

UPBUILDING A PERMANENT AMERICAN MERCHANT MARINE

Washington, D.C., May 12.—What means representative commercial organizations favor for upbuilding a permanent American merchant marine may soon be known as result of a referendum submitted by Chamber of Commerce of the United States to upwards of 600 chambers of commerce and national trade bodies, representing some 300,000 business men. All votes must be in by June 22. 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 difference in cost between operation under American flag and under foreign flags.
4. Subventions from the government to establish regular mail and freight lines under 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 entire stock of a Marine Development Co. with a capital of \$20,000,000, this company to have authority for seven years to lead, 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 1881 be amended by lowering speed for first-class steamers from 20 to 16 knots and for second-class steamers from 16 to 12 knots, and by making the compensation adequate to permit establishment of lines carrying both mail and freight.

If, by June 22, one-third of voting strength of the National Chamber has been recorded and two-thirds of the vote 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.

RAILROADS ARE NOT UNFEELING AND RELENTLESS COMBINATIONS.

The Fifth Sterling Steel Co. is sending out a leaflet with the following tribute to the railroads, and as a foreword says that a man who has been selling steel to the railroads, since his 20th birthday, has a moral right to crown his 50th birthday with a tribute to American railroads, and the men who run them. His tribute is:

"A railroad is not the unfeeling and relentless devourer of automobiles and little children at grade-crossings described by impassioned advocates in crowded court rooms. The whistle of danger is an engineer's use of a piece of machinery, but it is also the echo of a man's thought for his own babies left at home."

"A railroad has been likened to an octopus by those who do not know the flesh and blood and personality of railroads. The soul of a railroad is fidelity, and if a railroad is an octopus, it is an octopus with a soul."

"A railroad is a disciplined power; owning railroads and cars and locomotives; engaging the highest quality of mechanical skill and expert knowledge; but the glory of a railroad is the united adjustment of its living nerves to patience, courtesy, speed and safety."

DETROIT MOTORMEN ON STRIKE.

Detroit, May 12.—2,000 motormen on the Detroit United Railways went on strike to-day as a result of the refusal of the company to reinstate a motorman.

RAILROADS.

CANADIAN PACIFIC

From WINDSOR ST. STATION Daily For NORTH TORONTO - 10.50 p.m. (Yonge St.)

TORONTO - 8.45 a.m. DETROIT - 10.00 p.m. CHICAGO - 10.00 p.m.

Observation-Parlor-Dining Cars on day train. Observation-Compartment and Standard Sleeping Cars on night trains.

CALIFORNIA EXPOSITIONS. SAN FRANCISCO - SAN DIEGO.

One way via the Canadian Rockies. From Montreal \$114.50. Particulars on application.

TICKET OFFICES: 141-143 St. James Street. Phone Main 3152. Windsor Hotel, Place Viger and Windsor St. Stations.

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY TORONTO - DETROIT - CHICAGO INTERNATIONAL LIMITED.

Canada's train of superior service. Leaves Montreal, 9.00 a.m. daily. Pullman Sleeping and Observation Cars and Parlor, Library and Dining Cars.

CHICAGO LIMITED. Leaves Montreal, 11.00 p.m. daily. Pullman Sleeping and Club Compartment Cars and Parlor and Dining Cars.

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122 St. James St., Cor. St. Francois-Xavier—Phone Main 6905. Windsor Hotel, Uptown 1187. Bonaventure Station, Main 5229.

SHIPPING NOTES

No fewer than eighteen vessels are said to be on the way to Montreal for freight. Many have already arrived.

Only two of the 40 on the White Star liner Cymric, which will start for England to-morrow, have cancelled their tickets.

An unprecedented rush for this time of the year, by tourists who wish to sail under the American flag, was reported by the American Steamship Line.

Randome new docks and buildings for the Grand Trunk Pacific Steamship Company are now practically completed at Seattle, to replace those destroyed by fire.

In the twelve months ended April 30, there were 877 merchant vessels built and officially numbered in the United States. The gross tonnage of these ships was 179,450.

Up to May 1, 32 foreign-built vessels of 500,765 gross tons valued at \$2,500,000 have been registered under the American flag to engage in foreign trade, under the act of August 18 last.

The Hamburg American Line steamer Sibona tied up at Baltimore since the war began, has been sold to the Atlantic Fruit Co. She will ply between the West Indies and Atlantic Coast ports.

The Rochambeau and Saxon have arrived at New York; the Carthagenian is at Glasgow; the Oscar II. at Christiansand; the Rotterdam at Rotterdam, and the Palermo at Genoa.

The number of submarines in commission in January so far as known, was: British, 95; French, 95; German, 23; Japanese, 20; and Austrian, 5. The British navy expects to have 25 more completed during the war.

Ten members of the crew of the Cunard Carpathia claiming to represent 119 other members of the crew called at the Cunard Line offices and demanded their pay, refusing to sail on the ship, fearing that she would be torpedoed.

The Transylvania, which is due in the war zone tomorrow, has 620 passengers, including many Americans. Her filed manifest shows one case of firearms, 3,501 bars of copper, quantities of lead and a thousand cases of "hardware."

Philippine interests have inaugurated a new steamship line to ply between that port and the West Indies. The line will maintain a weekly service, bringing fruit from the West Indies to Philadelphia and returning with a general cargo. It is called the West Indies Importing Co.

Total freight moving through the canals at Sault Ste. Marie in April was 1,424,785 tons, against 774,320 tons in April, 1914. Copper shipments were 4,749 tons, against 874 a year earlier; grain, 6,151,055 bushels, against 2,557,074; iron ore, 411,845 tons, against 30,023; wheat, 16,493,824 bushels, against 8,147,026.

The International Mercantile Marine, which will operate the Panama-Pacific Line of steamers between New York and San Francisco has made a traffic agreement with trans-continental railroads under which round-trip tickets, one way by water and one way by rail, will be sold. The vessels of the line will carry first and intermediate passengers only.

Considerable interest is manifested in the proposed service between Providence and Manchester, Eng. The project, it is said, has the backing of the Providence Chamber of Commerce. It is announced that a steamship will leave Providence this week for Manchester, and monthly sailings will follow until exports increase. Eventually a ten-day service is planned.

Nearly all the vessels building in Norway are between 1,800 and 3,000 tons. It is very difficult to get steel plates, and prices for material have risen, especially copper prices. Prices for vessels have therefore advanced nearly 50 per cent, since the autumn. Altogether 102 steamers of about 220,000 tons, are being built, their value being about 44,000,000 crowns. A number of these vessels have been ordered abroad, especially in Sweden and Denmark.

Lloyd's register of shipping returns for the quarter ended March 31st, 1915, shows that of vessels of 100 tons and upwards, excluding warships, there were building in the United Kingdom on the date mentioned 471 vessels, of 1,587,487 gross tons. At the same period in 1914 there were 535 under construction. Until March 31st, this year, 121 new steamships were launched with a gross tonnage of 286,732, and four sailing vessels of 850 tons. Of the vessels under construction on March 31st one will have a gross tonnage over 40,000 tons, and 22 will vary from 10,000 to 40,000 tons.

Simon Lake, builder of submarines, says German submarines will end the war by stopping England's commerce. "I am advised that the Germans are building 150 more submarines. There is no war possible between submarines. They might pass within ten feet of each other and never know it, consequently England's 100 submarines, France's 100, and Russia's 20 can do little or nothing toward keeping commerce open for England. It is entirely impossible for a submarine commander to give warning to a vessel he is about to attack. To do so he would have to appear in the open, and a rifle from any porthole of a vessel like the Lusitania would not only kill him, but put his vessel out of commission. A submarine on the surface is of no more use than a steam launch."

N. Y. COTTON OPENED STEADY. New York, May 12.—Cotton market opened steady. July . . . . . 9.45, unchanged. October . . . . . 9.82, unchanged. December . . . . . 10.00, off 3.

New York, May 12.—On the first call cotton prices were unchanged to off 5 points. Weather in the belt is called "perfect" and Cordill's report was considered bearish.

Liverpool reports a quiet market, awaiting international developments.

AN EMBARGO ON GRAIN. New York, May 12.—An embargo on grain for export out of Philadelphia has been posted by the Philadelphia and Reading Railway, effective at mid-night on Wednesday.

Shipments of grain for domestic use are not included in the embargo.



LIEUT.-COL. GEORGE HAM, Of the C. P. R., who has just returned from a month's tour of California and the Southern States.

SIGNAL SERVICE

Department of Marine and Fisheries. Light 40—Clear, light east.

Cape Salmon, 81—Clear, calm. In, 2.30 a.m. steam barge. Out, 7 a.m., Henry Hall.

Father Point, 157—Clear, light southwest. In, 2.30 a.m., Nourseman.

Little Metis, 175—Clear, light west. In, 8.30 a.m. steam barge. Out, 2.30 a.m., Government steamer, two-masted steamer, 5.50 a.m., steam barge.

Martin River, 260—Clear, light northwest. In, 2.30 a.m., steamer, 3 a.m., coal steamer. Out, 1.30 a.m., Lady of Gaspe, 6.30 a.m., coal steamer. 2 p.m., yesterday steam barge. 1.30 p.m., coal steamer. 5.30 p.m., coal steamer. 7.30 p.m., coal steamer.

Cape Chate, 234—Clear, light west. Cape Magdalen, 294—In, 5.30 a.m., two-masted, supposed Thomson line. In, 11.30 p.m., yesterday, steamer, 10.30 a.m., steamer.

Ferne Point, 325—Clear, northwest. In, 2 a.m., yesterday, steamer, 7.30 a.m., Turret Cape, 9 a.m., Casardra. Out, 1.30 a.m., Strattonca.

Cape Rosier, 348—Clear, gale, north. In, 7 a.m., 2-masted steamer.

ANTICOSTI.—Little Metis, 175—Clear, light northeast. Cadillac and Natronco at wharf.

West Point, 322—Clear, light northeast. S. W. Point, 360—Clear, light northeast.

South Point, 415—Clear, light northeast. Heath Point, 438—Clear, light west.

Point Desolair, 377—Clear, light northwest. Point des Monts—Clear, light west.

Bersimis—Clear, light west. Seven Island—Laurentian at wharf.

Grindstones—Heavy ice south of Island. None in sight on north side.

Money Point, 527—Cloudy, strong southwest. Cape Ray, 553—Raining, light south.

Flat Point, 575—Cloudy, variable, heavy open ice 2 miles wide. No ice in sight north. In, 5.30 a.m., Niord, 5 a.m., Kronprins Olav, 5.30 p.m., yesterday, Niagan.

Cape Race, 826—Clear, light northwest. Numerous bergs, some breaking up and drifting off south.

Point Cooper—Clear, southwest. No ice in sight. Belle Isle, 734—Clear, light west. Heavy close packed ice inshore, 15 bergs.

Halifax—In, 8.30 a.m., yesterday. Chalcurs. Quebec to Montreal.

Longue Point, 5—Cloudy, strong southwest. In, 4.10 a.m., Castle Gate, 4.25 a.m., Quebec, 6.15 a.m., Virginia.

Verchere, 19—Cloudy, northeast. In, 6.50 a.m., A. Adia.

Sorel, 29—Cloudy, north. Three Rivers, 71—Cloudy, northeast.

Point Citrouille, 88—Clear, east. St. Jean, 94—Clear, east.

Gondree, 98—Clear, light northeast. Out, 7.20 a.m., Phenix.

St. Nicholas, 127—Cloudy, northeast. Bridge, 133—Cloudy, northeast.

Quebec, 139—Cloudy, northeast. In, 6.40 a.m., Tadoussac. Arrived down, 7.15 a.m., Saguenay. Left out, 12.30 a.m., Calgary, 1.15 a.m., Rosemount.

Above Montreal. Lachine, 8—Raining, east, Eastward, 1.49 a.m., Carignan, 2.50 a.m., Bellance, 5.40 a.m., McVittie, 6.20 a.m., Lehigh, 6.40 a.m., Yorkton, 7.20 a.m., Algonquin, 7.50 a.m., A. E. McTier, 8.49 a.m., Belleville, 9.55 a.m., Port Dalhousie, 9 p.m., yesterday, Bleckerdike.

Cascades Point, 21—Raining, northeast. Coteau Landing, 33—Raining, east, Eastward, 1.50 a.m., Westerlin, 2.45 a.m., John Sharples, 3 a.m., Robert Rhodes.

Corwall, 62—Raining, east. Golops Canal, 99—Raining, northeast, Eastward, 4.30 a.m., Nicaragua, 5.15 a.m., Waccamah, 5.45 a.m., Keybell, 6.30 a.m., Steelton, 6.45 a.m., John Rugee, 7.30 a.m., Rockferry, 7.30 a.m., Mary P. Hall, and barges Ungava and Hamilton, Up, 7.45 a.m., Neepawa, 7.50 a.m., yesterday, eastward, Standstead, 4.45 p.m., up Dalton.

Port Dalhousie, 298—Clear, west, Eastward, 5.15 a.m., Glenfyle, 6.20 a.m., Simla, 9.05 p.m., yesterday, John Crerar.

Port Colborne, 321—Clear, west, Eastward, 7.40 p.m., yesterday, Inouka, 12.20 p.m., Hamilton, 1.50 p.m., Malton, 1.55 p.m., Samuel Marshall, 3 p.m., Keyport, 6 p.m., Keyport.

Sault Ste. Marie, 920—Eastward, 11 p.m., yesterday, J. H. Plummer.

RAILROAD NOTES

Following a protest from a number of its patrons, the management of the Chateau Laurier, the big Grand Trunk hotel at Ottawa, yesterday gave notice to a number of German waiters and employees that their services would no longer be required.

A company under the name of the Lamb Railway service company was incorporated in Windsor, Ont., on Monday last, with a capital of \$750,000. The company, which is located in Cincinnati, manufactures machines for burning weeds and grass from railroad tracks. W. W. Lamb is at the head of the concern.

Jesse G. June, superintendent of terminals of the Erie at Jersey City, N.J., has been appointed superintendent of the Allegheny and Bradford divisions at Salamanca, N.Y., vice Fred M. Hawley, deceased.

Eugene R. Allen, assistant superintendent of terminals, at Jersey City, succeeds Mr. June, and D. K. Crowley, special agent, has been appointed terminal trainmaster at Jersey City.

Reading Railway has notified Commercial Exchange that no more shipments of grain consigned or re-consigned to Philadelphia for exportation will be accepted on account of lack of vessels. At one elevator nearly 1,000,000 bushels of grain are in cars on tracks and in the elevator, with only a dozen steamships to take out cargoes. Shipping men expect the situation to clear up in two weeks.

The Grand Trunk announce that Mr. C. E. Brodie has been appointed as acting superintendent of motive power, with headquarters at Transcona, in succession to Mr. M. J. Billingham, resigned. It was also announced that the jurisdiction of Mr. W. C. C. Mehan, general superintendent of Grand Trunk Pacific lines west of Prince George, has been extended to include the territory between Prince George and Edmonton.

The smaller surplus of wheat carried over from last autumn is apparently one factor in the larger decreases in earnings now being reported by Canadian railroads. A fairly brisk movement in wheat has in progress this time a year ago. The ocean tonnage situation, moreover, is far from normal. Temporarily, at any rate, the improving trend in railroad earnings, noted in midwinter, has been checked and possibly no change of importance is to be looked for until the late summer.

The Canadian Northern Railway hotel, Lake St. Joseph, situated on Lake St. Joseph, St. Catharines, P.Q., twenty-two miles from Quebec, and six miles from Valcartier military camp, will be opened for the summer season on or about June 26. This year the hotel has a new manager, Mr. A. A. Barry, who has had exceptional experience in the management of summer resort hotels. The hotel also comes this year under the direct supervision of the Hotel, Sleeping, Dining and Parlor Car Department of the railway, and many improvements have been made to make the accommodation entirely up-to-date.

It is evident from the statement made by Mr. H. G. Kelley, vice-president of the Grand Trunk and president of the Toronto Terminal Railway Company, that the erection of the Union Station in Toronto will be further delayed. Mr. Kelley states that it was the desire of the company to begin work at the earliest opportunity, but they were unable to do so, owing to the scarcity of money. That the money will be forthcoming the company is not in doubt; but they may be further delayed, as, owing to the financial dislocation, even the most promising enterprises suffer from neglect, more or less. The plans are all ready.

A further session of the Railway Commission will be held at Ottawa to-morrow, which will be devoted to the sugar schedules, and evidence will be taken regarding rates on sugar in carload lots from Halifax, St. John, Montreal, Wallaceburg and Vancouver to all points in Canada. These are the points where the Canadian sugar refineries are located, and at the hearing there will be representatives from the Acadia Refinery, Halifax, the Atlantic Refinery, St. John, the Canada Sugar and St. Lawrence refineries, Montreal, the Dominion Sugar Refinery, Berlin, and Wallaceburg, and the British Columbia Sugar Refinery Co. at Vancouver.

According to the report of the I. C. Commissioner, the total net revenue of all steam railroads of the United States with operating revenues of more than \$100,000 for the fiscal year ended June 30, 1914, was given at \$845,216,654. Operating revenues for the same period were \$3,047,019,908 and operating expenses \$2,200,313,150, with a net deficit from outside operations of \$1,490,095. The net corporate income was given at \$347,206,000. Operating revenues for the same period in 1913 were \$3,125,135,798, with operating expenses at \$2,169,969,942. The investment of the roads to June 30, 1914, was \$16,936,697,840, or \$512,328,326 more than on June 30, 1913. Of this increase about \$330,000,000 was for betterments and additions for cash or other working assets, and about \$138,000,000 was from issues of securities.

THE WEATHER MAP. Cotton Belt—Generally clear, further rains in the east over night. Heavy in the Carolinas. Temperature 62 to 68.

Winter Wheat Belt—Generally clear, no moisture. Temperature 48 to 64.

American Northwest—Scattered showers in North Dakota and Minnesota. Temperature 46 to 54.

Canadian Northwest—Light and scattered showers. Temperature 44 to 52.

CANADIAN RAILWAYS IN FIRST WEEK OF MAY COST 21.7 P. C.

The earnings of the three great Canadian railway systems did not show up to much advantage in the first week of May. Compared with those of the corresponding week a year ago there was a decrease of 21.7 per cent. In the first week of April, 1915, there was a decrease of 14.2 per cent. Here are the figures of the three lines compared since the first of the year:

Table with columns for 1915, 1914, and Decrease % for Grand Trunk Railway, Canadian Northern Railway, and Great Lakes & Western Railway.

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C. P. R. GREATLY PLEASSED WITH SHIPPING SEASON AT ST. JOHN.

St. John, May 12.—The port business for the month of April just ended was the best in the history of St. John. During the month, 32 ocean steamers, of a tonnage of 111,576 tons arrived, as against 29 steamers of a tonnage of 77,716 tons in April, 1914. The wharfage returns collected by the city from these vessels was \$4,200 in excess of the same month last year. Already, the returns for May are ahead of those of last year. The outlook for the summer, from a shipping point of view, is very bright, as in addition to steam vessels, many sailing vessels have been chartered to carry forward lumber cargoes. The result of the past season's business has been to further demonstrate the supremacy of St. John as the winter freight port of Canada. The Canadian Pacific Railway Company managers are already laying plans for an increased business next year, being greatly pleased with this season's results.

DULUTH-SUPERIOR TRACTION.

The Duluth-Superior Traction Co.'s comparative weekly statement of gross passenger earnings for the month of May, 1915, is as follows:

Table with columns for 1915, 1914, Dec. of Dec., and First week.

C. R. I. & P. RAILWAY SO RECEIVERSHIP.

Chicago, May 12.—Judge Carpenter has set May 20th for the hearing of the Amster petition to intervene in Chicago, Rock Island and Pacific receivership. Amster's attorney asked that it be set for May 18th.

The Charter Market

New York, May 12.—A moderate business was reported in steamer chartering, the bulk of which was for coal cargoes to South America and the Mediterranean. A steady demand was encountered for additional carriers for May and June loading, but in all other trades freights continue to offer sparsely. Rates hold fairly steady in some trades while in others the tendency is slightly easier.

The sail tonnage market remains quiet, owing to the light supply of vessels suitable for off-shore voyages. A good demand prevails for tonnage in the trans-Atlantic, South America and West India trades, and rates are fully up to recent quotations. Coastwise business is dull.

Charter: Lumber: Steamer Seanoenett, 1,666 tons, from the Gulf to the River Plate at or about \$27.50, May.

Norwegian Barque Urania, 1,595 tons, from Halifax to West Britain and East Ireland, with deals, 12th 2d, June-July.

Coal—British steamer Silverton, 1,723 tons (previously), from Norfolk to Rosario, 28d 9d, prompt. British steamer Antigone, 1,495 tons (previously), from Baltimore to the River Plate, 38s, prompt.

Dutch steamer Aloth, 1,298 tons, same, 38s, prompt. Dutch steamer Megres, 1,662 tons, same. Italian steamer Francesco, 2,160 tons, same to West Coast Italy, p.t.

Italian steamer Antoinette Accame, 1,982 tons, same. British steamer Strathbeg, 2,808 tons, same to Liverpool to Porto Rico, p.t.

Schooner Adelaide Barbour, 1,171 tons, from Philadelphia to Porto Rico, p.t.

CITY PROPERTY VALUED

\$850,440,637

While the total assessed value of real estate in the city of Montreal has increased by \$58,627,392 since 1913, \$34,402,261 of this amount is an increase in the value of the taxation. There is now \$215,157,378 of real estate in the city, of which \$130,755,117 is taxable property. The untaxed property is nearly total.

Mr. J. H. Ferns, chairman of the assessors, announced to \$635,288,378, \$24,755 over 1913; the total value is \$850,440,637, an increase of \$58,627,392. He adds all others with a net valuation increase of 6.76 per cent. The ward marked increases as compared with 1913 are: Delorimer Ward, 50 per cent; Notre Dame Ward, 27 per cent; Notre Dame Ward, 25 per cent; Edmond Ward, 25 per cent; St. George's, 6.76; and St. Lawrence, 6.76.

The report estimates the city property at \$20,000, and gives the area in a real estate assessment for each in Montreal. The number of vacant lots in Montreal is 19,318, and the number of improvements is 10,000. The total number of electors was 10,000. In another statement Mr. Ferns of the large corporations of the city, the total value of the city property is \$1,448,000; the Grand Trunk Railway \$1,600,000; the Canadian Pacific Railway \$1,600,000; the Canadian Northern Railway \$1,600,000; the Montreal City, \$1,600,000; the Corporation, \$1,600,000; the Montreal Co., \$1,600,000; and the Bell Telephone Co., \$1,600,000.

The property of the city of Montreal is exempt from taxation, which is 0.00. The Harbor Commission found 0.00; the Catholic schools, \$29,000,000; schools, \$1,861,000; Catholic churches, \$8,969,000; Protestant churches, \$8,969,000; Protestant institutions, \$7,935,000; the Dominion Government, \$5,000,000; the Provincial Government, \$5,000,000; empty by law or by agreement, \$17,239,000.

At the weekly meeting of the Board of Trade yesterday, it was decided that the Government enforce more stringent measures already in Canada, and that the Government should be taken out of the country.

No suggestion was made as to the proper in the premises, this being the Government, but it was evident that the Council was that steps should be taken to prevent the intrusion of any more Germans into Canada.

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