toronto, Winnipeg and London.

Estimated that 8,000 persons will Steamship boats Friday and Saturday.

ILLINOIS TRACTION CO. DIVIDEND NOTICE.

A Dividend of One and One-half per cent on the Preferred Stock of the Illinois Traction Company has been declared for the Quarter ending June 30, 1915, payable July 15, 1915, to record June 15th, 1915.
By order of the Board,
GEO. M. CHAMPAIGN, Ill.

ACCOUNTANTS

Additions—Commercial, Municipal, Fire, Investigation, Liquidation, etc.
ROBSON, HILL, RITCHIE & COMPANY, ACCOUNTANTS AND AUCTIONEERS.
J. J. Robson, L.L.B.; M. S. Temple H. Ritchie, C.A. (Can.), C.A. (Scott.), C.A.
MCGILL BUILDING, MONTREAL.

Automobile Insurance

Fire, Theft, Transportation, Liability, Property Damage, Collision, Accidents, Health, Plate Glass, Burglary, and Contract Bonds, Employers' Public Liability.

The Provident Assurance Co.

HEAD OFFICE — MONTREAL
160 St. James Street.

Business Permanency

One of the greatest contributors to the success of a business is partnership insurance. A North American Life partnership policy establishes a high degree of credit and business in any eventuality, be it financial or death.

North America Assurance Co.

"Solid as the Continent."
HEAD OFFICE — TORONTO