

Journal of Commerce

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MONTREAL, SATURDAY, MAY 15, 1915.

The Right of Travel

The right of American citizens to travel under their own flag, or under a neutral flag, or under the flag of a belligerent nation subject to certain conditions, cannot be questioned. The American citizen who takes passage on a British ship assumes certain risks, but, subject to the special conditions of that risk, he is entitled to protection under the law of nations. The special risk of the voyage is that the ship herself is liable to be captured by ships of the enemy, but in event of such capture the American, under international law, can only suffer delay and inconvenience. The enemy which captures the ship may take her into port and deal with her in a prize court or may sink her in the ocean. It is his right to capture and destroy British property wherever he may find it. But in the case of a merchant vessel he is bound to save the crew and passengers. He may take them to a German port, where those of them who are British subjects may be interned until the end of the war, while those who are citizens of neutral countries may be set at liberty.

The German war vessel had an undoubted right to capture and destroy the Lusitania. Nobody will question that. Many British merchant ships have been destroyed by the German cruisers, and so long as their passengers and crews received the protection required by international law no Briton complained. The German cruiser Prinz Eitel Friedrich, when she arrived at Newport News a short time ago, had on board the crews of several vessels that had been captured or destroyed. In those cases the laws of war were observed and there was, in the case of the British vessels, no ground of complaint.

The conditions under which the Lusitania was attacked made it impossible to observe the rules of war, and therefore the whole design of the movement was unlawful. The Germans did not even pretend to observe the rules. If they had stopped the Lusitania and ordered all on board to take to the boats, and then sunk the ship, they could have set up something like a pretence of regard for international law. In rough weather such a course might have been without any excuse, for under such conditions the boats might have failed to afford the protection to which the crew and passengers of the captured ship were entitled. But the incident occurred in broad daylight, with fine weather, on a smooth sea, and in sight of land. Such a course of action would probably have enabled the crew and passengers of the Lusitania to reach the shore in safety. To say, as the Germans may, that if they had waited to do this British warship might have come and the intention of destroying the Lusitania would have been defeated, is simply to say that the Germans had engaged in a project the success of which could only be made possible by the abandonment of all the rules of war and a resort to the common principles of piracy. That this was what was intended by the German authorities from the moment the submarine was sent on her mission is evident to all.

Herr Ballin's Work

It is more than probable that one of the moving spirits in the sinking of the Lusitania was Herr Albert Ballin, the Managing Director of the Hamburg Line of steamers. Herr Ballin has had the closest relations with the German Government, and been one of their chief advisers in all maritime matters. He has had ambitions for himself and for Germany. He aimed at having under the German flag the finest and fastest passenger ships in the world, and with the help of the German Government he went far towards accomplishing his purpose. But just when he and the German Government were priding themselves on their great ships, which were to be recognized as the queens of the ocean, their rejoicing was checked by the announcement that the Cunard Line, with aid from the British Government, were building larger, faster and in every respect finer ships than any that carried the German flag. When the Lusitania was launched, and a little later her sister ship the Mauretania, the glory of the big German ships departed. One would have to stop to think for a moment to remember the names of the German ships which but a little while ago were the talk of the maritime world. Herr Ballin can hardly be supposed to have viewed such a situation with pleasure. His big ships were not only eclipsed by the finer Cunarders, but since the breaking out of the war they have been obliged to hide themselves in harbors in Germany or in neutral ports, while the Lusitania and Mauretania proudly sailed the seas. An opportunity to hit any British ship is probably welcome to Herr Ballin. But we may be sure that the proud Lusitania afforded a particular temptation to him. If the whole truth could be learned concerning the plan to destroy the Lusitania it is quite likely that the hand of Herr Ballin would appear.

The Average and Possible Yield

The Government has just issued a crop bulletin showing that the condition of the crops on May 1st were exceptionally good. The figures show that there are 972,000 acres in Ontario and 215,000 acres in Alberta under fall wheat, while the fall wheat sown in the other provinces brings the total up to 1,248,000 acres. The report also shows that more spring wheat was sown this year than previously,

while weather conditions and an earlier season are very favorable factors. Canada undoubtedly will have a largely increased acreage under crop this year, with a corresponding increase in the total yield. Just what difference there is between the actual yield and the possible yield is shown by comparing the average yield in Canada for a number of years with the average yield obtained at our experimental farms. A table showing the average and possible yields follows:—

	Average.	Possible.
Fall wheat	20.42	52.
Spring wheat	14.84	33.
Barley	16.15	39.
Oats	36.80	91.
Corn, grain	70.	200.
Corn, Ensilage (tons)	12.	19.
Peas	15.33	37.
Beans	18.79	50.
Potatoes	119.40	450.
Turnips	421.81	1000.

It is estimated that the increased use of fertilizers, intensive cultivation, good seed and, in brief, better farming methods would result in increasing the value of Canada's crops in a single year \$150,000,000, a sum more than sufficient to pay the interest on our national debt. It is undoubtedly better to increase the output of our present acreage than to have half a crop from a largely increased acreage.

There is a disposition in both British and American papers to regard President Wilson's note to Germany as an admirable one. In so far as diplomatic procedure is concerned, the press of both countries admit that it is a model. How Germany will view it is another matter.

The driver of a juggernaut car in New York City has been sentenced to a fine of fifty dollars or five days in jail. As he has not the money, he is doing time. This is a wholesome lesson which should be adopted by magistrates everywhere. Many automobile drivers act as if pedestrians had no rights, and that the streets were made solely for the use of scorchers.

Up to the first of the month the five great belligerent countries have made war loans totalling \$9,613,400,000. This is divided as follows: Great Britain, \$2,525,000,000, France \$1,802,400,000, Russia \$1,065,000,000, Germany \$3,491,000,000, and Austria-Hungary \$700,000,000. Germany and Austria will have to do considerable more borrowing before they pay for this war.

The British Post Office carries every day four hundred thousand letters and fifty thousand parcels to the soldiers of the Empire fighting in France. It is as little as those of us who are at home can do to write as often as possible to the men who are spending long days and nights in the trenches. A letter may mean little or nothing to you, but it may mean a lot to a man at the front.

General Huerta has written an article in a New York paper on "The Future of Mexico." He states that "the people of Mexico are tired of revolutions that have brought them nothing but four and a half years of useless bloodshed," and also adds "the leadership of a new patriot will shortly materialize." The trouble with Mexico is that she has had too many patriots or men anxious to loot the treasury under the name of patriotism. It does not look as if that unhappy republic were capable of governing itself.

Two years ago the people of England, and to a lesser extent the Anglican churches throughout the world were worked into a frenzy over the Kilnyu affair in East Africa. A decision has just now been given by the Archbishop of Canterbury in which he points out that "churches of various denominations in mission fields and new districts must not be forced into European moulds" or "hampered by schisms and divergencies which have their origin in the political, social and ecclesiastical difficulties of the seventeenth and eighteenth century Britain." The Archbishop also notes "a clear progress towards fraternity among the denominations." It will be remembered that the whole trouble arose over the disciplining of an English Church missionary for having taken communion with Presbyterian Methodists and other Non-Conformist missionaries at an obscure station in East Africa. Two years ago it threatened to disrupt the Church of England, but in the light of subsequent events it is little more than a teatime in a teapot.

The Day's Best Editorial

AGGREGATES OF INDIVIDUALISM.

Every experienced newspaper man knows that a newspaper is greater than the sum of all the people who write it, greater than its business department, or even its proprietor. It develops a composite soul of its own, and it is essential to be remembered that the people who produce it are individualists to a man. The aggregates of individualism, in fact, are greater than the sum of the units. The national weakness of absolutism is that the nation is worse than its component parts. So far from the methods of the drill sergeant creating a perfect state, they show how extremes meet, in creating out of a great body of atrophied individuals the morals of a mob.

All the people of the United States, as represented by that public opinion which is their sober second thought, are greater than the sum of the units. According to the automatic method, the people governed are not responsible for the government. But according to the English and American theory, the individual conscience accepts responsibility for a government, and the aggregate establishes a capital fund of conscience, which is represented in the principle of government by consent of the governed.

However we might feel about the common enemy if we were at war, American public opinion could not be hypnotized into condoning, to say nothing of viewing with satisfaction and triumph, acts of "rightfulness" with or without military value. Anybody who remembers the international expeditionary force in the Boxer uprising will realize the distinction as applied to actual conduct in the field. He will remember the unvarnished comments of the responsible American officers, upon the treatment of harmless Chinese civilians by the Germans, and the horror and disgust shown by the British contingent, with an instinctive appreciation of the American view in such a matter.

This was not a mere matter of difference in military discipline. It was that inherited love of freedom with the acceptance of the responsibilities that go with it, which is the glory of the English-speaking races. It is the aggregate force of conscientious individualism, as opposed to the irresponsibility bred of remorseless discipline without moral force behind it.—Wall Street Journal.

A LUXURIOUS ALMSHOUSE.

Morden College, Blackheath, the administration of which is to be discussed at the next L.C.C. meeting, is the most luxuriously equipped almshouse in existence. Admission is strictly limited to men who have fallen on evil times. More clerks are not eligible, candidates being required to prove that they have been in a large way of business for themselves. Each member of the College draws a yearly allowance of £110, and on admission receives £25 worth of furniture for his two rooms, unless he prefers to bring his own. There are well-trained men-servants, and to every three members one maid-servant is allotted. Members must attend a certain number of chapel and be in by 1 p.m. if they come in at all; but there is no other restriction on their liberty, and they can go away for weeks at a time if they choose.—London Chronicle.

A FINE RECORD.

It has been the proud and praiseworthy boast of the Cunard Line that in all its career it has never lost a passenger at sea. It is no discredit to it and no reflection upon the seamanship or the competency of the captain and officers of the Lusitania, that this wonderful record should have been broken by the Kaiser's undersea thugs. The loss of life is terrible, but we have every reason to hope that brave men did their duty on the stricken liner to the last.—Halifax Chronicle.

"A LITTLE NONSENSE NOW AND THEN"

When it comes to teetering, Italy holds the championship belt.—Brantford Expositor.

Has Italy ever heard of the man who ran five miles to get a good start to jump a creek and when he arrived at the bank was so exhausted that he had to sit down and rest?—Kansas City Star.

Wearry Virginia (reading the Journal of Commerce)—I see by de paper here dat dere is \$260,000,000 railroad bonds in default.

Flowerly Fields—Sure! Dat's where dey keep 'em in de vault.

While we do not like to side with an Englishman against an American citizen we can't help thinking that King George's barley water is a better substitute than Mr. Bryan's grape juice.—St. Louis Globe-Democrat.

Sergeant—"Ey, there! Where are you going?" The Absent-Minded Beggar (who climbed out of the trench)—"Oly Jiminy! When that bloomin' shell whistled over'e'd H thought it was twelve o'clock!"—University of Nebraska Awgwan.

Little Fred attended the Baptist church, but had many playmates who went to the Congregational church. He was studying the story of John the Baptist, when he looked up and said very earnestly, "Mother, wasn't there any John the Congregationalist, too?"—The Congregationalist.

One day small Margie was watching the cat perform her toilet. After observing the performance with deep interest for a time, she said: "Mamma, why don't you put a basin of water on the floor so Kitty can wash her face without spitting on her hands?"—Labor Citizen.

"Why don't you advertise?" asked the editor of the home paper. "Don't you believe in advertising?" "I'm again advertising," replied the proprietor of the Hayville village store.

"But why are you against it?" asked the editor.

"It keeps a fellow too darn busy," replied the proprietor. "I advertised in a newspaper once about ten years ago, and I never even got time to go fishing!"—St. Louis Post-Dispatch.

Willie had been forbidden to try his new skates, because his parents thought the ice was not safe. Consequently when he appeared in the doorway, dripping wet, there was trouble brewing.

"Don't lick me, ma," said the offender, "because I've just saved three men and two women from drowning."

"How?" demanded his mother.

"Why," exclaimed Willie, "they were just going on the ice when I broke through!"—Exchange.

Unobserved and unannounced, the president of a church society entered the composing room of a newspaper just in time to hear these words issue from the mouth of the boss printer:

"Billy, go to the devil and tell him to finish that 'murder' he began this morning. Then 'kill' William J. Bryan's 'Youngest Grandchild' and dump the 'Sweet Angel of Mercy' into the hell-box. Then make up that 'Naughty Parisian Actress' and lock up 'The Lady in Her Boudoir'."

Horrid! the good woman fled, and now her children wonder why they are not allowed to play with the printer's youngsters.

THE WAR HORSE BUYERS.

Twenty of us ridin' bronks, headed for the war:
Twenty top hand saddlemen, up in bustin' lore;
Off the ranges fast they come, hosses black and gray,
Hosses roan and calico, hosses brown and bay;
Saddle, bridle, cinch and ride—buck, you big hoss, buck!

You will be the captain's choice—bye, old nag—good luck!

Tillery and cavalry, tillery and cavalry,
That's the way they pick 'em when the judges are at work;

Tillery and cavalry, tillery and cavalry,
Farewell Western mountain hoss, and don't you ever shirk;

Steel and lead and powder smoke, there acrost the way—
If it wasn't I'm a neutral I'd be off with you to-day.

All the range is bein' combed of the strong and fit;
Bring more in, you wrangler men—let 'em taste the bit;

Let the busters show each pace, 'neath the captain's eyes;
Good bye, all of you to-day, to these Western skies;

Twice around the ring you go—saddle off and stand still;
While the captain tells you off for the fightin' band!

Tillery and cavalry, tillery and cavalry,
That's the way they pick and choose for the game of war;

Tillery and cavalry, tillery and cavalry,
Little difference where you go—fightin' is in store;

Little difference where you go—most of you must die;
Western hosses, do your best—good luck, and good bye!

—ARTHUR CHAPMAN.

IN THE LIMELIGHT

A Series of Short Sketches of Prominent Canadians.

The Dutch have played an important part in the history of the world and no where have they left more indelible traces of their industry than on this continent. Hollanders have been prominent in the political, industrial and transportation history of the United States; New York and Pennsylvania owe much of their progress to the men who crossed over from Holland and settled in those states, while Dutch capital has found its way into many great American enterprises.

At one time Dutchmen got "stung." They had invested in the bonds of certain railroads in the North-Western States, but the roads fell on evil days, and interest was not forthcoming. They sold out their holdings and for many years absolutely refused to have anything to do with American railroad securities. It took another Dutchman to restore confidence in railroad securities.

Sir William Van Horne, former president of the Canadian Pacific Railway, was the man who did the trick. That prefix "Van" to his name was worth millions to the Canadian Pacific Railway during the struggling period of its existence. It meant the purchase of C. P. R. stock by the people of Holland. Sir William was born at Joliet, Ill., in 1843, so that he is seventy-two years of age. He was educated at the local schools and entered railway service as a lad of fourteen. The ticker was the means by which he started to climb the long ladder. This young telegraph operator of fourteen was possessed of a good constitution, a healthy ambition and had been blessed with a good home training. Steadily year by year he climbed from one position to another. Young Van Horne was not particular what he did as long as he was given a chance to make good. From being a mere telegraph operator he became a train despatcher, then superintendent of telegraphs, then a general



superintendent, then general manager of a road and finally president of a small railroad in the United States. In his day he served a half dozen or more railroads, using every possible opportunity to inform himself in regard to railroad management and to make himself an indispensable factor.

In 1882, the Canadian Pacific Railway secured him from the Chicago, Milwaukee and St. Paul Railroad and made him general manager of their embryonic line. In those days he was pretty much the whole operating staff, as well as seeing that the road was constructed within the stipulated time. He became president of the road in 1888, a position he retained for eleven years; when he resigned the presidency and became chairman of the board of directors. This position again he resigned in 1910, but remained a director of the company.

To merely chronicle the activities of Sir William Van Horne in connection with the Canadian Pacific Railway does not by any means exhaust the account of the man's life and work. He is one of the most versatile men in the country. As an art critic he is probably without a peer in the land, while as a painter he would have taken a high place among the masters had he turned his attention to it early in life. Sir William Van Horne is able to draw more than his salary. His home is one of the most interesting places in Montreal. Valuable paintings, sketches, curios from every part of the universe and valuable books are but a few of the outward evidences of this man's versatility and cosmopolitan nature.

His activities are by no means confined to the Canadian Pacific Railway. At a time when most people are thinking of retiring from life, Sir William rode on horseback from end to end of the Island of Cuba in order to locate the best site for a railway, secured concessions and built and now operates a great railway system in that island. He is equally interested in the manufacture of paper, and as head of the Laurentide Paper Company has done much to further that industry. He is a director of a score or more companies, is a farmer of no mean ability and is thoroughly proud of his achievements in raising high yield per acre from his farm than he is of the fact that he was formerly president of the Canadian Pacific Railway.

Sir William has always been bigger than the position he occupied and has never been dominated either by his work or by his surroundings. He does not believe that wealth should be the hall mark of greatness, nor that we should have an aristocracy whose only claim is wealth and social position. He believes rather in an aristocracy where brains and culture take first place. In this respect Sir William has practised what he preaches. Denied in early life the advantages of a liberal education, he made the most of every opportunity which came to him. He read widely and wisely, studied men and movements, profited by his experiences and imbibed knowledge at every opportunity. Sir William's advance in life was not due to any outside influence, pull or wealth. He made his own way and while doing so made himself a big man, mentally and physically.

To-day Sir William Van Horne is seventy-two years old. He still possesses the imagination, the force and the virility of a man in the prime of life. He has kept young by having a diversity of interests, by making himself bigger than the mere job which occupied him for the moment. When the history of Canada comes to be written a generation hence, a large place will be given to the Dutchman who restored the confidence of the good people of Holland in railroads on this continent.

J. C. R.

Imperial Bank OF CANADA

HEAD OFFICE - - - - - TORONTO

Capital Paid up..... \$7,000,000
Reserve Fund..... \$7,000,000

This Bank issues Letters of Credit negotiable in all parts of the world. This Bank has 127 branches throughout the Dominion of Canada.

SAVINGS BANK DEPARTMENT

at each branch of the bank, where money may be deposited and interest paid.

MONTREAL: Cor. St. James & McGill Sts.
BRANCHES: St. Lawrence Blvd.

Union Bank OF CANADA

Dividend No. 113

NOTICE is hereby given that a dividend at the rate of eight per cent. per annum upon the Paid-up Capital Stock of the UNION BANK OF CANADA has been declared for the current quarter, and that the same will be payable at its Banking House in the City of Winnipeg and at its branches on and after Tuesday, the 1st day of June next, to shareholders of record at the close of business on the fifteenth day of May next.

The transfer books will be closed from the 17th to the 31st of May, 1915, both days inclusive.

By Order of the Board,

G. H. BALFOUR,

General Manager.

Winnipeg, 16th April, 1915.

THE DOMINION BANK

SIR EDMUND B. OSLER, M.P., President
W. D. MATTHEWS, Vice-president

C. A. BOGERT, General Manager

Trust Funds Should Be Deposited

In a Savings Account in The Dominion Bank. Such funds are safely protected, and earn interest at highest current rates.

When payments are made, particulars of each transaction may be noted on the cheque issued, which in turn becomes a receipt or voucher when cancelled by the bank.

THE BANK OF BRITISH NORTH AMERICA

Established in 1838
Incorporated by Royal Charter in 1840.

Paid up Capital..... \$4,866,666.66
Reserve Fund..... \$3,017,333.33

Head Office: 5 Gracechurch Street, London
Head Office in Canada: St. James St.
Montreal

H. B. MACKENZIE, General Manager

This Bank has Branches in all the principal Cities of Canada, including Dawson City (Y.T.), and Agencies at New York and San Francisco in the United States. Agents and Correspondents in every part of the world.

Agents for the Colonial Bank, West Indies. Drafts, Money Orders, Circular Letters of Credit and Travellers' Cheques issued negotiable in all parts of the world.

SAVINGS DEPARTMENT AT ALL BRANCHES

G. B. GERRARD, Manager, Montreal Branch

ESTABLISHED 1864

Paid up Capital..... \$7,000,000
Reserve Fund and Undivided Profits..... \$7,248,134

THE MERCHANTS' BANK OF CANADA
PAYS SPECIAL ATTENTION TO SAVINGS ACCOUNTS

A TIP FOR MONTREALERS.

The work of the City Improvement Association goes hand in hand with that in the programme for the clean-up period. It is therefore entitled to equal consideration and aid from the public. The assistance is needed NOW, because the time for tree planting will not linger to suit the convenience of those who are given to procrastination. Every citizen is surely interested in the adornment of his city—if it is not, he is a poor brand of citizen.—Sydney Record.

THE PRESS INFLAMED.

Not since the firing on Fort Sumter have the American newspapers appeared more inflamed than in their denunciation of the loss of the Lusitania.—From the Boston Herald.

SHARP RISE BY ACTIVE

Advance Threatened to Interest and Weaken Position

THE GERMAN DIP

Now Say it is Too Early to Conclude the War. Ending, and Bull Speculation Be Encouraged.

[Exclusive Leased Wire to Journal] New York, May 15.—The expectation that the German note would make a conciliatory move was reflected by a rise in the stock market. Running from a point to two in leading stocks in a great part from large holders were also active on that side of the purpose of covering shorts. The market was small.

Bethlehem Steel, after an initial advance, immediately after another point of decline, fell to 130. Maxwell Motors gained 1 1/2. Union Pacific advanced 1 1/2 to 122 1/2. Steel opened 3/4 up at 51 and soon advanced by an additional fraction. R. R. closed at 141 1/2.

Copper issues were not relatively strong on the loss. Utah opened 1/2 covered its loss and in Amalgamated advanced to only 3/4. American Railway strong feature opening 1/2 up.

New York, May 15.—On the sharp first few minutes, stocks were up, then fell to check a rise which threatened to bring about a technical position as might leave the market to attack in the event of a favorable nature.

In conservative quarters it was argued that to count with certainty upon the ending of the German difficulty and operations on the bull side should not be. Among the largest recoveries were 1 1/2 in Canadian Pacific; 4 points in Locomotive; 3/4 to 88 in Westinghouse; 1 1/2 in Studabaker.

The recent weakness in Baldwin Locomotive was accompanied by rumors that the company was considering the advisability of a common dividend at the end of this month.

It is pointed out that the company's earnings already received or is negotiating orders and contracts have already been added to the plants. While the company was considered strong in work, it is present will need a large amount of its operations.

New York, May 15.—It was every body that the market acted well during the day, but the German note was the primary reason for the rise. The market was up for several days and the day was being taken of the intervention of the German note. Large interests, that this was the very thing which the market was waiting for.

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