

WEATHER: Bolder With Snow

THE BUSINESS MAN'S DAILY

Vol. XXIX, No. 201

MONTREAL, MONDAY, JANUARY 4, 1915

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177
ONE CENT

THE MOLSONS BANK
Incorporated 1855
Capital Paid Up \$4,000,000
Reserve Fund \$4,000,000
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Savings Department at all Branches.
Accounts in all Parts of the World.
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A General Banking Business Transacted

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New Year's Eve
SUPPER
Thursday, December 31st
AT 11 P.M.
Dancing at 11 o'clock. \$4.00 per cover
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**CANADIAN NORTHERN WILL NOT
DEMAND MORE FINANCIAL AID**

(Special to the Journal of Commerce.)
Ottawa, Ont., January 4.—Sir Donald Mann is again Ottawa to-day interviewing members of the Government in connection with Canadian Northern matters.
Outside of legislation for time extension on the various branch line charters of the system, the vice-president of the company intimates that there will be no further legislation applied for from Parliament in the year.
Sir Donald thinks that his company will be able to fill a little later in New York enough of the bonds guaranteed by the Dominion to finance the company's operations for this year.

**GERMANS RELUCTANTLY CONFESS
FRENCH SUCCESS IN ALSACE.**

Berlin, via wireless, January 4.—The French success in Alsace is admitted in an official report from the German High Command. It says that the greatest activity is now being displayed in Alsace, operations along the remainder of the front being mainly confined to artillery conflicts.
"In the western war theatre," says the report, "it generally quiet, except for artillery combats more or less heavy. Only about Thann and Aubersbrasse is the enemy shown active activity."
"After an overwhelming bombardment of the front west of Senheim the enemy occupied our molished trenches. The enemy also took the heights of villages around Steinbach which we had stubbornly defended. During the night three of the heights were retaken at the point of the bayonet. In the eastern theatre of war the situation is unchanged. Our attacks in Poland, east of the Rawa River, continue."

**SUBMARINE SANK FORMIDABLE
WAS HERSELF SUNK BY MINE.**

Berlin, via Amsterdam, January 4.—It is reported by, though not officially confirmed, that a German submarine sank the British battleship Formidable off the coast of the Azores and was herself sunk three hours later by a mine. It is said that all on board the submarine were lost. The identity is not revealed in reports telling of her loss. They are being widely circulated, but the Admiralty states that at present has no information to give out.

**ARTILLERY SILENCED
THE GERMAN BATTERIES.**

Paris, January 4.—The official 3 p.m. statement was as follows:
"From the sea to the Oise the day (Sunday) was most wholly calm. Weather was rainy. There was a duel of artillery. At some points on the battlefield our artillery silenced the German batteries."
"On the Aisne and in Champagne the cannonade was particularly violent. Our batteries established their superiority and shelled the reserve of the enemy."

ACTIVE NEW YORK STOCK RANGE

New York, January 4.—Active stocks range:
Copper... 32 3/4 32 3/4 35 3/4 3,500
N. Y. Central... 87 3/4 84 3/4 85 1,800
Gold... 145 1/2 143 145 1/2 12,700
U. S. Pacific... 117 1/2 116 1/2 117 1/2 5,500
United States Steel... 50 1/2 49 50 1/2 15,200
Sales—Stocks, 10 a.m. to 2 p.m.—To-day 193,998;
Friday 58,730; Wednesday 37,835.
Bonds—To-day, \$1,171,000; Thursday \$837,500; Wednesday \$514,000.

**AIR RAID ON GERMAN
ZEPPELIN STATION**

French Aviators Flew Over Enemy's Lines and Dropped Bombs on Sheds Near Brussels

PROGRESS IN ALSACE

Balkan Situation Grows More Menacing in Eastern War Theatre—German Attempts to Advance Have Been Frustrated.

(Special Cable to The Journal of Commerce.)

London, January 4.—French airmen have made a successful raid on a new Zeppelin station being constructed by the Germans near Brussels, where they are reported preparing for an aerial raid on England. The aviators succeeded in wrecking one shed, and are believed to have done other damage. The raid followed several directed against Ghent. The aviators passed over the German lines at a great height, and then dropped down comparatively close to the earth when Brussels was reached. When they were discovered the Germans opened up a heavy fire on them with their anti-aircraft guns.

Despite this fire the aviators crossed over the ground where the huge Zeppelin sheds are being built and dropped their bombs. At least one of the sheds was partially destroyed before the aviators swung back toward their own lines.

The continued French success in Alsace has greatly alarmed the Germans and heavy reinforcements are being hurried there to check the French advance, according to Swiss despatches. There, as elsewhere, on nearly the whole battle front, incessant storms have slackened all military operations.

In Belgium, where weather conditions are the worst, the Allies continue to make progress along the coast.

The Germans are holding on to Westende tenaciously, but the Allies are working forward among the sand dunes, and with the co-operation of the fleet off the coast are expected to wrest possession of Westende from the Germans within a short time.

In the south of Flanders at Dixmude the Germans hold only the further edge of the town, while the Allies have established themselves at favorable points about the town and have made good their grip on important bridge-heads.

The situation in the Balkans is steadily growing more menacing. Drastic measures are being taken in Turkey to suppress revolutionary movement which are cropping out everywhere. In Albania the rebels are rapidly acquiring control of a large part of the country. Efforts to secure the neutrality of Bulgaria in the present crisis appear to have been less successful than was thought, and it is feared that Bulgaria may make an effort to take Macedonia by force of arms. A Bulgarian attack on Servia would bring Greece into the war on Serbia's side.

On the Russian front the Germans appear to have abandoned for the time their efforts to reach Warsaw and are now concentrating their forces to reach the great fortresses of Novo Gorokiewsk. To keep and gain control of Southern Poland, according to military critics, the Germans must possess these two strongholds, but it is considered doubtful if they ever reach them. At the present time they are from sixty to seventy miles from Lvograd.

At Bolimow the Germans have taken an important Russian position but efforts to improve their successes have failed.

On the left bank of the Vistula and on the Buzra all German attempts to advance have been frustrated and the fighting is chiefly between the artillery. On Saturday a German force succeeded in getting across the Buzra, but it was surrounded and cut to pieces by a furious bayonet attack. One regiment was practically annihilated, the few survivors being glad to surrender. This was followed by a night attack by a German brigade in the region of Bolimow, which was repulsed by the Russian artillery.

BRITAIN WILL REPLY TO AMERICAN NOTE IN DETAIL.

London, January 4.—There is not the remotest question of relinquishing our right of search which would militate against the interests of the Allies to the advantage of the enemy; the most that can be expected is that every care will be taken to insure that our right is exercised with the maximum amount of care and the minimum of hardship and friction."

The British Press Association thus forecasted the answer of the British government to President Wilson's note protesting against interference with American merchant ships by British men of war on the high seas.

"The reply of the Foreign Office to the American note has not yet been delivered nor even drawn up," the Press Association continues. "The whole matter is receiving earnest, careful consideration. The government's reply will be made in due time in considerable detail."

Sir George H. Perley, who was one of the men knighted on New Year's Day, is a prominent lumberman in the Ottawa Valley. He was born in Lebanon, New Hampshire in 1847, educated at Ottawa Grammar School and Harvard University. He was first elected to the House of Commons in 1904, and on the formation of the Borden Government, was made a Minister without portfolio. Since the death of Lord Strathcona, he has been Acting Canadian High Commissioner at London. He is a man of great wealth, and is a close personal friend of Sir Robert Borden.

Hon. T. Berthiaume, member of the Legislative Council and President of La Presse Publishing Co., who died on Saturday, was one of the best known French-Canadians in the Province. The late Mr. Berthiaume commenced life as a practical printer. He early saw the possibilities of a French-Canadian newspaper and under his management made La Presse the most influential paper published in French in Canada as well as building up for it the largest circulation of any newspaper in the Dominion. During recent years he has shouldered some of the responsibilities onto the shoulders of his sons, but up to the very last, maintained a keen interest in the conduct of the paper with which he was associated for a lifetime. He was 66 years of age.

**MUNICIPAL TRAMWAY
SERVICE A SUCCESS**

Review of Glasgow Street Car System Shows Wonderful Development and Advantages of Public Ownership

NO OVERCROWDING

Absolute Minimum Fares of Two Miles for a Cent and 20 Miles for 6 Cents—Fund of "Common Good" Credited With \$2,200,000.

In view of the present "buttering of the dovecoats," both of the public prints and of the public mind regarding the Tramway or Street Railway system of Montreal, a general survey of the inception and growth of the municipal tramway system of the second city of the Empire, should prove of interest. The advantages of the municipal undertaking of public utilities, such as lighting, water, gas, electricity, markets and especially public conveyance, are becoming more and more obvious to every one, that they scarcely require to be indicated here.

The tramway system of Glasgow is at once the model, and the envy of the principal cities of Europe. It is the result of very small and unpretentious beginnings. Not only have Scottish enterprise, tempered with the usual Scottish caution, entered into its evolution; but experiments—sometimes successful, oftentimes not coupled with the expenditure of unlimited supplies of money, all been factors in its success. Deputations from the capitals and leading provincial towns of Germany—France, Austria, Italy, Russia—have from time to time visited Glasgow, to inquire into and study the methods of its administration, and even our American cousins, never behind in knowing a good thing, have sent delegates over for the purpose.

The municipal history of the Glasgow tramway system begins with the transfer in 1824 of the interest of a private company, that used horse traction. This company had for a period of 23 years held a lease of the system at a rate of £150 or £200 a mile per annum. In 1844 this lease expired. Previous to this, however, there had existed a special Act of Parliament relative to the City of Glasgow, entitling the citizens, in their own interest to assume proprietorship and administration of public conveyance, in the event of the company paying a dividend over a certain percentage. Whatever the terms of contract may have been, the records of transfer still exist in the Corporation archives, and the writer not long ago had an opportunity of examining them.

The Corporation now became the trustees of public conveyance, and owners of the tramway system. The vast accumulated money foundations of Glasgow, and its equally vast public credit, facilitated matters. The first action of the Tramway Committee—the subdivision of the Corporation, embodied to administer Tramways—was to change the mode of traction from horse to electric.

(Continued on page 2.)

Men in the Day's News

W. F. Niekke, M.P., who has just celebrated his 44th birthday, was born at Kingston, Ontario, educated at Kingston Collegiate Institute and at Queen's University. He was elected to the Ontario Legislature in 1908, and to the Dominion House in 1911. He is one of the more progressive of the younger members of parliament, being a good student and interested in all great social and economic questions.

Sir Herbert Holt, who was knighted on the first of the year, is President of the Royal Bank of Canada, a Director of the Canadian Pacific Railway, and President of the Montreal Light, Heat and Power Co., and associated with many other financial and industrial concerns. He was born in Dublin, Ireland, in 1856, educated in the local schools, and came to Canada when 19 years of age. His first experience was in railroad construction work. After the completion of the Canadian Pacific Railway, he returned to Montreal and built up his present financial and industrial connections.

Sir Clifford Sifton, who secured this new title on the first of January, is one of the best known political men in the country. He was born near London, Ontario, in 1861, educated at the Dundas Collegiate Institute and Victoria University. He studied law and practiced his profession in Brandon. He entered politics as a member of the Manitoba Legislature, but on the formation of the Laurier Government in 1896, was made Minister of the Interior. He left the Cabinet a few years ago, and opposed the Laurier party on the matter of reciprocity. He is Chairman of the Conservation Commission, and is deeply interested in the prevention of tuberculosis.

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**MOTIVES THAT MARK
EUROPE'S CHESS-BOARD**

Mesopotamia and the Bagdad Railroad is Most Potent Influence

INTERVENTION EXPECTED

Italy and Roumania, both Preparing for War, Will Be Ready to Advance Some Time in February.

(Fourth article in a series on "The Audacious War," by C. W. Barron, President of the Wall Street Journal, New York.)

(Exclusive Leased Wire to the Journal of Commerce.)

New York, January 4.—How ridiculous are American peace proposals concerning the audacious war of 1914 may be judged from this announcement which I am able to make.

The return of the French government from Bordeaux to Paris was determined upon from two points of view, safety and political necessity. The French people were angered that Paris should have been deserted, but notwithstanding the political reasons which were more forceful than the public will be permitted to know, it would not have been undertaken had not the military authorities considered the movement a safe one, how safe will be evidenced by this that at both Bordeaux and Paris this problem was before the authorities. Events have now progressed so far that it is time for the allies to consider what will be their terms of peace. These terms must be divided into many classes, ranging from those in which only one of the allies has an interest to those in which all have an interest. Of course, the latter will be the most complex, and it is time now to begin with the complexities of the most far-reaching situation—This is Mesopotamia and the Bagdad railroad.

Now who in Washington knows anything about Mesopotamia or the Bagdad railroad? Yet here is the key of the most far-reaching problem in any peace proposals. It is because this matter can now be settled that the phonying of Turkey into the war by Enver Bey has made all Europe very happy—the Germans because they think Turkey is another 184-inch bowitzer or "Jack Johnson" putting black smoke over the British Empire; and happy is the rest of Europe because it now knows the whole of Turkey is on the table and the carving, it is believed, will be had with no plates extended from either Austria or Germany. For the first time the Turkish problem can be really settled instead of patched.

Some years ago I was astonished to learn in Europe that American banking interests, and American contracting and engineering firms in alliance therewith, had their eyes upon Asia Minor and the possibility of its subdivision by American railroad enterprise. I was astonished to learn that some people at Constantinople had authority for the use of the name of J. P. Morgan & Co. Indeed a railroad concession in Asia Minor, the details of which it is not necessary to go into, had been arranged, I was told, and lacked only signatures. The American people felt that the Germans were the little devils under the table who stayed the hand of the Sultan, and kept his pen off the parchment. Never would the signature come down on that paper, although declared to have been many times promised.

The English were, of course, vitally interested in any railroad concessions in Asia Minor as opening the route to the Persian Gulf and India. Money talks with Turkey as nowhere else. The Germans had made a great impression upon the Bosphorus. No body at that point in the knowledge of the world could fail to see the wonderful commercial progress of the Germans and the military power that stood behind ready to back it up.

A concession for a railroad from the Bosphorus to Bagdad and through Mesopotamia to the Persian Gulf, finally went to Germany, and the signature of the Sultan was at the bottom of the paper. There was of course, the usual military compromise and the concession for the oil fields of Mesopotamia went to the English, but the signature of the Sultan is still lacking to that piece of paper.

English statements announced that the Bagdad railroad was a purely private enterprise, financed in Germany by people associated with the Deutsche Bank. They had later to confess that error. Germany laughed and later openly announced that the Bagdad railroad was a Prussian enterprise of state. In fact, this concession, which is likely to be famous in history when the allies win, was handed over to the German Empire personally by the Sultan. Already a thousand miles of this road have been constructed through Asia Minor to Mosul. The concession carries the mineral rights for ten miles on either side of the railroad, except through the oil fields of Mesopotamia, said to be among the greatest of the oil fields of the world. They are really part of the famous Russian oil territory between Batum and Baku, or the Caspian and Black seas, which extends not only south into Mesopotamia but is now being developed far to the north in the Ural mountains of Great Russia.

The German Alliance with Turkey. Steadily the influence of Germany progressed with Turkey, now through one channel, then through another. When the Bulgarian war broke out it was German guns and German officers and German money that upheld the Turks. The French put their money on Bulgaria by bank loans to her treasury. The Russians lacked Servia. The French laughed and so did all Europe when the Turkish troops manned by German officers were beaten back to Constantinople and the Bosphorus.

The Second Bulgarian War. Austria extended the hand of friendship to Bulgaria and induced her to attack her allies, Servia and Greece, thus making the second Balkan war, with the result of losing to Bulgaria part of the territory she had acquired and still further augmenting the importance of Servia. Bulgaria has never forgiven either Servia or Austria for this defeat. She has now no love for either, for he it known, Servians are the pure blooded Slavs, while the Bulgarians have a Turkish admixture, whence their great fighting qualities. The Roumanians just north of Bulgaria are

(Continued on page 5.)

**The Canadian Bank
of Commerce**
Head Office—TORONTO

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**SOUTHERN BANKS DISPOSED TO
CO-OPERATE WITH MILL OWNERS**

New York, January 4.—Information from Spartanburg states that Southern mills in the Anderson Mill district South Carolina, are laying in supplies of raw cotton for a two years' supply.
Present prices are tempting, and it is only a question of financial ability to store and carry under the cotton loan fund of \$12,000,000.
It is believed that the southern banks are disposed to cooperate with mill owners to defray themselves out of current low priced cotton crop in order to improve their competitive capacity after normal conditions are restored in the demand market.

ON HEIGHTS OF MEUSE THERE WAS INTERMITTENT CANNONADE.

Paris, January 4.—The official 3 p.m. statement for the day says:
"We captured several points of support held by the Germans in the region of Pertines and of Meuse Les Hurbis. Between the Argonne and the Meuse we have done the same. On the heights of the Meuse there was an intermittent cannonade."
"An attempt made yesterday by our troops to capture Courcelles was not successful."
"Our progress continues in Forest of La Fretre, northwest of Pont à Mousson."
"In Upper Alsace we captured an important height to the west of Germiny."
"A counter-attack by the enemy was repulsed."
"At Steinbach we have taken possession of the Church quarter and of the Cemetery."

KAISER AGAIN UNDER WEATHER.

Amsterdam, January 4.—A Maastricht despatch reports that Emperor William has suffered a relapse as the result of exposure on a visit to a point on the Flanders battle front and that he is being rushed back to Berlin on the Imperial train.
It states that all military trains were side-tracked to give the Emperor's special the right of way and that all traffic between Liege and Aix La Chapelle was held up for 19 hours.

UNITED STATES AND VATICAN.

Rome, January 4.—It is rumored here that the United States is sending a special envoy to Pope Benedict to discuss with the Pontiff and his secretary of state methods of terminating the war in Europe.
It is impossible to secure any confirmation of these rumors from any of the Vatican officials, but they are received with considerable credence in high Catholic circles because of the source from which they come.