COAL TRADE AND

Consumers Using Fuel Economically and Buyers Are not Increasing Stock

TURN FOR THE BETTER IN FALL

to be even duller than in recent weeks Consumers do not appear to have any desire to increase their stocks, and arrusing their coal as economically as possible. The arrument of the consumer is that business is not good and there are no immediate prospects for the better, therefore, he does not increase his stocks. People in the coal trade do not believe that business wil take a material turn for the better until this fall, at least. Some purchasers have been asking that they be exclused from taking all the coal they had contracted for. The spot market is encumbered with all kinds of miscellaneous coals that are offered at very low prices, some shippers realizing little more than the freight charges it is no uncommon to hear of sacrifices the brought the operator but fifty cents: brought the operator but fifty cents a ten for his product, which is considerton for his product, which is considerably less than mining costs. A better market is expected to develop as soon as some of the large stocks put intestorage before the wage negotiation took place are reduced but a very brist market may not return for a menti or more. A resumption of activity with in two months will make the showing of the year as a whole a satisfactor. in two months will make the shown of the year as a whole a satisfactor one, however. Stocks of New River and Pocahontas at Hampton Roads portcontinue large, and as the miners anoperators have come to a wage agreement the outlook for the bituminou market is perhaps not as bright as imight be unless there is a genera slowing down of production. The purchase of coals by the Government Hampton Roads ports so far hanot come up to expectations. Quotations from shippers at the mines show a much higher trend than at tidewate ports. Central Pennsylvania shipper are asking \$1.65 to\$ 1.25 for fair grade of coal, with West Virginia quotation, ranging to tidewater. There is less activity in the anthracite trade, and some producers report that new order. the year as a whole a satisfactor activity in the anthracite trade, and some producers report that new orders are coming in slowly and not in sufficient volume to keep the mines going. The production of the steam sizes is it excess of the demand, as it is expected to be at this season of the year. Shipments of anthracite coal in April were 6,072,164 tons, as compared with 5,996, 183 tons in the same month of 1913, at increase of 165,975 true. For the statements of the same month of 1913, at the coal of 165,975 true. For the statements of 165,975 true.

5,072,164 tons, as compared with 5,996, 189 tons in the same month of 1913, at increase of 105,975 tons. For the calendar year to April 30 the shipments were 20,534,050 tons, as against 22,886,665 tons in the same period of last year, a decrease of 2352,015 tons.

The coastwise freight rate market is unchanged. For anthracite space the usual barge rate is fifty cents a ton from New York to Boston. For bituminous space rates hold at seventy to seventy-five cents a ton from Hamiton seventy-five cents a ton from Hampton Roads to Boston. It is said several steamers and sailing vessels are laid up awaiting charters.

ous market may be said charters from both the Dominion and introposed railway, is said to be admiribly adapted for a coal-distributing
joint, the harbor being well protected
and capable of berthing large vesses.
The estimated cost of building a railvay into the coal fields, equipping the
jolliery, providing rolling stock, buying
joal-carrying-ships, and general orjanization on a working basis is \$10,jou.000. Engineers who have served
the Groundhog district report that sufjeint coal could be mined from the
jeid to supply all the naval squadrons
inthe Pacific Ocean with smokeless anhracite coal, and that on account of
ts geographical location, a port at
the mouth of the Nass River could
compete with the Welsh and Pennsyljania collieries. Nasoga Fay isocloser
to the Orient and to Russia than any
ther sheltered harbor on the Pacific ther sheltered harbor on the Pacific djacent to a supply of smokeless coal d is therefore more suitable for ioal-distributing centre, and it has the dvantage of an almost unilmited supdiyof this valuable fuel not far from he port, which would facilitate transortation to Hongkong, Yokohama,
ladivostock, Australia, New Zealand,
and other naval bases in the East. The
oal company in 1911 secured a charoal company in 1911 oal company in 1911 secured a char-r from the Province for the Naas and keena Rivers Railway. The route bllows the Naas and other rivers 140 follows the Naas and other rivers 149 alies northeasterly from Nasoga Bay, which is about 50 miles north of Prince Rupert. Surveyors for the Dominion lovernment have expressed the opinion that there is a feasible route for a onnecting link from the Groundhog ine to the proposed Alaska railways fa the headwaters of the Skeena and Stikine Rivers, thence along the latter stream to the Posses River and late is stream to the Dense River and late. Stikine Rivers, thence along the lat-ter stream to the Dease River and lake o the headwaters of the Laird River inrough the Atlin district to the Whitehorse, and thence by the way of the Chisana Pass into Alaska, alonghe Tanana River into Fairbanks, the Jopper River country, and the interior of Alaska.

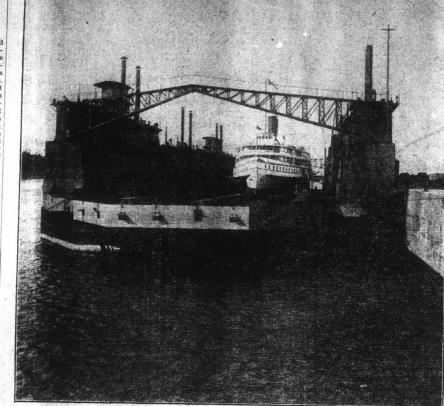
It is reported from Genoa under date of May 8: "There are numerous sellfrom a Marrican coals, who, however, io not succeed in obtaining orders, io not succeed in obtaining orders. The importation of these coals remains as always in the hands of the two firms who initiated and have continued the business. The coals do not seem to gain favor with consumers to the extent which was expected, and holders have often been hard pressed to dispose of their arrivals, and have dispose of their arrivals, and have It is reported from Genoa under date



THREE SAILINGS WEEKLY CONTREAL and QUEBEC to LIVERPOOL, QUEBEC, HAVRE and LONDON sa, Ticketa, Etc., Apply Local Agencies or Thos. Cook & Son. 530 St. Catherine W. H. Henry, 286 St. James St. Hone & Rivet, 9 St. Lawrence Blvd.

SHIPPING AND TRANSPORTATION NEWS

DUKE OF CONNAUGHT DRY DOCK



One of the features which put the Port of Montreal in the front rank.

WHITE STAR-DOMINION LINE.

Arrived:— Canopic arrived Boston 11.35, June

1st. Willehad from Rotterdam 2 p.m.

SIGNAL SERVICE BULLETIN.

TUESDAY, JUNE 2nd, 1914.

	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	Almanac.
	Sun rises, 4.02 a.m.
J	Sun sets, 7.38 p.m.
a	New Moon, May 24th.
	First quarter, June 1st.
1	Full moon, June 8th.
1	Last quarter, June 15th.

TIDE TABLE.

High water, 12.33 a.m., 11.56 p.m. Low water, 7.12 a.m. 7.45 p.m.: Rise, 14.8 feet p.m. Next high tides, June 8th:

Quebec.

Sydney, N. S., June 2.— Arived—Steamer, Cape Breton, St. John's, Nfld. Sailed—Steamer Morwenna, St. John's, Nfld. Miquelon, St. Plerre, Miquelon; Wabana, Montreal; Heathcote, Marble Mountain; Wren, Bay Roberts, Nfld.

Vessels in Port.

Crown of Castile, Robt. Reford Co. At Windmill Point, nea, New Zealand Shipping Co. Boldwell, McLean, Kennedy & Co.

indmill Point.

Monarch, Elder Dempster, at Tarte New York wire: er.

Royal George, aCnadian Northern, Kronnand 9 a.m. June 2nd.

ded 10.

Megantic arrived Montreal 7 p.m.

June 1st.

Salida.

Normida, Black Diamond Line. At Windmill Point.
Pennine Range, Furness Withy Co., At Windmill Point.
Dinsdale Hall. Furness, Withy & Co. At Windmill Point.
Cairndon, Robt. Reford Co., Laurier miles.

pier.

Mount Temple, Canadian Pacific, At shed 7.

Kenilworth, T. R. McCarthy.

Windmill Point.

Hanover, Canada Line. Shed 16.

Hanover, Canada Line. Shed 16.

Hanover, Canada Line. Shed 16.

Monmouth, from Montreal for Bristol, arrived Bristol at 11 a.m. June 1st.

VESSELS BOUND FOR MONTREAL. | Out, yesterday, 3.40 p.m., Turcoman Name. From. Left. APT-C6STI—
Bertrand. Caletabuena Apr. 26
Bray Head May 7
Welbeck Hall. Rio Janeiro May 6
Wond From Apr. 26
West Point, 332—Clear, northeast Honoriva and Savoy, at Ellis Bay wharf.

Cape Ray-Out. 4.20 a.m., Saturnia, 9 4.50 a.m., Teutonic. 9 4.50 a.m., Teutonic.
Point Amour, 673 — Clear, west.
15 Heavy open ice distant moving east.
16 Heavy open ice everywhere.
17 Manchester Citizen, Manchester Cardiff Hall, Buenos Ayres ... Rockpool, Tyne,
Hesleyside, Tyne
Montezuma, Antwerp
Ionian, London
Athenia, Glasgow
Iona, Middlesboro,
Cariton, Tyne Quebec to Montreal

Longue Pointe, 5—Clear, northeast 5.25 a.m., Cascapedia. 5.35 a.m. amouraŝka. 6.20 a.m., Saguenay May 23 640 am, Gramp. May 23 Vercheres, 19

(By Leased Wire to the Journal of Commerce.)

Washington June 2.—After an experiment with the revenue cutter Mc-Culloch on the Facific Coast; the officials of the service announced yesterday that it had been converted to the use of oil fuel. The tim little wessel was equipped some time ago with oil burners and its officers have discovered that not only has the cost of driving the ship been decreased, but her radius of steaming power has been greatly increased. It is likely that the other revenue cutters on the Pacific coast likewise will be equipped and that in time all of the vessels will depropelled by fuel oil instead of coat

News of Railroads

1915 RECORD BREAKER. Winnipes, June 2.—Western passenger officials of the Canadian Pacific Railway are already feeling anxious regarding the passenger traffic through the mountains in the summer of 1915. The equipment is, as might be expected, in excellent condition and for all

ed, in excellent condition and for all ordinary purposes there is enough of it. The year 1915 will, however, without any doubt be a record-breaker in travel in Western Canada. It is announced that up to the present date about four hundred conventions of various kinds have been arranged for the city of San Francisco. In addition to this many other important gatherings will be held at various points on the Pagific Coast in that year. In the city of Seattle the annual convention of the Shriners will be held about the end of May. It is computed that 50,000 people will attend this gathering alone, and special trains will be operated to it from every part will be operated to it from every part

this gathering alone, and special trains will be operated to it from every part of the United States and Canada.

There will also be conventions in Victoria and Vancouver of various kinds. These Canadian conventions will be arranged for to be held in these Western cities, in order that those who attend them may have the opportunity of visiting the great exposition in San Francisco. The Western passenger officials of the Canadian Pacific have already had all these matters under consideration and have begun to arrange for the transportation of tourists. Many thousands of the visitors to San Francisco from the Eastern States will insist on travelling one way through the Canadian Rockies, and many of them will pass through the city of Winnipeg. It appears inevitable that accommodation in passenger trains in that year will be at a premium and even the resources of the Canadian Pacific Railway may be strained to attend to the wants of the travelling public. The Grand Trunk Pacific and the Canadian Northern will share in this business. These roads will not, however, be prepared to handle a very large volume of business, the chief burden resting on the C. P. R. All Western Canada will stand to ga niconsiderably from this enormous volume of extra business.

NEW RAIL WAGON.

NEW RAIL WAGON.

Under the mysterious title the "localutocar velo," a new form of rail wagon has appeared this summer on
French country railways, whose service hitherto had been deplorably slow
and undependable.

The invention consists of a light car,
twenty feet long, and fitted on each
side with ten bicycle seats, with pedals,
ranks, and chains below, the motive
power being exercised by the travellers
themselves.

Experiments show that a speed

wenty miles an hour can easily be ittained, while the price charged is only a quarter of the usual rate. This is sure to appeal to thrifty French consists.

tourists. If the innovation be successful even the main lines purpose to allow fullsized trains thus equipped to leave Paris during the holiday period.

THE COMPARTMENT CAR. The attempt on the life of Mrs

Hall Arrived in 8.25 a.m., Fimreite.

Bastican, 88—Clear, northwest.
St. Jean, 94—Clear, northwest.
St. Jean, 94—Clear, northwest.
St. Jean, 94—Clear, northwest.
St. Nicholas, 127—Clear, north. In 8 a.m., Wentworth.

Bridge Station, 133—Clear, north. In 8 a.m., Wentworth.

West of Montreal.

Lachine, 8—Clear, calm. Eastward, 3 a.m., Saskatoon, 3:30 a.m., Maliono.

Queen.

Coteau Landing, 33—Clear, calm.

Eastward, 4:30 a.m., Dalton, 2 a.m., Dummore.

Coronwall, 62—Clear, calm. Eastward d. 24 a.m., Eritannic.

Bridge Station, 133—Clear, calm.

Eastward, 4:30 a.m., Dalton, 2 a.m., Dummore.

Coronwall, 62—Clear, calm. Eastward d. 24 a.m., Eritannic.

Bridge Station, 133—Clear, north. In 8 assenser would be at the mercy of the compartments were separate the porter is the agreement with the European and American cars as reparads crime. It is agreed that crime in the latter is almost an impossibility in the latter is almost an impossibility in the latter

RUSHING WORK ON HALIFAX TERMINALS.

Work on the terminals breakwater is forging ahead. Grading is proceeding rapidly on the part of the terminal varid that is to be used. Rapid pregress has been mads at the Fairwew end, where much difficulty was met in blasting the rock. The excavation and blasting on the site where the great docks will stant in another month. The contractor's pier is well under way, and within the next two months the work will be well under way.

that the other revenue cutters on the Pacific coast likewise will be equipped and that in time all of the vessels will be propelled by fuel oil instead of coat one.

ORDERS FOR CARS.

Orders for 400 steel hopper cars have been given to the American Car and Foundry Company and for 350 to the Cambria Steel Company by the Delaware, Lackawanna and Western Railroad, which is also in the market for 200 automobile cars.

CAR FERRY TO ENHANCE.

SPEND \$60,000 ON TRACKS.

Work has been commenced of the improvements on the Canada Eastern division of the Intercolonial Railway. A sum of some \$50,000 will be spent in laying \$0,1b, rails, replacing ties and being siven to the American Car and Foundry Company and for 350 to the Cambria Steel Company by the Delaware, Lackawanna and Western Railroad, which is also in the market for 200 automobile cars.

CAR FERRY TO ENHANCE.

ment of Marine and Fisheries.)

Kenilworth, T. R. McCarthy.

Kenilworth, T. R. McCarthy.

Montreal, June 2nd, 1914.

Crane Island, 32—Clear, northeast.
In, 6.45 a.m., Monksaven, 8 a.m., SandIslet, 49—Clear, calm.

Matane, 200—Clear, strong northwest.

Alberta, arrived Port McNicoll, 5.50 p.m., June 1st.

Cape Chatte, 234—Clear, northwest.

In 4 p.m., yesterday, Cacoma.

Montreal, June 2nd, 1914.

Crane Island, 32—Clear, northwest.

Matane, 200—Clear, strong northwest.

Cape Chatte, 234—Clear, northwest.

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In 4 p.m., yesterday, Cacoma.

Montreal, June 2nd, 1914.

TWO RGADS MAY GO INTO

HANDS CF RECEIVERS.

George U. Crocker, Boston financier
and treasurer of three Boston and Maine
and probably for the Bos

CANADIAN PACIFIC CHANGE IN TIME. NOW IN EFFECT. Folders on Application

BLUE BONNETS RACE TRACK.
Until June 6th.
Lv. Windsor Station 1.40 p.m. and 2 Single, 15c; Return, 25c.

STEAMSHIP SPECIAL. Leave Windsor Station 8.30 p.m.
Wednesday, June 3rd.
MAIL AND PASSENGER SPECIAL.

Leave Windsor St. 10 a.m.
Thursday, June 4th.
Connecting with R.M.S. Alsatian.
Trains will run direct to ship's side

SETTLERS' EXCURSIONS. Round trip from Montreal to Halley-bury, \$10.55; New Liskeard, \$10.70; Matheson, \$1250; Porcupine, \$12.40; Cochrane, \$125.0; and other points on T. N.O. Railway, Going June 10th, re-turning until June 20th.

NEW SERVICE TO CHICAGO

NOW IN EFFECT.

Lv. Windsor St. . . 8.45 a.m. 10.09 p.m.
Ar. Chicago . . . 7,45 a.m. 9.05 p.m. Ar Chicago

TICKET OFFICES: 141-143 St. Jame: Street

Windsor Street Stations

Windsor Street Stations

GRAND TRUNK PAILWAY

IMPROVED TRAIN SERVICE TO
Boston and New York, via G. T. and
C. V. Leave Montreal 8.31 a.m., 9.30
p.m., dally; also 7.35 pm., except Sun-

SETTLERS' EXCURSION.

Round trip from Montreal to Hail-eybury, \$10.55; New Liskeard \$19.70; Matheson \$12.50; Porcupine, \$13.40; Cochrane, \$13.60, and other points on T. & N.O. Railway. Going June 10th, returning until June 20th. CITY TICKET OFFICES St. James St. cor. St. Francols Xavier—Phone Main 1995 Windsor Hotel "Uptown 11s7 General Construction of the Construction of

Stramships

Canada Steamship.Lines,Limited

Richelieu & Ontario Division

Quebec Line y Service, except Sunday,

Saguenay Line Steamer leaves Quebec on Tues-days and Saturdays at 8.00 a. .n. Toronto-Hamilton and Montreal Line

Three Sailings Weekly-Tuesdays Gulf Ports

NORTH AND SOUTH SHORES Freight now being received. S.S. "Cascapedia" sails May 7th Dock Foot of McGill St. Cartage, Phone Main 2868. PHONE + OR RATES AND GENERAL INFORMATION General Freight Office, Main 5562. Passenger, Main 4710

THE ATLANTIC ROYALS Montreal--Bristol ROYAL EDWARD

ROYAL GEORGE lent Accommodation and Cuisine ORCHESTRA PLAYS DAILY Passage Rates and Full Particulars Consult CANADIAN NORTHERN STEAMSHIPS, LIMITED,

226 St. James St.; M. 6570, or any Steamship Agent

DONALDSON LINE Glasgow Passenger and Freight Service!

Passenger Rates—One cl (II.) \$47.50 upwards. east and westbound, \$31.25. er Rates—One class Third-class, THE ROBERT REFORD CO.,

Limited.
General Agents, 20 Hospital Street,
Steerage Branch, 488 St. James Street.
Uptown Agency, 520 St. Catherine W.

CUNARD LINÉ

THE ROBERT REFORD CO.,

CAR FERRY TO ENHANCE VALUES
All the buildings to be used in correct Uptown Agency. 520 St. Catherine W.

VOL. XXIX. N

Real Est

APARTMENT HOUSE

Real Estate Market v tive Yesterday Many of Vacant Lots

IMPROVEMENTEXP Marbridge Apartments on S Street Sell for \$267,000 Lots in Park Avenue I Sell for Over Quarter of

An increase in the sale of lots was the feature of ye transactions. This is looked, real estate men as a most f sign as the market for vac has been dull for some time p. The following transfers wer tered vestcrdex:—

The following transfers wer tered yesterday:—
The Marbridge Apartments southeast corner of St. Mai Tripper streets were sold by Mard Giguere, to Mr. Jean Versa §237,000. The lots on which thing stands are know as Nos. 16: 4 and 5, St. Antoine ward, as measure respectively 213 by 1209 by 115 feet.

The Fark Realty Company of real, Ltd., sold to the Tayside Company, Ltd., a block of 14 cant lots, in connection with ter's Park Avenue Extension p known as Nos. 636-333, 358 to 3 to 35, 289 to 399, 419 to 497, 573, 637-689 to 698, 715 to 730, 763, 780 to 796, 821 to 827, 829, 852, 854 to 867, 870 to 892, 894 918 to 1074, 1080 to 1419, 1422 to 638-600, 621 to 633, 534 to 666 to 699, 720 to 723, 726 to 728, 710 759, 799 to 802, 805 to 1331, 1371 and 1424, Parish of St. ent, for \$185,809.13.

John Samuel Prince sold to sions, Ltd., lot No. 1667-5 to 7, Antoine ward, part of 10 and 11, of 1671-10-4 and 5, St. Antoine measuring 144 by 86 feet, with 1 ings No. 7 to 9a Lincoln avenus \$1 and good considerations:

The Tayside Realty Company sold to the St. Lawrence Investi and Trust Company a block of vacant lots of their Park Exter property chosen from the sub sons of lots Nos. 636, 637 and Parish of St. Laurent, for \$63,81

Joseph A. Charest, of Nashau, Hampishire, sold to Mr. Percy C Duboyce and others a block of vacaut lots Nos. 276-19, 74, 20, 27, 89, 106, 107, 161 to 508, 584, 45, 64, 69, 80, 109, 128, 146, 164, 132, 206, 318, 401 to 539, 271-382, 361, 311, 31 ish of St. Laurent, for \$46,683,10.

Lindor's Renlty Co., Ltd., thro Hön. J. P. B. Casgrain, preside sold to the St. Lawrence Investin and Trust Company, Mr. J. Find managing director, a block of 363 cant lots chosen at intervals thro lot No. 634-2 to 558, Parish of Laurent, for \$40,553.83,

J. H. David and others sold Hiram Moses Levinoff, lot No. 3 300, Parish of Montreal, with but highes on Bloomfield avenue, Out mont, measuring 33 by 104 feet, \$17 000

Percy and Homer A. Adams sold Mrs. Lee R. Wilson, lots Nos. 22 and 222-23, Parish of Montr fronting on Belmont avenue. We mount, measuring 50 by 1084 feet. \$11,600.

Mrs. Alexis Poupart sold to to City of Montreal, lot No. 949. S Mary ward, with buildings on Visit tion street, measuring 40 by 63 hy by 84 feet, for \$10,000.

Alphonse Francis Dunlop sold : Pierre Basii Mignault, K.C., two en placements in the village of Point Claire under lot No. 18-16 and 1 each measuring 75 by 200 feet, ft \$5,500. There is a building on the

O. Lamoureux sold to M. Pagnuel an emplacement at Outremont know as lots Nos. 41-52 and 33, Parish c Montreal, with an area of 13,27 square feet on St. Catherine road for 330,523,30 \$30,523.30. AGENCY'S GOOD RECORD.

The city agency of the Sun Life As surance Company wrote over \$100.00 more of new business last month that did during the same month last year

MONTH OF MAY SHOW Permits Taken Out for Buildings last Last Year—General Improvem-tate Men are Much Encourage

Building is showing considerable is some time past, and the number of perfect the general easier feeling in the money shows an increase of \$43,549 over the safor the first five months of Chis year same period last year.

During May of this year 642 permit \$2,517,148, compared with 655 in May, 1 The following table shows the figure 1.

 January
 \$

 February
 1

 March
 2

 April
 1

 May
 2