

NATIONS MAY YET SIGN THE SAFETY AT SEA AGREEMENT

London Pact Awaits End of War—Great Britain Sends Memorandum to U. S. Giving Present Situation.

Washington, July 20.—Another attempt is to be made to have all the maritime powers of the world ratify the London safety-at-sea agreement which was drawn up at an international conference of the nations called as a result of the Titanic disaster. It is learned here that a memorandum of the status of this pact has been placed in the hands of the State Department officials by Great Britain.

The London conference was participated in by all the maritime powers. Andrew Furuseth, one of the American delegates, became angry because the conference refused to adopt some of his suggestions and returned to America without signing the report. Mr. Furuseth was the father of the seamen's act which is threatening disaster to the domestic merchant marine. According to the conference agreement, the report had to be adopted by all the signatory powers before 1915. The United States adopted it with a proviso to the effect that it would reserve the right to enact more stringent legislation to apply to vessels using her ports.

The memorandum states that the United Kingdom signed the agreement on December 20, 1914, and that Norway, the Netherlands, Sweden and Spain signed it on December 31, 1914. Denmark was given until April 1 to sign, but according to a notice given by Denmark it was found impossible to pass the necessary legislation by that date. It was furthermore reported that France and Italy were almost ready to sign the agreement when the war broke out. In addition, all the countries, except the United States, which have signed the London agreement, have since given notice that they will defer enforcing regulations in accordance therewith until the war is over. Great Britain has given notice that she has passed legislation postponing the enforcement of this pact until January 1, 1916. If the war is not over by that time it is expected that another postponement will be noted.

It therefore follows, it was pointed out, that none of the nations including those that originally signed the London agreement is enforcing that document. The United States seamen's act is considered to have burdened American shipping, since November 1, with regulations which are even more stringent than the requirements sought to be imposed upon the vessels of all nations by the London agreement. It would not be in violation of any agreement on safety-at-sea, it is held here, for the United States to repeal the seamen's act.

Officials here, however, say that there is no intention of abandoning the London agreement. Although the United Kingdom, Norway, the Netherlands, Sweden and Spain have postponed the enforcement of the terms of that agreement upon their ships until after the war, it is anticipated that the agreement will ultimately be in full effect. Following peace in Europe officials here anticipated that all the maritime nations of the world will sign the London agreement and put it into effect.

The United States will in all probability communicate with all the other nations which participated in the London conference asking them to agree upon another date prior to which the agreement must be ratified.

C. P. R. LAURENTIAN SERVICE.

Train 125 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, special fast train will leave Place Viger 4:25 p.m. for Ste. Agathe, stopping at Lesace, Shawbridge, Piedmont, Ste. Adele, St. Margaret, Val Morin and Belisle Mills only.

Commencing Sunday, August 1st, train No. 430, Sunday nights, will run from Ste. Agathe instead of St. Jerome, leaving Ste. Agathe 8:00 p.m.; Belisle Mills 8:09 p.m.; Val Morin, 8:14 p.m.; St. Margaret, 8:25 p.m.; Ste. Adele, 8:36 p.m.; Piedmont, 8:43 p.m.; Shawbridge, 8:53 p.m.; St. Jerome, 9:20 p.m.; running thence through to and arrive Montreal 11:00 p.m. making all stops as at present.

LONDON AND PORT STANLEY RAILWAY.

London, Ont., July 20.—Practically everything is in readiness for the official opening on Thursday next of the London and Port Stanley Railway, the first hydro-radial line in the province.

Some 500 delegates from municipalities all over Ontario are expected.

Among those who will deliver addresses at the function will be Premier Hearst, J. L. Englehart, Sir Adam Beck and J. W. Lyons, of Guelph.

SHIPPING NOTES

The Tuscania has arrived at New York; the St. Louis is at Liverpool; the Minnehaha has docked at Plymouth; the Espagne is at Bordeaux; the Lackenby at Leith; the Dansborg at Bristol and the Manchester Merchant at Manchester.

Mr. Julius P. Meyer, director of the Hamburg-American line, denies rumors that any of the company's interned ships are for sale. When the war started there were more than 5,000 employees of the company in the United States, but half of them have found places elsewhere.

The British steamer Linda Fell has been sold at Baltimore by Furness, Withy & Co., to Houlder, Weir & Boyd, of London. The vessel is loading coal on return to Alexandria, Egypt. She was built in 1906, registers 3,025 tons gross, 1,924 net, and is 324 feet long. The price paid was not learned.

The first American submarine to prove it can cross the Atlantic ocean, sink an enemy's ship and return to the American coast without stopping, is the G-3, built by the Lake Torpedo Boat Co., of Bridgeport, which has completed tests on Long Island Sound, which shows it to have a cruising radius of more than 6,000 miles.

It is calculated that the total loss occasioned by the breaking of the lumber booms in Miramichi, N.B., more than a week ago, will be 60,000. Strenuous efforts are being made to round up the stray logs, but a large number have drifted out to sea. Thousands of dollars were also lost by fishermen whose nets were carried away by the logs.

The Sydney Record says that owing to a scarcity of ships, it understands that negotiations are in progress between the Dominion Coal Company and the Intercolonial Railway for the shipment of a large tonnage of coal from Sydney to Quebec and Montreal by rail. Owing to a quietness in freight business, it is considered possible an arrangement will be concluded at a tariff profitable to the railway and satisfactory to the company.

A Washington despatch says plans have been submitted to the naval department for a submarine freight-ship of 2,500 tons capacity, the aim of which is to provide for shipments of contraband of war with the least possible danger of capture or destruction. The largest submarines now on the naval list are 600 tons and 180 feet long. The chief naval constructor is understood to favor a boat with a displacement of 1,500 tons, surface speed of not less than 20 knots, and submerged speed of 15 to 18 knots.

The Matea which passed through the Lachine canal lock into the river yesterday presented an unusual sight, one half of the vessel being severed and passing through just ahead of the other. The boat had to be cut in two to enable her to get down from Duluth through the Welland Canal. She will be sent into the Vickers Dry Dock to be put together again, and will afterwards proceed to her owners in Boston. She will enter the Atlantic seaboard coasting trade. Another boat, the John G. McCullough, went down with her stern cut off. She will go to Quebec, where the severed portion will be replaced before leaving for New York, where she is bound.

The Mexican Petroleum Company has put its new oil-burning tug Mexpet in commission. This is the first oil-burning tug ever stationed in New York harbor. The trial trip was made up the East River and the Sound, and on the return she was officially turned over to the company by the builders, the New York Shipbuilding Company. This is the first vessel of the Mexican Petroleum's new fleet being constructed to handle the big European contracts recently made. The Mexpet is 112 feet long, has a 24-foot beam, while the depth of hold is 14 feet. She carries ninety tons of crude oil as fuel, which is sufficient for ten days' cruise, the intention being to have her able to go from New York to Tampico, the old headquarters of the company, in case of necessity without stopping for fuel. The horsepower is 750.

COTTON PRICES STEADY.

New York, July 20.—On first call prices were steady up 2 to 4 points. There was some short covering and scattered selling with little business on either side. A 13 point drop in Liverpool spot market was the feature of cables. The futures market is recorded as idle.

N. Y. COFFEE OPENING.

New York, July 20.—Market steady, July 7.07 to 7.13, Sept. 682 to 695; Dec. 692 to 700; Jan. 695B, March 708 to 710; May, 719 to 725.



THE DUKE OF THE ABRUZZI.

Head of the Italian Navy. Despite losses the Italian navy has bottled up the Austrian fleet, and made the Adriatic sea an Italian lake.

The Charter Market

New York, July 20.—While the demand for coal carriers continues moderate and there is an increasing demand for grain boats for forward loading freights. For last half of August and later delivery rates are slightly higher than those prevailing for prompt boats and they are firmly supported by limited tonnage offerings.

For sailing vessels the demand continues moderate in the offshore trades and light on the coast. Rates are generally well sustained and tonnage continues to offer sparingly.

Coal—Norwegian steamer Alderney 1,910 tons Philadelphia to Havana, p.t. prompt.

Danish steamer Tyskland, 876 tons, Philadelphia to Havana, p.t. prompt.

British steamer Northmount, 1,172 tons, Philadelphia to Antilla, p.t. prompt.

Dutch steamer Pamiron, 742 tons, Philadelphia to Santiago, p.t. prompt.

Petroleum—Norwegian barque Fingal, New York to River Plate, 1,000,000 cases, basis 40c one port, prompt.

Miscellaneous—Steamer Robert M. Thompson, 1,605 tons, West Indies trade, one round trip, p.t. prompt.

SIGNAL SERVICE

(Department of Marine and Fisheries.)

Shipping Report 10:30 a.m., Montreal, July 20, 1915. Crane Island, 32—Clear, east. In 8:40 a.m. Cascadia.

Grosse Isle, 26—Left 8:40 a.m. Athenia.

Cape Salmon, 81—Clear, calm. In 6:00 a.m. Fred Mercure.

Riv. du Loup, 92—Clear, west.

Father Point, 157—Clear, west.

Little Metis, 175—Clear, west. In 7:00 a.m. Rose-dale.

Mattane, 200—Clear, west.

Cape Chatter, 234—Clear, west.

C. Magdalen, 294—Clear, northwest. Out 4:00 a.m. Batiscan, 3 p.m. Yesterday Kimmount.

Fame Point, 325—Clear, strong northwest. In 4:00 a.m. International; 5:30 a.m. Ormidale. Out 6:00 a.m. Batiscan; 6:00 p.m. yesterday Kimmount.

Cape Rosier, 348—Clear, strong northwest. In 9:30 a.m. Centre.

ANTICOSTI—

Ellis Bay, 335—Clear, north. Left yesterday Maple-ton.

S. W. Point, 360—Clear, north.

South Point, 415—Clear, northwest.

Heath Point, 438—Cloudy, strong northwest.

Beramis—Clear, west.

Cape Despair—Clear, west.

Point Escuminac—Clear, variable.

St. Paul's Island—Cloudy, strong northwest.

Money Point, 537—Cloudy, strong northwest. In 6:00 p.m. yesterday St. Andrew.

Natasquan—Laurentian at wharf.

Cape Ray, 553—Cloudy, northwest.

Point Amour, 673—Clear, west.

Belle Isle, 734—Clear, west. 25 bergs.

St. John, N.B.—Left out 6:00 a.m. Chinecto.

Halifax—Arrived 9:00 a.m. yesterday Stephano.

10:30 a.m. yesterday Florisel.

Sydney—Arrived 10:00 a.m. yesterday Madioen.

Quebec to Montreal.

Longue Pointe, 5—Clear, light east. In 12:50 a.m.

Hudson and tow, 3:45 a.m. Alaska and tow, 5:25 a.m. Rose Castle, 6:05 a.m. Montreal.

Vercheres, 19—Clear, north.

Sorel, 39—Clear, calm. In 9:25 a.m. Devona, 7:35 a.m. Easton.

Three Rivers, 71—Clear, strong north.

Point Citrouille, 88—Clear, strong north.

St. Jean, 94—Clear, strong north. Out 9:35 a.m. Canadian.

Grondines, 98—Clear, strong north.

Portneuf, 108—Clear, light north.

St. Nicholas, 127—Clear, light north.

Bridge, 133—Clear, light north.

Quebec, 139—Clear, light north. Arrived down 5:00 a.m. Lady of Gaspé, 2:15 a.m. McCollough. Out 6:20 a.m. Phenix, 7:20 a.m. Prefontaine.

ABOVE MONTREAL.

Lachine, 8—Clear, west.

Cascades Point, 21—Clear, west.

Coteau Landing, 32—Clear, west.

Cornwall, 62—Clear, calm. Eastward 3:00 a.m.

Myra and 2 barges, 9:30 p.m. yesterday Wana.

Galops Canal, 99—Clear, calm. Eastward 4:15 p.m.

Vittie, 4:45 a.m. Windsor, 5:30 a.m. Malton, 5:45 a.m. Keyport, 6:15 a.m. Wahcondah, 7:30 a.m. Nicaragua. Up 6:15 a.m. Omaha, 7:30 p.m. yesterday Jones.

Port Colborne, 321—Clear, west. Eastward 3:30 a.m. Westerner, 2:45 p.m. yesterday Steelton, 5:30 p.m. Compton, 9:00 p.m. Simla.

N. Y. COTTON OPENING.

New York, July 20.—Market steady, Oct. 9.20, up 2, decrease 9.41, off 4; Jan. 9.49, off 4; March 9.75, off 4.

RAILROAD NOTES

Detectives of the Pennsylvania Railroad are searching for parties who placed a bomb on the track in an attempt to wreck the Broadway Limited near Altoona, Pa.

John Connolly and Thomas Murphy pleaded guilty yesterday, before Judge St. Cyr, to the charge of stealing a ride from the Grand Trunk Railway. They will be sentenced on July 21st.

The bridges and railways committee at Vancouver have approved the plans submitted by the Great Northern for the temporary bridge over the railway's cut at the intersection of Eighth Avenue and Commercial Drive.

Haywood Priddle, John Curdy and Thomas Ryan were in the Arraignment Court yesterday charged with trespassing on the property of the C. P. R., at the Hochelaga yards. The trio pleaded guilty, and will be sentenced on Wednesday.

Inspired by the action of President Underwood of the Erie in supplying uniforms and outfits for 15 ball nines, representing that many Erie terminals, Cleveland employees of the company have formed the Erie Athletic Association with General Manager Parsons as president.

It is said President Felton, of the Chicago and Great Western Railroad declined an offer of \$250,000 a year salary made by the Russian government to superintend the making in this country of \$80,000,000 worth of locomotives, freight and passenger cars and shrapnel.

The Protective Committee for Western Pacific first mortgage 5 per cent. bonds announces that nearly 75 per cent. of the bonds have been deposited under the agreement of May 1. The period in which bonds can be deposited has been extended to August 14.

J. A. McCrea, general manager of the Long Island Railroad, made the following statement: "We are very glad to know that the Long Island Railroad is not alone in making a fight for increased safety at grade crossings. President Harrison, of the Southern Railway, has just issued an appeal to the public to decrease grade crossing accidents due to reckless driving of automobiles."

A report was received in Vancouver on Thursday morning to the effect that one of the tunnels in the Sekirka cave in and railway traffic was interrupted for a time. The cause of the trouble is unknown, but the railway officials are investigating the matter. Mr. F. W. Peters, general superintendent of the C. P. R., accompanied by Divisional Engineer Randall and other officials, left for the mountain district immediately.

Mr. J. F. Chapman, general manager of the Thousand Island Railway, passed away at his residence in Gananoque, Ont., yesterday. He was born in the town of Frankford on August 14, 1863, and for the past thirty-five years has been actively engaged in railroad work, having risen from the position of junior clerk to that of general manager of the above-mentioned lines. He was president of the Canadian Freight Association for one year.

The ruling of the United States Interstate Commerce Commission that car mile earnings on dressed meat traffic by the carriers should be at the rate of 14 cents is construed to mean certain specific shipments and not applicable as a general proposition, as shipments made banded at a profit on a much smaller earning basis. Taking into account small loadings, high speed and return movement of such traffic, it is argued that meat rates must necessarily be higher than those applying to other commodities. For instance, the first class rate, New York to Chicago, is 78.8 cents, and the average load 10,000 pounds, making a car charge of \$78.80 for the haul of 1,000 miles, and the per mile increment is 7.88 cents, while the fifth class rate is 31.5 cents and the average load 30,000 pounds, giving a car-earning of \$94.50 for the haul, or 9.45 cents per car-mile. If the dressed meat loading be 20,000 pounds, and a speed of 30 miles an hour is maintained in transit, the Chicago-New York rate should be 68 cents instead of 45; and if the rate were specialized within itself and the return of the empty car taken into account, it would mean, forwarded at high speed and empty returned at low speed, a 98-cent rate, if the equities are to be regarded. On the first rate cited of 64 cents the car earnings would be \$136, or 13.6 cents per car-mile. Therefore, if the car-mile charge be made constant at 14 cents, all class rates would be largely increased and commodity rates correspondingly decreased.

POPULATION OF SASKATCHEWAN.

Regina, July 20.—A provincial government census just compiled shows the population of Saskatchewan as 750,000 at the end of 1914.

This is an increase of 257,568 since the Dominion census of 1911 was taken, or an average annual increase of 85,588 for the past three years.

Since 1905 the number of cities has increased from 3 to 7 and towns from 16 to 72. In 1905, there were 63 villages in the province and at the present time 297 villages are incorporated.

In the decade ending 1911, the value of the occupied land has increased from \$28,057,949 to \$659,557,387. The acreage occupied in 1911 was 28,642,985, as compared with 3,833,434 in 1901.

FAIR AND COMPARATIVELY COOL.

Fair and comparatively cool to-day and on Wednesday.

The shallow disturbance, which was over the Great Lakes yesterday, has moved eastward to the Atlantic with diminished energy and a pronounced area of high pressure is centred over the northwest states. Fair weather now prevails in nearly all parts of the Dominion.

N. Y. SUGAR MARKET.

New York, July 20.—While refiners are taking business on the basis of 600c their list prices remain at 610. Spot quotations for raws unchanged at 48c.

LONDON STOCK PRICES.

London, July 20.—In the late afternoon the market in stocks was inactive with the exception of Canadian Pacific, which declined 1/4 from quotation at 1 p.m. and which sold at 150.

CONSOLIDATED EXCHANGE OPENING.

New York, July 20.—American Can 49 1/2, off 1/4; Goodrich 49, off 1/4; C. & O. 39 1/2, up 1/4; Mo. Pac. 3, off 1/4; Crucible Steel 30 1/2, off 3/4; U. S. S. 62 1/2, off 1/4.

EX GERMAN COLLIER NOW CARRIES LUMBER FROM B.C.

Grahamland Was the "Josephine" With von Speer Late Squadron—Chartered by Britain to Western Government.

Victoria, B.C., July 20.—Another result of the efforts made by the Provincial Government on behalf of the lumber industry is announced by the Minister of Lands, the Admiralty having agreed to transfer to the British Columbia Government, for voyage from this coast to the United Kingdom, the steamer "Grahamland" now at the Falkland Islands. The "Grahamland" has an interesting history, having been, until the destruction of Admiral von Speer's squadron, the German collier "Josephine," when she surrendered to one of the British warships.

The ship was offered through the Agent-General to the British Columbia Government for the transport of a lumber cargo to the United Kingdom, and necessarily for admiralty purposes, and this being so, all timber shippers were notified and asked to make offers for the vessel, the amount of the charter being \$4,600. The bid of the Cameron Lumber Company, of Victoria, was accepted, and the "Grahamland" is expected to arrive for August loading.

Her capacity is given as 550 standards equal to 1,100,000 feet, and the securing of such a vessel at a time when tonnage is scarce by a B. C. firm at such a high figure is a matter for congratulation. It is hoped that the "Grahamland" will not be the last of the captured or interned German ships to be utilized in the lumber carrying trade from this coast.

C. P. R. TO HAVE THROUGH FREIGHT SERVICE VIA THE TRANS-SIBERIAN

London, July 20.—The traffic arrangement by which the C. P. R. will represent the Russian Government in providing for through freight services from the Dominion to Russia by the Trans-Siberian Railway and the Russian Volunteer Fleet, which is an auxiliary of the railway, is an amplification of the connection which the company has sustained with the Trans-Siberian Railway, which is a State-owned system.

The company has offices in Moscow and Petrograd in which it does business, the only railway on the continent to have such offices in Russia. If it would seem strange that the company should do business in either city, it need only be mentioned that the C. P. R. is the only railway in America which is a member of the round-the-world conference of which the executive of the Trans-Siberian Railway is a chief agent.

The Canadian Pacific, in its round-the-world tours, uses, of course, the Trans-Siberian Railway line, which the average Russian always calls the "Transcontinental" line—this being the notion the system conveys to his mind. On this line there are three types of engine—the wood, oil, and coal using engine.

The wood engine is a special type, which is not built at all on this continent, but it serves the purpose in the physical circumstances on the system, which is differentiated in several ways from those on this continent.

WESTERN U. S. RAILROADS EXPECT RATE INCREASE

Chicago, July 20.—Sloan Thompson, director of Bureau of Railway News and Statistics, commenting upon the forthcoming decision of I. C. Commission in the western freight rate case, says:

"We have strong hopes that the Commerce Commission will grant western railroads this needed relief before it adjourns for the summer."

This case involves an increase in the annual revenues for all roads concerned and estimated by railroad men at \$10,000,000. An examiner for the commission is now taking testimony on application of practically the same western roads for higher inter-state passenger fares which would effect an aggregate increase in revenue of perhaps \$25,000,000 a year. The decision in this case is not anticipated before the fall.

RAILROADS.

CANADIAN PACIFIC

LAURENTIAN SERVICE.

Cancelled after July 26th. 4:15 p.m. Sunday only for St. Jerome.

New train commencing July 23rd, 4:25 p.m. Friday only, for Ste. Agathe, stopping Lesace, Shawbridge, Piedmont, Ste. Adele, St. Margaret, Val Morin, Belisle Mills.

Commencing Sunday, August 1st, 8:00 p.m. Sunday only, from Ste. Agathe, Belisle Mills, Val Morin, St. Margaret, Ste. Adele, Piedmont, Shawbridge, St. Jerome and intermediate stations to Montreal. This train replaces No. 430 at present running from St. Jerome.

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