CONDITIONS THAT AFFECTED **RAILWAY OPERATIONS IN 1914**

Ratio of Expenditures to Gross Revenues Advanced to 66.60 Per Cent., Against 62.97 Per Cent. in 1913-Increasing Difficulty in Procuring

New York, April 14 .- The Delaware & Hudson Company has issued its pamphlet report for the year ended December 31, 1914, showing combined net earnings from the coal mining and railroad departments of \$9,337,023, a decrease of \$1,534,887 from the preceding year. The report says that the causes adversely affecting railway revenues and enhancing The German Admiralty announced that 940 offirailway expenses during 1913 continued throughout cers of the German navy, not counting those who last year. Moreover, it is said, the whole period was went down with the Blucher, have been killed in accharacterized by severe depression in the general tion. business of the country, and, in the territory occupied by the company's lines, the weather conditions of the early months of the year were exceptionally unfavorable, the cost of removing snow and ice be- British blockade operations, the British Governmen ing approximately \$83,000 greater than the previous is expected shortly to announce additional rules for lowing the end of the war.

and combined income acco	and for the	past met
year compares as follows:-		
Coal Mining Dept	1914.	Decreas
Gross revenues	. \$15.517.04	\$ 528,26
Gross expenses	. 14,553,05:	195,56
Net revenues	\$ 963.989	\$ 332.70
Taxes accrued		
Operating income	. \$ 640.886	\$ 160.80
Other income:— Dividends and interest	717,068	x330,33
Gross income Coal Dept Railroad Department —	\$ 1,357,955	\$ 169,52
Gross oper, reveneus	\$22,595,028	\$1.558.466
Gross oper, expenses		
Net oper, revenues	\$ 7,546,576	\$ 1,396,611
Taxes accrued	671,119	x48,011
Operating income	\$ 6.875.457	\$1,444,628
Other income	1,106,610	259,792
Gross income Railway Dept.	\$ 7.979,068	\$1,704.416
Deductions from income	4.809.541	x53.033
Net income Railroad Dept.	\$ 3,169,526	\$1.757.450
Miscellaneous income		
Net income to profit and loss	z\$4,607,862	\$1,566,573
40		

x-Increase z-Equal to 10.84 per cent. on \$42,-503,000 capital stock, as compared with 14.53 per cent, earned in 1913.

President L. F. Loree, in his remarks to stock-

"The so-called full crew law of the state of New York was in operation during the enter year, as compared with but four months in 1913, and resulted in an increase in expenses of \$77,080.33. During the whole year this statute added \$117,790.83 to the transportation expenses of the company. cost of compliance with the law since it became effective on September 1, 1913, to the end of 1914, was of the captured German submarines it will be a novel principal lines in New York, during the first year that this law was in force was \$1,149,843.90. In view of this wholly unnecessary expense which does not in the slightest measure contribute to safety, the presidents of the railways affected have presented to the Governor and the Legislature a petition for re-Three bills, with that object in view, are full crew law of Pennsylvania aggregated \$37,351.79 cant that the people of Missouri by a referendum vote votes against it to only 159,593 in its favor. Attempts to enact similar statutes have failed in the Legislatures of Colorado, Delaware, Virginia and Massachusetts and Governor Cruce of Oklahoma. A proposed statute of the same character was referred to the Railroad Commission of Connecticut by the then returned to the company. Although there is no by lower than last year. State Assembly, and the former, in a very strong doubt some immediate cash consideration for the "Public attention cannot be too forcibly directed to of the war.

the increasing difficulties under which the most solvent railways must compete for the capital ne- The Government steamer Montcalm threshed its cessary for their continued development to keep pace way through what ice still held in the river between the root the root of the company, and the root of the company, the end of the root of the ro far as this competition is with States and munici- harbor at five o'clock. palities, it has recently become more intense by reation after its two weeks employed in daily combat son of the advancing rates offered and the freedom with the ice, and it will go down the river again to-of such investments from the Federal income tax and day to renew its ice-breaking operations to hasten the inquisitorial features attending its enforcement while, so far as it is with manufacturing or industrial corporations, the same effect has sprung from will be clear to the sea by Thursday in the opinion the longer establishment and enhanced stability of the issuing corporations. The public offerings of navigation on April 15th, although it is probable State and municipal bonds, exclusive of those taken that an ocean liner will not come up for at least a for the sinking fund of New York City, increased week later. Lake steamers will begin Sunday. In from \$143,590,868 in 1902 to \$383,150,828 in 1912, and the harbor the large lake steamers which wintered the aggregate annual issue of such bonds paying here had steam up yesterday, and the spring overfour per cent. or higher increased during the same hauling was being given them. period from less than \$60,000,000 to substantially \$380,-900,000. Not only do these issues compete with those ood, ood. Not only do these issues compete with those of railways for the share of the limited investment ALLEGES THAT LONG ISLAND RAILWAY ernmental activities that they suggest tend to increase the general burdens of taxation, of which so disproportionately large a share is invariably impos ed upon the railways. It is not surprising, therefore, that from 1902 to 1914 the annual taxes paid by American railways increased from \$54,465,437 to \$157,-Many, however, may not have realized that the payment of wages, other operating expenses and Long Island in favor of Pennsylvania interests. He interest on indebetdness, as against \$15.92 out of every \$100 in 1902, or that in the later year the railways paid \$2.35 in taxes for every dollar which they paid in the past concurred in the actions of those other twelve years earlier. Especially in view of the drain directors. the world's resources that is attending the great European war, and that is likely to continue long after that war has closed, these facts ought to receive earnest thought. They indicate a great necessity and a great opportunity for unseifish, unprejudiced and constructive statesmanship."

SCHOONER IN LEAKY CONDITION

Yarmouth, N.S., April 14.—The schooner John A. jority stockholders. Beckerman, from Bridgewater, for New York, lumber laden, was fallen in with off Stanford by the steamer John L. Cann. in a leaking condition. It very advantageous contract for its supplies of fue was first anchored off the little river Digby Neck oil for its outside New York-Boston line. The net last night; and was afterwards towed to Yarmouth result of this contract is that the oil will cost \$45, W. Anderson, of Sherbrooke. Par de

SHIPPING NOTES

The Lord Mayor of London presented \$5,800 to Captain Bell, of the steamer Thordis, for sinking a German sumarine off Beachy Head.

The Rochambeau has arrived at New York; the Scandinavian is at Liverpool; the Hellig Olav at Kirkwall and the America at Genoa.

The United States collier Jason arrived at San Francisco from European ports, with a large cargo of valuable exhibits for the Panama-Pacific Exposi

In an effort to further eliminate delay and loss in the detention of American ships and cargoes under

the disposition of vessels in transit. The dissolution of the Japanese Diet without taking action on granting subsidies to steamship lines operating from Japan to the east coast of the United States, through the Panama Canal, has set back the starting of such lines according to opinion in shipping

The current rate for shipments on the owners. been broken. steamer Protesilaus is 150s. Lumber can be pur-

It is announced semi-officially that the German discovered that the steamer was communicating by wireless with German submarines and ordered her to leave Flushing.

steam merchant ships. Six steamers are being built. The Maryland Steel Comfor Boston ownership. pany in its marine department has six merchan' steamships under construction. The Union Iron May-June. Works at San Francisco have contracted for a general cargo steamer of 10,000 tons capacity.

The Osaka Shoshen Kabushika Kaisha has made a change in its sailing schedule whereby Seattle will New York, Quebracso Wood, at or about \$6.25. be the first and last port of call in the United States By dropping mail passengers and for their steamers. silk cargoes at Seattle several hours' time are gained 50s, April-May. over the previous arrangement under which steamers first went to Tacoma. There is much competition at Puget Sound ports in the delivery of silks.

In the event of the British Government taking proceedings for piracy against the officers and crew; \$158,501.33. The cost for eleven roads, including the experience for all concerned. There have been only two trials in England for piracy within the memor of the present generation that of the Flowery Land in murdering the officers and seizing the ships.

The Atlantic Gulf & West Indies Steamship man agement have some ambitious plans for the current as compared with \$40,194.40 for 1913. It is signifi- Ward Line and one for the Mallory, which has al- ceding year, an increase of \$1,244.60. ready been ordered. Some of the new steamers will between \$2,000,000 and \$3,000,000.

Of the International Mercantile Marine fleet of some \$175,781.03. Ohio, and have been vetoed by Governor Foss of 130 ships, 25 or 30 have been requisitioned by the Bri-

The boat was in good condi-

New York, April 14.-At the annual meeting of Long Island R. R., L. L. Kellogg representing Dick Brothers & Co., and other minority interests pro-Brothers & Co., and content and the re-election of those members of Accounts receivable the ground that they were directing the affairs of Cash balance also protested against the re-election of the remain-

A resolution introduced by Mr. Kellogg that a ommittee of minority stockholders be appointed to investigate the affairs of the Long Island railroad and to procure an accounting of all expenditures etc., during the past ten years was referred by a vote of 170,367, to the incoming board of directors. Of the total vote of 170,406 for the board's re-election 125,000 votes were cast by Pennsylvania R.R. as ma-

The Eastern Steamship Corporation has made s Anderson, of Sherbrooke.

And is owned by the C.

and



SIR THOMAS SHAUGHNESSY,

Who predicts a heavy European immigration fol

*********************** The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)

New York, April 14.-The steamer market was terday morning. The man was climbing into his cab All previous records for steamship rates on lumber quiet in all trades, due to a falling off in the gen- in the local yards when the locomotive was sidefrom Puget Sound ports to the United Kingdom have eral demand for tonnage at the terms demanded by swiped by a shunting yard engine. Ronan was

Grain and cotton freights are comparatively scarce chased at \$10 per thousand, or approximately 40s., so The general tendency of rates is easier, with charthat the freight rate is nearly four times the domestic terers' ideas considerably below those of owners and in the Windsor Hotel last night, Col. Cole, taking the ness.

steamer Main, which had been lying in port at Flush- in the offshore trades, but suitable vessels are scarce illustrated by numerous steroptican views. ing since the war began, left there yesterday for and difficult to secure even at the full rates recently Antwerp. The Dutch Government, it is asserted, quoted. Freights of all kinds are scarce.

> 000 cases, from New York or Philadelphia to North China, 521/2c, April-May.

The New York Shipbuilding Company has received quarters from trans-Atlantic Range to a French At- that a flood of immigration is sure to follow the war, result of a decision just announced by the C. p. ontracts in the past three months for eight large lantic port or Marseilles 10s, heavy 7s 6d. Oats May. and added, "We are, of course, laying plans to care timore to London 6s 6d May

Bermuda \$4, April. Lumber-Schooner John Twohy, 908 tons, from repellant to them than before. The new lands on

Miscellaneous—British steamer City, 1,850 tons, his belief that the war would not last far into the from New York to La Pallice, with flour at or about summer.

Dutch steamer Calypso, 1.415 tons, from New York to Rotterdam, with general cargo, p.t. May. Norwegian steamer Ronald, 1.835 tons, trans-Atlantic trade, two round trips, £3,750 deliveries, United Kingdom, April.

Gulf to Havre with cotton 175s April.

TRINIDAD ELECTRIC COMPANY'S NET INCREASED BY 1,244.60

The net earnings of the Trinidad Electric Compending. The cost of compliance with the so-called year. Among them is the building of three or four pany for the year ended December 31st, 1914, were Congress because of the insistence of Postmasternew boats. Of these two are likely to be for the \$63.591.25, as compared with \$62.346.65 for the pre- General Burleson on the acceptance of Congress of

Along with the balance brought forward from 1913 standing the fact that these views diverged marecently defeated a similar full crew law by 324,055 be passenger and some freight, and the cost will be there was \$235,131.03 available for distribution. Of terially from the finding of a Joint Congressional this sum \$59,350 was paid out in dividends, leaving a Committee on the matter of the rates to be paid. balance to be carried forward to the current year of

The earnings were considerably curtailed during Government. That has been about the average, the last part of the year, owing to conditions resultalbeit a ship may be used for three or four weeks and lng from the war. The operating expenses are slight-

The directors have under consideration the ques opinion, condemned it both as to its theory and its use of the boats has been tendered, the final settlement will be made by an arbitration board at the end been unable to make such arrangements as to price and guarantee of supply as to justify the expenditure required in making the necessary changes to

> reducing the amount outstanding at the end of the year to \$43,500 Some of the year's statistics follow:-

Total passengers carried	1	3,031,884
Car mileage		644,095
Nine-bench open cars in	n use	24
Incandescent lamps		22,943
Arc lamps		157
H. P. stationary motors		143
The income account was a	s follows:-	
	1914.	1913.
Passenger receipts	\$121,781.97	\$121,967.47
Light and power earnings	100,781.59	99,511.35
Ice plant, net earnings	13,240.50	2,245.57
Sundry earnings	68.66	1,491.27
	\$225,872.72	\$225,215.66
Operating expenses	\$126,281.47	\$126,869.01
Bond interest paid	36,000.00	36,000.00
Net earnings	63,591.25	62,346.65
	\$225,872.72	\$225,215.66
Assets	3.	
	1914.	1913.
Property and plant	20 050 070 40	40 050 050 40

\$2 052 678 48 \$2 052 679 48 20,977.90 20,946.69 41,032,25 28,741.47 12,393.10 17,407.19

ľ	N 000000000000000000000000000000000000	\$2,177,020.00	\$2,140,311.03
	Liabili	ties.	go of town
	1 . Market 19-10	1914.	1913.
i	Capital stock	\$1,164,000.00	\$1,164,000.00
,	5 per cent. debentures	720,000.00	720,000.00
ľ	7 per cent. debentures	43,500.00	50,000.00
	Bills payable	10,000.00	8,000.00
ı	Accounts payable	10,274.76	8,087.61
	Injuries and accident reserve	е .	
í	account	6,220.87	4,133.70
	Dividend account	14,550.40	14,550.00
	Surplus account	175,711.03	171,539.78
		STELL STOP	137 412 134

NEW HAVEN NOTES.

New York, April 14.-J. P. Morgan & Co. annous ed \$27,000,000 offered for sale.

If the Southern Counties Railway can get the money it will build its line out to Granby this sum-

Erie Railroad has ordered 14,000 additional tons of rails, 5,000 tons from the Bethlehem Steel and 9,000

Henry W. Poor, banker, broker, and an authority Henry W. Poor, banker, broker, and an authority 1. the net surplus of box cars was 93,192, coal cars on railroad matters, died yesterday at his home in 145,036 and flat cars 19,422. New York, aged 71 years.

shops was increased from 40 to 50 hours a omitted: week over the entire system. The Alberta Legislature passed a resolution yeserday providing for a government loan of \$2,000,000

to the Central Canada Railway for the erection of

the McLellan Peace River Crossing line. George Griswold, 64 years of age, of Bedford, Ont., came confused while walking along the track near his home yesterday, and was instantly killed. He attempted to get out of the way of an outgoing express train, and was struck by an incoming freight

He leaves a widow

Edward Ronan, of Halifax, a Grand Trunk engineer, was instantly killed at eleven o'clock yesknocked to the tracks and run over.

At the meeting of the Canadian Railway Club, held tonnage is more freely offered for all kinds of busi- place of Lt.-Col. L. R. Johnson, one of the past presidents of the Club, who was unable to be present For sailing vessels the demand continues steady gave an address on "Guns and Gunnery," whic' was

Another feature of the meeting was an interesting paper read by Mr. J. R. Britton, on "Systematic Charters—Petroleum—Foreign steamers — 160,- Valve Setting on Locomotives."

Sir Thomas Shaughnessy, who is still in Chicago, Grain-British steamer Burnby, previously, 26,000 in an interview with the Tribute yesterday, stated given employment shortly, six days a week, as a Steamer Guarantee, 38,000 quarters, oats from Bal- for some of it. Just as western United States will tained from the East, will in future be taken from receive a vast number of agricultural immigrants, Steamer Guarantee, 40,000 quarters, oats same, our west will get them, too. The men of northern and central Europe are beginning to feel freer to will be shipped from the Crow's Nest Pass and the Coal-Steamer Itasca, 989 tons, from Norfolk to leave their native land than ever before. Forced military service, among other things, must be more Philadelphia to Buenos Ayres, \$18 and back, to this continent will invite them." Sir Thomas predicted great prosperity in a few months; and hinted

> Reference of the controversy between the United States P. O. Department, the Congressional Committee, and the railroads on the question of railway mail pay to the Interstate Commerce Commission for permanent solution is being widely discussed by the parties in interest in Washington. So far as can the Russian claims of success. This anxiety was rebe ascertained at this time, this method of settling lieved, however, by the Vienna announ the controversy has been received with favor by all the Russian offensive had been completely arrested of the interests involved. Realizing that the various parties to the controversy have reached a deadlock which was becoming more or less personal in character, this idea of a solution of the problem is delared to have occurred simultaneously to several interested parties. It will be recalled that the Post Office Appropriation bill failed in the last session of his views relative to railway mail pay, notwith-

> After conferring with the Interstate Commerce corder Gaskill of Atlantic City has decided in favor Corps wish to express their appreciation to Mrs. A. of Robert Tyson, the colored man who undertook to H. B. Mackenzie and those who so kindly co-operate ride on a Pennsylvania train from Newark to At- ed with her in sending magazines to the corps at lantic City on the return coupon of a ticket reading from Jersey City. He had paid his fare from New York to Newark, 27 cents, where he left the fast train, out boarded it when it was leaving. On arrival at Atlantic City, he was arrested for trespass, which the recorder denied in his devision had been com mitted, as the man had paid his fare and was entitled to ride. Now Tyson proposes to sue the railroad for damages for false arrest. Anticipating other trouble under the decision the Pennsylvania will appeal the case to a higher court, and will sue Tyson for the price of his ticket from Newark. It has developed that Tyson's plan was one constantly employed by the Philadelphians going to the shore ort since the fare was raised from \$2.00 to\$ 2.25. They buy their tickets in Camden feature of this whole matter is the refusal of the attorney general of New Jersey to advise the recorder before the decision was given when h was asked to do so, and the situation introduces a new wrinkle in the fight of New Jersey riders in their opposition to the increases in fares by the Pennsylvania and the Reading.

COST OF A PASSENGER TRAIN TEN YEARS AGO AND TO-DAY

Figures have been compiled with a leading rail-way in the Western States as an example, showing the comparative cost of a standard passenger train 10 years ago and to-day. The following itemized statement presents an in

teresting study evidencing progress and the readiness with which the public demand for improvement and luxury has been met: 1903.

1	Locomotive					\$16	638 \$23,13	35
	Chair car							80
ŀ	Parlor Car					14	343 17,01	19
1	Dining car					14	550 20,23	27
1	Coach					9,	195 12,3	59
1	Baggage ca	r.				5,	048 11,18	85
1	Mail car .					7,	729 16,96	01
1	Cafe car					11,	000 18,38	81
1	Total .		٠			\$87,	895 \$130,79	97
1	But there	are	ot	her	faster	trains t	nat cost muc	h

more, the Illinois Central having two, the equipment \$2.144.326.66 \$2,140,811.09 for which required an outlay of \$307,864.

On other roads which undertake to give travelers what they want and thus successfully compete for ce traffic have equally expensive trains and for which that applications for New Haven notes have exceed- the Interstate Commerce Commission has said the fares charged are too low.

EREIGHT GAR NET SURPLUS DEGREASED 8,674 IN MARCH

New York, April 14.—American Railway Associa tion reports that on April I there was a net surplus of 313,673 idle cars on lines of United States and Canada, a decrease of 8,674 from March 1. month ended April 1, gross surplus, compared with March 1, decreased from 322,290 to 313,421, while total shortage changed from 543 to 348. As of April

Following is the customary table showing the surpluses and shortages at various recent dates, with November and December, 1914, and January, 1915, The working schedule of the eRading Railroad

1915: S	urplus	Shortage	Net surp.
April	318,421	348	avet surp.
March 1	322,290		313,073
February 1	280,573		321,747
1914:		1,102	279,411
Nov. 1	172,325	2,229	
Oct. 15	154,342		170,096
Oct. 1	133,382		151,982
Sept. 15	138,108	2,059	131,027
Sept. 1	165,244		136,049
Aug. 15	174,260	1.918	163,326
Aug. 1	198,998	2.115	172,145
July 15		2,333	196,665
July 1	220,875	1,843	226,541
June 15		1,333	219,545
May 31	232,994	660	232,334
May 15	242,572	770	241,802
	239,406	764	238,642
May 1,	230,533	1,654	228,879
April 15	213,324	455	212,869
April 1	141,525	2,013	139,512
March 15	132,010	7,145	124,865
March 1	159,480	5,573	153,907
Feb. 14	199,385	2,333	197,052
Feb. 1	211,960	2,282	209,678
Jan. 15	217,274	2,385	214,889
Jan. 1	190,521	1,671	188,850

C. P. R. WILL BUY MORE COAL

IN CROW'S NEST PASS DISTRICT.

Calgary, Alta, April 14.-Four hundred unemploy ed miners of the Crow's Nest Pass district will be that coal for the Manitoba division, heretofo the Western mine

It is expected that at least 1,000 tons per day surrounding districts, while an additional 1,000 tons will come from other parts of Southern Alberta. men here expect that this developme will re-act favorably on Calgary, which is the chief

BERLIN CLAIMS RUSSIAN OFFENSIVE IN CARPATHIANS IS BROKEN DOWN.

Berlin, April 14.—Russia has lost at least 500.000 officers and men in her Carpathian campaign, according to official estimates issued here.

Recently there has been marked anxiety in Berlin ver the situation in Carpathians. This was due in a large measure to the absence of news rather than

THE WEATHER MAP.

Weather-Cotton Belt-Generally clear. No preci-

pitation. Temp. 48 to 64. Winter Wheat Belt-Generally clear. Light scattered showers in Iowa and Illinois. Temp. 40 to 58. American Northwest-Partly cloudy. ture. Temp. 40 to 54.

OFFERING OF NEW RAILWAY NOTES.

New York, April 14.—The \$27,000,000 New York, New Haven and Hartford 1 year 5 p.c. notes are being offered at 991/4.

on and New Jersey utilities commission re- of the Canadian Overseas Railway Construction

RAILROADS.

CANADIAN PACIFIC

SHERBROOKE-LENNOXVILLE.

t4.10 p.m., ST. JOHN—HALIFAX.

16.35 p.m.
Diner from Montreal.
MANCHESTER—LOWELL—BOSTON. *8.00 p.m. Daily ex. Sat. *9.30 a.m., *8. *Daily. †Daily, ex. Sun. TICKET OFFICES:

141-143 St. James Street. Windsor Hotel, Place Viger and Windsor St. Stations

GRAND TRUNK RAILWAY SYSTEM

MONTREAL-NEW YORK (Via D. & H.) *9.30 a.m. *8.10 p.m.
MONTREAL, BOSTON, NEW YORK (Via C. V.) *8.31 a.m. *8.30 p.m.
Pullman Sleeping Cars on Night Trains
Parlor and Dining Cars on Day Trains.
*Daily.

122 St. James St., Cor. St. Francols-Xavier—Phone Main 6905.
Windsor Hotel "Uptown 1187
Bonaventure Station" Main 8229

STEAMSHIPS.

AN ROYAL LINES

SAILINGS: DURING THE WINTER SEASON OF NAVIGATION STEAMERS SAIL FROM

St. John N.B., and Halifax, N.S., to Liverpool; St. John to Havre and London; and Portland and Boston to Glasgow. STEAMERS.—The steamers presently employed in these services include these services include
CORSICAN, HESPERIAN, SCANDINAVIAN, Etc.
IDEAL SHIPS FOR WINTER TRAVEL RATES.—First Class \$82.50. Second Class & "Cabin" \$50 to \$55, according to Steamer.

, INFORMATION.—For dates of sailing and all further in-ormation, apply any agent, or The Allan Line, Uptewn Passenger Office, 675 St. Catherine Street, Montreal; or H. & A. ALLAN, General Agents 2 St. Peter Street - MONTREAL - 4 Youville Square

MAISIEN FIRE INQUIRY WILL REOPEN

Outbreak.

estigation of the fire which ng the guests of the Cafe Pa ours of March 8 was concluded oner Ritchie by the hear ard and David Parker, who were Hackett. The commissioner the case if Mr. Hackett coul rtant witness. A Mr. and Mr aying at the hotel on the night of ation was to have been c e gone out of town. Louis Brossard had been in the

family for twenty-five years. Brothers from Joseph Gra rking as porter at the cafe. nts in the basement of th which the fire had originated, near een used as a kitchen till a efore the fire. Brossard said the alled in such a manner as to tion of rubbish beneath it hich were piled at one end of the nailed up with the packing ins load was ready. he witness declared that there th lying round in this room. The

e witness did not know if any c he fire at night, for he left at 6 o'c He used to see that the fire chamanner as to keep it alight t at 7 o'clock in the morning. David Parker, father of Messrs Parker, the proprietors of the cafe, abstely no financial interest in the as conducted entirely by his sons. be had retired from business himse ues issued by the firm had to

ked for the night at 5.30 on the

the fire broke out. It was a fairly

bures, either one of his sons and h his sons. He had power of attorn mes, but his signature alone was the bank. Mr. Parker said he spent a great the cafe, "seeing that things we see that they did. His authority ugh Mr. Parker said he seldom I home in Outremont before · m

ald spend most of the time at the talking to his friends." At the conclusion of Mr. Parker's ssioner inquired about further ere expected yesterday, but these and Mr. Hackett thought the eat importance. Commissioner Rit

RESOLUTIONS OF RETAIL ME St. John, N.B., April 14.—Some one of the New Brunswick branch hants' Association are in conven series of resolutions passed includ support the purchase of goods which would bear a profit now

ers who handle Canadian-made go that the manufacturers did not allow t sed for price-cutting by others on line

provide, if possible, for the tax to equalize the tax avoring a change in the Lord's Da

of goods on Sunday equal In favor of abolishing all lottery and tions, to include all premium manuf

RUSSIANS BUY ARMY SHO acts have been placed by repre

in government with at least fo land shoe manufacturers for 2,000,000 p hoes, according to the Shoe and Leat ames of the factories are withhere. are of the regulation army type, mad pattern. Specifications are said that the leather shall be natural colored he soles are to be hobnailed, and many to have canvas tops. It is said that stion are keeping their names from order to avoid the blacklist which the C nent is reported to be planning again tims which are supplying the allies wi rious kinds. Providing th tion prove satisfactory, considerable

is looked for with Russia. POLICE TO REGULATE JITNE ion, Ont., April 14 .- The wity ling a by-law which will give the po authority to regulate the jitney This step has been occasioned owing not uncommon to see as man ons in a seven-seated car, and 30 mi

often reached on the public streets. Notices of Births, Marriages and Doath

BIRTHS.

799 Bordeaux street, on Apr Mrs. W. H. Baker, Jr., a son. MARRIAGES.
MEAU-MILLS—On April 8th, 1915, at

dence of the bride's parents, by the I dolat, Elizabeth Marr, daughter of Mr. John Mills, to J. Edward Primeau, son Emileas Primeau and Mrs. Primeau, Jonteal. DEATHS.

H-At the Royal Victoria Hospital, Frances Anderson, dearly belove

Alf-Accidentally killed April 12th haif age 34 years, son of the late Wm. sloved husband of Bridget McGrath, o Arec.

OWLER—On April 13th, at his late reside Park avenue, Oliver Dowler, son of the le Besler, of Ottawa, Ont., and dearly bel and of Mand Bell. BBIN—On April 12th, at 64 Richmo int St. Charles, James Gribbin, son of any Gribbin, M.D., of Glasgow, Scotl ONAN—On April 11th, Martin Honan, age 70 years, at 4826 Western Avenue.

ATLOR—At the Royal Victoria Hospital, 13, Mary Lafontaine, beloved wife of F.