

CANADA WILL DERIVE BENEFIT FROM VISITORS TO 'FRISCO FAIR

Mr. W. P. Hinton, Asst. Passenger Traffic Manager of the Grand Trunk and Grand Trunk Pacific Railways, returned to headquarters in Montreal this morning, after a twelve thousand mile trip over the companies lines and steamship routes.

"A great wave of travel will set in towards the California Expositions after the 15th of June," said Mr. Hinton to-day in an interview with a representative of The Journal of Commerce.

While in Prince Rupert, Mr. Hinton watched the launching of the last pontoon for the great Grand Trunk Pacific drydock.

The announcement of the selection by the United States of a route for its \$25,000,000 railway through Alaska, has led to a healthy boom at some of the Pacific Coast points.

THE WEATHER MAP. Cotton belt—Generally clear. No moisture. Temperature, 62 to 72.

Wheat belt—Generally clear. Scattered showers in Illinois.

SHIPPING NOTES

Japanese shipbuilding yards have recently received considerable orders for the construction of new cargo and passenger steamers.

More than sixty thousand tons of coal has either arrived in port or is on the way up the river from the Dominion Coal Company.

The North German Lloyd Steamship Co. has applied for special police protection for its docks and detained steamships at Hoboken.

A Swiss engineer, who arrived at Geneva from Hamburg declared the shipyards there were turning out three finished submarines a month.

Underwriters are beginning to discuss on what terms vessels will be insured against loss from floating mines undiscovered and unexploded when the war is over.

A Berlin special says that German naval experts are greatly surprised at the rapidity with which the Lusitania sank.

The International Mercantile Marine announces that in future no contraband of war will be carried on steamships of American Line between New York and Liverpool.

Passengers arriving on the Noordam of the Holland-American line declare that the English Channel is filled with wire net traps for submarines.

Although the ice in Archangel Harbor has broken up and access from the sea is now possible, no private cargoes will be handled there in the immediate future.

The steel steamers F. M. Osborne and Valcartier, both owned by Detroit parties, collided on the Corcos Shoal, in Lake Huron, near Sarnia, during a dense fog yesterday and as a result both are resting on the lake bottom in 19 feet of water in a badly damaged condition.

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The Charter Market

New York, May 14.—The steamer market was quiet in all departments and only a limited general demand prevailed for May and June boats.

There is a limited inquiry for grain and deal carriers, and a few trans-Atlantic steamer freights from the Gulf.

West India, South America and long voyage freights are scarce.

In the sailing vessel market the general conditions are without change, and only a limited business was reported in chartering.

Charters—Grain: Norwegian steamer Siljestad, 28,000 quarters, from Montreal to a French Atlantic port, 10s, May.

British steamer Annie, 26,000 quarters, same. British steamer Vaux Hall (or sub.), previously, 25,000 quarters, from Montreal to Leith, 9s, June 25.

Norwegian steamer Nordkyn, 22,000 quarters, from Philadelphia to a Scandinavian port, p.t. prompt. Danish steamer Nordamerika (previously), 20,000 quarters, from the Gulf to a Spanish-Mediterranean port or Marseilles, 11s, prompt.

Petroleum: Norwegian bark Fairport, 11,000 barrels refined, from Philadelphia to a Scandinavian port, p.t. Lumber—British ship Wray Castle, 1,791 tons, from Halifax to West Britain, or East Ireland, with deals, 12 1/2 3d, June-July.

Norwegian ship Rajore, 1,946 tons, same, 12 1/2 3d, June-July. Norwegian steamer Haakon VII, 1,379 tons, from Campbellton to West Britain, with deals, 13 1/2 6d., prompt.

Coal: British steamer Flixton, 2,705 tons, (previously), from Philadelphia to Buenos Ayres, 38s 6d, May. British steamer Hartmann, 3,046 tons, from Baltimore to West Italy, p.t. prompt.

Italian steamer Luigi Ciampa, 2,693 tons, name option Sicily. Miscellaneous—Steamer Seacount, 1,666 tons, from the River Plate to New York with linseed, p.t., August.

British steamer Arranmore, 1,934 tons, from the Gulf to Liverpool with cotton, etc., 11 1/2 s., special terms, June. British steamer Den of Crombie, 3,238 tons (previously), West India trade, trip up 11s, delivery Cuba, prompt.

FREIGHT RATES ARE THREE TIMES HIGHER THAN THEY WERE YEAR AGO. Bradstreet's Montreal Weekly Trade Report says:—Reports from our wholesale districts continue optimistic in most trades.

There is more export freight offering than the limited amount of available steamers can take care of. Freight rates this year are three and in some cases four times higher than they were last year.

RAILROAD NOTES

Roads leading out of Chicago have placed several thousand men at track work this spring.

The Oil Fields & Santa Fe has been chartered in Oklahoma to build a line 15 miles long from Cushing, Okla., to the oil fields.

Baltimore & Ohio has placed supplementary order for 1,800 tons rails, and M. K. & T. has ordered 1,200 tons additional rails from Illinois Steel Co.

The Barboursville & Manchester has been incorporated to build from Barboursville to Manchester, Ky., 24 miles. E. W. Gearhart, of Scranton, Pa., is one of the promoters.

Miss Grace Hartwell, 21, and her aunt, Miss Catherine Bentley, of Utica, N.Y., were killed when the horse drawing the wagon in which they were riding ran in front of a fast train near Sherburne, N.Y.

Public subscription to the East India Railway, \$17,500,000 4 1/2 per cent. forty-year loan issued at 99, was very disappointing, only \$4,625,000 having been taken up.

Joseph Scheibe, a German Pole, is in jail in St. John on the charge of attempting to destroy a signal on the line of the C. P. R. near Enniskillen. Detective Skidmore, of the C. P. R. made the arrest.

The Inter-State Commerce Commission decided yesterday that railroads cannot automatically increase their freight rates 10 per cent. because, on June 3, becoming effective, prohibits any limitation of the liability of a carrier to a shipper.

It is estimated that there are 665,000 shareholders of American railroads scattered all over the country. This shows an increase of 49,919 over the number in 1913.

The new Transcontinental car ferry which is to do service between Quebec and Lewis until such times as the Quebec Bridge is completed, performed its first service on Wednesday morning.

The supply made by the Canadian Pacific Railway to supply farms to men with agricultural experience on a small cash payment and the balance extended over 20 years is generally appreciated by many who are now endeavoring to make a start for themselves on the land.

A story (the accuracy of which we cannot vouch for) is being told around the C. P. R. general offices to the effect that a man named Nason recently found two bars of gold valued at \$30,000 close to the company's tracks at Fredericton Junction, N.B.

In the Romera, which berthed at Section 25 yesterday afternoon, Montreal sees a tramp vessel which has never before been up the St. Lawrence River, but which in common with many others have been all over the Atlantic since the war was started in Europe.

DETROIT STRIKE ENDED. Detroit, May 14.—The street car strike is off. Under the Mayor's peace plan the Whaling case, which caused the strike, is to be arbitrated.

TO COMPLETE VALLEY RAILWAY. St. John, N.B., May 14.—The Provincial Government has passed an Act providing for the appointment of a commission to complete the Valley Railway in case the contractors fail to meet their obligations within a specified time.

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ONTARIO TO RAISE REGIMENT. Toronto, Ont., May 14.—Ontario will direct a contribution to the Mother's Corps, completely equipping and training a battalion to be known as "The Royal Canadian Mounted Police."

CANADIAN PACIFIC RAILWAY Dividend Notice. At a meeting of the Board of Directors of the Canadian Pacific Railway Company, held on May 12, 1915, a dividend of two and one-half per cent on the common stock for the quarter ended March 31, 1915, was declared.

UPBUILDING OF U. S. MERCHANT MARINE SUBJECT OF VOTES

National Chamber of Commerce Calls on 300,000 Business Men to Express Their Views by June 22.

Washington, May 14.—What means representative commercial organizations favor for upbuilding a permanent American merchant marine may soon be known as result of a referendum submitted by the Chamber of Commerce of the United States to upwards of 600 chambers of commerce and national trade bodies, representing some 300,000 business men.

The ballot is divided into two groups. First, organization members are asked whether they favor: 1.—The government undertaking purchase, construction or charter of vessels for mercantile purposes, with operation of such vessels.

2.—Ownership of merchant vessels by government but operation by private parties under leases. 3.—Subsidies from the government sufficient to offset the difference in cost between operation under the American flag and under foreign flags.

4.—Subventions from the government to establish regular mail and freight lines under the American flag to countries in which commercial interests of the United States are important, and to American dependencies.

In the second part are set forth recommendations by the National Chamber's special committee on merchant marine. Organization members are asked to favor or oppose the following:

1.—Creation of a federal shipping board to investigate and report to Congress regarding navigation laws and to have full jurisdiction in all matters pertaining to over-sea transportation.

2.—That the government subscribe to the entire stock of a Marine Development Co., with a capital of \$30,000,000, this company to have authority for seven years to lend, under supervision of federal shipping board, on security of first mortgages on merchant vessels, taking as evidence of this indebtedness bonds which bear a fair interest and contain provisions for amortization, the development company to guarantee the bonds as to principal and interest and sell them to the public.

3.—That the ocean-mail law of 1891 be amended by lowering the speed for first-class steamers from 16 to 15 knots, and for second class steamers from 16 to 12 knots, and by making the compensation adequate to permit the establishment of lines carrying both mail and freight.

4.—If, by June 22, one-third of the voting strength of the National Chamber has been recorded and two-thirds of the votes thus cast represent at least 20 states, the questions will be recorded as having passed one way or the other, and the Chamber will endorse accordingly. If, before the above-mentioned time, votes representing more than two-thirds of voting strength of the organization membership are registered favorably or adversely, the results will be recorded as having been approved.

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MANY MUTUAL AGENTS WITH CANADA

Among the agents of the Mutual Life Insurance Company of Canada who have been in Montreal for a fire last night in the hotel at Gay Place, St. Henry.

BOY STARTED. A little boy playing with matches for a fire last night in the hotel at Gay Place, St. Henry.

CAMPAGN OF LECTURES PREPARED CITY

The campaign of lectures, prior to the city next week, will be a lecture delivered in Emory Boucher, city health officer, who has been in Montreal for a few days.

Photographs of the fountains of the city, produced and a picture of the Arc de Triomphe, for reference to the question of erecting a monument of this kind in Montreal.

When the speaker turned to the present situation, incidentally the cent of the annual fire loss in Montreal was reckoned at \$3 for every family, by reasonable precaution, pictures that have occurred in the city in the past.

The programme for next week is as follows: Monday, Fire; Tuesday, Front Yard day; Wednesday, Thursday, Sanitation day; Friday, Saturday, Children's day.

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NOTICE is hereby given that the holders of the Six Per Cent Thirty-Year Mortgage Bonds of Southern Canada Power Company, Limited, which were issued on April 30th and May 1st last issues of the Street Journal, published in the City of Montreal, and The Times, published in the City of New York, respectively, and notices of which by circular mailed to each bondholder, was known to the Company, is hereby notified.

By order of the Board, W. A. B.

Montreal, 10th May, 1915.

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