

FORD'S LATEST DEPARTURE INVOLVES BLAST FURNACES AND ROLLING MILL

Henry Ford has bought a large tract of land outside Detroit and announces that he will build a tractor factory blast furnace, rolling mill, and motor factory...

Owing to the war, Mr. Ford has had some difficulty in securing steel for his auto works, and this fact set him planning to provide a supply of his own...

The notable feature about the project, as far as it concerns employees, is that Mr. Ford does not intend to build what people call "a model city."

The inhabitants will have employment at the best possible wages, but as citizens of the town they will be as free and independent as citizens anywhere else.

When a man builds a home he will please himself as to its style and size, and he will own it and his garden absolutely.

The Ford idea is that all the reformation the world needs is the giving of honest work at good wages to every man.

He says that his steel works will pay, and the first men who deserve and will get pay are the men who will do the work.

Mr. Ford is a man of ideas, and people everywhere will follow with interest his bold and big experiments.

INDUSTRIAL OUTLOOK IN LOWER PROVINCES WAS NEVER BETTER.

St. John, N.B., June 24.—A Montreal dry goods traveler remarked on Saturday that he had been 26 years on the road and he had never seen business any better in the Maritime Provinces than it has been lately.

From Moncton comes the statement that there is more building being done this year than ever before in the history of the town.

At Fredericton, the contract has been let for a \$200,000 annex to the hospital. The Smith Foundry Company have a contract for the manufacture of shells amounting to \$125,000.

The Canadian Cottons, Ltd., at Marysville is running full time. Bathurst is about to instal a water and sewerage service, and has disposed of \$75,000, 5 per cent. bonds at 95 1/2 per cent. for that purpose.

At St. Andrews, the C. P. R. has just opened its splendid new hotel, the Algonquin.

The tuberculosis hospital at St. John, which cost \$60,000, is nearing completion. The new Dominion post office is also reaching its finishing stage.

The demand for vessels for lumber freights has fallen off slightly, but there has been little change in freights.

The departure of several steamers lately has left the harbor a little quiet. At present the tonnage in port consists of two ocean steamers and six bargues.

A number of others are daily expected.

NOT RESTRICTING PUBLIC'S RIGHT TO PURCHASE RAILROAD TICKETS.

New York, June 24.—Notwithstanding reports to the contrary, the Lackawanna Railroad has not undertaken to restrict the right of the public to purchase tickets to any point to which rates are quoted in its tariffs, and of course, could not legally do so.

Owing to conditions which prevailed along the Canadian border a considerable number of passengers tickets by the road were refused admission into the Dominion, and inconvenience was caused passengers as well as railroad men in undertaking to make refund of fares paid and arranging for means of transportation.

In view of this situation Lackawanna issued in March a circular to ticket agents calling attention to the situation prevailing along the Canadian border, and instructing agents to advise passengers destined to points in the United States that if they were not American citizens or countries friendly to British Government they would be liable to be turned back at the border.

ALLIS-CHALMERS MFG. COMPANY.

It is announced that aside from its orders resulting directly from the war the business of a strictly commercial character now being received by the Allis-Chalmers-Manufacturing Company shows improvement over recent conditions.

Much of the betterment is due to the advance in the copper metal market to the 29 cent. level, and relates especially to the demand for mining machinery, blowers, and hydraulic machinery.

Not only has there been better buying by old time producers, but many high cost copper producers also have been buyers because a price of 29 cents enables them to bring out the metal.

INTER-CONSOLIDATED CORP. EARNINGS.

New York, June 24.—Interboro Consolidated Corporation reports to the New York Stock Exchange the earnings of Inter-Metropolitan Company for eleven months ended May 31, 1915, as follows:

Table with 2 columns: Item, Amount. Includes Gross Income, Int. taxes, sinking fund, etc., and Surplus.

GRAND TRUNK RAILWAY.

The Grand Trunk Railway System's traffic earnings from June 15th to 21st, 1915, were as follows:

Table with 2 columns: Year, Earnings. Shows 1915 at \$ 989,072 and 1914 at \$ 1,042,646.

WILL OPERATE AT FULL CAPACITY.

New York, June 24.—It is expected that Anaconda Copper Company will be operating full by July 1. The company will be able to turn out at the rate of 300,000,000 pounds of copper a year.

WORLD FILM CORP. DIVIDEND.

New York, June 24.—World Film Corporation has declared an initial dividend of 3 per cent. payable July 15 to stock of record July 5.

RAILROAD NOTES

A heavy windstorm caused considerable damage at Carmi, Ill. Four coaches of a Louisville and Nashville train went into a ditch, but no lives were lost.

The Canadian Railway Construction Corps which was organized lately through the efforts of the Canadian Pacific, has arrived safely in England.

Sheldon Williams, a railroad detective, and O. S. Timmons, a freight conductor, were recently killed by the White Mountain Express of the New Haven railroad near Rye-on-the-Sound, N.Y.

The members of the Canadian Electric Railway Association, who have been meeting in convention at the Chateau Frontenac, Quebec, concluded their sessions on Tuesday morning with the election of officers.

Munitions of war for Russia's armies are arriving at Vladivostok in great quantities. So heavy are the shipments that facilities to forward them by rail through Siberia are lacking.

The Government will take over by lease the Lake Superior branch of the G.T.P. which connects the main line with lake navigation at Fort William. It is understood negotiations have been concluded on a rental basis of \$600,000 a year, equivalent to four and a half per cent. of the original cost of the line.

The official opening of the London and Port Stanley Railway will be held July 21. Aid. Merryfield, of London, Ont., chairman of the reception committee, was notified of this on Tuesday, and he at once instructed J. T. Hannigan, of Guelph, secretary of the Hydro Traction Co., to issue invitations for that date.

The Grand Trunk Pacific train leaving Winnipeg Friday evening last was derailed at Arland near the Alberta-Saskatchewan boundary the following afternoon. All but the engine and the rear trucks of the last car left the track, but no person was injured.

A defective switch is said to have been the cause. The passengers arrived in Edmonton this morning on a relief train that was sent out.

Sir Thomas Shaughnessy, according to private cables received here last evening, sailed for home by the White Star liner Lapland yesterday afternoon.

His visit to London attracted more than ordinary attention because of the knowledge that it was concerned with certain Imperial services which the C. P. R. will perform for the War Office, and his return to Montreal is accordingly awaited with interest.

Advices from Calgary state that the Grand Trunk railway is asking for an injunction restraining the Grand Trunk Pacific Transfer company from using the words "Grand Trunk" in their name.

Word has been received in Montreal of the promotion of Lieut. R. Falshaw Morkill, to a captaincy in the Royal Engineers. Capt. Morkill, who was signal officer with the Grand Trunk Railway, left with the Canadian Engineers with the first contingent.

The same advice also stated that he had been mentioned for the military cross for his work on the Ypres Canal. Capt. Morkill is a veteran of the South African War and also served through a native uprising following that campaign.

Mr. R. N. Young, superintendent C. P. R. Telegraphs in British Columbia, is on an inspection trip of the company's lines and principal offices on the main line between Vancouver and Field. The company, only recently, reopened its elaborate summer offices in the company's hotels at Glacier and Field for the handling of the telegraph business of the guests of the hotels during the present heavy tourist season, and it is with a view of seeing that everything is in smooth working order that Mr. Young will give these points his personal attention while east.

The Court of Appeal sitting at Victoria recently reserved its decision in the appeal of the Canadian Northern Pacific Railway Company from the recent decision of Mr. Justice Clements in the company's appeal from the assessment levied on certain of their properties within the limits of the city of New Westminster. The decision of the full court will be awaited with interest, as the result of Burnaby's action to recover taxes from the company has been reserved by Justice Clements pending the decision of the Court of Appeal in the above case.

FIRST CANADIAN RAILWAY WAS OPERATED IN NEW BRUNSWICK.

St. John, N.B., June 24.—During the year 1914, 1,839.32 miles of railway were in operation in New Brunswick, an increase over the previous year of 294.65 miles.

It is worthy of note that the first railway in Canada originated in New Brunswick. It was initiated in 1835 by the St. Andrews and Quebec Railroad Company.

The object of the company was to run a line from St. Andrews to Quebec so that the winter traffic of the St. Lawrence might be drawn to St. Andrews.

Had it not been for international difficulties, which caused the withdrawal of the imperial subsidy and the suspension of the work, the whole railway map of Canada would have been altered.

THE WEATHER REPORT.

Cotton belt—Moderate heavy showers in Arkansas and Oklahoma. Temperature 64 to 82.

Winter Wheat Belt—Light to heavy showers in parts of Nebraska, Missouri, Kansas and Oklahoma. Temperature 56 to 68.

American Northwest—Scattered showers in South Dakota and Minnesota. Temperature 54 to 66.

Canadian Northwest—Partly cloudy. No moisture. Temperature, 48 to 54.



SIR THOMAS SHAUGHNESSY, President of the C. P. R., who sailed for home yesterday after being in conference with the British Government on the subject of Canada's contribution of munitions of war.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce) New York, June 24.—The tonnage market is extremely dull and no improvement is looked for until the movement of the new grain crop begins.

There is a fairly good demand for coal carriers to Mediterranean and South American ports, but orders of all other kinds are decidedly scarce. In all other trades rates unchanged and nominal.

Tonnage offers freely for July delivery and the supply of unchartered boats is in excess of the limited requirements of charterers. For sailing vessels the demand holds steady, but the scarcity of tonnage continues to restrict chartering.

Charter—Coal: British steamer Anglesia, 2,790 tons, from Virginia to Buenos Ayres, 13s. option, Port Militar, 37s 6d. early July.

British steamer (Ropner boat) — tons, from the Atlantic Range to West Italy, 40s. July.

British steamer (Ropner boat), — tons, same.

British steamer, Sidmouth, 2,506 tons, same, p.t. prompt.

Italian steamer Capera, 3,212 tons, same.

British steamer Thistleard, 2,553 tons, from Baltimore to a Spanish port, p.t. prompt.

Miscellaneous—Norwegian (motor) ship Fingal, 2,435 tons, from New York to Archangel with general cargo, berth July.

SIGNAL SERVICE

(Department of Marine and Fisheries.) Grosse Ile, 26—Cloudy, northeast. In, 8.40 a.m.

Fremona—Out, 6 a.m. Batiscan.

L'Islet, 40—Cloudy, east.

Cape Salmon, 80—Cloudy, strong northeast. In, 7 a.m. Ikala, 9 a.m., St. Irene, Out, 6 a.m., John Sharples, 9 a.m., Tadoussac.

Father Point, 157—Dense fog, strong northeast. In 5 p.m. yesterday, Cadillac, 9.30 p.m., Romney.

Little Metis, 175—Dense fog, strong northeast.

Fame Point, 325—Foggy, raining, east. In, 3 a.m. Northland.

ANTICOSTI.—Ellis Bay, 335—Raining, east. Mapleton and Natronco at wharf.

West Point, 332—Raining, light east.

S. W. Point, 360—Cloudy, light east.

South Point, 415—Dense fog, calm.

Heath Point, 438—Dense fog, calm.

Cape Despair—Cloudy, east.

Point Escuminac—Clear, southeast.

Cape Tormentine—Cloudy, east.

Halifax—Dense fog, east. Arrived 4 p.m. yesterday, Halifax, 10 p.m. Evangeline.

Belle Isle, 734—Dense fog, northeast.

Sydney—Arrived 4 p.m. yesterday, Lord Strathcona.

Charlottetown—Arrived, 4 p.m. yesterday, Ragna.

Quebec to Montreal.

Longue Pointe, 5—Cloudy, light west. In, 4.10 p.m.

Hill House, 5.15 a.m. Montreal; 8.05 a.m., Saskatchewan.

Vercheres, 19—Cloudy, northwest. Out, 7.45 a.m.

Sin-Mac.

Sorel, 39—Cloudy, night north.

Three Rivers, 71—Cloudy, light north. In, 5.45 a.m., Torr Head; 6.30 a.m., Steelton; 8.30 a.m., Quebec and town.

Point Clitroulle, 68—Cloudy, strong north.

St. Jean, 94—Cloudy, north.

Grondeles, 95—Cloudy, north.

SHIPPING NOTES

Steamships arriving at Yokohama reported a terrific volcanic eruption at sea.

The White Star-Dominion line announces the arrival at Plymouth, on Tuesday morning of the Caledonian from this port.

The steamer Korea has arrived at San Francisco from Japan with a cargo representing 135,804 bags of Japanese rice, 1,779 bales of silk and 13,293 bundles of tea.

The Corinthian has arrived at Montreal; the Megantic and Hesperian are at Liverpool; the Frederick VIII. is at New York; the Oscar II. and Bergensford are at Kirkwall; the Sant Anna, is at Marseilles and the Cretic at Genoa.

Ocean freight rates are on the downward trend after a steady upward movement for nine months. Increasing tonnage available for prompt loading has unsettled the market considerably, and freight shippers, feeling that rates will continue to recede, are inclined to withhold chartering operations.

The Lisbon Harbor shows the constant increase in the traffic of the port by the following figures of the number of vessels which entered the port, and their gross tonnage:

Table with 2 columns: Year, Vessels, Gross Tonnage. Shows 1870, 2,461 vessels, 632,343 tons; 1900, 2,772 vessels, 3,162,051 tons; 1910, 3,541 vessels, 8,117,282 tons; and 1913, 3,441 vessels, 10,547,596 tons.

The captain of the Norwegian steamship Otterstad, which arrived in port on Saturday afternoon, has reported to the Department of Marine and Fisheries that he passed on Thursday, the 17th inst., at 6 p.m., a ship awash, approximately 1,000 tons, fifteen miles due south of Sable Island and very dangerous to navigation.

The lobster fishermen of Nova Scotia are asking for an extension of the season along that shore. The season ends on June 25 instead of July 10, as hitherto. An extension till July 10 at least will be asked for as, on account of the presence of the ice on the coast this spring, the season will be an extremely short one.

The catch has been better than for a number of years and the fishermen can make more money at the fishing than at anything else.

The Anchor Line, owner of the steamship Cameronia, which is reported to have had a narrow escape from a submarine in the Irish Sea on her voyage from New York to Liverpool, denied to-day that the vessel had encountered any undersea craft.

Passengers on the Cameronia, however, corroborated the story told by Mr. Peter Fletcher, of New York, who asserted the Cameronia attempted to ram a submarine.

The Liverpool Journal of Commerce points out if one gun was supplied to all the smaller British merchant vessels and two to the larger according to the proposal of Sir Leo Chiozza Money to arm the 21,000 British ships, 30,000 guns, and 1,500,000 shells, would be required, allowing for 50 rounds per gun. It is estimated by Syren and Shipping that only 5,500 British vessels have to pass through the war zone, and that to give even these an adequate armament at the present moment is a sheer impossibility.

Following the higher rates on the shipment of Philippine products to America and Europe, noted in recent consular advices, comes the announcement from Manila that the freight rates were further advanced early in May. The rate on hemp to London advanced from 150 shillings (\$35.50) to 180 shillings (\$43.50) per ton. From Cebu the price advanced from 155 shillings (\$37.75) to 185 shillings (\$43.75). Manila to New York was advanced from 130 shillings (\$31.50) to 165 shillings (\$40.15) and to Boston 170 shillings (\$41.37). The normal rate on Manila hemp to Europe and the United States before the war was \$15 per ton.

U. S. CAST IRON PIPE COMPANY TO REDUCE CAPITAL STOCK.

New York, June 24.—At the United States Cast Iron Pipe annual meeting a resolution was unanimously adopted to reduce the capital stock by cancelling and retiring 5,000 shares each of the preferred and common stocks now in the treasury, which reduced the capitalization by \$1,000,000.

It was also unanimously adopted that the fiscal year hereafter should correspond with the calendar year instead of ending May 31. The annual meeting will hereafter be held on the third Thursday in April. The same board of directors was continued in office until next April by vote of stockholders.

CANCELS SHIPMENT OF WAR MATERIAL UNTIL CASH RECEIVED.

Seattle, Wash., June 24.—The Great Northern Steamship Company has announced that the S. S. Minnetonka will not include Vladivostok as a port of call on her next voyage, although she had been scheduled to sail direct on June 27 with a large cargo for the Russian government.

It has been learned that this action is due to the cancellation by American manufacturers of about 75 per cent. of shipments of war material orders by the Russians, owing to their inability to obtain cash payment.

FRENCH ORDER 1,000 CARS.

New Glasgow, N.S., June 24.—It is stated here in industrial circles, although not officially, that the Eastern Car Company, a subsidiary plant of the Nova Scotia Steel, has recently received an order from the French Government for one thousand cars.

These cars are of the Gondola type, and will likely be delivered some time in October of this year.

With the two thousand cars of the Russian Government now being made here, a busy season is portended.

NEW BRIDGE ACROSS THE REVERSING FALLS AT ST. JOHN.

St. John, N.B., June 24.—Provincial Engineer Wetmore thinks that the new bridge across the reversing falls will be ready for traffic early in August. The Street Railway Company expect to have their tracks across the bridge by the middle of August.

The old suspension bridge nearby will be removed when traffic on the new bridge has been firmly established. The new bridge will cost about \$450,000.

MANUFACTURES 6,000 TIRES A DAY.

New York, June 24.—Flske Rubber Company is now manufacturing 6,000 automobile tires a day. Sales are running at the rate of \$16,000,000 a year. For the first five months of 1915 sales ran 33 per cent. ahead of corresponding period a year ago. June sales to date are 30 per cent. ahead of same period in May.

BUSH TERMINAL CO. DIVIDEND.

New York, June 24.—Bush Terminal Company has declared a semi-annual dividend of 2 1/2 per cent. on the common stock, payable July 15 to stock of record June 30. Previous dividend was 2 per cent.

LEHIGH NAVIGATION DIVIDEND.

Philadelphia, June 24.—Lehigh Navigation Company declared regular quarterly dividend of 2 per cent. payable August 31, to stock of record July 31.

RAILROAD BUSINESS IN SOUTHERN STATES CONTINUES TO IMPROVE

New York, June 24.—Improvement in railroad business in the South continues. In the first week of June, Louisville and Nashville's gross revenues were 5.60 per cent. less than in the same week a year ago; while for May, based on weekly estimates, the gross was 7.2 per cent. from May, 1914, against an April loss of 11.4 per cent.

Southern Railway, on the other hand, slumped a bit in May, with no recovery in the first week of June. Thus in May the loss in gross was 13.7 per cent. against the Interstate Commerce Commission figures for April of 10.1 per cent. First week of June loss 12.9 per cent.

But actual figures for the month, as reported to Washington, are not unlikely to make a better showing than do weekly estimates. For instance, Louisville and Nashville's gross loss in April was actually but 11.4 per cent., against an indicated loss by weekly figures, actual figures were almost 1 per cent. better than estimated.

Losses in percentage of gross for April, the first weeks of May, and the first weeks of June, for Louisville and Nashville, Southern Railway, Mobile & Ohio, and Cincinnati, Southern Railway, Mobile & Ohio, and Cincinnati, New Orleans and Texas Pacific, familiarly known as the Queen and Crescent, as compared with a year ago, follow, these being the most important of the southern lines reporting earnings weekly:—

Table with 5 columns: Line, L & N, Sou. Ry., M. & O., C. & O. Shows percentages for First week June, Month of May, Fourth week May, Second week May, First week May, and Month of April.

Half a year ago it was usual to find gross running 20 per cent. or more behind last year, and three months later losses were reduced to between 10 per cent. and 17 per cent. As the season has advanced, and some of the rigors of the business decline engendered by the war have been mitigated, trade in the South has warmed up slightly.

By dint of stringent economy, two of the largest southern systems were able to report gains in net earnings for April, and it is possible that the strongest of them will report gains for May and succeeding months.

That increases in gross may be looked for before the fall is highly improbable. Passenger revenues still refuse to gain, continuing relatively greater declines than freight. Movement of fruit from the south Atlantic seaboard states is helping lines which bisect that territory, but until the South begins to see new money from its grain crops and its cotton, economies inaugurated last fall are not likely to be lessened.

LONDON METAL MARKET.

London, June 24.—Spot copper £20 17s. 6d. off £1 2s. 6d.; futures £22, off £1; electrolytic £24 10s. off 10s.

Spot tin £168 5s. up 5s.; futures £166 10s. up 10s.; Straits £172, unchanged. Sales spot tin 30 tons; futures 100 tons.

Lead £23 5s. off 8s. 9d.; Spelter £37 10s. off £5.

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM.

THE DOUBLE TRACK ROUTE. INTERNATIONAL LIMITED, Canada's train of superior services.

LEAVE MONTREAL 10.15 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. Effective June 27. Information now in Agents' hands.

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

122 St. James St., Cor. St. Francis Xavier—Phone Main 1197.

Windsor Hotel Uptown 1181. Bonaventure Station Main 1239.

CANADIAN PACIFIC

CHANGE IN TIME. IMPROVED QUEBEC SERVICE. In effect June 26. 19.00 a.m. *1.30 p.m. *11.30 p.m. *Daily except Sunday. *Daily.

IMPROVED LAURENTIAN SERVICE. In effect June 26th. From Place Viger. 1.15 p.m. Sat., St. Jerome, Ste. Agathe and intermediate Stations. From Windsor St. 1.25 p.m. Sat., Montfort, St. Labelle and intermediate Stations.

CORNWALL. In effect until June 25 only. 9.00 a.m. ex. Sunday. 7.30 p.m. ex. Sunday. In effect commencing June 25. 7.20 a.m. ex. Sunday. Ste. Anne-Vaudreuil-Point Fortune. Extra Service. Lv. Windsor St. 7.30 p.m. ex. Sunday. Lv. Point Fortune 9.30 p.m. daily. Ar. Windsor St. 11.15 p.m. Making intermediate stops.

WHITE MOUNTAINS & MAINE COAST. Portland, Old Orchard, Kennebunk Beach. Commencing June 25th—9.25 a.m. 9.45 p.m. Through Parlor Cars on day train. Standard Sleepers on night train.

SERVICE OF THE GREAT LAKES. Now in Operation. A descriptive Booklet will be sent by mail on demand. PANAMA-PACIFIC EXPOSITION SAN FRANCISCO. LOS ANGELES. Various Routes — Reduced Fares. Pamphlet on Application. TICKET OFFICES: 141-143 St. James Street. Phone Main 3125. Windsor Hotel, Place Viger and Windsor St. Stations.

INTERNATIONALIZATION PLAN IS PREPARED FOR

Orders Given to the Report.

New York, June 24.—General T. C. ... of the Equitable Office ... who ten days ago purchased the majority stock of the Equitable Society of the United States, is in regard to his offer of the stock ... purposes of complete mutualization.

The mutualization directors, Messrs. Thomas ... Henry W. ... in the event of the committee ... regarding the directors of the society ... be put into operation.

At the office of Frank Hasbrouck ... it was said yesterday that he ... of the transfer of the majority stock ... of the new owner's intention to bring ... a mutualization of the company ... any plan that is proposed will ... before permission is granted.

Regarding the suggestion that the ... of the stock may eventually ... of the Equitable Building by ... it was pointed out yesterday ... report invest its fund in real estate ... the permission of the State ... the society may, however, acquire ... foreclosure proceedings on a mortgage ... whether or not the Superintendent ... necessary permission in the case of ... the Equitable Building is not known. ... would not give the permission if ... the terms and conditions