

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 Elevator Association the railroads have filed a new tariff with the Interstate Commerce Commission reducing the free storage time of grain from ten to five days.

The singular condition is presented of the railroads themselves being opposed to the action taken, but they have no choice in the matter, it is claimed, as the Buffalo Elevator Association has complete control of the situation and is determined to make the change contemplated.

The railroads' position is declared to be an unenviable one for they are between two fires. Should the tariff be ultimately overruled it would mean one or two things—that the railroads would have to stand the additional five days' storage charge or else that they would withdraw the "at-and-east" rate altogether, substituting an "at-and-west" rate.

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.

The Buffalo Association, they declare, sees an opportunity to gather in an additional profit and is not particularly concerned as to just who has to pay it.

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.

James F. Parker, chairman of the committee on trade and transportation of the Produce Exchange, said yesterday that he considered the action just taken as one that was likely to be far-reaching in its scope, and that many more questions might be involved before the matter should be finally settled.

These gasoline launches, which play an important part in getting the fresh fish to market are largely built by Japanese boat builders at Steveston, B.C.

It was no reflection on the company when this dividend was passed over. There was a 5 per cent. surplus last year, and the dividend was paid, although at the time he would as soon not have been obliged to pay it.

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 secure unning rights over the newly-electrified road, but so far have been unable to build a deal.

According to an announcement of the Cunard Steamship Company, the Mauretania, which has been in the service of the British Government since October last, will resume her passenger sailings between Liverpool and New York.

New York, May 6.—The American Locomotive Co. is in the market for 20,000 tons of steel bars. Steel will be used in turning out shrapnel shells.

What control of the sea means, German merchant ships tied up in New York Harbour.

SHIPPING NOTES

The Potadam 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 labelled the British steamship Incemore for \$198,862, at Mobile, Ala.

Up to May 1, 142 foreign-built vessels, of 500,705 gross tons, have been registered under United States flag to engage in foreign trade, valued at \$32,000,000, under ship registry act of August 18, 1914.

Drifting rudderless, and damaged by a heavy storm, the steamship Edgar H. Vance was picked up by a wrecking tug off Santa Cruz, and is being towed to San Francisco.

A London special says that the annual report of the Royal Mail Steamship Co. has created a sensation. 1914 profits were only £91,446 compared with £430,886 in 1913.

Surgeon J. C. Pryor, of the U. S. Navy, has submitted a report recommending that the wearing of white clothing by naval forces be abandoned, as they furnished an enemy a target too easily distinguishable.

The Lingan, which has been running to Boston throughout the winter, came into Montreal yesterday from Lousburg for the first time this season.

Repairs to the lock gates on the Lachine canal at Cote St. Paul, which were torn away by the steamer Rosemount on Monday evening were completed yesterday.

Captain Hugh C. Jones, of the Theopis, which was the first ocean vessel to come up the river to Montreal will be presented with a gold-headed cane by the Harbor Commissioners in their offices at noon today, according to their usual custom of honoring this achievement each year.

The Donald Steamship Company of New York has sold the steamer Lillie, a banana-carrying vessel trading from Baltimore, to the Limerick Steamship Company, of Limerick, Ireland.

Deck officers on steamers of the Clyde, Mallory and Southern Pacific lines have refused to sign articles for voyages unless the increased scale of wages demanded by them through their organization, the Neptune Association, are granted.

A novel use of the aeroplane is under consideration by owners of Newfoundland sealing vessels as a result of the failure of the seal hunt this year.

The merits of oil in heavy weather is the subject of an interesting report submitted by the Belgian steamer Lydia to the Hydrographic office. On February 18, in latitude 40, longitude 64.30, very heavy seas running, gale and snow.

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

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)

New York, May 6.—A limited volume of business was reported in steamer chartering, the feature being the fixture of an American boat for lumber from the Gulf to the River Plate and back with a cargo of quebracho wood.

While engaged in loading baggage on No. 16 I. C. R. train for Halifax at Hampton station, St. John, on Tuesday afternoon, Alex. McManus, baggage-master, was caught beneath an overturned trunk and had one of his legs badly broken by the falling trunk.

The members of the Canadian Army Service Corps who sailed on the last trip of the R.M.S. Missanabie were so well satisfied with the treatment they received from the C. P. R. steamship officials, that they addressed a letter to Captain Evans, expressing their deep appreciation for the courteous and kindly consideration which had been shown to them.

The city of Brantford, Ont., will not hand over the Grand Valley Railway, between Paris and Galt, in return for the electrification of the Lake Erie and Northern Railway between Brantford and Galt.

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.

Whether the attitude of the Pennsylvania on the split ticket is correct it is in a fair way for early determination as it has been argued and submitted before the entire membership of the Interstate Commerce Commission.

Sir William Mackenzie states 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.

Rock Island stockholders' protective committee is being formed by the new directors who recently went on the board, other than N. L. Amster.

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 secure unning rights over the newly-electrified road.

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RAILROAD NOTES

A strike among freight clerks of New Haven railroad at Hartford has been averted.

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

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

Mr. G. C. Wells, assistant to the passenger traffic manager of the C. P. R., has returned to Montreal 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. publicity department, was presented with a gold watch yesterday afternoon by his fellow employees, on the occasion 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 revenue. The figures are to be employed in a campaign for higher rates.

In proof of their contention that their profits are too small to stand a raise in freight rates on their product, southern lumbermen in the United States have offered to submit their books to the traffic representatives of the railroads.

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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 monopolized the centre of the stage speculatively, good judges believe that the standard railroad issues will soon have a leading, and they look to such as Union Pacific to 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 been granted a rate increase and it seems probable that the western roads will be granted some relief in this direction.

The railroad issues have lagged far behind the industrial and the copper in the market advance. The average price of 20 railroad issues at the close of the market Saturday was 96.94. This compares with the low of 87.85 on February 24, an advance of 9.09. This low reached July 30, 1914, the day preceding the closing of the stock exchanges, was 89.41, so that the present advance represents an advance of only 7.53 from that point.

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 72.83 in February, an advance of 17.95 points. The low of last July was 71.42, so that the present figure represents an advance of 19.36 points from that level.

It is of interest in this connection to view in tabular form quotations for some of the standard railroad issues, the advances from the low of the current year and from the low of 1914, and the investment yields on current market prices:

Table with columns: Approx. Price, Div., Yield on Div., Low 1915, Low 1914. Rows include Atchison, Baltimore & Ohio, Canadian Pacific, St. Paul, North Western, Great Northern, Lehigh Valley, N. Y. Central, Norfolk & Western, Northern Pacific, Pennsylvania, Reading, Southern Pacific.

BRITISH COLUMBIA ELECTRIC RAILWAY.

The financial statement of British Columbia Electric Railway and Allied Companies for March, 1915, is as follows:

Table with columns: Approximate in, and Expenditure, 1915, 1914, Decrease. Rows include Operating Expenses, Maintenance, etc., Net Earnings.

HAD ABUNDANT RAIN.

Minneapolis, Minn., May 6.—Van Dusen Harrington's weekly crop report states that all of Minnesota, North and South Dakota had abundant rains. Wheat is up generally and in good stand and color.

RAILROADS.

CANADIAN PACIFIC

From WINDSOR ST. STATION Daily For N. TORONTO (Yonge St.) 10.50 p.m. TORONTO - DETROIT 8.45 a.m. CHICAGO 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. Full Particulars on Application.

TICKET OFFICES: 141-143 St. James Street. Phone Main 3152. Windsor Hotel, Place Viger and Windsor St. Stations.

GRAND TRUNK RAILWAY 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 7:30 a.m. daily. Arrives Detroit 9:55 p.m. daily. Arrives Chicago 8:00 a.m. daily.

CHICAGO LIMITED. Leaves Montreal 11:00 p.m. daily. Arrives Toronto 7:30 a.m. daily. Arrives Detroit 9:55 p.m. daily. Arrives Chicago 8:00 a.m. daily.

CALIFORNIA EXPOSITIONS. San Francisco - San Diego. Choice of Routes. Apply for Illustrated Booklet.

122 St. James St., Cor. St. Francois-Xavier—Phone Main 6995. Windsor Hotel—Uptown 1187. Bonaventure Station—Main 8229.

TRINIDAD ELECTRIC IN MARCH. The Trinidad Electric Company makes the following statement for March: Gross, Net. Railroad \$10,071.46 \$3,864.15. Light and power 8,542.25 4,290.20. Ice and refrigeration 2,410.15 402.32. Miscel. 90 90. Total \$8,557.27

THE WEATHER MAP. Cotton Belt—Partly cloudy, light scattered precipitation in Texas, Arkansas, Mississippi, Louisiana and Tennessee. Temperature 58 to 76.

Winter Wheat Belt—Cloudy light scattered precipitation in Kansas, Missouri, Iowa, Illinois and Ohio. Temperature 34 to 58.

American Northwest—Partly cloudy, light scattered precipitation. Temperature 32 to 52.

Canadian Northwest—Partly cloudy. Temperature 80 to 38.

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

TOLD TO WITHHOLD EVIDENCE SAYS WITNESSES

Corroborated by Neighbor but in his Charge—Smelt Coal Oil in Incendiary Committed

In the course of his investigation in the home of Napoleon Joseph yesterday afternoon was told there was a distinct smell of gas, while another declared that had told her to say she knew no evidence. This agent, Captain Elzear Robert, of St. John, when he arrived at the house the smell of coal oil, and the flames back and front, as there was little on the circumstances generally regarded the fire as suspicious.

Mrs. Delvina Savage, a neighbor of the fire looked suspicious. She stated that some time after the fire she had overheard a conversation, ostensibly to ask the driver, had engaged her in conversation, advised her, if she were called on to testify before the fire commission, to say she knew the Lavigne fire, to say she knew the Lavigne fire, to say she knew the Lavigne fire.

Alexandre Roy, a fifteen-year-old boy, had been in Mrs. Savage's house, advised to plead ignorance of the fire, and a boy, neither of whom was named, had overheard a conversation, told him to forget having heard anything, told him to forget having heard anything, told him to forget having heard anything.

Joseph Franconeur, an insurance agent, 2164 Fabre street, was then called, was the agent for four companies, Lavigne's household goods in 1914 for \$1,000, at that time that they were \$1,000, at that time that they were \$1,000, at that time that they were \$1,000.

"Mrs. Savage has appeared here," said the witness, and has testified that she was in the house and asked her for the address of the fire, and—" "Yes, I did that." "And that you told her, if she were the fire commissioner to give evidence the Lavigne fire, to keep quiet, or say nothing. Moreover, she is corroborated. What have you to say in regard to this?"

"They may tell such a story, but how would I benefit if evidence were held?" "On the other hand, what interest does she have that she should come here and perjure themselves?" Franconeur said he could not answer but he wished again to deny absolutely advised anyone to give false evidence. He admitted that he had his brother, but this person had not had a brother, but this person had not had a brother, but this person had not had a brother.

"No, I have never heard of her having been investigated." Napoleon Lavigne, a book agent, said that at six o'clock on the morning of the fire, and was at the home of a relative informed of the blaze, which was extinguished and returned to his home. He could not remember the presence of certain parts of the premises, nor could he remember the quantity of clothing should have been in the room in which the fire originated. Witness was shown a list embodying against the insurance company which he had insured, this totalled \$1,785, which he had his actual loss.

Samuel Eid, the proprietor of a pool room at 463 St. Lawrence boulevard, who had considerable damage shortly after midnight, was formally committed for trial at the court of King's Bench by Fire Commissioner Latulippe. Eid, who pleaded "not guilty" in court and was admitted to bail.

BUY \$100,000 TORONTO RY. BONDS. The purchase of \$100,000 of Toronto first mortgage bonds, due August 31st, 1916, and accrued interest, to a total of \$100,000, has just been completed by Messrs. C. & Company. These bonds are a mortgage on all the property of the Toronto Ry. Co. and rank ahead of all other securities.

PERHAPS NO EARLY ELECTION. With Sir Robert Borden under the various Cabinet Ministers at Ottawa, it is thought that the possibility of an early appeal to the country are said to have been the case a few days ago.

QUIET KING'S BIRTHDAY. King George has expressed the wish that this year, which occurs on June 3rd, shall be celebrated not by dinners, parties or other celebrations shall take place.

ONTARIO PREMIER ILL. Toronto, Ont., May 6.—Hon. W. H. L. Provincial Premier, is confined to his bed by a serious attack of threatened pneumonia. He is expected to recover, but his condition with some anxiety.

SIR JOHN VISITS OTTAWA. Sir John S. Willson, of Toronto, is spending a few days at the Chateau Laurier in Ottawa.

Solid Growth. At December 31st, 1914, Assets of the Sun Life of Canada totalled over \$64,187,000, an increase for the year of over \$8,461,000, the largest annual increase in the Company's forty-four year history. Sun Life of Canada Policies are SAFE Policies to buy. SUN LIFE ASSURANCE COMPANY OF CANADA HEAD OFFICE—MONTREAL