

WEATHER: SHOWERY

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GREATER MONTREAL Municipal Debentures

N. B. STARK & Co. BANKERS

SOUND BONDS

EASTERN SECURITIES CO., Limited

MUNICIPAL AND SCHOOL DEBENTURES

W. Graham Browne & Company

THE MOLSONS BANK

LETTERS OF CREDIT TRAVELLERS' CHEQUES

THE Dominion Savings and Investment Society

TRIED TO BLOW UP CAZAR OF RUSSIA

Assassin Bomb Wrecked Pilot Train

START NEW SERVICE

ART SALE OFFICE RENTS

TORPEDO BOATS TO IRELAND

2,000 MINERS ON STRIKE

FILES A MORTGAGE

The Journal of Commerce

THE BUSINESS MAN'S DAILY

MONTREAL, THURSDAY, JUNE 18, 1914.

TWO CENTS

INCREASE THE DIVIDEND RATE

Former General Manager Granby Consolidated Sees that Prospect

EXPLAINS RESIGNATION

Mr. Graves Says He Will Not Retire Four Years Ago, But Was Induced Temporarily to Remain to Look After New Enterprise.

Mr. J. P. Graves has resigned as general manager of the Granby Consolidated Smelting and Power Co., Limited.

In fact, his resignation was presented to the board of directors last October in New York, although an announcement to that effect was never made.

Mr. Graves, who spends practically all of his time in the West, has sent the following statement to the Journal of Commerce:

"I tendered my resignation as general manager of the Granby Co., taking effect last October, and F. M. Sylvester, who has been my assistant for about two and one-half years, was elected to fill that position.

"My reason for making the change was that I had been general manager for about 15 years, having organized the original company in October, 1895, and had full management of the properties, both in securing the mining properties, in their development and equipment, in the construction of the smelting plants, and their operation, as well as the financing of these companies over this period of time.

"Entering New Field "I felt, about four years ago, that I should be relieved of the work, and asked that it be done at that time; but owing to our considering entering a new field, namely, the Pacific coast, so as to expand the business, it was deemed inadvisable that my resignation be accepted at that time. So far as I know, that is the only reason connected with the change made, and it was my solicitation.

"The Granby's mines at Phoenix have very large ore deposits, and development of large ore reserves was made during its early career, and the starting of the old smelting plant at Grand Forks, and at the end of each year we have had less ore in sight than the previous year, because of the large amounts extracted, and it has not been anything new to the eastern directors that this has taken place. It was new to them, it was because they didn't understand the business with which they were connected.

"Large Property Area. "The Granby Co. owns a large area of property at Phoenix, nearly four miles in length, and about one-mile width at its widest. Only a small portion of this area has been prospectively. How much additional ore exists in this ground is, of course, not known. This additional ground has been purchased by the company over a period of years, under my direction, believing that it contained ore; and, as the property was purchased at low prices, it was considered to be good business, and a gamble well worth taking.

"We have each year explored a certain amount of the area, some years perhaps in eight nearly as much ore as we extracted, and other years not until the development upon the Hidden Creek mines was undertaken. At that time, it was found that the earnings from the mines at Phoenix, and the properties at Phoenix, and also to carry on the exploration work and development upon the new mines at Hidden Creek.

"Showed Better Grade. "As the new mines at Hidden Creek showed better ore than at Phoenix, it was deemed good business and more profitable to the company to have gradually increased the production of the mines at Phoenix, and to carry on the exploration work and development upon the new mines at Hidden Creek.

"I think the correctness of this large amount of better grade ore that has been put in sight at Hidden Creek since starting the new smelting plant at Hidden Creek, the ore there being about 2 1/2 per cent. copper, recovering over 40 pounds since its commencement. The Grand Forks plant the past year has recovered between 17 and 18 pounds, and that has been about the recovery over a period of two or three years, and not over 20 pounds for several years past.

"We now have a large tonnage of better grade ore in sight at Hidden Creek; hence, more money has been made for the stockholders.

"Explore Ore Bodies. "It was our policy, and probably will be carried out, that as soon as the Hidden Creek smelter was in operation, we would then have sufficient funds from the earnings of the two plants not only to increase our dividend rate, but to further explore the ore bodies and the land we own at Phoenix, and this undoubtedly will be done.

"I still retain the same interest in the company that I have had for a period of years, and have the same interest in the property and its future. I am going to go over the property with Mr. Sylvester. Everything is working to say that both the mining and smelting costs are less than we calculated, and that to-day the future of the property seems very bright, and the stockholders can be congratulated on the prospects.

PASSENGERS AND ENGINEERS CORROBORATE CAPT. KENDALL

Saloon and Second Cabin Passengers Agree That Empress Was Stationary When Collision Occurred

ORDERS IN ENGINE ROOM

Storstad Counsel Seeks In Vain To Establish Theory That Empress Steering Gear Was Not In Order—Regarding The Closing of The Water-tight Doors—Engines Worked as Telegraphed.

Quebec, June 18.—Evidence at this morning's session of the Empress inquiry as given by passengers in the C. P. R. liner and members of the engine room staff went far to corroborate the story told by Capt. Kendall.

Inquiry opened with the examination of George Black, second cabin passenger on Empress. His cabin was number 212 on starboard side, amidships, and he testified that when the collision occurred the Storstad's bow was so close to him that he could almost touch it. He thought the Empress was stationary or at least moving slowly at the time.

George Black, second cabin passenger testified next and the most valuable part of his evidence was that the Empress was still at the time of collision.

Robert Brennan, Junior Second engineer of Empress then took the stand. He testified under examination and cross-examination that the Empress was in charge of port engines when he was in charge of port engines after leaving Father-Point were respectively, full speed ahead for nine minutes, then stop and full speed astern for about three minutes and then stop. Impact of collision came about three or four minutes after stop.

From the Chief Engineer a moment before the collision, he received an order to go full speed ahead. He did not hear the engines when they turned five or six revolutions when they stopped owing to the lack of steam. The water rose in the stoke-engine room and poured into the door number ninety was closed. The ship listed until it was possible to stand on the engine columns.

The lights went out when the Robert Liddell, third engineer of Empress, took the stand. He was in charge of the starboard engines as to the orders he had received from the bridge.

The engines were worked as telegraphed. Lord Mersey questioned witness about closing of water-tight doors and Liddell stated that he had orders to close number ninety door in bulkhead six, immediately after collision. He saw the door closed and kept the lights in the engine room when the Empress was in the water.

Chief Engineer on Stand. Chief Engineer Sampson of the Empress was next called. He was in the engine room at the time prior to collision but went there when order to close bulkhead doors. He received an order through bridge telephone from Capt. Kendall to drive engines ahead to beach the ship.

He gave the order but could only get five revolutions out of the engines as stokehold water was in steam and steam gone. Counsel Haight questioned him closely regarding the working of the steering gear, but witness stated that the steering gear was teleoperator system and worked satisfactorily. Lord Mersey asked that the Storstad counsel wished to get at by such questioning and latter stated that he had heard from a former Empress Quartermaster named Castlewaller that the Empress was in charge at one time entered suit against the C. P. R. for a bodily strain occasioned while working the Empress steering wheel.

Engineer Sampson stated that such was nonsensical. Yesterday's Testimony. The proceedings in yesterday's investigation at the Empress-Storstad inquiry elicited no break in the previous testimony of the witnesses. Both sides stick to their stories and several cross-examinations by opposing counsel failed to bring forth anything tangible enough to place blame. In the morning session, Chief Officer Butterfield representing the C. P. R., Mr. Aspinall representing the Storstad, and Mr. Aspinall's lawyer, Mr. C. S. Haight, when cross-examined by Mr. Butterfield representing the C. P. R., Mr. Aspinall laid a great deal of stress upon the witness's statement that the Storstad did not answer her helm when the engines were started slow ahead after stopping.

Briefly, the C. P. R. are endeavoring to prove that the Storstad was proceeding at a good speed when coming towards the Empress and that the accident was caused by the helm of the Storstad being ported, thus sending her bow to starboard and into the Empress which was stationary, and showing her green light on the Storstad's bow. If the Storstad had held the course she was steering when first sighted, counsel contended both ships would have passed starboard to starboard, and clear of each other.

The defence, led by Mr. C. S. Haight, are equally positive that the Storstad never altered her course from west by south even when stopped in the fog and the helm hard a port.

SAY \$80,197.50 PAID TO CAMPAIGN FUND

Further Evidence Brought Out by Royal Commission Into Dugal Charges

NEW MAN IN CASE

E. R. Teed, A Commercial Traveller From St. John, Mentioned By Witness as One of the Intermediaries In Alleged Transactions.

(Special Correspondence.) St. John, N.B., June 18.—When the Royal Commission inquiring into the Dugal charges adjourned for lunch to-day, there had been disclosed up-to-date payment of \$60,197.50 into the campaign fund, by the holders of Crown land timber areas in New Brunswick. W. H. Berry has been the one to touch the matter to those who testified up to today, but this morning E. R. Teed, a commercial traveller, enters into the case, as having seen E. R. Sayre, for a contribution. Bringing Teed into the evidence is regarded as important by those pressing the charges.

James Robinson, former M. P. of Millerton, N.B., was the first witness this morning. He said he held about 140 miles of Crown land timber areas in his own name, about 150 altogether, and was president of Lynch and Co., which holds 112 1/2 miles. The licenses were renewed last year, he said. W. H. Berry had told him about the campaign fund, that he expected to get about \$15 a mile, that the others were paying that. Witness said if others were he would do the same. As to the Lynch lands, Robinson said he told Berry he did not feel like contributing anything on them. Berry urged it, and witness said he would think it over. Next day he saw Berry again, and asked if Hon. John Morrissey, Public Works Minister, knew about this. He said no, and did not want him to know it. Witness said Berry did not give him any reason why he should pay, but he urged him very hard.

Afraid of Mr. Carvell. Mr. Carvell—"Did you tell him why you did not want to pay on the Lynch lands?" Witness—"I told him that Mrs. Lynch was a director, and that you, Mr. Carvell, always said the accounts, and I did not want to risk it, he said he would take a chance on that. I agreed to buy and he told me to give the money to Mr. Brankley."

Witness said he paid \$1,800 for the Lynch lands, and he paid \$2,167.50 for his own in separate envelopes. Brankley put it in a drawer.

F. E. Sayre, of St. John, lumber operator, said he held 27 1/2 miles and the firm name of Sayre and Holy, and some in his own name. He said he was asked to pay something over the bonus, and said he would not. He said E. R. Teed, a traveller for Barbour, asked him. He said it was for an election fund. There was no election at that time. Witness asked if all the others were paying, and Teed said yes, so witness decided to pay, but he himself did not. He decided not to pay, and did not pay. He said Teed and Berry were here at an hotel.

\$20,000 From One Company. J. W. Brankley, manager of the Miramichi Lumber Co., a subsidiary of the International Pulp and Paper Co., said the company's resident would not pay the bonus. He said he was drawn out battle between the opposing counsel and a great deal of comparative deductions on the times the company's resident would not pay. A gradual shift of facts will then ensue and a verdict arrived at.

Many other side issues were raised when the various legal representatives of the case, but the respective Lord Mersey's intention to get at the simple facts and the action which caused the collision. The other matters will be dealt with later.

NEW MACHINE FOR MINING OF COAL

Philadelphia, Pa., June 18.—Operators of Pittsburgh district are evincing much interest in the invention of a coal mining machine by H. A. Kuhn, a well-known mining engineer. He spent ten years in perfecting the machine, which, it is claimed, will do the work of a human miner 20 times as fast and 50 per cent. cheaper than he can do it. If the machine will do only a part of what is claimed for it, the present system of mining coal will be revolutionized.

It is based on a structural steel frame, oblong shaped, which rests on a steering truck, which in turn rides on a set of wheels. It is operated by means of a hand crank, and is capable of being used for operating the cutting tools and attacks the seam in any position, moving both up and down and sideways. Electricity or compressed air can be used for operating the motors, and cost of power is stated as less than one cent per ton mined. It is claimed that the machine cuts coal cleanly from roof to floor, taking 90 per cent. of the coal in the ground, as compared with average of 70 per cent. removed by human miners.

As only two men are needed to guide the mechanism of the machine, it is estimated that with 20 laborers operating 10 machines, 1,000 tons can be mined daily. Cost of pumping, hauling and rodding also would be reduced, and danger from gas explosions minimized because large cavernous underground areas would be eliminated. It is estimated that the machine wherever introduced, would eliminate two-thirds to three-fourths of the present miners required.

MONTREAL CLEARINGS AGAIN SHOW DECREASE

A decrease in bank clearings was shown for the week here, but in Toronto there was a small increase. The total in Montreal reached \$55,254,717, a decline of \$1,627,896. A year ago in the corresponding week, the Montreal clearings were \$56,882,615, a decrease of \$3,966,418 from 1912.

In Toronto there were the past week aggregate clearings of \$41,379,794, an increase of \$484,994. These figures compare with \$40,894,800 in 1913, when a decrease of \$490,046 was indicated from those of 1912.

CANADIAN NORTHERN GROSS GAIN WIPED OUT

The gross earnings of the Canadian Northern Railway for the week ending June 14 were \$388,100, a decrease of \$153,400 from the earnings for the corresponding period last year. This is a larger decrease than that of the preceding week, which was \$98,000, and is one of the heaviest decreases of the current fiscal year (July 1). The earnings from July 1 to June 14, were \$21,782,200, which is \$7,400 behind the earnings for the same period the year ago. Thus the gross gain for the fiscal year is wiped out.

The Canadian Bank of Commerce

Head Office—TORONTO

Paid Up Capital - - - - - \$15,000,000

Rest - - - - - 13,500,000

Board of Directors: SIR EDMUND WALKER, C.V.O., LL.D., D.C.L., President.

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FAVORS VILLA FOR PRESIDENT

A Report From Washington Says Carranza Will Be Considered No Longer

ACTING SUSPICIOUSLY

MONTREAL CLEARINGS AGAIN SHOW DECREASE

CANADIAN NORTHERN GROSS GAIN WIPED OUT

NEW APPOINTMENTS

LINER WENT ASHORE.

NEW ALTITUDE RECORD.

United States' Reply.

Washington, June 18.—President Wilson's secretary, J. P. Tumulty, said to-day that the reply of Justice Lamar would be most convincing and compelling document. "It will place," he said, "American contentions before the world in splendid shape."