

ITALY SEIZES \$20,000,000 WORTH OF ENEMY'S SHIPPING

Available Records Show 119,353 Tons of German and Austrian Marine Swept Away at Nine Italian Ports.

The entrance of Italy into the European war on the side of the Allies, according to dispatches received from Rome yesterday, has already led to the pronouncement of a decree by the Italian Government by which all German and Austrian steamers which have been sheltering at or trading with Italian ports are to be confiscated.

It is reported that the Italian Government has seized no less than 80 prizes in the form of German and Austrian tonnage which put into Italian ports at the beginning of European hostilities and have remained there since. So far as can be learned, however, it is only possible to list 23 German and Austrian vessels, at Italian ports open to seizure.

Table with columns: Name, nationality, seized at, Tons, Register. Lists various ships like Albark, Algier, Amalfi, etc.

The list of Italian prizes in German and Austrian shipping as given is not believed to be complete in all respects. Many more vessels than those listed at the port of Genoa are believed to have been sheltering there when Italy declared war.

The number of German and Austrian steamers at Italian ports in the early part of April was considerably augmented by the arrival of twenty others, which came from Adriatic ports in order to avoid capture by the Anglo-French fleets.

STEAMSHIPS.

ALLAN LINE

Proposed Summer Sailings, 1915

Table with columns: From Montreal, Sicilian, Pretorian, Corinthian, dates and destinations.

For further particulars, rates, etc., apply to local agents or THE ALLAN LINE

675 St. Catherine St. West; H. & A. Allan, 4 Youville Street, General Agents, Montreal.

Canada S.S. Lines advertisement: Take The Water Way. Montreal-Quebec Line, Montreal-Bay of Quinte, Saguenay Line.

RAILROAD NOTES

Southern Pacific Railway Company has ordered 25,000 tons of open hearth rails from the United States Steel Corporation.

Railway mileage in the three larger provinces of western Canada will be increased this year by the completion of 3,129 miles of new roadbed.

The Interstate Commerce Commission ruled yesterday that the Pere Marquette and Bessemer and Lake Erie railroads may keep their ferry-boat lines on the lakes under the Panama Canal law.

At Winnipeg yesterday the Dominion Railway Commission heard the application of the railway companies operating east of Port Arthur for permission to increase their rates by 6-10 of a cent a bushel on grain and grain products from Port Arthur, Port William and transfer points on the Georgian Bay and Lake Huron.

Business men of Newport News have consented to an extension to December 31, 1915, of the time limit named for the beginning of the building of the Norfolk Washington and New York, the first part of which is to run from Newport News to Washington, D.C., 150 miles.

An action, which may bring in many legal points not argued before, will be heard in the Superior Court. The case is that of Francoeur Leduc against the Canadian Pacific Railway.

Lumber interests generally on the Pacific Coast are dissatisfied with the decision of the Interstate Commerce Commission in the 'Saah and door case' of manufacturers in the Middle West who sought a change in rates on lumber and lumber products to enable them to compete with manufacturers in Oregon, Washington, Idaho and California.

In the freight office of the Chicago, Rock Island & Pacific at Burr Oak (Chicago) the clerks who make waybills and those who examine claims have for the last twelve months been making waybills on typewriters. They have been paid at the rate of ninety cents a hundred items for making waybills and seven cents each for attending to claims for overcharges and damage.

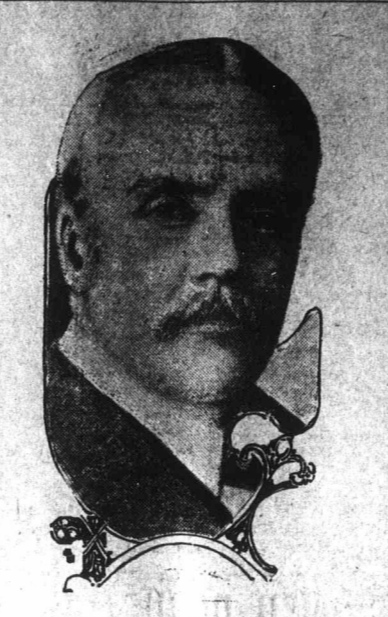
EDMONTON STREET RAILWAY DEFICIT.

Edmonton, Alta., May 26.—Although the total number of passengers carried by the street railway during the first four months of this year is twenty-five per cent. less than for the similar period last year, and although gross earnings have decreased by \$21,500, the deficit in that department for the first four months of this year is \$50,000, as compared with \$91,000 for the corresponding period last year.

INCREASE IN USE OF ALL STEEL PASSENGER COACHES.

Table showing increase in use of all steel passenger coaches from 1910 to 1914. Columns: Year, Steel, Underframe.

New York, May 26.—Report has been made by the special committee on relations of railway operation to legislation as to progress in raising the standard of passenger and freight equipment on the railroads. Statistics as to the number of steel, steel underframe and wood passenger cars in use by the roads reporting to this company show the following increases over a series of years:



RT. HON. A. J. BALFOUR, First Lord of the Admiralty in the new Coalition Cabinet, replacing the Rt. Hon. Winston Churchill.

The Charter Market

New York, May 26.—There continued a good demand for steam tonnage in several of the trans-Atlantic trades, principally for general cargo, coal, deals, and grain, and also for coal to Brazil and Argentine ports.

The requirements of charterers in the long voyage and West India trades continued limited. Chartering was also active in the sailing vessel market principally in the West India and coastwise trades and rates in all cases were well supported.

British steamer Wandby, 36,000 quarters, same. British steamer Halgh Hall, 44,000 quarters, same. British steamer Mariner (previously) 17,000 quarters, from Philadelphia to a French Atlantic port, oats 7s 6d and heavy 9s 6d, June.

Coal—British steamer Julia Park, 1,868 tons, from Baltimore or Virginia to the River Plate, basis 34s, lower ports, prompt.

British steamer Adriatic, 1,921 tons, from Baltimore or Virginia to west coast Italy, 45s, June. British steamer Lianishan, 2,434 tons, same at or about 45s, prompt.

Italian steamer Nina, 2,171, tons, same. Cuban steamer Mobile, 1,363 tons, from Philadelphia to Santiago, p.t., prompt.

Steamer General Hubbard, 1,296 tons, from Philadelphia to New Orleans, p.t., prompt. Schooner George E. Dudley, 387 tons, from Philadelphia to Nassau, p.t.

Lumber: Italian ship Saturnana Fanny, 1,414 tons, from Bridgewater, N.S., to the River Plate, basis \$19, to Buenos Ayres, June-July.

Schooner Frank Huckins, 457 tons, from Fernandina and Jacksonville to Martinique, with lumber and creosote ties, p.t.

Barque Stranger, 540 tons, from Mobile to Cienfuegos, 110. Schooner Doris, 310 tons, from Mobile to Sagua, 88. Schooner J. Holmés Birbaal, 1,308 tons, from Jacksonville to New York, with ties, 19 cents.

Schooner Lyman M. Law, 1,154 tons, same from Fernandina. Miscellaneous—French steamer St. Louis, 3,712 tons, from Philadelphia to New Caledonia, with general cargo, p.t., prompt.

Steamer Joseph W. Fordney, 2,408 tons, from New York to Archangeal, with general cargo, berthed, prompt.

Norwegian steamer Nor, 878 tons, from New York to Rotterdam and Amsterdam, with general cargo, p.t., prompt. Norwegian steamer Frey, 1,947 tons, from New York to Canary Islands with general cargo, p.t., prompt.

British steamer Hatumet, 2,584 tons, from New York to Havre with flour, 48s 9d, June. Norwegian steamer Sticklestad, 3,458 tons, trans-Atlantic trade, one round trip, 16s deliveries United States, prompt.

British steamer Ikal, 3,490 tons, same, two round trips, 15s. Norwegian steamer Alfred Noble, 2,616 tons, same, 15s 6d, deliveries, United Kingdom, prompt.

British steamer Askhall, 2,738 tons, same, delivery Mediterranean re-delivery United Kingdom, June. Italian steamer Silvia, 2,306 tons, from Genova to North of Hatteras with ore, 12s 6d, prompt.

British steamer Bellavente, 467 tons, from Philadelphia to St. Johns, Nfld., with cement and coal, p.t., prompt. British schooner Annie L. Warren, 223 tons, from Fernandina to New York, with sugar, p.t. Schooner Nellie W. C. Craig, 488 tons, from Hayti to Stamford, with logwood \$5.50.

CANADIAN NORTHERN IN APRIL.

The Canadian Northern Railway's statement of earnings and operating expenses for the month of April 1915, is as follows:—

Table with columns: 1915, 1914, Decrease. Rows: Gross earnings, Expenses, Net earnings, Mileage in operation.

The gross earnings of the company for the week ending May 21st, 1915, amounted to \$268,500, and for the corresponding period last year \$269,300, a decrease of \$100,500.

STEEL RAILS FOR RUSSIA.

New York, May 26.—Colorado Fuel and Iron Company has taken an order for a tonnage of steel rails for Russia. Estimates place the order at 15,000 tons. Russia has still something over 400,000 tons to place according to its inquiries in the market.

SHIPPING NOTES

The Sardinian and Cameronia are at Glasgow and the Thessaloniki has arrived at Piræus.

A steamer of 4,700 tons dead weight capacity now building in Glasgow to class A-1 at Lloyd's has been sold to London purchasers for \$240,000, or \$25,000 profit on the contract price.

Fire that had burned for nearly a week, doing considerable damage, on the American steamer Standard, was extinguished when the vessel reached Key West, Fla., in tow.

According to Lloyd's Register of 1914-15 there were afloat in 1912, 11,228 British merchant ships of 21,045,049 tons. In ten months of war Germany had destroyed about 2 per cent. of this great fleet.

Furness, Withy & Co. are starting a new monthly line of steamers from New York to Cardiff for the carriage of general cargoes. The steamer Rossano will begin the new service this month, and will be followed by the Oristano in June.

Fifty persons were drowned yesterday when the Chilean steamer Maximiano Errazuriz struck a reef and sank. The Maximiano Errazuriz was a vessel of 1,188 tons and 240 feet long. She was built in 1872.

The Red Cross Line announces that it will inaugurate regular steamer service between New York and Charlottetown, Prince Edward Island, beginning June 1, 1915. The route will be via Halifax on the outward trip from New York and via St. Johns, Newfoundland and Halifax on the return trip.

Complaint is being made in Sweden because so many vessels are being sold abroad. Since January Sweden has sold 24 steamers and four sailing vessels, of about 23,000 gross tons, most of these being acquired by Danish and Norwegian owners. Besides this, a number of vessels have foundered, four having disappeared in the North Sea.

The new cable from England to Russia was completed in eleven days, although longer than the Atlantic cable connecting Great Britain with America. It runs across the North Sea, up the long coast of Norway, round the North Cape and into Alexandrovsk in the White Sea. The advantage of the cable is that it does not pass across neutral territory.

To make clear the circumstances under which American shippers have been conducting negotiations with British officials to expedite the forwarding of American cargoes affected by the British Order-in-Council, the Foreign Office gave out the following statement: "Arrangements with regard to shipments of cotton and other articles of commerce were agreed on between representatives of the British Government and representatives of the American interests. The Government of the United States was in no sense a party to these arrangements, and took no part in the conference."

Tonnage scarcity is hampering the tea trade with the Orient, according to advices from the Pacific Coast. The tea exporters in the Orient are said to be worried by the fact that, despite the approach of the tea trade season, and the scarcity of vessels in the Pacific, the shipping companies appear to be disinclined not only to dispatch their ships to Shimidzu, but also to spare much hold space for tea, even if it is shipped in Kobe or Yokohama. The liner Yokohama Maru, the most recent arrival on the Puget Sound from the Orient, brought news that the scarcity of tonnage may seriously affect the export of tea from the Orient to North America during the coming season.

Returns compiled by the Liverpool Underwriters' Association show that the total cost of the principal steamship casualties during the first quarter of the present calendar year (January to March) may be estimated at \$6,352,700, of which \$3,485,900 is attributed to the war, and the cost of sailing ship casualties estimated at \$700,000, of which \$469,000 is due to the war. The cost of steamship casualties due to risks other than war was \$2,867,800, which was more than double the total for the corresponding period of 1914, namely, \$1,130,000. Sailing ship losses due to causes other than war amounted during the first quarter of this year to \$231,100, as compared with \$142,000 in the same period of 1914.

Japanese shipbuilders have recently received numerous orders for the construction of new cargo and passenger steamers, as the view is held in the Far East that after the war there will be a considerable demand for tonnage. It is said that some British owners have been making inquiries as to whether Japanese shipbuilders are willing to accept orders and asking for particulars as to prices and dates of delivery. The Nippon Yusen Kaisha, which recently ordered nine large steamers from the Kawasaki dockyard of Kobe and the Mitsui Bishi shipyard at Nagasaki for their European service, have just decided to build seven cargo steamers of 4,000 tons each and five passenger and cargo steamers of 3,000 tons each to be run on the coastwise and Asiatic trade routes.

RAILROADS INCREASED SALARIES.

Washington, D.C., May 26.—Notwithstanding that number of railroad employees in the United States on June 30, 1914, was 115,229 less than on June 30, 1913, 443 roads paid in wages in year ended June 30, 1914, within \$350,843 of amount paid in the fiscal year 1913. In 1914 the aggregate payrolls of the roads in question were 45.1 p.c. of their gross earnings, against 44 p.c. in 1913.

Average daily compensation paid to about 1,750,000 employees in year ended June 30, 1914, was \$2.54, against \$2.49 for 1913. This is an increase of about \$25,000,000 in the payroll for 1914, an average of five cents per day per man increase in salary. The railroads have increased salaries continuously since 1905, when the Bureau of Railway Statistics first began compiling information on salaries alone.

The number of persons employed during year of 1913 was 1,815,229, against 1,698,819 for 1914. The aggregate of railroad payroll averaged \$1,378,830,589 for 1913, compared with \$1,273,069,811 for 1914.

Taking 1913 as the year when most railroad salaries were increased, among train hands alone 5,852 persons more were employed than in 1914, yet the salaries in 1914 were increased about \$20,365,961 over 1913, notwithstanding decrease of employment. Compensation of office employees increased considerably more than the other departments, reaching 57.6 p.c. increase during the past seven years.

NORTHERN PIPE LINE DIVIDEND.

New York, May 26.—Northern Pipe Line has declared the regular semi-annual dividend of \$5 a share, payable July 1st to stock of record June 10th.

FEW DIFFICULTIES CONFRONT CHICAGO TO TOLEDO CANAL PLAN

A Twenty Million Ten Yearly Capacity Canal Would Cost \$147,000,000—Army Engineer's Outline Result of Survey.

New York, May 26.—A conference has been held in the library of the Chamber of Commerce between representatives of the various commercial organizations in New York, and Colonel John Mills, Lieutenant Colonel William V. Judson, Major F. S. Bond and Captain Watkins, representing the United States Engineers' Board and constituting the Board of Lake Erie-Lake Michigan Waterway, with an aim to ascertain the opinions of the commercial bodies on the proposal to construct a barge canal from Toledo to Chicago by way of Fort Wayne.

The Rivers and Harbors act of July, 1915, contained provision for the survey and estimation of costs for the canal, the construction of which Colonel Mills asserted had been agitated for years. In fact, he said, he had been talking of such a waterway, as far back as 1829. The United States Army Engineers' Board began an investigation of the country to be spanned by the canal, and the engineers, after considerable study have prepared a plan showing the possible routes along which the canal could be built.

By using the southern route from Fort Wayne, Colonel Mills stated that only 18 locks would be required to overcome the height above the sea level, while 23 locks would be needed if the northern route from Fort Wayne was selected.

One feature that the local men brought out was the benefit that the proposed canal would give over the all-water route from Chicago, passing north through Lake Michigan, thence south through Lake Huron, through the Straits of Mackinac and thence into Lake Erie. The engineers stated that the distance through the canal to Toledo of 276 miles was two and a half times less than that through Lakes Michigan and Huron. While this in itself was not a factor of prime importance, the point was made that a steamer using the lakes would be forced to discharge its cargo at Buffalo, whereas a barge using the canal from Chicago could proceed through Buffalo without delay to New York City. The cost of harbor dues, transshipments, etc., at Buffalo would thus be eliminated.

What was regarded as a most important factor was the possible effect that the proposed canal would have on railroad rates to the seaboard. It was stated that the railroads would recognize the competition caused by the construction of the canal and would reduce their rates to meet this competition. Representatives of the New York bodies declared that while they were unable to speak for their representative associations, individually, they were impressed with the feasibility of the plan and its acknowledged importance in the matter of supplying the industrial sections of Ohio, Indiana and Illinois with water transportation to the seaboard.

Discussion as to what manner the cost of constructing the canal was to be financed brought out the views the local men felt that a portion of the cost should be borne by the States that would be benefited directly by the canal, and that the States should endeavor to ascertain what portion of the cost the New York men thought the States of Ohio, Indiana and Illinois should bear, but in view of the fact that full consideration had not been given to the project prior to the previous meeting, they were unable to give their views on this phase of the subject with any definiteness. Nevertheless it was felt that the States to be benefited should bear at least 50 per cent. of the cost of construction.

Those present at the conference included General Clinton, president of the New York State Waterways Conference; ex-Senator Henry W. Hill, representing the Buffalo Chamber of Commerce; Frank C. Gardner and Judge Charles E. MacLean, representing the New York Board of Trade and Transportation; W. C. Fish, representing the Boston Chamber of Commerce; A. B. Carhart and Charles J. Austin, representing the New York Produce Exchange; S. A. Thompson, secretary and treasurer of the National Rivers and Harbors Congress; F. B. de Bernard, Prof. Olin H. Landreth and Charles C. Chadwick, representing the Merchants' Association; S. Pratt and Frank S. Witherbee, representing the Chamber of Commerce of New York; R. G. Finch, chief clerk of the State Engineer, and Alexander R. Smith, editor of the "Marine News."

RAILROADS.

CANADIAN PACIFIC

CHANGE IN TIME MAY 30TH. Folders on application.

From WINDSOR ST. STATION Daily For NORTH TORONTO - 10.50 p.m. (Yonge St.)

Toronto 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.

Reduced Fares. All Routes. Limit Three Months. Canadian Rockies, Vancouver, Victoria, Seattle, Portland, San Francisco, Los Angeles, San Diego, and any route returning.

TICKET OFFICES: 141-143 St. James Street. Phone Main 3725. Windsor Hotel, Place Viger and Windsor St. Station.

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY TORONTO - DETROIT - CHICAGO INTERNATIONAL LIMITED.

Canada's train of superior service. LV. MONTREAL, 9.00 A.M. DAILY. Pullman Sleeping and Observation Cars and Parlor Library and Dining Cars.

CHICAGO LIMITED. LV. MONTREAL, 11.00 P.M. DAILY. Pullman Sleeping and Club Compartment Cars and Parlor and Dining Cars.

TIME TABLE CHANGES. A change of time will be made on May 30th. Time tables containing full particulars and all information may be had on application to Agents.

122 St. James St., Cor. St. Francois Xavier—Phone Main 1887. Windsor Hotel "Uptown Hotel" Bondaventure Station "Main 1011"

THE LOSS BY FIRE

Fire broke out last evening in the rear of the St. Andrew's Home, at 46 Belmont Street, which was used as a home for convalescent patients had been going on about the premises had been at work repainting and in burning off the old paint on the side one of the hollow posts and crept into the roof of the structure. The fire was extinguished with one stream of water and a part of the roof had been ripped away.

Incendiarism in Quebec. Quebec, May 26.—For the sixth month the fire caught last night in the Atlantic Engine Company on Colomb street. Authorities claim they have proof that all caused by an incendiary hand and building made for the culprit. The damage to building and contents is slight.

Regina Had Small Loss. Regina, Sask., May 26.—Regina's fire loss since the introduction of moving apparatus has attracted widespread attention. The report of the fire chief covering 100 per capita fire loss to be 90 cents, and based on an estimated population of 41,000, the official estimate is \$3,690. It will be seen that Regina holds a unique position in the point of fire loss and can compare only with Canadian and American cities with those of the British Isles.

U. S. WAR RISK BUREAU

"CARIB" AND "GREEN" Business at a Standstill and P... Amount to \$1,650,000 With Losses... British Marine Losses P...

Washington, May 26.—The U. S. War Risk Bureau has today notified the owners of the "Carib" on account of the insurance on the vessel by the Bureau of War Risk. The American vessels were sunk by striking a mine.

The payment made on the "Carib" Government also wrote insurance on the "Carib" to the amount of \$2,000,000. The payment made on the "Greenbrier" was \$50,000. The "Greenbrier" was also insured on the "Carib" for \$1,000,000 of the loss.

All the losses on American ships destroyed during the European war by the War Risk Bureau except that of the "William P. Frye," sunk by the "U-10" in February. The loss on the "Greenbrier" was \$50,000. The "Greenbrier" was also insured on the "Carib" for \$1,000,000 of the loss.

As a result of the situation existing in the waters of the belligerent nations, the U. S. War Risk Bureau is at a standstill. To date the premiums on American vessels insured by the War Risk Bureau have not exceeded \$750,000. The "Carib" accounted for \$1,000,000 of the loss.

American underwriters on the "Carib" complaining that their premium had been reduced owing to the European war. The "Carib" was insured by the "Greenbrier" for \$1,000,000 of the loss.

Another cause of complaint is the income owing to the completion of the war. The huge quantities of lumber used in the war are no longer being carried, which carried it are now laid up, which insured in America. On top of this, the cutting in half of rates for steamers through the California dried fruit trade was a great buyer of California dried fruit. The man companies were keen competitors of the shipments, but with the war the competition comes also the disappearance of the market, and although greatly enhanced by the war, the interest, these business to compensate for the losses.

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