......

NORDDEUTSCHER LLOYD CO. HAD DEFICIT OF \$2,825,000

A statement of the accounts of the Norddeutsche Lloyd Company for 1914 has been worked out by Syren and Shipping, because the company has failed do it for itself, or to make the statement public. For the first seven months of the year, the earnings from the North Atlantic and Mediterranean passenger traffic amounted to £1.411.000, and freight earnings to £300,000, the total earnings being £1.711.000, as against £4.021,000 for 1913, a striking evidence of how little profit Germany's mercantile mar-ine is getting from the great war from which they

After the costs incidental to running the steamers are deducted, the income for 1914 was £1,450,000, as compared with £3,047,413 in 1913. The expenses for 1914 were £2.015.000, showing a deficit of £565,000, as against a surplus of nearly £3,000 in 1913, after paying an eight per cent. dividend of £500,000.

In 1914 nothing went for dividends, to insurance of the reserve funds are of very small dimensions, so N.S., and Prince Rupert, B.C., a distance of 4,000 that as steamers, property, etc., which have been lost, captured or damaged, etc., during hostilities have to he replaced, the outlook for the Norddeutscher Lloyd shareholders is not one which is likely to give them nuch comfort.

The official lists issued by Lloyd's show that the sumber of Norddeutscher Lloyd steamers laid up in neutral ports is 77, their aggregate tonnage being 470.
The ice patrol service of the United States governfo3 tons. These vessels must be deteriorating at a
ment for the protection of shipping has ben disconrate far in excess of the normal, and the cost of main- tinued for the season. taining standby crews will be very heavy. Four steamers of the Norddeutscher Lloyd fleet have been war, their total tomage density were selzed on entering British ports after the outbreak of war: four, aggegating ment at from \$2 to \$5 a day. 12,584 tons, were detained in oversea British ports or the outbreak of war; one, of 8.684 tons, was detained tons, were detained in Egyptian ports.

CHINESE AND JAPANESE ANTIMONY MINES MAKING BIG PROFITS.

Boston. Mass., July 22.—One of the picturesque ers of the world's largest antimony mines, which are located in those two countries. We hear of one wait off Boulogne. Chinese mine owner who has been making profits of 700 per cent., due to the remarkable rise in anti-

per pound. So sensational has been the rise that one the duration of the war. of the largest commercial users of antimony in the United States has recently sold a considerable tonnage at a very handsome profit.

What has put the price of antimony up has been weight of these bullets is antimony. England at one time put an embargo on every ton of antimony in the tight little island kingdom, but relaxed it

certain shipments from China or Japan to the United States, already landed on the Pacific coast some months ago, were bought back from the American owners, shipped back across the Pacific to Vladivostok and sent via Siberia to Russian ammunition makers The American buyers in this case made a profit of 50 per cent. to 75 per cent.

TYPESETTING COMPANY'S RECEIVER TO BE ALLOWED TO SPEND \$250,000.

New York, July 22.-Erskine Hewitt, the receive appointed for the International Typesetting Company, in the consolidated receivership suits brought by the Guaranty Trust Company, and the International Banking Corporation and the Central Trust Company is authorized by an order filed yesterday in the Federal District Court by Judge Learned Hand to issue certificates to the amount of \$250,000 to carry on the company's business and also to redeem the original issue of certificates amounting to \$190,000.

The new certificates, which are dated July 19, 1915, run for one year and bear 6 per cent. Interest. They tional Waterways Commission early in September reare a lien on all free assets coming into the hands of lating to the levels of the Lake of the Woods and its the receiver and on the property of the typesetting tributary waters. The meeting will open in the town They are also prior to the first mortcompany.

N. Y. CURB IRREGULAR.

New York July 22.-Curb market opened strong 5s. 109% to 110; Standard Motor 10% to 11; Magma



Take the Water Way Spend your vacation on the cool waters of the St. Lawrence.

Montreal-Ouebec Line Daily service at 7.00 P.M.

Montreal-1000 Islands Toronto Line Steamers sail from Victoria Pier daily in-

Saguenay Line

Steamers leave Quebec Daily except Sunay at 8.00 A.M.

Saguenay Express Service

S.S. "Saguenay" leaves Montreal Tuesdays and Fridays at 7.15 P.M.

North Shore-P. E. I.-Pictou Service S. S. "Cascapedia" sails from Montreal ery-second Thursday.

Full particulars regarding the many in-teresting voyages on Lake Ontario and the St. Lawrence River may be obtained from your local ticket agent or by addressing.

Canada Steamship Lines Limited Victoria Square, Montreal.



President of the Canadian Express Company, which pany are far from being on a sound basis. At the end of 1913 they had £3,382,500 of loans unpaid, and

SHIPPING NOTES

Activities in U. S. shipbuilding are shown by the captured at sea by the British since the outbreak of war, their total tonnage being 12.771 tons: five, aggre-in-calling for machinists, lathe turners, boilermakers and riveters, and guaranteeing three years' employ-

The steamer Romney, which stranded on Green in a port in the United Kingdom: and three, of 23,636 Island Reef, in the St. Lawrence, while bound from Liverpool, via Sydney, C.B., to Montreal, is 2,806 ons gross, built in 1903, and is insured on a value of £13,000. The owners are F. Bolton and Co., Lon-

A British Admiralty Notice to Mariners warns marfeatures of the war has been the unusual mining iners of the danger in passing through Pas de Calais profits which it has created. Among the bener between Le Colbart (the ridge) and the French coast. between Le Colbart (the ridge) and the French coast. ficiaries have been the Chinese and Japanese own Vessels from the north should wait off Calais for pilot or instructions, and vessels from the south should

The Prince Line, Newcastle-on-Tyne, owning some Before the war started, antimony had been sluggish to increases previously made during the war, decided to the years. The price hanging around 5 to 6 centers for two years, the price hanging around 5 to 6 cents upon a further increase in pay of twenty per cent. in The present quotation is 40 cents per the case of the whole of the officers of their fleet for

The profit of the United States War Risk Insur ance Bureau, according to a report made June 26, was \$1,150,000. Since September 2, when the bureau was the same influence that has stimulated spelter's advance. Antimony is used in the shot or bullets in shrapnel. Some 10 per cent. to 12 per cent. of the

Two Germans who were cabin passengers aboard the Dutch steamer Nickerie were taken off that ship so great has been the demand for antimony that by a boarding party from the British cruiser Isis, which stopped it off Barnegat. Captain Van Borden which stopped it off Barnegat. reported upon his arrival at New York from Sout American and West Indian ports last night.

> The Russian Government has purchased the ice breaking steamer Bruce from the Reid Newfoundland Company. The Bruce, with her sister ship, the Lintrose, purchased by Russia last winter, will be used next winter in the White Sea in an effort to keep open later than usual the channel to the port of Archangel

Owing to most of the British shipbuilders being en gaged on Admiralty work at the moment the completion of several high-powered Diesel-engined vessels which should by now have been in service has been held back. Among these are the Llandia, built by Messrs. Harland and Wolff for the East Asiatic Co of Copenhagen, and the Bostonian, a new Leyland liner Both of these ships are fitted with six-cylin der Burmeister and Wain four-cycle engines,

A series of meetings will be held by the Internaof Warroad, Minnesota, on September 7, and the com mission will then take testimony at International Falls, on the Minnesota side of Rainy River, and finally at Kenora, Ontario, at the outlet of the Lake of the Woods. The Lake of the Woods, with its connecting rivers and lakes, is a factor of considerable Elec. Boat 250 bid; Hendee 401/2 to 42; Westinghouse importance in the development of Western Ontario Manitoba and the state of Minnesota. The lake cov ers an area of over 1,800 square miles, and many inlustries have been established on its waters.

The following steamers have arrived in the ports indicated, all being from Montreal except where othrwise stated: At Bristol, Danish steamer Dansborg aptain Sorensen; at Capetown, Benin, Captai ones, from St. John, N.B.; at Leith, Lackenby, July 7; at Manchester, Manchester Merchant, July 18, Captain Beggs; at Plymouth, July 19, Minnehaha Captain Claret, from New York, via Halifax and Lonon; at Cadiz, Buenos Aires, from New York; a Genoa, Tairmina, from New York. Among the ves els which have departed for this side are the chester Corporation, Captain Foale, on July 17, and the steamship Neebing, Captain Stinson, on the same

THAT C. P. R. DIVIDEND AGAIN. London, July 22.-The Statist, in its current issue

omes to the conclusion that no reduction in the divi dend of the Canadian Pacific Railway is likely. It is calculated that the profit available for distri bution on ordinary stock out of railway earnings would be about -500,000 in excess of a seven per cent. dividend, while in the case of special income, there would be a margin of about \$750,000 in excess of the three per cent., payable on that account.

LONDON METALS.

London, July 22.-Spot coper, £75 78 6d, oc 7s 6d. unchanged. Spot tin, £165, oq 15s. Futures, £162, up 5s. Straits, £166, off £1. Sales, spot, 90 tons. Fu-

Lead, £24 12s 6d, off 1s 3d. Spelter ,£96c unchang-

The Charter Market

New York, July 22.—The full cargo steamer market holds steady, with the prevailing demand for tonnage about equal to the supply. The bulk of the orders are for coal boats for prompt loading to Mediterranear nd South American ports, and for grain carriers to

European ports for August and September delivery. In all the other trans-Atlantic and South American trades orders are few and come into the market at rregular intervals. Rates for prompt boats are stead firm, while for later delivery they are firm and quotably higher. A moderate amount of business was reported in chartering including in addition to several coal boats, three boats on time charter for periods of various lengths.

The sailing vessels market was steady, although but little is doing in chartering owing to the scarc ity of suitable vessels. Rates continue firm and a steady moderate demand prevails in the off-shore rades.

Charters: Coal-Steamer Isthmian, 3,464 tons (pre viously) from Norfolk to Caleta Colosa, \$6.30, Aug British Steamer Frederick Knight, 2,322 tons, from

Baltimore to Virginia, to the River Plate, 34s 6d. British Steamer Blackfriargatel, 758 tons, same, p.t

British Steamer Dalmore, 3,048 tons, from Philadel-

phia to Marseilles, p.t., prompt. Greek steamer Andreas Gerakis, 939 tons (previ ously), from Hampton Road, to W. C. Italy, 36s 6d,

Miscellaneous-Danish steamer Vinland, 2,297 tons United States and Brazil trade, one round trip, basis 3s, prompt. British Steamer Evandale, 2,468 tons, trans-Atlan

c trade, 12 months, 12s, prompt. British Steamer Northam, 2,475 tons, from Philadelphia to Manchester, with general cargo, 32s July

British Steamer Westlands, 2,001 tons (previously rom the Gulf to London with cotton, 140s, prompt.

Norwegian Steamer Liv. 1,979 tons, previously, West India trade, one round trip, basis 10s, prompt. Schooner Charles G. Endicott, 751 tons, from Ja

maica to New York with logwood, \$5.50, and roots, Lumber: Norwegian Barque Paposo, 995 tons, fro Yarmouth, to Las Palmas, \$18, and port charges, Au

Schooner Camilla May Paige, 567 tons, from Ferandina to Las Palmas, \$18 and port charges. August.

SIGNAL SERVICE

Crane Island, 32.-Clear, north east. Out 5.30 a.m.

Cape Salmon, 81-Clear, east. In 600 a.m. Waccanah, 7.30 a.m. Percesian Out 4.40 p.m. yesterday cadian and Saguenay

L'Islet, 40-Clear, east Riv. du Loup, 92-Clear, calm. Father Point, 157-Clear, calm. In 1.30 a.m. Adour Little Metis, 175-Clear, west.

Martin River, 260—Clear, calm. In 8.00 a.m. Sar inian. 3.30 a.m Steamer C Magdalen, 294—Clear, calm

Fame Point, 325-Clear, west, In 2.00 a.m. McKins ry and tow. Out 6.30 a.m. Turret crown. 530 a.m. lochelaga, 630 a.m. Lady of Gaspe. In 8.00 p.m esterday, Stigstad.

Cape Rosier, 348-Clear, strong north Anticosti:

Ellis Bay,-Clear, calm, Mapleton and Savoy vharf.

S. W. Point, 360-Clear, north South Point, 415—Clear, north. Heath Point, 438—Clear, north west. Bersimis-Clear, north. Point des Monts-Clear, west. Point Amour, 673-Foggy, east. Belle Isle, 734-Clear, south west. 25 bergs. Cape Race, 826—Dense fog, west. St. Paul's Island-Clear, north east Point Tupper-Clear, north west Money Point, 537-Clear, north west Cape Ray, 553-Cloudy, north east. Halifax-Arrived 9.00 a.m. Chinecto Sydney-Arrived 9.00 a.m. Miramichi.

Quebec to Montreal.

Longue Pointe, 5—Clear, calm. In 4.05 a m Cano-ie, 4.10 a.m. Inland, 6.15 a.m. Montreal. Out 8.15 Simla.

train was immediately stopped, and the unconsciou man brought to Hamilton, and sent to the city hos Vercheres, 19-Clear, east Sorel. 39-Clear, light nirth. In 7.00 a.m. Yacht Petrel, 7.55 a.m. Caledonian. Out 7.55 a.m. Prince

Three Rivers, 71-Clear, light east. In 5.00 a.m ormidale, 6.40 a.m. International Point Citrouille, -Clear, light east. St. Jean, 94-Clear, light north east. Grondines, 98-Clear, north east. Portneuf, 108-Clear, north east. St Nicholas, 127-Clear, light east

Bridge, 133—Clear, light east. Quebec, 139—Clear, light east. In 5.45 a.m. Kronoring Olav. 8.10 a.m. St. Andrew. Arrived down 8.50

Lachine, 8-Clear, west. Eastward 2.30 a.m. Steel-

on. 4.30 a.m. Westerian. Cascades Point, 21-Clear, west

Coteau Landing, 33-Clear, west. Eastward 4.40 m. Alexandria, 4.50 a.m. Beaverton, 7.90 a.m. Za potec. Cornwall, 33-Clear, calm. Eastward 12.30 a.m.

Glyde and barge, 2.05 a.m. Florence and barge. Galops Canal, 99-Clear, calm.. Eastward 4.15 a.m. ones, 4.45 a.m. Iroquois, 5.30 a.m. Stanstead, 6.15 .m. Georgetown. Up 2.30 a.m. Beaverton, 4.30 a.m. Roberval, 5.30 a.m. Easton, 6.15 a.m. Jesse Spaldng, 6.30 a.m. Rapids Queen, 7.30 a.m. Tirret Cape, 6.30 p.m. yesterday McTier, 8.15 p.m. City.

Port Dalhousie, 298—Clear, light north east. Eastward 1.10 a.m. Hamiltonian, 2.15 a.m. Edmonton. Port Colborne, 321-Clear, west. Eastward 6.15 p.m yesterday Keywest

C. P. R. LAURENTIAN SERVICE.

Train 429, which leaves Place Viger 4.15 p.m. Sunday only for St. Jerome will be cancelled after Sunday, July 25th.

Commencing Friday, July 23rd, and each Friday thereafter, to and including September 10th, 1915, spe-The conclusion reached is that the dividend will cial fast train will leave Place Viger, 4.25 p.m. for probably be maintained, as the harvest outlook is Ste. Agathe, stopping at Lesage, Shawbridge, Piedmont, Ste. Adele, St. Margaret, Val Morin and Belisles Mills only.

Commencing Sunday, August 1st, train No. 430. Sunday nights, will run from Ste. Agathe instead of Mills 8.09 p.m.; Val Morin 8.14 p.m., St. Margaret Stock Exchange 8.26 p.m., Ste. Adele 8.36 p.m., Piedmont 8.43 p.m., large distribution. Shawbridge 8.53 p.m., Ste. Jerome 9.20 p.m., running thence through to and arrive Montreal 11.00 has been dull on the local Board throughout the past p.m., making all stops as at present.



HON. FRANK COCHRANE,

Minister of Railways, who is making a tour of in pection in the Maritime Provinces.

******* RAILROAD NOTES

>+++++ The Grand Trunk new Transcontinental train has just completed its first round trip, which proved very uccessful.

New York American says: Enough railroad mileage to circle the earth is now under bankruptcy, with securities totalling (\$1,750,000,000) affected.

New England Railroads have filed a petition in the court of claims at Washington in an effort to obtain from the government \$10,830,865 for losses in carrying mail during the past six years.

It is whispered in Washington that criminal proeedings against Rock Island directors may grow out of the Interstate Commerce Commission's investiga tions of the Rock Island affairs.

The Grand Trunk announce that Mr. C. C. Jones has been appointed supervisor of bridges and buildings of the Detroit Division, with headquarters at Detroit Michigan, vice Mr. H. G. Batten, resigned The 2,000 steel hopper cars for the Baltimore &

Ohio will be built by the American Car & Foundry Co., the Pressed Steel Car, and the Cambria Steel
Co. The Pullman Co. will build the 50 cars for passenger service. During the past year the Pennsylvania Railway

carried 180,000.000 passengers, and not one was killed in a train accident. The system owns 36,000 miles of track, located in 13 states. Every month the system operates 113,000 trains.

Senator Hobbs, chairman Massachusetts legislative ailroad committee, says Boston & Maine stockhold ers are likely "to lose every sou marquee of their property unless they submit to a \$50 a share assess The committee representing $4\frac{1}{2}$ p.c. gold bonds of

Buffalo & Susquehanna Railway announces that the bondholders' agreement of April 15, 1910, has been erminated and the committee has adopted a plan and agreement of liquidation. William Salom chairman of the committee. In June the Wabash Railroad earned \$2,338,00 ross, and in May total receipts were approximately the same, or \$2,363,000. The net for May was \$216,000

after deduction of taxes and operating expenses, and f the company showed a corresponding amount for June its total net revenues for the fiscal year would aggregate \$5,019,000, which is approximately \$400,000 in excess of the net for the fiscal year 1914. Robert McQuill, a young man, who says he has n home and refuses to give an address, while walking on the Grand Trunk tracks a short distance from Hamilton, Ont., shortly after 5 o'clock Tuesday after noon, was struck by the Toronto-Hamilton G. T. F train and hurled some distance from the tracks. The

pital, where it was ascertained that his injuries con

sisted of a fractured shoulder, a broken jaw and

badly-bruised body. Other than to say that his name

was Robt. McQuill, he refused to talk when asked to give an address of any friend or relative. A frank and emphatic letter was read at Tuesday night's meeting of the City Council at Berlin, Ont. from President Martin N. Todd, of the Galt, Prestor and Hespeler Railway Company respecting the action of the council two weeks ago in fixing a franchise price of \$75 per month for the use of the city streets.

The company is at present paying \$150 per month to the Light Commission for the use of the tracks and power, which was considered \$75 more than the actual value of the privilege. Council was informed that if Portland action is insisted on the company will use a branch line running to Waterloo exclusively and erect a station on Queen street south for the conveneince of city passengers. Mr. Todd also reminded the council that he city would in the near future be connected with Port Dover when the new Lake Erie line is electrified. oward which Berlin has not been asked to contribute out from which it would receive the same benefit as other towns which have voted considerable sums as onus. An amicable settlement will probably be arriv

DOMINION BRIDGE COMPANY

ed at.

DECLARES SAME DIVIDEND

Contrary to expectation, the directors of the Dom nion Bridge Company, at their meeting held late yesterday afternoon, announced the usual quarterly divi-July 31st last.

On the Street it had been assumed that there would be either an increase in the dividend or the declaration of a bonus. Very generally it was thought that there would

be a restoration of the old 8 per cent. per annum basis against the 5 per cent. that has prevailed since the war broke out. The directors, it would appear, decided to husband

the resources of the company in view of the business Futures, £76 is 3d., off 7s 6d. Electrolytic, £90 10s, St. Jerome, leaving Ste. Agathe 8.00 p.m., Belisles uncertainties of the future rather than encourage the "Norway of America." Stock Exchange popularity for the security by The stock recently advanced from 130 to 135, but

week.

BIG EMPLOYERS. DISCOURAGED FROM SEEKING ARBITRATION

Chicago, Ill., July 22.—Henry A. Blair thinks bla employers may be discouraged in looking to arbitration as a means of settling wage disputes on account of the Chicago Surface Lines' recent experi ence. That is not the general feeting, however, because the alternative of this arbitration was a serious labor crisis. It is recalled that the traction employes were bitterly disappointed with the arbitration award of three years ago when their arbiter Judge Kickham Scanlan, refused to sign the award as James M. Sheean, the companies' representativ

did this time. Mr. Sheean's minority report calls attention to the nsufficient consideration of the testimony and Mayor Thompson's private investigation by questioning em-ployes without the principals being present. He nuotes a Supreme Court decision holding that an arpitrator—Mayor Thompson was the empire in this in stance—cannot go outside of the evidence in making

Surface traction employes here now get higher wages than in any other city, when bonus time is counted. Even their maximum demand of 36 cents n hour becomes effective within a year, Attorne Sheean says 62 per cent, of the men now receive the old maximum of 32 cents and their average yearly earnings exceed \$1,000.

Building trades' employes here, despite their turoulent condition, have been the best paid in the coun ry except possibly in San Francisco, yet the carpenters work only 160 days a year and earn an aver. age of \$800. Traction employes say this comparison s unfair because the carpenters and other buildin trades employes have not controlled the working time as they should and as they would if their busi ness agents had been less powerful. Mr. Sheean's inority report also shows that the cost of living here is materially lower than in eight other large cities, although wages are higher. Trainmen's wages have advanced 9.2 per cent. the past three years while the cost of living increased only 5.34 per cenaccording to W. D. Mahon, the international pr

rather sharply on the wage award. City Railwa stock is held by the Chicago City & Connecting Rail There is no reason why it cannot mainta ways. ts good dividend record or why the position of all the general bonds-the rehabilitation 5s-should be co idered impaired. These companies are growing right along and their increase in earnings shou ake care of the higher wages when general cond tions become normal. Chicago Railways' record expansion is unparalleled, but the company and it predecessors had so much litigation that the secu ies have become sensitive to shifting events. semi-annual 4 per cent, on the series 1 certificate could be declared comfortably. It is to be remem bered that the city itself pays 55 per cent. of th wage increase.

DECIDING UPON LAKE LEVELS.

Ottawa, July 22 .- The International Joint Comp on is to hold a series of hearings early in Septem ber with reference to the levels of the Lake of the Woods and its tributary waters.

Cities as widely dissevered as Winnipeg and Dulut re vitally interested in the progress of the invest

The problem which has to be solved is the recor ndation to the governments at Ottawa and Was ngton of the establishment of such levels on the lak as will best serve the interests of all concerned both sides of the boundary-power interests, agr cultural interests, transportation, fishing, and other interests.

EDMONTON RADIAL RAILWAY.

The statement of traffic for the Edmonton Radia Railway during the past two weeks is as follows: July 7th. July 14th Passengers Revenue \$8,241.98 \$8,308.5

RAILROADS.

CANADIAN PACIFIC

LAURENTIAN SERVICE.

after July 26th. 4.15 p.m. Sunday . Jerome. New train commencing July 23rd. Until Sept. 10th 1.25 p.m. Friday only, for St. Agathe, stopping Le ge, Shawbridge, Piedmont, St. Adele, St. Margaret

sage, Shawbridge, Piedmont, St. Adele, St. Margaret, Val Morin, Belisle Mills.
Commencing Sunday, August 1st, Until Sept. 12th 8.00 p.m. Sunday only, / from St. Agathe Belisle Mills, Val Morin, St. Margaret, St. Adele Piedmont, Shawbridge, St. Jerome an intermediate stations to Montreal. This trail replaces No. 430 at present running from St. REDUCED FARES.

SAN FRANCISCO & Ret.

CALIFORNIA EXPOSITIONS

\$98.70

VANCOUVER and Return \$97.00 and Return Calgary \$95.30 anff

Train Service:
10.30 a.m., 10.15 p.m., Via Canadian Rockies.
8.45 p.m., Via St. Paul. 8.45 a.m., 10.00 p.m., 10.50 p.m., Via the Great All trains with up-to-date equipmen

TICKET OFFICES: 41-143 St. James Street. Windsor Hotel, Place Viger & Windsor St. Station

GRAND TRUNK RAILWA SYSTE PORTLAND AND THE MAINE COAST.

8.00 a.m. and 8.20 p.m. daily.
Write for free illustrated pamphlet describing ma

MONTREAL — BOSTON — NEW LONDON. 8.45 a.m. and 9.30 p.m. daily. GRAND TRUNK PACIFIC IDEAL ROUTE TO THE PANAMA PACIF EXPOSITION, ALASKA AND THE YUKON.

The new scenic route to the Pacific Coast throuter the gorgeous Canadian Rockies and Central Britt Columbia, connecting at Prince Rupert, B.C. wiferand Trunk Pacific palatial Steamships for Pacific Coast points, Vancouver, Victoria and Seattle, throuter the Coast points of the Coast po



122 St. James St., Cor. St. Francols-Xavier—Phone Main 6901 Windsor Hotel "Uptown 1181 Bonaventure Station " Main 322

CANADIAN RAILWAYS HELP

VOL XXX. NO. 65

sible For Outbreaks Near

ost cheering evidence ning of Canadians to the folly of has been the co-operation of the companies in the regulative work Railway Commissioners, says the Journal.

The newness of the Board's orders fires a few years back gave them, an appearance of unreasonableness As time passed and the corp ives perceived the identity of burne aring freight traffic, the grud to the various orders came to be tin more good-will. To-day, the ra s are manifesting a readiness to co protection requirements, which the Chief Fire Inspector and his staff dably improved conditions along

The orders for 1915 were sent out on came into effect on April 1, coverin All roads (except Gove rember 1. construction or being operated bliged to accept the Commission's r ish pans and smoke stacks must be igular inspection is provided to se Provision is made for keeping the

is a condition which will reduce to a gurrence and spread of fire. This ans of the disposal of debris and ploughing or digging of fire guards wi Conductors, engineers an quired to be vigilant in regard to and prompt in reporting them to the way employes and the superintender ways are made responsible for fires in 300 feet of the railway track, unles nished that such fires were not caus The use of a special fire patrol, a single task and well equipped with

eders and fire-fighting equipment many times more effective than even us and obedient efforts of r employes. As to how each railway olmen and equipment, the Chief Mr. Clyde Leavitt, specifies the exten d notral in the various sections of t der his care. Velocinede and nower speeder pattelegraph stations are reported the sa ains and such records are open to

Where there are no regula sion is made for a point of register Each foot patrolman is equipped wi anvas bucket. Each velocipede and rolman has two shovels, two canv an axe, in addition to which a quan

ipment is stored at the section tool ules to impose the minimum of exp A point much emph while the rules provide for an average ance of an individual must be supple to summon plenty of assista The companies have been qu importance of making the work of the ective by instructing their employes with assistance in case they are called

portation on the companies' lines is to bodies of fire fighters moving from CANADA'S EXPORTS EXCEEDED I

IN JUNE BY NEAF Ottawa, July 22-The official prelimi f Canada's trade for the month of Jun The total Canadian trade for June value compared with \$77,240,151, in June the three months ending June 30, 19 the three months enging suite so, of which fifty million was bullion expared with \$213,108,395 for first three

fiscal year in 1914. Imports for June, 1915, were \$35,7 June, 1914, \$45.957,427, while for the first of the fiscal year they were \$99,794,97 year \$128,843,347.

exports for June of this year were 47,500,000, and bullion, \$44,259,738, w chandise last year in June were the three months this year exports were \$173,000,000, and last year \$84,00 The excess of exports over imporclose to \$12,000,000, whereas a year ag

MAPLE LEAF MILLING CO.'S MANAGER TOURS CAN

ledley Shaw, Managing Director of lling Company, has been on a couple the west, having gone through to expected back this week. Mr. Shav g some interesting news regarding

BUMPER CROP EXPECT

Ainneapolis, Minn., July 22.-E. L. D. the Northwestern National Bank, s orts indicate a bumper grain crop harvest condition.

MARITIME PROVINCE S Quotations furnished by J. C. Mac

members Montreal Stock Exchai Street, Halifax, N.S.) astern Canada Savings & Loan ... Eastern Trust Company ıMar. Tel. & Tel. Pfd. Do., common S. Underwear, pfd. .. Do., comm

ndram-Henderson, 6 p.c.

Stanfields, Ltd., 6 p.c. Trinidad Electric, 5 p.c.