

GREAT NEED FOR POLICE IN OCEAN POLICE

Police System to Warn Liners of Ice Should be Maintained

NATIONS COMBINE

System Should be International. Specially Constructed Vessels Needed—Would be Neutral in Time of War.

The Allan liner Victoria's recent experience in an iceberg region in the Atlantic recalls to mind the suggestion of Mr. Fred. Horsley, Fellow of Owen College, Manchester, and lecturer at Boston University, made a few days after the Titanic disaster in April, 1912, that there should be established a system of international patrol boats. A month later the United States Administration sent out the scout cruiser Birmingham to warn ships of danger in the Atlantic ice region, while in the following November President Taft ordered ten revenue cutters to be sent as international patrol boats during the winter months to cruise along the Atlantic coast of the United States for the protection and help of ships in any sort of distress. This action, though praiseworthy and desirable, can, however, be regarded as a small incident only of what should be done in any serious time of war; that all ships receiving telegraphic messages from them should be required by international law to regard the warnings given, and that the patrol boats themselves should keep a log of all warnings and messages sent out and received. This new type of ship, in addition to serving as movable stations of warning and of forwarding the travelling public and the friends a greater feeling of security, especially as they would be able to only to issue warnings as to any dangers but also to sink at such dangers to maximize, which themselves be able to go to the rescue of ships in distress.

But Mr. Horsley goes further, and suggests that these patrol boats should be regarded as the equivalent of an ocean police for the protection of all nations. The establishment of such a system of ocean patrolling would facilitate a general recognition of the fact that the oceans have become internationalized and are neutral territory, so that nations at war would have to confine their operations to home or colonial waters and keep out of the neutral zone as they do when fighting on land. The institution of an ocean police system of ocean patrolling would facilitate a general recognition of the fact that the oceans have become internationalized and are neutral territory, so that nations at war would have to confine their operations to home or colonial waters and keep out of the neutral zone as they do when fighting on land.

CONTRABAND OF WAR

Proposals of Baltic White Sea Conference Meet With Support.

The ninth annual report of the Baltic White Sea Conference—an association which represents 11 nations (Great Britain, France, Spain, Belgium, Holland, Denmark, Norway, Sweden, Germany, Finland and Russia) and 4,899,644 tons of shipping—contains an important statement of the action taken by the president and his fellow-directors in regard to what should be considered "contraband of war." The Northern Shipowners' Association had passed a resolution last June expressing the opinion that, "in the interest of international overseas trade, only war-like materials, such as weapons and ammunition should be considered as contraband of war." The executive committee of the Conference sent the resolution to the directors in the various countries, requesting them to take the necessary steps, to urge on their respective governments the necessity of these reforms. At the annual meeting three resolutions were introduced, the first of which ran as follows:

"That this Conference, representing some 4,000,000 tons register of steam shipping trading under the flags of European nations, views with grave apprehension the disappearing consciousness of merchant shipping and seafaring commerce that must follow upon the exercise in any future war of the right of a belligerent to capture and confiscate the innocent private property of the enemy's subjects at sea, and calls on the Governments of the maritime nations to take into serious consideration the question of abolishing such right."

"Meanwhile," the Economist reports, Mr. Philip Morrell and Mr. Gordon Lavery introduced a similar resolution in the House of Commons, and they are to be congratulated not only upon the able manner in which they presented the issue, but on the important and promising results achieved. For Sir Edward Grey was able to offer real encouragement to those who have been promoting this reform. Sir Edward Grey still clings to the idea of blockade, though we are not sure whether he means by that excluding the right of commercial blockade. But touching merchant ships and private property on the high seas, his opinions never strongly adverse, have been considerably modified, and although he could not, of course, anticipate what exactly will be the Government's final instructions for the coming Conference, he says no reason why Great Britain should continue to oppose as the chief obstacle to this reform. On the contrary, "there is no reason why we should not devote our efforts, not to supplying our delegates with arguments for opposing the proposition, but to examining the conditions on which we can safely instruct our delegates to accept such a proposal."

Sir Edward Grey's position represents an important advance. Prize money has already been abolished by the British Government, so that in this respect Great Britain has placed itself on the same level with the United States and Germany. The reasons for altering the laws which permit the capture of private property at sea are quite as strong. It is unfair to ship owners and shipping interests to single out for this sort of treatment in time of war, and the practice provides a justifiable incentive to all nations with property in peril at sea to provide large navies for their protection, and is therefore the main cause of the gigantic expenditure on armaments by the naval Powers of the world.

SHIPPING AND TRANSPORTATION NEWS

PORT OF MONTREAL

Arrivals.
Scandinavian, 1729, Reith, Allan Line, from Glasgow, with passengers and cargo, Arrived June 8th. H. and A. Allan, Agents.
Aussonia, 7307, Brown, Cunard Line, from London and Southampton, with passengers and cargo, Arrived June 8th. Robert Reford Co., Agents.
Canadian White Star-Dominion Line, from Liverpool, with passengers and cargo, Arrived 8 a.m., June 9th. James Thon, Agent.
Aussonia, 7307, Brown, Cunard Line, from London and Southampton, with passengers and cargo, Arrived 8 a.m., June 9th. James Thon, Agent.

Departures.
Spiral, 869, Anderson, Left for Bathurst, N.B., in ballast to load deals for Huxford, 8th, Elder, Dempster Co., Agents.
Welbeck Hall, Bulk cargo of grain, for Avonmouth, Sailed 4 a.m., June 9th. T. R. McCarthy, Agent.
Victorian, Cook, Allan Line, for Liverpool, passengers and cargo, Sailed June 9th. H. & A. Allan, Agents.

Vessels in Port.
Scandinavian, Allan Line, Glasgow, To sail June 13th. H. & A. Allan, Agents.
Lettitia, Donaldson Line, Glasgow, To sail June 13th. R. Reford Co., Agents.
Aussonia, Cunard Line, Southampton, To sail June 13th. R. Reford Co., Agents.
Canada, White Star-Dominion, Liverpool, To sail June 13th. Jas. Thon, Agent.
Corillon, loading grain for Europe, T. R. McCarthy, Agent.
Rockpool, loading grain for Europe, T. R. McCarthy, Agent.
Gothland, from Rotterdam, Canada Line, To sail June 13th. James Thon, Agent.
Manchester Miller, from Manchester, To sail June 13th. Furness, Withy & Co., Agents.
Anglo-Egyptian, Loading for Australia and New Zealand at Tarte Pier, To sail June 20th. New Zealand Shipping Co., Agents.
Meridino, from Glasgow, McLean, Kennedy & Co., agents.
Hesleyide, to load grain for Europe, To sail June 13th. James Thon, Agent.
P. R. McCarthy, cargo from Chile, Montezuma, C. P. R., London and Antwerp, C. P. R., agents.

BRITISH MAILS

British and foreign mails will close this week at the Montreal Post Office, as follows:
Tuesday, 6 p.m., ditto, supplementary.
Thursday, June 11, 7.30 a.m., for Great Britain, Ireland and Europe via Empress of Britain, leaving Quebec, June 11.
Saturday, June 13, 7.30 a.m., for Great Britain, Ireland and Europe via Scandinavian, leaving Quebec June 13.
Saturday, 12.30 a.m., ditto, supplementary.
Letters for registration should be posted half an hour before the closing of the mail. Parcels are forwarded by every Canadian steamer.

SIGNAL SERVICE BULLETIN

(Issued by Authority of the Department of Marine and Fisheries.)
Montreal, June 9th, 1914.

Noon.
Cape Salmon, 31—Clear, light southwest, 16.30 a.m. Waconia, 500 a.m. Maskinonge and supposed Coningaby, Riv. du Loup, 9.2—Clear, calm.
Cape Magdalen, 24—In 8.30 a.m. Morwena, 9.40 a.m. Tyrolia, 10.40 a.m. Fame Point, 35—In 3.15 a.m., 85 miles east Sicilian.
P. Maquerue, 400—Clear, light north.
P. Escuminac, 462—Clear, light east. Beramis—Clear, calm.
East Scatar—Clear, strong northeast.
Summerside, N.B.—J. Frank Seavey arrived Sunday 7.00 a.m.
Sydney—In yesterday 3.40 p.m. Kvarara, 5.00 p.m. Nucoria and Tellus, In 7.00 a.m. yesterday Dredge 551.
Quebec to Montreal.
Longue Point, 5—Raining, strong south.
Vercheres, 19—Raining, south.
Sorel, 39—Cloudy, south. In 11.20 a.m. C. P. R. Montreal.
Three Rivers, 71—Raining, northeast. In 8.15 a.m. Georgetown, 10.00 a.m. Louisbourg, 10.25 a.m. St. John's, 10.50 a.m. Wellbeck Hall, 10.50 a.m. Batiscan, 88—Raining, strong northeast. In 11.35 a.m. Aiden, Anchorage down 11.35 a.m. Frontenac and raft, St. Jean, 94—Raining, strong northeast.
Grandines, 98—Raining, northeast. Portneuf, 108—Raining, northeast. Out 11.00 a.m. Kenilworth, 11.15 a.m. Victoria, 9.45 a.m. Spiral.
Nicholas, 127—Raining, northeast.
Bridge Station, 133—Raining, northeast.
Grandes, 139—Raining, northeast. Arrived down 11.45 a.m. Sir-Biac and tow.
West of Montreal.
Lachine, 19—Raining, calm. Eastward 9.15 a.m. Bay 311.
Keyport.

CANADA STEAMSHIP LINES

Location of steamers at 5.45 p.m. June 8th, 1914:
Canadian—Vessel Port Dalhousie at 1.15 a.m. for Montreal.
Acadian—Belleville, loading, comes to Toronto.
Hamiltonian—Left Montreal at 6 a.m., 7th, direct.
Dorchester—Up Port Huron, 4 a.m. to-day direct.
Fordonian—Passed Port Colborne at 4 a.m., for Montreal.
D. A. Gordon—Down Port Colborne at 10 p.m., 7th.
Glennellah—Port William, discharging.
Dundee—Left Windsor at 10 a.m. to-day westbound.
Dunelm—Down Port Colborne mid-day, 7th.
Strathcona—Port William, discharging.
Donnacona—Left Port Dalhousie at 5 a.m., 7th, for Montreal.
Beaverport—Up Port Arthur, 3 a.m. C. A. Jacques—Left Port Dalhousie at 2 a.m., for Cleveland.
Queen—Montreal, discharging.
Princess—Down Port Huron at 6.20 a.m., to-day.
E. A. Ames—Port William loading.
H. M. Pellatt—Passed Port Dalhousie 9 a.m., for Montreal.
D. A. Gordon—Up Port Huron 10 p.m., 7th.
Rosedale—Montreal loading purities.
Newswah—Up Port Arthur, 3 a.m. Wahonah—Arrived Montreal at 6 a.m., 7th.
Bickerdike—Montreal.
Beaverport—Up Port Dalhousie 11 p.m., 6th, for Montreal.
Tagona—Due Port Colborne to-night. Loads Montreal.
Kenon—Arrived Montreal 9 a.m., 7th. Arabian—Left Toronto at 5 p.m. on the 7th for Montreal.

WHITE STAR-DOMINION LINE

Tetricon, from Montreal, arrived Liverpool 10 p.m., June 8th.
Meganic, outwards, passed Cape Race 8.25 a.m., June 8th.
Englishman, due Montreal 4 p.m., June 9th.

RED STAR LINE

Finland, due to dock New York this morning.

CANADIAN PACIFIC RAILWAY CO.

Upper Lake Steamers.
Alberta departed S. S. Marie 1.20 p.m. June 8th.
Athabasca departed Port McNicoll 6.30 p.m., June 8th.

ATLANTIC STEAMERS

Tyrolia for Montreal from Liverpool, passed Fame Point 7.00 a.m., June 9th. Montreal from London and Antwerp for Montreal, passed Three Rivers 8.12 a.m., June 9th.

ALLAN LINE STEAMERS

Carthaginian, from Philadelphia, for Glasgow, via St. John's, Nfld., sailed from Philadelphia noon, June 8th.
Alesian, from Quebec, for Liverpool, was reported 506 miles East Cape Race 9.50 a.m., June 8th.
Gramplan, from Montreal and Quebec, for Glasgow, was about Cape Race 1.10 a.m., June 8th.
Ionian, from Montreal and Quebec, for Havre and London, arrived London, June 6th.
Saragosa, from Glasgow and Liverpool, for St. John's, Nfld., Halifax, and Philadelphia, arrived St. John's, Nfld., 6 p.m., June 7th.
Hesperia, from Glasgow, for Quebec and Montreal, sailed from Montreal, 9 a.m., June 7th.
Scandinavian, from Glasgow, for Quebec and Montreal, arrived Montreal 6.10 a.m., June 8th.

MONEY FOR ADVERTISING

Expenditure of American railroads for advertising varied widely, says Boston News Bureau, not only in amount but also per mile of road. Several western roads, with much unsettled land about them, rank well up. This outlay is not only to attract immediate business, but also to acquaint prospective settlers with advantage of the respective localities. Expenditures per mile for general eastern roads do not indicate as large relative expenditures as they seem to, because most of these roads have two to four tracks or even more, and hence several times the gross business per mile that western or southern lines do.

THE CHARTER MARKET

New York, June 9.—The steamer market continues quiet and is devoid of features of interest. There is a limited general demand prevailing, composed largely of a few transatlantic grain, coal and timber orders and a few single trip West India freights. Rates are at the lowest point reached in the recent decline and are barely sustained, owing to the liberal offerings of boats in position to give June and July loading. A limited business was reported in chartering, including two large carriers for coal cargoes to South America and several boats for timber and deals to European ports, all of which are for fairly prompt loading. For said tonnage the general demand continues light, with rates tending to the closing of the month. Parcels are plentiful and is freely tendered for all kinds of business.

NEWS OF RAILROADS

C. P. R. GAINS VOTES.
As a result of the recent before Judge Hutchinson the bylaw fixing the valuation on C.P.R. property in Sherbrooke for ten years at \$50,000 was declared carried by a majority of four votes and a hundred and thirty thousand valuation majority.
The figures of the returning officers showed that the bylaw had been beaten by one vote, but on the recent C.P.R. gains five.

\$100,000,000 IN CARS.

The Kansas railways must bring into use one hundred million dollars' worth of box cars to haul the 1914 Kansas wheat crop as indicated by the present prospects. W. P. Feder, secretary of the commission, has a plan by which the roads can avoid the car shortage that is sure to come with the present wheat prospects.
The railroads estimate the crop to exceed 130,000,000 bushels and they figure that 125,000 cars, large and small, will be required to handle the crop, and this means \$100,000,000 in box cars alone, not counting the motive power. Most of the cars will be hauled long distances, either to the Gulf or to Chicago or to New York, so the railroads figure there will be few loadings for their car, as by the time the cars get to its destination and unloaded, loaded with merchandise and brought back, the heavy crop movement will be over.

JASPER PARK

Forty-seven years ago two adventurous young Englishmen, Viscount Milton and Dr. Cheade, after passing the winter in a Saskatchewan forest, set out from Edmonton to cross the Rocky Mountains and so reach the Pacific Coast by the overland route. After a most laborious journey, attended with much hardship and often, much danger, they accomplished their purpose. They crossed the Rockies by way of Yellowhead Pass, which accurate surveys have since determined to be the easiest passage through the mountains, and is the route followed by the Grand Trunk Pacific Railway on its passage over the great divide. On their journey the two men, at Jasper House, an ancient landmark, even at that time, in the geography of this part of Canada. One hundred years ago Jasper House was one of the most important trading posts of the Hudson Bay Company in all the West. It was built in the year 1806 by Jasper Hawke, who is frequently referred to by the early explorers of the Upper Rockies.
The site of the old trading post is now the centre of Jasper Park. This playground of scenic beauty and largely unexplored area has been set aside by the Federal Government of Canada and will be preserved as a state of nature so far as such condition is consistent with the purposes for which the reserve is created. It will be open to the holiday-maker and the tourist, or the explorer, for much of it in detail is still an unknown land, to the student of nature, to the artist and those wishing to study at first hand the problems of forestry in a country where forests will be preserved in their natural state.

THE TRAIN DE LUXE OF CANADA

The Grand Trunk's "International Limited," the premier train of Canada, is endorsed by everybody who has ever had the experience of riding on it. It leaves Montreal at 9.00 a.m. every day in the year, arriving Toronto at 4.30 p.m., Hamilton 5.41 p.m., London 7.55 p.m., Detroit 9.55 p.m., and Chicago 8.00 a.m., following morning. It is one of the finest and fastest long distance trains in the world, and the "Greyhound of Canada." Best electric lighted equipment, including Pullman Sleeping Cars, Parlor-Library and Dining Cars. Double track all the way. Bonaventure Station, Montreal leaves Montreal Toronto 7.30 a.m., Detroit 1.53 p.m., Chicago 9.25 p.m. On the compartment car on this train between Montreal and Toronto.

THE ROBERT REFORM CO.

General Agents, 20 Hospital Street, Steeple Branch, 488 St. James Street, Uptown Agency, 530 St. Catherine W.

NEW FAST EXPRESS SERVICE

CHICAGO VIA C.P.R.
MONTREAL TO CHICAGO
Twenty-three hours of solid comfort
Compartment - Buffet - Library - Observation Cars, Standard and Tourist Sleepers, Dining Cars, Via Canadian Pacific, Windsor and Michigan Central.

WESTBOUND

No. 19 No. 21
Lv Montreal 8.45 a.m., 10.00 p.m. E.T. Lv Chicago 9.30 a.m., 5.40 p.m. C.T.
Ar Toronto 5.40 p.m., 7.35 a.m. E.T. Lv Detroit 4.05 p.m., 12.12 a.m. C.T.
Ar Windsor 12.10 a.m., 2.00 p.m. E.T. Lv Windsor 5.25 p.m., 1.40 a.m. E.T.
Ar Detroit 11.35 a.m., 1.30 p.m. C.T. Lv Toronto 8.45 a.m., 9.00 a.m. E.T.
Ar Chicago 7.45 a.m., 9.00 p.m. C.T. Ar Montreal 8.55 a.m., 6.10 p.m. E.T.

EASTBOUND

No. 22 No. 20
Lv Chicago 9.30 a.m., 5.40 p.m. C.T. Lv Montreal 8.45 a.m., 10.00 p.m. E.T.
Lv Detroit 4.05 p.m., 12.12 a.m. C.T. Ar Toronto 5.40 p.m., 7.35 a.m. E.T.
Lv Windsor 5.25 p.m., 1.40 a.m. E.T. Ar Windsor 12.10 a.m., 2.00 p.m. E.T.
Lv Toronto 8.45 a.m., 9.00 a.m. E.T. Ar Montreal 8.55 a.m., 6.10 p.m. E.T.

Ticket Offices

141-143 St. James St.; Main 8125
Windsor Hotel
Place Viger and Windsor Street Stations

NUMBER OF IDLE CARS INCREASE

The American Railway Association reports a net surplus of idle cars on United States lines totaled 241,802 on May 31, an increase of 3,160 cars from last year.

RAILWAY EARNINGS

Wabash—April operating revenue decrease \$214,632; April operating income decrease \$240,314; 10 months operating revenue decrease \$1,177,400; 10 months operating income decrease \$1,983,782.
St. Louis Southwestern—April operating revenue decrease \$53,378; April operating income decrease \$93,829; 10 months operating revenue decrease \$1,918,181; 10 months operating income decrease \$32,644.

ALLAN ROYAL LINE

LARGEST STEAMERS FROM CANADA



THREE SAILINGS WEEKLY
MONTREAL and QUEBEC TO LIVERPOOL, GLASGOW, HAVRE & LONDON
For Reservations, Tickets, Etc., Apply Local Agencies or
M. & A. ALLAN, 125 St. Catherine W., Montreal.
W. H. Heury, 286 St. James St., Montreal.
Hans & Rivet, 9 St. Lawrence Blvd., Montreal.

Real Estate

MR. H. H. KIRKPATRICK SAYS MARKET IS STAGNANT

Well Located Property Fetching Higher Price Than Last Year.

LITTLE ACTIVITY

Earning Power of Residential or Business Property is Real Test is Unimpaired, which is a Good Sign.

NEW SERVICE TO CHICAGO

NOW IN EFFECT.
Lv Windsor St. 8.45 a.m., 10.00 p.m.
Ar Chicago 7.45 a.m., 9.05 p.m.
City Ticket Offices: 141-143 St. James Street, Windsor Hotel.
Phone Main 8125
Windsor Hotel
Windsor Street Station

GRAND TRUNK RAILWAY

THE "INTERNATIONAL LIMITED"
Canada's Finest and Fastest Train
Leaves Montreal 9 a.m., arrives Toronto 4.30 p.m., Detroit 9.55 p.m., Chicago 8 a.m. daily.

NIGHT EXPRESS

Leaves Montreal 10.30 p.m., arrives Toronto 7.30 a.m., Detroit 1.53 p.m., Chicago 9.25 p.m. daily.

THE LAKE AND RAIL ROUTE TO WESTERN CANADA

From Toronto, 11.15 a.m., Mondays, Wednesdays, and Saturdays, via Grand Trunk to Sarnia, Northern Navigation Co. to Port William, and Grand Trunk Pacific to points in Western Canada.

SETTLERS' EXCURSIONS TO COCHRANE, PORCUPINE, HALLEBURG AND OTHER POINTS ON THE C.P.R.

122 St. James St. cor. St. Francis
Xavier—Phone Main 965
Windsor Hotel "Upstairs" Toronto
Bonaventure Station—Main 825

STAMPAHYS

Real Estate Transfers.
Over forty transfers of real estate in the past week, the following are among the more important:
Mrs. Joseph A. Bell sold to John F. Hand certain emplacements in Westchester, on West Crescent Heights, forming part of lot 237-40, 41, 44, and 45, parcel 15, in the lot, having an area of 26,370 square feet, for \$19,775.00 or 75 cents a square foot.
Alfred Leclair sold to Joseph J. Lavoie two lots 101 and 102, Hochelaga, with buildings on 5th-avenue, in Vanille, in Maisonneuve, each containing 24 x 100 feet, for \$12,900.

THE ROBERT REFORM CO., Limited.

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DONALDSON LINE

Glasgow Passenger and Freight Service.
From Glasgow, From Montreal
May 30, Letitia, June 13th
June 6, Aussonia, June 20th
June 13, Saturday, June 27th
Passenger Rates—One class cabin (L.I.) \$47.50 upwards. Third-class, east and westbound, \$31.25.

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BOARD HAS MANY PLANS

National Board of Fire Underwriters to Catch Fire Units by Means of Rewards.
The annual meeting of the members of the National Board of Fire Underwriters was of more than usual importance this year because many of the recommendations needed attention, if carried out, they are to increase the large field of usefulness of the board's fire.

CUNARD LINE

Canadian Service.
From Southampton, Montreal, May 28, Aussonia, June 13
June 4, Ardanian, June 20
June 13, Saturday, June 27
Steamers call Plymouth, Eastbound, British, Cabin (L.I.), \$46.25, 2nd Class, Rates East-bound, \$30.25 up. West-bound, \$30 up.

THE ROBERT REFORM CO., Limited.

General Agents, 20 Hospital Street, Steeple Branch, 488 St. James Street, Uptown Agency, 530 St. Catherine W.

LINER SAW MANY BERGS.

(By Leased Wire to the Journal of Commerce.)
Boston, June 9.—With a thrilling tale of threading her way through scores of icebergs in Thursday and Friday the Allan liner Numidian reached port late evening with 67 cabin and 98 steerage passengers. Captain McKillop reported he had sighted as many as 70 bergs at a time, many of which were of the low lying variety that sank the liner Titanic. Some, he declared, were hundreds of feet in length with but a few feet showing above water. The Numidian ran at a reduced speed while the bergs were thickest.

NO SUCCESSOR YET TO LATE LORD STRATHCONA.

Mr. W. R. Baker, Secretary of the Canadian Pacific Railway Company, was nominated at the monthly meeting of the directors yesterday.
No successor has as yet been chosen for Lord Strathcona on the board.

FRED W. G. JOHNSON

INSURANCE AND REAL ESTATE
111 Board of Trade Building
Tel. Main 7122