# REDUCE FREE STORAGE TIME FOR GRAIN FROM TEN TO FIVE DAYS

New Tariff Placed in Force by Buffalo Elevators Will Disrupt Railroad Rates.—Produce Exchange to File Protest.

New York, May 6.—At the behest of the Buffalo ish steamship Incemore for \$198,962, at Mobile, Ala. Elevator Association the railroads have filed a new tariff with the Interstate Commerce Commission rein conditions that will affect the handling of grain at Drifting rudderless, and damaged by a heavy storn this port, and possibly the abolition of the "at-and- the steamship Edgar H. Vance was picked up by a York Produce Exchange protested in advance to the San Francisco. Trunk Line Association, but the tariff was filed on May 1, notwithstanding to go into effect on June 1. the Royal Mail Steamship Co. has created a The next step will be for the Produce Exchange to tion. 1914 profits were only £91,446 compared with petition the Interstate Commerce Commission for a £430,986 in 1913. Company drew on reserves to the suspension of the rate, and a hearing in which they will undoubtedly be joined by Chicago, Minneapolis, Duluth and other grain centres.

roads themselves being opposed to the action taken, furnished an enemy a target too easily distinguish but they have no choice in the matter, it is claimed, able, as the Buffalo Elevator Association has complete control of the situation and is determined to make the change contemplated. The ten days' free storage throughout the winter, came into Montreal yester-day from Louisburg for the first time this season. tion to five days, therefore, means an increase in this Captain Garbutt reported good weather conditions rate; hence, the necessity for filing a new tariff. In up the river and gulf. all probability, following the usual custom, the suspense board of the Interstate Commerce Commission will grant the suspension of the new rate tariff, pos-

The railroads' position is declared to be an unenviable one for they are between two fires. Should platferms and windlass machinery. the tariff be ultimately overruled it would mean one or two things—that the railroads would have to stand Captain Hugh C. Jones, of the Thespis, which was gether, substituting an f.o.b. charge. bringing about as it would mean additional revenue to this achievement each year. them. The railroads, however, say that five days' them. The railroads, nowever, on that its too short a time for them to turn around and that The Donald Steamship Company of New York have the grain cannot be handled by them in so short a sold the steamer Lillie, a banana-carrying vessel

point out that the Georgian Bay ports have thirty which recently left the port of Baltimore in corn Support of the suppor tunity to gather in an additional profit and is not particularly concerned as to just who has to pay it. Those who are particularly well posted as to underlying conditions are of the opinion that this is only for voyages unless the increased scale of wages de in the methods and customs of handling grain at Buf-

James F. Parker, chairman of the committee on trade and transportation, of the Produce Exchange, by them is granted by the lines. said yesterday that he considered the action just taken as one that was likely to be far-reaching in

elevators adhere to their determination, as there is time in searching for the animals. every reason to believe they will, it will simply mean an added burden to the New York grain trade and a point in favor of Montreal for export grain. There is of course only one hope in matters of this kind, is of course only one hope in matters of this kind, steamer Lydia to the Hydrographic office. On February is of course only one hope in matters of this kind, and that is the completion of the barge canal, which cannot come too quickly. The "at-and-east" rate is already too high, as the railroads are keeping it up as much as possible, so that the lake-and-rail rate will be about equal to the all-rail rate to Baltimore and other Southern ports. The Buffalo Association is not under the control of the Interstate Commerce Commission, and if the railroads have a tariff which includes an agreement with the elevator people they will either have to stand the extra storage time themselves or abolish the rate entirely, and leave it themselves or abolish the rate entirely, and leave it to the grain men to make the best terms they can POWER FISHING BOATS ON PACIFIC with the elevators. We certainly need the barge

It is specified that delivery is to begin on October

1, and to run for six months.

refused to give an option on the copper. The in-

### WESTINGHOUSE PLANS.

plan, which is not entirely clear in Wednesday's statement is that regarding the offering of common stockholders. The opinion is exsed by a director that stockholders will have the option of subscribing for common stock or the new bonds at 105. This will be made clear in the de

### TRINIDAD ELECTRIC IN MARCH. The Trinidad Electric Company makes the following

| Railroad | 8,542,25 | 4,290.20 |
|----------|----------|----------|
| Miscel   | 2,410.15 | 402.33   |
|          |          |          |

\$8,557.27

statement for March

### THE WEATHER MAP.

Cotton Belt.—Partly cloudy, light scattered preci-pitation in Texas, Arkansas, Mississippi, Louisiana and Tennessee. Temperature 58 to 76.
Winter Wheat Belt.—Cloudy light scattered preci-

pitation in Kansas, Missouri, Iowa, Illinois and Ohio. Temperature 34 to 58.

nerican Northwest.-Partly cloudy, light scattered precipitation. Temperature 32 to 52. ian Northwest.—Partly cloudy. Temperature

e railroads of the United States during the last fiscal year paid \$1,373,472 in wages.

### SHIPPING NOTES

\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*

The Potsdam has arrived at New York, and the Sant Anna at Naples.

As a result of a collision before the war, the owners of the Kaiser Wilhelm II., have libelled the Brit-

Up to May 1, 142 foreign-built vessels, of 500,705 ducing the free storage time of grain from ten to five days. Out of this is expected to grow a change under ship registry act of August 18, 1914.

east" rate on grain shipped via the lakes. The New wrecking tug off Santa Cruz, and is being towed to

A London special says that the annual report of extent of £200,000 to pay interest.

Surgeon J. C. Pryor, of the U. S. Navy, has submitted a report recommending that the wearing of The singular condition is presented of the reil- white clothing by naval forces be abandoned, as they

The Lingan, which has been running to Boston

sibly for as long as four months, so that September Rosemount on Monday evening were completed the Gulf to the River Plate and back with a cargo presentatives of the railroads. in position and work was being rushed to fix on the

the additional five days' storage charge or else that the first ocean vessel to come up the river to Montthe auditional rive days solves to the state altoreal, will be presented with a gold-headed cane by gether, substituting an f.o.b. charge. This, it is the Harbor Commissioners in their offices at noon hinted, is what the elevator people are desirous of to-day, according to their usual custom of honoring

Grain men look upon it as merely another burden placed upon them, and New York in particular, sees in it further discrimination against this port. They in it further discrimination against this port. They to have been £18,500. The Norwegian steamer Eir, point out that the veurgian bay point has the value which recently left the point of Baltimore in Society days' free storage which makes it so much easier to mand of Captain Marcussen, has been sold to S. E. Olsen, of Bergen, Norway, to American owners, for

Deck officers on steamers of the Clyde, Mallory and Southern Pacific lines have refused to sign articles manded by them through their organization, the falo, and they fear that New York will have to contend with greater discriminations than those already officers who have left the employment of these lines by reason of discharges by the companies will remain out until the scale of compensation demanded

taken as one that was likely to be far-reaching in

A novel use of the aeroplane is under consideration by owners of Newfoundland sealing vessels as volved before the matter should be finally settled.
"It might be," said Mr. Parker, "that in the event of the Interstate Commerce Commission refusing to approve the new tariff, the railroads will find a way of distributing the charge so that it will not fall upon the shipper; although the railroads are not likely to assume the role of philanthropists. If the Buffale for the scene of the purt instead of smoothing much me the role of philanthropists. If the Buffalo for the scene of the hunt instead of spending much

expensive motors.

These gasoline launches, which play an importan part in getting the fresh fish to market are largely built by Japanese boat builders at Steveston, B.C. An official of a large copper concern says he has fused to give an option on the copper. The inquiry is thought to have come through the Russian wells which are separated from the cabin and engineroom by water-tight bulkheads. The wells in most cases are kept flooded, the sea water having a free WESTINGHOUSE PLANS.

New York, May 6.—A point in connection with the delow the water line.

The cod, as soon as caught, are placed in these wells, to be kept alive, while in separate compart-



COL. S. J. A. DENISON, C.M.G., Formerly O. C. 4th Division with headquarters in Montreal. He was appointed to command the Ontario brigade of infantry of the Second Contingent, but owing to ill-health will not go to the front, Colone

### \*\*\*\*\*\*\*\*\*\*\*\* The Charter Market

Lord Brooke, M.V.O., replacing him.

<del>.</del> (Exclusive Leased Wire to Journal of Commerce.)

New York, May 6.—A limited volume of business yesterday. At noon the new gates had been placed of quebracho wood. A moderate demand prevails for tonnage for May and June delivery with coal freights predominating. The supply of prompt boats is bechartering to some extent.

imited amount of chartering results daily, and rate: in all cases are firm and unchanged.

Charters: -Coal-British steamer Linda Fell, 1,924

ews to Martinique, prompt.

Lumber-Steamer General Hubbard, 1,396 tons, from he Gulf to the River Plate 270s. and back to New York or Stamford with quebracho wood, May.

sulf to St. Nazaire, with timber, 260s., May. onville to Boston, with ties.

ons. New York and River Plate trade, one trip down,

Schooner Edgar W. Murdock, 1,215 tons. from Suenos Ayres to New York with linseed, 37s. 6d.
Schooner Governor Brooks, 2,019 tons, same, \$9.50.

## OF PASSENGER TRAINS 94 P.C.

for the month of March, shows that during the month the number of trains run was 67,027. Of this month the number of trains run was \$1,021. Of this number \$4\$ per cent, were on time at the division terminal. The average delay for each late train was before the entire membership of the Interstate Comberla and the supering of the super 19.5 minutes and the average delay for each train merce Commission. Should the road be sustained it run was 1.1 minutes. Record for principal roads for

| March.                      | February. |     | Janua |  |
|-----------------------------|-----------|-----|-------|--|
| Boston & Albany             | 97        | 93  | 9     |  |
| Boston & Maine              | 84        | .73 | - 7   |  |
| Buffalo, Roch. & Pitts      | 95        | 91  | 85    |  |
| Buffalo & Susquehanna       | 89        | 89  | 71    |  |
| Central New England         | 91        | 86  | 9:    |  |
| Delaware & Hudson           | 97        | 93  | 94    |  |
| Delaware, Lack. & Western   | 96        | 92  | 90    |  |
| Erie                        | 95        | 90  | 89    |  |
| Lehigh Valley               | 88        | 83  | 76    |  |
| Long Island                 | 95        | 92  | 93    |  |
| Michigan Central            | 82        | 63  | 63    |  |
| New York Central            | 95        | 88  | 87    |  |
| N. Y., New Haven & Hartford | 97        | 95  | 94    |  |
| N.Y., Ontario & Western     | 93        | 87  | . 90  |  |
| Y., Westchester & B         | 99        | 99  | 96    |  |
| Pennsylvania                | 94        | 91  | 89    |  |
| Rutland                     | 88        | 82  | 88    |  |

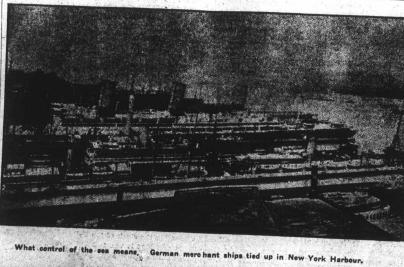
## COAST OWNED BY JAPANESE FISHERS. SIR WILLIAM EXPLAINS POSITION

It was no reflection on the company when this divilarge part of the boat, amidships is given up to fish at the time he would as soon not have been obliged

# ILLINOIS TRACTION IN MARCH.

Gross earnings of the Illinois Traction Co. for March were \$891,332, an increase of \$12,514. Net for the onth was \$337,033, an increase of \$3,306.

For the year to date the gross totals \$2,733,932, an ncrease of \$62,955, and net \$1,086,749, an increase of



\*\*\*\*\*\*\*\*\*\*\*\* A strike among freight clerks of New Haven rail-road at Hartford has been averted.

Atlantic Coast Line has placed a contract for 6,400 ons of rails with Tennessee Coal, Iron & Railroad

The New York State Public Service Commission suspended until July 1 the proposed increase in amutation rates on the Long Island Railroad.

Mr. G. C. Wells, assistant to the passenger traffic manager of the C. P. R., has returned to Mont-real, from a trip west, which included a visit to the San Francisco Exposition.

Boston & Maine reorganization bill, as passed by Massachusetts Senate on Monday by a vote of 29 to 8, contains various important amendments which had been proposed by Senator Hobbs, its sponsor. Mr. G. P. McLean, folder clerk in the C. P. R. pub-

licity department, was presented with a gold watch yesterday afternoon by his fellow employes, on the casion of his leaving to join the 42nd Highlanders Statistics are being compiled by a number of Illinois roads which will show the number of pieces of baggage handled free and the number yielding rev-

The figures are to be employed in a campaign

In proof of their contention that their profits are New York, May 6.—A limited volume of business too small to stand a raise in freight rates on their was reported in steamer chartering, the feature be product, southern lumbermen in the United States ing the fixture of an American boat for lumber from have offered to submit their books to the traffic re-

for higher rates.

While engaged in loading baggage on No. 16 I. C. R. train for Halifax at Hampton station, St. John, on ing absorbed gradually, which fact tends to limit Tuesday afternoon, Alex. McManus, baggagemaster, was caught beneath an overturned truck and had The sailing vessel market continues dull and only a one of his legs badly broken by the falling trunks.

The members of the Canadian Army Service Corp. Charters:—Coal—British steamer Linda Fell, 1,924 who sailed on the last trip of the R.M.S. Missanaute ons. from Baltimore to Alexandra, prompt.

Dutch steamer Ubbergen, 1,150 tons, from Baltimore clived from the C. P. R. steamship officials, that they addressed a letter to Captain Evans, expressing they addressed a letter to Captain Evans, expressing on current market prices: Norwegian steamer Sif, 1,959 tons, from Newport their deep appreciation for the courteous and kindly consideration which had been shown to them

The city of Brantford, Ont., will not hand ove ork or Stamford with quebracho wood May.

British steamer Mayisbrook, 1,965 tons, from the Northern Railway between Brantford and Galt. That Schooner Mary W. Bewen, 1,907 tons, from Jack- has been definitely decided upon, but further negotiations are being conducted as to the price Miscellaneous.—Norwegian steamer Grena, 3,487 paid by the C. P. R., which is behind the L. E. and N. Railway, for that section of the municipal road

A partial agreement between the St. John Railway Company and the city authorities regarding the kind of rails to be used in the new connections was reached at a conference on Tuesday. Col. H. H. McLean, president, H. M. Hopper, manager, and G. G. Mur-WERE ON TIME AT TERMINALS. doch, engineer, represented the railway company Albany, N.Y., May 6—The record of passenger train performances on the steam railroads of the State for the mostly of Moral of the State.

Whether the attitude of the Pennsylvania on the is as follows:past three months, in percentage of trains on time, defiance of its insistent demands as it will prevent will be a severe blow to the southern lines in their the checking of baggage and reserving of sleeping car accommodations on interchangeable mileage.

> Sir William Mackenzie states that the stock of which the C. N. R. has passed the dividend, has nothing to do with the bond issue guaranteed by the Government. Sir William explains that it was income stock on which dividends were only payable where there was a five per cent, surplus of income over fixed charges, including bond interest and all prior claims. It was no reflection on the company when this dividend was passed over. There was a 5 when this dividend was passed over. There was a bound seemly crop report states that all of Minnesota, per cent, surplus last year, and the dividend was paid, although at the time he would as soon not have

Rock Island stockholders' protective committee is being formed by the new directors who recently went on the board, other than N. L. Amster. One aim of the committee, it is said, will be to prevent RUSSIA IN MARKET FOR COPPER.

New York, May 6.—Inquiry is being made in New York for 15,000 tons of copper, 10,000 tons of spetter, and 5,000 tons of aluminum said to be for the Rus.

SIR-WILLIAM EXPLAINS POSITION

OF C. N. R. REGARDING BOND INTEREST. Sir William Mackenzie explains that the stock on which the C. N. R. has passed the dividend, has nothing to do with the bond issue guaranteed by the Government. It was income stock on which dividends boats on the coast, many of which are equipped with boats on the coast, many of which are equipped with were only payable where there were a flow which are equipped with the flow indicates the testics by minority interests that might bettericted the testics by minority interests that might bettericted testics by minority interests that might bettericted testics by minority interests that might bettericted testics b the reorganization. Directors on the committee will be Charles Hayden, W. Emlen Roosevelt, and Wm. J. ernment. It was income stock on which dividends were only payable where there was a five per cent. surplus of income over fixed charges, including bond interest and all prior claims.

be Charles Hayden, W. Emlen Roosevelt, and Wm. J. Matheson. It is expected that James S. Alexander DETROIT and F. A. Van Hall will join the committee. CHICAGO

For the last two months the Michigan Central officials have been negotiating with the London and Port Stanley Railway Commission of the City of London, Ont., to securer unning rights over the new ly-electrified road, but so far have been unable to make a deal. The Michigan Central now propos to build a side line, west of the big M. C. R. bridge at St. Thomas, Ont., to connect with the London and Lake Erie Transportation Company, the opposition electric line, to the road owned by the City don. This is the distributing point for all freight from London to points east and west of St. The and a very large amount of freight is handled each year over this line.

## MAURETANIA RETURNED.

According to an announcement of the Cunard teamship Company, the Mauretania, which has been in the service of the British Government since October Leaves last, will resume her passenger sailings between Liv- Arrives erpool and New York. She will sail from Liverpool on May 29.

# AMERICAN LOCO. TO BUY STEEL.

As the Locomotive Company will make one-half of the \$65,000,000 shrapnel ordered it can be assumed that the total tonnese of steel required to turn out the \$5,000,000 shells will be in the neighborhood of 40,000 tons.

SIR THOMAS SHAUGHNESSY HOME,

Sir Thomas Shaughnessy is expected to arrive in Montreal this afternoon

# TIME FOR MOVEMENT TO START IN STANDARD RAILROAD ISSUES

Boston, Mass., May 6.—Although industrial stocks principally the "war order" stocks, and the copper and zinc issues, have for some time mo centre of the stage speculatively, good judges believe that the standard railroad issues will soon have a inning, and they look to such as Union Pacific lead the way.

That the railroad situation has undergone a considerable transformation has only begun to be appreciated. The policy of Federal and State repression has been abated; the eastern railroads have bee granted a rate increase and it seems probable that he western roads wil be granted some relief in this direction. Last, but not least, the railroads have had a lesson in rigid economy, and earnings show signs of coming back. When the crops get a little more into the focus of attention, earnings prospects of western roads will be more discussed. Crop conditions so far are reported almost perfect.

The railroad issues have lagged far behind the industrial and the coppers in the market advance. Th: average price of 20 railroad issues at the close of the market Saturday was 96.94. This compares wit the low of 87.85 on February 24, an advance of 0.0 This low reached July 30, 1914, the day preceding the closing of the stock exchanges, was 89.41, so tha the present average represents an advance 7.53 from that point. The high for rails in 1914 was 109.43, reached at the end of January, so that they have a long way to go to get back to the levels that year, and the railroad outlook is materially better than it was a year ago. The high in 1912  $_{\mathrm{Was}}$ 124.35, reached in October of that year.

The movement of the industrial stocks presents a distinct contrast to that of the railroads. The average of twelve industrials at the close Saturday was 90.78, which contrasts with the low of 73.81 in Feb. ruary, an advance of 16.97 points. The low of last July was 71.42, so that the present figure represents an advance of 19.36 points from that level. the industrials attained a high of 83,19 in February and in 1912 the highest point reached was 94.15 ii September of that year.

| u- | prices.               |      | ,        |           |     |
|----|-----------------------|------|----------|-----------|-----|
|    | Approx.               |      | Yield or | n Low     | w L |
|    | Price                 | Div. | Mkt. p   | rice 1915 |     |
| г  | Atchison104           | .6   | 5.7      | 921/2     | 89  |
| t, | Baltimore & Ohio 78   | 5    | 6.4      | 6334      | 67  |
| d  | Canadian Pacific168   | 10   | 5.9      | *1531/4   | 153 |
| t  | St. Paul 96           | 5    | 5.2      | 831/4     | 84  |
| -  | North Western131      | 7    | 5.3      | 121       | 122 |
| e  | Great Northern121     | 7    | 5.7      | 11234     |     |
|    | Lehigh Valley145      | 10   | 6.8      | 1291/4    | 111 |
| 1  | N. Y. Central 89      | 5    | 5.6      | 81 1/2    | 77  |
| 1  | Norfolk & Western.105 | 6    | 5.7      | 991/2     | 96  |
| -  | Northern Pacific111   | 7    | 6.3      | 991/8     | 96  |
| 1  | Pennsylvania110       | 6    | 5.4      | 103 %     |     |
| .  | Reading152            | 8    | 5.2      | 140 1/8   | 102 |
| 1  | Southern Pacific 93   | 6    | 6.4      |           | 137 |
| 1  | *Ex-dividend.         |      | 0.1      | 81 1/4    | 81  |
| 1  |                       |      |          |           |     |

### BRITISH COLUMBIA ELECTRIC RAILWAY. The financial statement of British Columbia Elecric Railway and Allied Companies for March, 1915.

Approximate in, and expenditure-1914. Decrease ss earnings .... \$ 557,135 \$ 717,250 \$160.115 Operating Expenses, Main. tenance, etc. . . . 484,565 516,007 31.412

Net Earnings .. .. \$ 72,570 \$ 201,243 \$128,673 For the nine months of the fiscal year from  $J_{\rm Uly}$ 1 to April 1-Gross Earnings . . . \$5,755,043 \$5,752,681 \$997,038 Operating Expenses, Main-

tenance, etc. . . . . 4,525,491 4,923.222 397.731 Net earnings .. .. . \$1,229,552 \$1,828,859 \$599,307

# HAD ABUNDANT RAIN.

Minneapolis, Minn., May 6.—Van Dusen Harringon's weekly crop report states that all of Minnesota,

### RAILROADS

10.50 p.m. 8.45 a.m.

10.00 p.m. Observation-Parlor-Dining Cars on day train. Observation-Compartment and Standard Sleeping Cars on night trains.

PANAMA PACIFIC EXPOSITION. SAN FRANCISCO / SAN DIEGO, LOS ANGELES. Reduced Fares. All Routes.

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### GRAND TRUNK SYSTEM DOUBLE TRACK ALL THE WAY

TORONTO - DETROIT - CHICAGO INTERNATIONAL LIMITED. Canada's train of superior service. 
 Leaves
 Montreal
 9.00 a.m. daily

 Arrives
 Toronto
 4.30 p.m. daily

 Arrives
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 Arrives
 Chicago
 8.00 a.m. daily
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TOLD TO WITHOLD EVID SAYS WITNES

nies Charge—Smelt Coal Oil in Incendiary Committed f

In the course of his investigati occurred in the home of Napoleon Roche avenue on April 15, Fire ulippe yesterday afternoon was t that there was a distinct smell house, while another declared that house, while another declared that had told her to say she knew no to give evidence. This the agent Captain Elzear Robert, of Stawhen he arrived at the house the smell of coal oil, and the flames ack and front, as there was little The circumstances generally gard the fire as suspicious.

Mrs. Delvina Savage, a neighb that the fire looked suspicious. She the statement that some time after surance agent named Francoeur I house, ostensibly to ask the addr clients, had engaged her in conve advised her, if she were called on to or to testify before the fire com the Lavigne fire, to say she knew the authorities could find out about Alexandre Roy, a fifteen-year-o he had been in Mrs. Savæge's hou been advised to plead ignorance of t Francoeur, and a boy, neither o discovering that he had overheard gaid told him to forget having hea

to tell nobody what had passed. Joseph Francouer, an insurance 216a Fabre street, was then called. Lavigne's household goods in 1914 fo ing at that time that they were we He swore that he had not advised gnorance of the fire before the fire missioner, 'and has testified that ye ouse and asked her for the address clients, and-

"Yes, I did that." and that you told her, if she we the fire commissioner to give evider the Lavigne fire, to keep quiet, or sa Moreover, she is corroborate ment. What have you to say in regar "They may tell such a story, but

How would I benefit if evidence were "On the other hand, what interest c

sses have that they should come he ately perjure themselves?" coeur said he could not answe out he wished again to deny absolute advised anyone to give false evidence,

ridence. He admitted that he had in brother, but this person had not had a "Are you aware that Mrs. Lavigne h "No. I have never heard of her hav that which is now being investigated." Napoleon Lavigne, a book agent, said about six o'clock on the morning of t fire, and was at the home of a relative informed of the blaze, which was exting

time he returned to his home. He couplanation of the apparent presence of c ious parts of the premises, nor could antity of clothing should have been floor of the room in which the fire ori Witness was then shown a list embod against the insurance company which pared. This totalled \$1,785, which he

than his actual loss. Samuel Eid, the proprietor of a poor room at 469 St. Lawrence boulevard, wh considerable damage shortly after midn 19, was formally committed for trial at t of the Court of King's Bench by Fire Latulippe. Eid. who pleaded "not guil peared in court and was admitted to be

# BUY \$100,000 TORONTO RY. BC

The purchase of \$100,000 of Toronto rtgage bonds, due August 31st, price of 94.60, and accrued interest, to cent, has just been completed by Messrs. & Company. These bonds are an a mortgage on all the property of the Toro

Co., and rank ahead of all other securities PERHAPS NO EARLY ELECT various Cabinet Ministers at Ottawa ears in work as a result of the war, the of an early appeal to the country are said

It mote than was the case a few days ago QUIET KING'S BIRTHDAY. King George has expressed the wish birthday this year, which occurs on Jur flags shall be flown but that no dinners, r utes or other celebrations shall take place

ONTARIO PREMIER ILL. Toronto, Ont., May 6.—Hon. W. H. J 'rovincial Premier, is confined to his ho serious attack of threatened pneumo regard his condition with some anxiety.

SIR JOHN VISITS OTTAWA. Sir John S . Willison, of Toronto, is sper days at the Chateau Laurier in Ottawa.

Solid Growt

At December 31st, 1914, Asset of the Sun Life of Canada tot

led over \$64,187,000, an increase for the year of over \$8,461,000 for the year of over \$8,401,000 the largest annual increase in the largest annual forty-four year Company's forty-four year history.

Sun Life of Canada Policies a SAFE Policies to buy. SUN LIFE ASSURANCE

COMPANY OF CANADA HEAD OFFICE MONTREAL