

WEATHER
WARMER
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The Journal of Commerce

THE BUSINESS
MAN'S DAILY

MONTREAL, MONDAY, JULY 20, 1914.

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"THE DREAM OF AN AMATEUR"
Such is Opinion of Sir Thos. Shaughnessy of Controller Herbert's Plan
A DANCE OF MILLIONS

The dream of an amateur was the description applied by Sir Thomas Shaughnessy, President of the Canadian Pacific Railway, to the newly proposed scheme of a vast new union station for Montreal. When asked as to his opinion of the feasibility of the plan, Sir Thomas did not see fit to enter into a discussion of the idea, but simply summed up his views by saying that the whole conception was "the dream of an amateur." The new terminal plan comes from the brain of Controller Herbert, and speaking of the possible cost, his author said it would be "a dance of millions." The idea is to centralize the railroad passenger traffic at one point now occupied by the Place Viger station, and to this station being had by elevated tracks from the west, and a tunnel from the northern part of the city, the tramway company to have built tracks in the tunnel.

More Freight Terminal Space. To provide more freight terminal space in connection with the proposed station, the company would have the land necessary, probably in the Gabriel ward.

BALL PLAYERS TO GO OUT ON STRIKE
Players in National and American Leagues to Walk Out on Wednesday.

MURDER IN ST. STEPHEN.
Special Correspondence.
Stephen, N.B., July 20.—Arthur G. Foster, 31, son of Rev. W. G. Foster, Methodist minister, found dead on his head, with a bullet wound in his chest, was the cause assigned. He was returning from his vacation.

SALES FORECAST FOR BUSINESS WORK

NO DECISION TO-DAY
Hope That By Wednesday Report Will Be Ready—Will Grant Increase in Freight Rates But No Advance on Commodities

Washington, D.C., July 20.—There is no probability of the Interstate Commerce Commission handing down a decision in the freight rate question to-day.

All the members of the Commission were on hand at an early hour this morning, and a conference on the subject was commenced which is calculated to last all day.

Members of the Interstate Commerce Commission emphatically declare that forecasts of the freight rate decision are mere guess work. In spite of this attitude, however, a report that the decision will allow advances in class rates to yield sixteen million dollars is accepted as not entirely without foundation. This report says further that decision will point out way for roads to stoppage of special service, but will allow no increase in commodity rates.

One reason for the Commission delaying making plans for the investigation of various rates is said to be the pending Rayburn Securities Bill. It is believed that this measure, when passed by Congress, will give the Commission much more power over railroad securities and therefore an investigation into the financial history of any road can be made much more comprehensive after the bill is on the statute books.

The Times in its review of the financial situation, will say to-morrow: "Whether freight rates are to be advanced or not is a vital question for some of the railroads, and an important one for the nation as a whole. The mental importance of the matter is beyond question. There is no way by which the railroads can be made good, unless they are perhaps means to which the effect of a refund of any substantial rate increase if that indeed is to be the outcome of the rate application under investigation and adjustment by the Interstate Commerce Commission."

"The belief that this decision when at last it is rendered will be disappointing and a good deal to do with the last week's stock market. When the Commerce Commission's report on the investigation of the New Haven was made public last Monday it became known that the Commerce Commission intended to do so gradually, notably the eastern railroads, which would be most affected by a refund of an increase.

"The fact was more or less ignored last week that nothing that has happened in any way affects the underlying conditions which had been counted on to bring trade improvement. Foremost among these factors of betterment is the out-turn of the crops, and that still promises to be highly satisfactory. Whether or not the railroads obtain an increase in their traffic will be enlarged, and their earnings increased by the marketing of the biggest crops in the aggregate that the country has ever harvested, and that has been and is the prospect for this year.

ANOTHER RATE RUMOR.
New York, July 20.—A report was current on the Street this afternoon that the rate decision would grant an increase of 5 per cent. on all class rates in the central freight territory. That is in the section between Pittsburgh and Buffalo on the east and the Mississippi and the Ohio on the west.

MANY MADE WAY BACK TO THE LAND IN ENGLAND

Latest Census Volume Shows 69,475 More Men on Farms in 1911 than in 1901

LESS GRAIN CULTIVATED
It is Now Recognized That Future of British Agriculture Does Not Lie in Cereals but in Great Crops and Fruits—Effect of Land Legislation — The Position of the Working Woman.

(Special Correspondent W. E. Dowding) London, July 9.—The position of agriculture in England and Wales receives a good deal of significant illumination from the latest volume published (Vol. X) dealing with the Census of 1911. One of the most interesting of the series, it gives the classification of the population by occupations and industries.

The number of persons classified as engaged in agriculture was 1,325,237, viz., 1,140,515 males and 94,722 females, as compared with 1,071,040 males and 57,564 females in 1901, totalling 1,228,604 persons. The increase by 69,475 males is extraordinary, having regard to the fact that since 1851 each census has shown a perceptible decline, yet the difference cannot be accounted for by any marked increase of accuracy in the drawing up of the census returns. Indeed, as events since 1911 seem to show, there is commencing a recrudescence of popular interest in agricultural industry generally.

A large proportion of this increase of 69,000 is to be found among those classes as nurserymen, florists, and market gardeners, whose numbers in 1911 were 140,103, as compared with 122,125 in 1901.

The increase of some extent is illustrative of the whole trend of British agriculture. The increase of small holdings and allotments, where both the size of the holdings and the want of capital on the part of the holder, make corn crops a very bad investment, are also voted either to dairy produce, greener crops, or small fruit. Hence, whereas in 1911 the land under grain shows a decrease of 1.1 per cent., and permanent grass shows an increase of 3.8 per cent., and that under small fruit an increase of 42 per cent. The total acreage of land under grass crops declined only by 1 per cent. in 1911 against 1.7 per cent. in 1891-1901, but the proportional decline of land under plough was greater in the later than in the earlier periods, viz., 6.8 per cent. against 6.1 per cent., and amounted in the whole twenty years to more than 1,000,000 acres.

What effect the proposed land legislation of the Government is going to have upon the situation as outlined, it is difficult to foretell, but it should result in a considerable increase in the number of small holdings and consequently in the production of green crops, fruit, and dairy produce. Clearly the future of British agriculture does not lie in cereal production. Over here we shall have to look for our wheat and most of our other foodstuffs to be produced in the overseas dominions, which we shall become dependent upon for our outside sources of our fruits, vegetables, and dairy produce, in spite of the fact that Great Britain is not a wheat producing country is being forced upon us.

Indeed, the Tariff Commission tacitly confesses that wheat growing in England can only be made commercially successful by a "protectionist duty great enough to keep the price of wheat between \$10 and \$12 a quarter."

"The Hole-Hoggers."
"Whole hoggers" seeking the suffrages of theelectors at the polls, 1911

LAST RESORT TO PREVENT WAR

Council Summoned by His Majesty the King to Meet Tomorrow

BOTH CLAIM TYRONE
79,015 Catholics and 63,540 Non-Catholics in This County Which Ulsterites Want Include in "Clean Cut."

London, July 20.—King George has become active in the movement to bring about an amicable settlement of the Ulster affair. He will take part in a conference to be held to-morrow at Buckingham Palace at which all political factions will be represented.

The Government will be represented by the Chancellor of the Exchequer, the Chief Secretary, the Secretary of State for the Colonies and Lord Lansdowne will represent the Unionists, while John Redmond and John Dillon will act for the Irish Nationalists.

The King will receive the delegates, but will not himself preside over the conference, which, it is confidently expected will terminate successfully. The Chancellor of the Exchequer, it is said, has been deputed to smooth over the path between the Irish Nationalists and the Liberals. It is understood that the Government is willing to accede to a great extent to the demands of Ulster but is hampered by the unwilling attitude of the Redmondites.

At the present moment the county of Tyrone appears to be the bone of contention and a firm determination is shown by Ulsterites and Nationalists alike not to give in.

The preponderating business men in the county are Unionist and the Ulster volunteers are especially strong and efficient, but the last census showed that there were 79,015 Catholics and 63,540 non-Catholics in the county, which has only one Unionist representative in Parliament, the Nationalist and one Liberal.

Notwithstanding these facts, County Tyrone is included in the Unionist demand for a "clean-cut" of Ulster from the provisions of the Home Rule Bill. The Nationalists, however, will not listen to such an arrangement. Both sides insist with much vehemence that it be impossible to give way.

No matter what arrangement may be made by the leaders there is a poor prospect of peace. If Tyrone is excluded from the operations of the Home Rule measure, while it is placed under a Home Rule Parliament, the Ulster Government declares they will enforce the enforcement of the law.

TRAIN WRECKED.
London, July 20.—A dozen persons were injured, some seriously, last night, when a passenger train from Glasgow, bound for the Midland, collided with a North British railway train at Eterby Junction. A part of the North British train was derailed.

VIENNA AND BERLIN MARKETS DEMORALIZED.
Paris, July 20.—The Bourse was depressed July 20 by sympathy with the markets in Vienna and Berlin which are demoralized. New Berlin banking shares are being realized up to 20 per cent. owing to the poor business outlook and new taxation. Transactions on the Bourse are an additional bear factor.

FINE LIQUOR TRAVELLER.
(Special Correspondence.)
Fredericton, N.B., July 20.—The Fredericton Police Department, inaugurated a new departure in enforcement of the Scotch Act, when they summoned B. M. Beckwith, traveller for Lawrence A. Wilson Company, wholesale liquor dealers, of Montreal, on a charge of selling, bartering and causing liquor to be shipped into Fredericton, a prohibited district.

At first Beckwith was inclined to fight the case, but when the police said they would subpoena him as a witness several customers, he decided to pursue the course of peaceful resistance and paid a fine of \$50 and \$7 costs. This is said to be the first case of this kind in Canada.

TO MEET COMMISSIONERS.
St. Geo. Foster will leave to-night for Quebec, where he will meet the Dominion's Royal Commission. The entire company will then leave for Newfoundland, where they will carry out the first of a series of sitting which are to be held there and throughout Canada.

PERCENTAGE OF MALES AND FEMALES
Year: 1851, 1861, 1871, 1881, 1891, 1901, 1911

THE "HOLE-HOGGERS."
"Whole hoggers" seeking the suffrages of theelectors at the polls, 1911

THE JOURNAL OF COMMERCE
New News Service

Commencing TUESDAY the JOURNAL OF COMMERCE will operate an Exclusive Leased Wire to New York furnishing its readers with all the news appearing the same day in THE WALL STREET JOURNAL, BOSTON NEWS BUREAU, and PHILADELPHIA NEWS BUREAU

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POLICE REPELLED BY FRANTIC HINDUS
Hindus On Board Komagata Maru at Vancouver Give Authorities Hot Reception Saturday Night.

Ottawa, July 20.—The Hindus on board the Komagata Maru, who were ordered deported on Saturday, have multiplied. On Saturday night they repelled an invading party of one hundred and sixty police, immigration officials and special officers. The Rain-bow, stationed at Esquimaux, has been ordered by the Government to quell the insurrection. The instructions are to handcuff the Hindus if necessary, and place them on board the Empress of Japan for deportation. The Empress sailed on July 23rd, with no departure order and depart with his repeated passengers.

PREMIER FLEMING ON STAND AGAIN
Makes Flat Denial of Allegation That He Had Accepted \$25,000 Permitted Through Cash Payments.

(Special Correspondence.)
St. John, N. B., July 20.—Premier Fleming was again on stand when the Dugal timber graft inquiry was resumed this afternoon. He said he was managing director of the Fleming-Gibson Lumber Company, and locked after the finances. He had received a letter from W. H. Berry in Boston, but had not answered it. He denied that Mr. Brankley had paid anything to the department, or to him, for the privilege of violating the law prohibiting exportation of dressed pulpwood, from Crown Lands.