

SHES IS A HABIT  
ESS MEN

HEAD CUTTER FOR  
PLACE

ES AND SAMPLES  
HANT TAILOR  
College Ave., City

OUND CITY HALL

McDonald Objects to Meth.  
Purchasing Horses for the  
City as Illegal.

commendation of the  
that the city purchase  
without calling for  
was discussed by the  
City Controller and  
and finally adopted  
Donald made  
Mayor Martin was  
of the city would save  
proposed.

Donald said his objection  
was to the purchase  
of horses by auction  
in accordance with the  
terms of the charter,  
which required that  
horses should be  
bought by tender,  
and that we have no other  
method of purchase  
except by tender.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

Donald stated his  
objection was not  
to the purchase of  
horses, but to the  
method of purchase  
by auction.

**WEATHER:**  
UNSETTLED

Vol. XXIX, No. 25

**GREATER MONTREAL**  
Municipal Debentures  
Write for our Booklet  
**N. B. STARK & Co.**  
BANKERS  
TORONTO MONTREAL NEW YORK  
LONDON

**OUR INVESTMENT SERVICE**  
IS ALWAYS AT  
YOUR COMMAND  
**EASTERN SECURITIES Co., Limited**  
INVESTMENT BANKERS  
157 St. James Street, MONTREAL  
St. John, N.B. Halifax, N.S.

**MUNICIPAL AND SCHOOL**  
DEBENTURES  
**W. Graham Browne & Company**  
222 St. James Street,  
MONTREAL

**THE MOLSONS BANK**  
Incorporated 1855  
Capital Paid Up - \$4,000,000  
Reserve Fund - \$4,800,000  
Head Office—MONTREAL  
88 Branches in Canada.  
Agents in All Parts of the World.  
Savings Department at all Branches  
LETTERS OF CREDIT  
TRAVELERS' CHECKS ISSUED  
DRAFTS AND MONEY ORDERS  
A General Banking Business Transacted

**Sometimes—**  
**A Loss**  
The first purchase of a security  
is speculative and results in a loss,  
which tends to develop distrust and  
discouragement.  
The safe way is to select a sound  
security from an established security  
house, whose training lends additional  
protection to your choice.

**STANDARD SECURITIES LIMITED**  
WILGILL BUILDING MONTREAL

**ARE STILL CONFERRING**  
Operators and Striking Mine Workers  
Continue Consultations To-day.  
(By Leased Wire to the Journal of Commerce.)  
Pittsburgh, June 4.—Operators and  
striking miners of Ohio resumed joint  
conference at Columbus, Ohio to-day.  
Adjournment was taken yesterday with  
hope of temporary settlement pending  
the decision of the United States  
Supreme Court on the operators' suit  
to test the constitutionality of the  
mine-law was appealed to-day  
from the federal court in the north-  
western district of Ohio. John P. White,  
international vice-president of the  
United Mine Workers of America, were  
at the session.

**WEYBURN HAS SANDSTONE.**  
According to information received  
from the C. P. R. this morning, a large  
quantity of excellent sandstone has  
been discovered within a few miles of  
Weyburn, Sask. The seam possesses  
considerable thickness and is believed  
to cover a large area. Samples have  
already been taken and polished, and  
it is expected that the quality to be  
equal to the best obtainable from the  
United States.

**THE WYANT ROOSEVELT.**  
New York, June 4.—Plans to com-  
pete Col. Roosevelt to run for the gov-  
ernment of New York are likely to  
be outlined at a meeting of the pro-  
gressive party's advisory state cam-  
paign committee to be held at the Na-  
tional Headquarters here.

**FIRST**  
**LAST**  
**and**  
**ALWAYS**  
**Remember**  
**MARCONI**

Mark All Your Cable Messages to  
GREAT BRITAIN  
**Via MARCONI**  
AND SAVE  
**40 Per Cent.**  
ON YOUR CABLE BILLS

All Classes of Services at Your Dis-  
posal. Phone Nearest G.N.W. Office  
for Messenger, or Apply  
**MARCONI WIRELESS TELEGRAPH**  
**COMPANY OF CANADA**  
594 BROADWAY, B.L.G., 611 St. MONTREAL  
Phone Main 8166

**Mediators are**  
**Waiting**  
**for Carranza's Reply**

**WANT COMMITTEE**  
**ON G.N.R. AID PLAN**  
Liberal Amendment to be  
Moved along Same Lines as  
in Yukon Rly. Bill  
**MAKE EXAMINATION**  
Opposition Think Complete Investiga-  
tion Should be Made by Such a  
Body—Farmers Bank Bill Likely  
to Experience Trouble.

**UNDERSTANDING REACHED**  
Rumor Comes From Creditable Source That Mediators Have Decided That  
Recognition of Huerta by United States Will Be Necessary—United  
States to Control Mexican Finances For Stated Number of Years.

**TRADE BALANCE SHIFTS**  
Sugar is Only Commodity of Which  
Less Has Been Imported Under  
New Tariff.

**DEADLOCK CONTINUES.**  
Niagara Falls, Ont., June 4.—The  
deadlock continues and will not be  
broken until the State Department  
moves, or word is received from  
Carranza in reply to the note sent through  
Senator Zuharron to him. The Mexicans  
have made a favorable impression here  
by stating their position so definitely  
in Tuesday's pronouncement.

**SOMETHING TO BE HUNG**  
Vera Cruz, June 4.—A report emanat-  
ing from French diplomatic circles  
in Mexico City, and circulated among  
prominent Britishers here, last night,  
states that the basis of the Niagara Falls  
agreement, which has been practically  
arranged, is the recognition of Huerta  
by the United States, and an arrange-  
ment whereby the United States  
would assist the Federal government  
with money and men if necessary arose  
in order to restore peace.

**SAILORS WERE BURIED**  
Many Attended Churches Where Ser-  
vices Were Held This  
Morning.

**LORD MERSEY COMING**  
Chairman of Empress Investigating  
Committee Here Next  
Week.

**CAPITAL WITHHELD**  
Business on St. Petersburg Bourse is  
at a Standstill.

**GUAULT BROS. TO MOVE**  
Will Occupy the J. C. Wilson Bldg.  
on Craig Street Next Year.

**COME TO AGREEMENT**  
Consolidated Exchange and Produce  
Exchange May Join Forces  
in New York.

**OIL IN LAMBTON COUNTY.**  
London, June 4.—Word was received  
here to-day from the Oil Springs  
district in Lambton County that another  
oil gusher had been struck. It is three  
hundred yards from the last Fairbank  
well and indicates that there is a vein  
running to the northeast. The new  
gusher is on the property of the Oil  
Springs Oil and Gas Co. Drilling is  
to be resumed to-morrow.

**CARPENTERS ON STRIKE.**  
London, June 4.—Two hundred car-  
penters went on strike in London to-  
day, asking forty cents per hour.  
The contractors refused. An  
effort was made by the Department of  
Labor to forestall a conflict but it fail-  
ed.

**The Journal of Commerce**

MONTREAL, THURSDAY, JUNE 4, 1914.

**WANT COMMITTEE**  
**ON G.N.R. AID PLAN**  
Liberal Amendment to be  
Moved along Same Lines as  
in Yukon Rly. Bill  
**MAKE EXAMINATION**  
Opposition Think Complete Investiga-  
tion Should be Made by Such a  
Body—Farmers Bank Bill Likely  
to Experience Trouble.

**UNDERSTANDING REACHED**  
Rumor Comes From Creditable Source That Mediators Have Decided That  
Recognition of Huerta by United States Will Be Necessary—United  
States to Control Mexican Finances For Stated Number of Years.

**TRADE BALANCE SHIFTS**  
Sugar is Only Commodity of Which  
Less Has Been Imported Under  
New Tariff.

**DEADLOCK CONTINUES.**  
Niagara Falls, Ont., June 4.—The  
deadlock continues and will not be  
broken until the State Department  
moves, or word is received from  
Carranza in reply to the note sent through  
Senator Zuharron to him. The Mexicans  
have made a favorable impression here  
by stating their position so definitely  
in Tuesday's pronouncement.

**SOMETHING TO BE HUNG**  
Vera Cruz, June 4.—A report emanat-  
ing from French diplomatic circles  
in Mexico City, and circulated among  
prominent Britishers here, last night,  
states that the basis of the Niagara Falls  
agreement, which has been practically  
arranged, is the recognition of Huerta  
by the United States, and an arrange-  
ment whereby the United States  
would assist the Federal government  
with money and men if necessary arose  
in order to restore peace.

**SAILORS WERE BURIED**  
Many Attended Churches Where Ser-  
vices Were Held This  
Morning.

**LORD MERSEY COMING**  
Chairman of Empress Investigating  
Committee Here Next  
Week.

**CAPITAL WITHHELD**  
Business on St. Petersburg Bourse is  
at a Standstill.

**GUAULT BROS. TO MOVE**  
Will Occupy the J. C. Wilson Bldg.  
on Craig Street Next Year.

**COME TO AGREEMENT**  
Consolidated Exchange and Produce  
Exchange May Join Forces  
in New York.

**OIL IN LAMBTON COUNTY.**  
London, June 4.—Word was received  
here to-day from the Oil Springs  
district in Lambton County that another  
oil gusher had been struck. It is three  
hundred yards from the last Fairbank  
well and indicates that there is a vein  
running to the northeast. The new  
gusher is on the property of the Oil  
Springs Oil and Gas Co. Drilling is  
to be resumed to-morrow.

**CARPENTERS ON STRIKE.**  
London, June 4.—Two hundred car-  
penters went on strike in London to-  
day, asking forty cents per hour.  
The contractors refused. An  
effort was made by the Department of  
Labor to forestall a conflict but it fail-  
ed.

**THE BUSINESS**  
**MAN'S DAILY**

TWO CENTS

**The Canadian Bank**  
**of Commerce**  
Head Office—TORONTO  
Paid Up Capital - \$15,000,000  
Rest - 13,500,000

Board of Directors:  
SIR EDWIN WALKER, C.V.O., LL.D., D.C.L., President.  
Z. A. LASH, Esq., K.C., LL.D., Vice-President.  
SIR JOHN M. GIBSON, K.C., LL.D., J. W. Flavell, Esq., LL.D., A. Kingman, Esq.,  
Frank P. Jones, Esq., Hon. W. C. Edwards, E. R. Wood, Esq.,  
William Farwell, Esq., D. C. L., G. F. Galt, Esq.,  
Charles Colby, Esq., M.A., Ph.D., A. C. Flamerfelt, Esq.,  
ALEXANDER LAIRD, General Manager; JOHN AIRD, Assistant General Manager

With Branches throughout Canada and in the  
United States, England and Mexico, and Agents  
Bank offers unsurpassed facilities for the transac-  
tion of every kind of banking business in Canada  
or in foreign countries.

Collections Effected Promptly and at Reasonable Rates

**The Crown Trust Company**  
145 St. James Street - Montreal  
Paid-up Capital - \$500,000.00  
A trust company, for the public's service,  
able and willing to act in any approved trust  
capacity. Enquiries invited.  
Irving P. Rexford - Manager

**Trips**  
**Abroad**  
**Summer Sailings Out**  
ALL LINES  
Book Early and Secure Choice Accommoda-  
tion for June Outward and August Return  
**W. H. HENRY**  
286 St. JAMES STREET, Victoria Square  
TEL. MAIN 7370-7371

**Make Your Will Now**  
**Appoint Us Your Executors**  
Then your mind can always be easy as regards the security of your wife  
and children from loss of property in event of your death.  
When you appoint us, the duties are performed by men trained and  
competent for the very work.  
We would be pleased to confer with you on all Trust Company Busi-  
ness.

**Prudential Trust Co. Limited**  
Head Office, Company's Building 9 St. John St., MONTREAL  
TORONTO LONDON ENG

**Ships Carry Anchors In Fair Weather**  
and THIFTY, THOUGHTFUL BUSINESS MEN lay in their  
stock of COAL, when the PRICE and SERVICE is the BEST  
Our Coal is Backed by the Reputation of Fair  
Dealing For Thirty Four Years.  
**FARQUHAR ROBERTSON, Limited**  
206 St. James Street

**CALGARY SPENDS MONEY**  
Discovery of Oil Loosens Purse Strings  
of Western City.  
Calgary, June 4.—The city council  
will submit a by-law to provide for  
the expenditure of three hundred and  
sixty thousand dollars on improve-  
ments to the Exhibition grounds and  
buildings. Another by-law is being  
introduced which will call for the ex-  
penditure of seven hundred and fifty-  
three thousand dollars on grading  
streets.  
Bank clearings in this city show a  
marked increase. This is attributed  
mainly to the financial activity attend-  
ant on the discovery of oil in this  
district.

**SURCHARGE DUMPED GOODS.**  
Capetown, June 4.—The Assembly  
has adopted a clause in the customs  
tariff imposing a maximum surcharge  
of 15 per cent. on dumped goods, the  
measure was strongly opposed in the  
Assembly.

**Pilgrimage to Lourdes and Rome**  
Under Episcopal Patronage  
Will leave Montreal and Quebec by the  
passenger steamer "ALSATIAN" (18,000 tons)  
JULY 2nd  
Under the spiritual direction of Monsignor Paul Eugene Roy, Bishop of Quebec,  
and P. J. Galvin, R.C., St. Peter's Cathedral, Peterboro, Ont.  
Visiting England, France, Italy and Switzerland.  
Hotel accommodation at Lourdes (not including places during the Ecclesiastical Co-cur-  
rents) and Rome. All necessary travel expenses included.  
Persons may join or leave party at any point desired—Rates quoted accordingly.  
Write for descriptive programmes, etc.—  
**HONE & RIVET, Travel Specialists, 3 St. Lawrence Boulevard**  
MONTREAL



**BLACK DIAMOND STEAMSHIP LINE**  
 Montreal to Prince Edward Island Ports  
 Sydney and Newfoundland

Next sailings—  
 S.S. "CADOONA" June 10th  
 S.S. "MORWENNA" June 12th

For information as to Space, Rates, etc., apply  
**A. T. WELDON** General Passenger and Freight Agent  
 112 St. James St.  
 Main 4491. Wharf Office, East 5438.

**ST. LAWRENCE NOT TO BLAME**  
 Route Not Any More Dangerous Than Any Other Narrow Seaway

**UNSEEMLY WRANGLES**

English Papers Deplore the Spirit of Bitter Recrimination That Has Been Aroused Over Empress Disaster.

London, June 4.—Attempts made in certain papers to discredit the St. Lawrence route on account of the disaster met with a strong rebuke. "Whatever problems may require to be solved, as to the connection of the St. Lawrence route with the disaster," says the Glasgow Herald, "the public of Britain and Canada will have the complete confidence in the character and capacity of the court, which British and Dominion Governments have constituted. One recalls in rather resentful mood the farcical proceedings to which the Titanic tragedy lent itself in the hands of senators and amateurs in the United States. So humiliating a piece of history will repeat itself."

The apparatus tested was perfected by Prof. Ferdinand A. Fessenden, of the Experimental Department of the Submarine Signal Company of Boston. Submarine signals heretofore have been devices by which the striking of a bell submerged on a dangerous reef or shoal could be heard on the surface. The apparatus tested was heard on vessels carrying the proper receiving apparatus. Wireless under-water communication was not accomplished prior to the work of Prof. Fessenden.

**WIRELESS MESSAGE UNDER THE SEA**  
 Experiment Made at Boston Demonstrated Efficiency of Wireless Telephone

(By Leased Wire to The Journal of Commerce.)

Boston, June 4.—Submarine wireless telephony and telegraphy are accomplished facts and were yesterday fully demonstrated for the first time. Conversation between men stationed on boats moored 150 feet away from the Boston Lightship was carried on with ease and in ordinary tones and messages in the Morse code were transmitted without interruption between ten miles on the surface of a choppy sea. These tests were made in the presence of a group of newspaper men and other observers.

Not only does this new marvel make it a practical thing to easily and surely establish communication between ships that are connected only by the waters upon which they are sailing, but it provides a means by which the depth of water under them can be exactly determined and the distance and location of unseen shoals be made accurately known aboard a ship within the danger zone.

**WANT THEIR SHARE**

St. John People Urged to Make Individual Representations to Minister.

(Special Correspondence.)

St. John, N.B., June 4.—To impress upon the Dominion Government the necessity of securing its proper share of the winter export business and the necessary harbor facilities to handle the winter port business, by the opening of the season in next November, R. E. Armstrong, secretary of the St. John Board of Trade, in a letter to the newspaper, urged all citizens who can do so to write to Hon. J. D. Hazen, St. John's representative in the Cabinet, demanding that in the matter of the winter mail contract the government extend fair and equitable treatment to the Port of St. John, and insisting that neither the Guelph agreement nor anything resembling it which may discriminate against St. John and rob it of the geographical advantage which it possesses, shall be put into effect. Furthermore, the government should be urged to expedite contracts in connection with the new West Side pier so that these may be available for the approaching winter.

**SHIPPING AND TRANSPORTATION NEWS**

**THE CHARTER MARKET**

New York, June 4.—Steamer freights offered sparingly and a moderate business was done in chartering. Rates were low and barely sustained and tonnage offered freely. Quotations for Liverpool and London, 24; Glasgow, 24; Rotterdam, 3 1/2; Hamburg, and Bremen, 30 pennies; Hull and Bristol, 20; Antwerp, 1 1/2; 20; picked ports, large tonnage, 1 1/2; cotton to Liverpool, per 100 lbs, 20s.

**THE MAILS**

British and Foreign Mails close at Montreal, on Saturday next at 12.30 p.m. per Megantic.

Mails for New York close at Montreal at 7.30 a.m., 1 p.m., and 6 p.m. daily.

**SIGNAL SERVICE BULLETIN**

(Issued by Authority of the Department of Marine and Fisheries.)

Montreal, June 4, 1914.

is of Orleans, 14—In 10.35 a.m. Hesperide.

Grasse Isle, 26—Left up 10.30 a.m. to Bertram.

Crane Island, 32—In 10.30 a.m. Honoria.

Riv. du Loup, 32—Clear, north west. Out 5.00 a.m. Edouard.

Cape Melan, 31—Out 10 a.m. Kamouraska.

Little Metis, 176—In 10 a.m. Gaspere. Out, 9.20 a.m. Canada, Gaspere.

Fume Point, 325—In 9.00 a.m. 85 miles east. Victoria; 10.25 a.m. Manchester Miller. Out, 9.00 a.m. Georgetown.

Cape Rosier, 349—Cloudy, south east. Out 3.00 a.m. St. Jean. Out, 7.30 a.m. St. Jean.

Capt Ray, 353—Clear, strong north west.

Pat Point, 575—Clear, strong west. Out 3.00 a.m. St. Jean. In 8.30 a.m. Cape Melan, 31—Out 10 a.m. Kamouraska. Out 11.50 a.m. yesterday Wacousta; 2.00 p.m. Alden.

Cape Despair, 377—Clear, west.

Bersimis, Clear, strong, east.

Point des Monts—Clear, strong west.

Clar. C19—Clear, west. Arrived 10.00 p.m. yesterday Glenaville.

Scatarri—Clear, strong west.

Point Tupper—Clear, north west.

Cape Race, 626—Clear, strong west.

Humber, 637—Blinding snow storm, strong east.

St. John, N.B.—Arrived in 7.30 p.m. yesterday, Inland.

**News of Railroads**

**MUST TAKE HOLIDAY.**  
 Salaried officials of the Pennsylvania are now to feel the effects of retrenchment by being compelled to take furloughs of four days in each month without pay.

**1 LB. 1 TON, 1 MILE.**  
 At the recent meeting of the National Railway Fuel Association, Professor W. F. M. Goss of Illinois University, stated that the working power of a pound of coal used in an engine was sufficient to carry a ton of merchandise one mile.

**WANT MORE LIGHT.**  
 Railroads in Illinois have been given until July 1 by the State Utilities Commission to comply with the State law providing that headlights of passenger engines must be powerful enough to make objects clearly visible at a distance of 850 feet and 450 feet for freight engines.

**A \$6,000,000 DEAL.**  
 According to advices from New Orleans, William Edenhorn, owner of the Louisiana Railway and Navigation, may buy the New Orleans, Texas and Mexico, which on June 1 will abandon the use of the Yazoo and Mississippi Valley between Baton Rouge and New Orleans. The deal would involve \$6,000,000.

**HIGHER RATES.**  
 Western freight traffic men in the United States are discussing the question of higher freight rates, but have not sought action in advance of a decision in the case of the eastern roads by the Interstate Commerce Commission. At present there is a decided difference of opinion as to whether the advance should be 10 or only 5 per cent.

**HAD NARROW ESCAPE.**  
 Paris, June 4.—The gigantic French liner, Océan, escaped an accident on Sunday similar to that which befell the ill-fated Empress of Ireland. According to her own report just received, she entered a thick fog in mid-ocean when a heavy tramp steamer loomed up close to the French liner. Only promptness in putting her helm over saved the great ship from collision with the tramp, which passed within fifty yards of her.

**WOULDN'T PAY FARE.**  
 Trenton, N.J., June 4.—Refusal to pay fare on a railroad train when provided with a seat is not disorderly conduct. Such was the opinion filed in the Supreme Court by Justice Traynor, setting aside the conviction of Calvin Burns. Burns boarded a crowded car of the Atlantic City and Shore Railroad at Pleasantville. He refused to pay his fare on the ground that he had no seat. The company charged him with the intention of leaving his way or that he had violated any of the rules of the road except that of refusing to pay his fare. On these grounds the judge held that the conviction must be set aside.

**5,000 CARS OF PEACHES.**  
 The first car of Georgia peaches for the nineteen fourteen season has arrived in New York in a special train over the Southern Railway.

Arrangements for handling the Georgia peach crop in special trains from the Georgia to the eastern and northern markets were completed at meetings of officials of the Southern Railway, the Atlanta, Birmingham and Atlantic, The Macon and Birmingham, The Fruit Growers' Express and the Georgia Fruit Exchange held in Atlanta. The Georgia crop is expected to be in the neighborhood of five thousand cars over the weight of the season. The Southern will be sending from fifteen to twenty special peach trains out of Atlanta every night.

**TIDE TABLE**

Quebec.

High water, 2.10 a.m., 2.49 p.m., 5.00 a.m., 5.48 p.m., 8.00 a.m., 8.48 p.m., 10.50 a.m., 11.38 p.m.

Next high tides, June 8th.

**Weather Forecast**

Lower Lakes and Georgian Bay—Fresh to strong winds; unsettled and showery; thunderstorms in some localities.

Ottawa Valley and Upper St. Lawrence—Unsettled; cool and showery.

Wentworth—Fresh winds, with showers.

Gulf and Maritime—Moderate to fresh winds; fair to-day; not much change in temperature; showers at night or on Friday.

Superior—Fresh to strong easterly to northerly winds; cool and showery.

**PORT OF MONTREAL**

Arrived—June 3.

Manchester Citizen, 2,725. Robertson, Manchester, general cargo. Furness Withy & Co., agents.

Jonian, 5,324. Eastaway, London, passengers and general cargo. Allan Line, Shed 5.

Wentworth, 2,380. McLelland, Marston, light. T. H. McCarthy, Windmill Point.

Cleared—June 4.

Benzore Head, 1,619. Kane, Belfast, grain. McLean, Kennedy Co.

Boldwell, 1,913. Perman, Chicoutimi, light. Roth Line.

Cleared—June 4.

Karamoa, N. Z. S. C. Left for New Zealand and Australia ports, 6 a.m.

Vessels in Port.

Manchester Citizen, Manchester, Furness, Withy Co., agents. Sailing June 6th.

Jonian, Allan Line, London, Sailing for Havre and London, June 7th. H. & A. Allan, agents.

St. John, N.B., Kenilworth, Welbeck & Co., agents. All loading grain for Europe at Windmill Point.

Pennine Range, Furness, For Hull, T. & Co., agents. June 6th.

Furness, Withy Co., agents.

Hannover, Canada Line, Rotterdam, Bremen, Hamburg. To sail June 6th.

London, Liverpool, London, Loading grain at Windmill Point. Robt. Bedford Co., agents.

Liverpool, Sailing June 6th. James Thom, agent.

Grampian, Allan Line, Glasgow, Sailing June 6th. H. & A. Allan, agents.

Mount Temple, C. P. R., London and Antwerp. Sailing June 4th. C. P. R., agents.

Bray Head, Head Line, McLean, Kennedy & Co., agents.

Hambury, Donaldson Line, Glasgow, Sailing June 6th. Robt. Bedford Co., agents.

Spiral, discharging pine from Tampa. Edler, Dempster Co., agents.

**THE CHARTER MARKET**

Recent Canadian Fixtures.

GRAIN.

British steamer Hesperide, 2,518, 30,000qrs., Montreal to U.K. or Cont., 28 June.

British steamer Agorina, 1,931, Montreal to U.K. or Cont., ab. 10 1/2d, prompt.

LUMBER.

British steamer Kelvinhead, 1,946, Miramichi to Manchester, 37s 6d June.

Spanish steamer Bizkari Mendil, 1,329, St. Lawrence to U.K., deals, p.t. June.

German steamer Providentia, 1,904, St. Lawrence to U.K., deals, p.t. June.

British schooner Beryl L. Corkum, 250, Bridgewater, N.S. to Maderia, 27k, Sydney, C.B., to East London or Durban, rails, 16s 3d, prompt.

MISCELLANEOUS.

British steamer Doonholm, 2,773, Sydney, C.B., to East London or Durban, rails, 16s 3d, prompt.

FURNESS LINE.

Daltonhall sailed from Hull, Eng., for Montreal, p.m. June 1st.

CANADA STEAMSHIP LINES, LTD.

Location of steamers at 6 p.m. June 3rd, 1914:

Canadian—Montreal, discharging.

Acadian—Montreal, discharging.

Hamiltonian—Montreal, discharging.

Calgarian—Montreal, loading cement, westbound.

Forlandian—Left Kingston 4 a.m. for Seattle.

D. G. Gordon—Leaves Port William 6 a.m.

Tripp 2 West.

Glenellah—Up Port Huron mid-afternoon.

Dundee—Leaves Toronto to-night for Hamilton.

Dumet—Port Arthur, discharging.

Strathcona—Left Cleveland 3 p.m. for Windsor.

Donnaco—Down Soo 1 p.m. to-day.

Doric—Hamilton, loading, westbound.

C. A. Jacques—Montreal, discharging.

Queen—Arrived Montreal 1 p.m. 2nd Trip 1 East.

Barrman—Due Port Arthur this noon.

A. E. Ames—Windsor, loading, westbound.

H. M. Pellatt—Down Soo 1 p.m. to-day.

Tripp 2 East.

J. H. Plummer—Left Lachine 8 a.m. for Montreal.

Rosedale—Montreal, discharging.

Neepawa—Windsor, loading, westbound.

Wahoonian—Passed Kingston 1 a.m. Trip 2 East.

Bickelike—Due down Port Colborne his morning.

Bayverton—Left Port Arthur 8.30 p.m. Trip 1 East.

Nagana—Montreal, discharging, Trip 1 East.

Empress—Down Port Huron 2 a.m. Trip 1 East.

Arabian—Left Wallaceburg 2 a.m. Trip 6.

Bulk Freighters.

W. G. Morden—Port Colborne, discharging, Trip 3.

Empress—Port Soo 7 p.m. 2nd for Port Colborne.

Mid Prince—Left Port Arthur 9 p.m. 2nd Trip 5.

Mid King—Fort William, loading, Trip 5.

Martin—Arrived Toledo 6 a.m. leaves Friday.

Empress Fort William—Up Port Huron 6 a.m. Trip 6.

Empress Midland—Left Ashtabula noon 2nd coaler.

Tripp 7.

Winona—Due Port Arthur with rails, Trip 5.

Stadacona—Rogers City, loading, leaves to-night.

Turret—Left Port Colborne 9 p.m. 2nd for Lorain.

Turret Cape—Up Port Huron noon to-day with coal for Soo.

Tripp 5.

Turret Crown—Leaves Port Arthur to-night.

Hero—Port Arthur.

Tripp 3.

McKinstry—Montreal, discharging, Trip 4.

Renoville—Montreal, discharging, Trip 4.

Saskatoon—Montreal, discharging, Trip 4.

Mapleton—Left Sandusky 3 a.m. for Montreal.

Tripp 4.

Haddington—Left Port Colborne 1 a.m. for Montreal.

Tripp 5.

Cadillac—Left Montreal 11 a.m. 2nd Trip 5.

Natronco—Montreal, discharging, Trip 5.

Belleville—Due Montreal.

City of Hamilton—Left Toronto 5 p.m.

City of Ottawa—Passed Kingston this p.m. for Montreal.

**SIGNAL SERVICE BULLETIN**

(Issued by Authority of the Department of Marine and Fisheries.)

Montreal, June 4, 1914.

is of Orleans, 14—In 10.35 a.m. Hesperide.

Grasse Isle, 26—Left up 10.30 a.m. to Bertram.

Crane Island, 32—In 10.30 a.m. Honoria.

Riv. du Loup, 32—Clear, north west. Out 5.00 a.m. Edouard.

Cape Melan, 31—Out 10 a.m. Kamouraska.

Little Metis, 176—In 10 a.m. Gaspere. Out, 9.20 a.m. Canada, Gaspere.

Fume Point, 325—In 9.00 a.m. 85 miles east. Victoria; 10.25 a.m. Manchester Miller. Out, 9.00 a.m. Georgetown.

Cape Rosier, 349—Cloudy, south east. Out 3.00 a.m. St. Jean. Out, 7.30 a.m. St. Jean.

Capt Ray, 353—Clear, strong north west.

Pat Point, 575—Clear, strong west. Out 3.00 a.m. St. Jean. In 8.30 a.m. Cape Melan, 31—Out 10 a.m. Kamouraska. Out 11.50 a.m. yesterday Wacousta; 2.00 p.m. Alden.

Cape Despair, 377—Clear, west.

Bersimis, Clear, strong, east.

Point des Monts—Clear, strong west.

Clar. C19—Clear, west. Arrived 10.00 p.m. yesterday Glenaville.

Scatarri—Clear, strong west.

Point Tupper—Clear, north west.

Cape Race, 626—Clear, strong west.

Humber, 637—Blinding snow storm, strong east.

St. John, N.B.—Arrived in 7.30 p.m. yesterday, Inland.

**News of Railroads**

**MUST TAKE HOLIDAY.**  
 Salaried officials of the Pennsylvania are now to feel the effects of retrenchment by being compelled to take furloughs of four days in each month without pay.

**1 LB. 1 TON, 1 MILE.**  
 At the recent meeting of the National Railway Fuel Association, Professor W. F. M. Goss of Illinois University, stated that the working power of a pound of coal used in an engine was sufficient to carry a ton of merchandise one mile.

**WANT MORE LIGHT.**  
 Railroads in Illinois have been given until July 1 by the State Utilities Commission to comply with the State law providing that headlights of passenger engines must be powerful enough to make objects clearly visible at a distance of 850 feet and 450 feet for freight engines.

**A \$6,000,000 DEAL.**  
 According to advices from New Orleans, William Edenhorn, owner of the Louisiana Railway and Navigation, may buy the New Orleans, Texas and Mexico, which on June 1 will abandon the use of the Yazoo and Mississippi Valley between Baton Rouge and New Orleans. The deal would involve \$6,000,000.

**HIGHER RATES.**  
 Western freight traffic men in the United States are discussing the question of higher freight rates, but have not sought action in advance of a decision in the case of the eastern roads by the Interstate Commerce Commission. At present there is a decided difference of opinion as to whether the advance should be 10 or only 5 per cent.

**HAD NARROW ESCAPE.**  
 Paris, June 4.—The gigantic French liner, Océan, escaped an accident on Sunday similar to that which befell the ill-fated Empress of Ireland. According to her own report just received, she entered a thick fog in mid-ocean when a heavy tramp steamer loomed up close to the French liner. Only promptness in putting her helm over saved the great ship from collision with the tramp, which passed within fifty yards of her.

**WOULDN'T PAY FARE.**  
 Trenton, N.J., June 4.—Refusal to pay fare on a railroad train when provided with a seat is not disorderly conduct. Such was the opinion filed in the Supreme Court by Justice Traynor, setting aside the conviction of Calvin Burns. Burns boarded a crowded car of the Atlantic City and Shore Railroad at Pleasantville. He refused to pay his fare on the ground that he had no seat. The company charged him with the intention of leaving his way or that he had violated any of the rules of the road except that of refusing to pay his fare. On these grounds the judge held that the conviction must be set aside.

**5,000 CARS OF PEACHES.**  
 The first car of Georgia peaches for the nineteen fourteen season has arrived in New York in a special train over the Southern Railway.

Arrangements for handling the Georgia peach crop in special trains from the Georgia to the eastern and northern markets were completed at meetings of officials of the Southern Railway, the Atlanta, Birmingham and Atlantic, The Macon and Birmingham, The Fruit Growers' Express and the Georgia Fruit Exchange held in Atlanta. The Georgia crop is expected to be in the neighborhood of five thousand cars over the weight of the season. The Southern will be sending from fifteen to twenty special peach trains out of Atlanta every night.

**PORT OF MONTREAL**

Arrived—June 3.

Manchester Citizen, 2,725. Robertson, Manchester, general cargo. Furness Withy & Co., agents.

Jonian, 5,324. Eastaway, London, passengers and general cargo. Allan Line, Shed 5.

Wentworth, 2,380. McLelland, Marston, light. T. H. McCarthy, Windmill Point.

Cleared—June 4.

Benzore Head, 1,619. Kane, Belfast, grain. McLean, Kennedy Co.

Boldwell, 1,913. Perman, Chicoutimi, light. Roth Line.

Cleared—June 4.

Karamoa, N. Z. S. C. Left for New Zealand and Australia ports, 6 a.m.

Vessels in Port.

Manchester Citizen, Manchester, Furness, Withy Co., agents. Sailing June 6th.

Jonian, Allan Line, London, Sailing for Havre and London, June 7th. H. & A. Allan, agents.

St. John, N.B., Kenilworth, Welbeck & Co., agents. All loading grain for Europe at Windmill Point.

Pennine Range, Furness, For Hull, T. & Co., agents. June 6th.

Furness, Withy Co., agents.

Hannover, Canada Line, Rotterdam, Bremen, Hamburg. To sail June 6th.

London, Liverpool, London, Loading grain at Windmill Point. Robt. Bedford Co., agents.

Liverpool, Sailing June 6th. James Thom, agent.

Grampian, Allan Line, Glasgow, Sailing June 6th. H. & A. Allan, agents.

Mount Temple, C. P. R., London and Antwerp. Sailing June 4th. C. P. R., agents.

Bray Head, Head Line, McLean, Kennedy & Co., agents.

Hambury, Donaldson Line, Glasgow, Sailing June 6th. Robt. Bedford Co., agents.

Spiral, discharging pine from Tampa. Edler, Dempster Co., agents.

**THE CHARTER MARKET**

Recent Canadian Fixtures.

GRAIN.

British steamer Hesperide, 2,518, 30,000qrs., Montreal to U.K. or Cont., 28 June.

British steamer Agorina, 1,931, Montreal to U.K. or Cont., ab. 10 1/2d, prompt.

LUMBER.

British steamer Kelvinhead, 1,946, Miramichi to Manchester, 37s 6d June.

Spanish steamer Bizkari Mendil, 1,329, St. Lawrence to U.K., deals, p.t. June.

German steamer Providentia, 1,904, St. Lawrence to U.K., deals, p.t. June.

British schooner Beryl L. Corkum, 250, Bridgewater, N.S. to Maderia, 27k, Sydney, C.B., to East London or Durban, rails, 16s 3d, prompt.

MISCELLANEOUS.

British steamer Doonholm, 2,773, Sydney, C.B., to East London or Durban, rails, 16s 3d, prompt.

FURNESS LINE.

Daltonhall sailed from Hull, Eng., for Montreal, p.m. June 1st.

CANADA STEAMSHIP LINES, LTD.

Location of steamers at 6 p.m. June 3rd, 1914:

Canadian—Montreal, discharging.

Acadian—Montreal, discharging.

Hamiltonian—Montreal, discharging.

Calgarian—Montreal, loading cement, westbound.

Forlandian—Left Kingston 4 a.m. for Seattle.

D. G. Gordon—Leaves Port William 6 a.m.

Tripp 2 West.

Glenellah—Up Port Huron mid-afternoon.

Dundee—Leaves Toronto to-night for Hamilton.

Dumet—Port Arthur, discharging.

Strathcona—Left Cleveland 3 p.m. for Windsor.

Donnaco—Down Soo 1 p.m. to-day.

Doric—Hamilton, loading, westbound.

C. A. Jacques—Montreal, discharging.

Queen—Arrived Montreal 1 p.m. 2nd Trip 1 East.

Barrman—Due Port Arthur this noon.

A. E. Ames—Windsor, loading, westbound.

H. M. Pellatt—Down Soo 1 p.m. to-day.

Tripp 2 East.

J. H. Plummer—Left Lachine 8 a.m. for Montreal.

Rosedale—Montreal, discharging.

Neepawa—Windsor, loading, westbound.

Wahoonian—Passed Kingston 1 a.m. Trip 2 East.

Bickelike—Due down Port Colborne his morning.

Bayverton—Left Port Arthur 8.30 p.m. Trip 1 East.

Nagana—Montreal, discharging, Trip 1 East.

Empress—Down Port Huron 2 a.m. Trip 1 East.

Arabian—Left Wallaceburg 2 a.m. Trip 6.

Bulk Freighters.

W. G. Morden—Port Colborne, discharging, Trip 3.

Empress—Port Soo 7 p.m. 2nd for Port Colborne.

Mid Prince—Left Port Arthur 9 p.m. 2nd Trip 5.

Mid King—Fort William, loading, Trip 5.

Martin—Arrived Toledo 6 a.m. leaves Friday.

Empress Fort William—Up Port Huron 6 a.m. Trip 6.

Empress Midland—Left Ashtabula noon 2nd coaler.

Tripp 7.

Winona—Due Port Arthur with rails, Trip 5.

Stadacona—Rogers City, loading, leaves to-night.

Turret—Left Port Colborne 9 p.m. 2nd for Lorain.

Turret Cape—Up Port Huron noon to-day with coal for Soo.

Tripp 5.

Turret Crown—Leaves Port Arthur to-night.

Hero—Port Arthur.

Tripp 3.

McKinstry—Montreal, discharging, Trip 4.

Renoville—Montreal, discharging, Trip 4.

Saskatoon—Montreal, discharging, Trip 4.

Mapleton—Left Sandusky 3 a.m. for Montreal.

Tripp 4.

Haddington—Left Port Colborne 1 a.m. for Montreal.

Tripp 5.

Cadillac—Left Montreal 11 a.m. 2nd Trip 5.

Natronco—Montreal, discharging, Trip 5.

Belleville—Due Montreal.

City of Hamilton—Left Toronto 5 p.m.

City of Ottawa—Passed Kingston this p.m. for Montreal.

**SIGNAL SERVICE BULLETIN**

(Issued by Authority of the Department of Marine and Fisheries.)

Montreal, June 4, 1914.

is of Orleans, 14—In 10.35 a.m. Hesperide.

Grasse Isle, 26—Left up 10.30 a.m. to Bertram.

Crane Island, 32—In 10.30 a.m. Honoria.

Riv. du Loup, 32—Clear, north west. Out 5.00 a.m. Edouard.

Cape Melan, 31—Out 10 a.m. Kamouraska.

Little Metis, 176—In 10 a.m. Gaspere. Out, 9.20 a.m. Canada, Gaspere.

Fume Point, 325—In 9.00 a.m. 85 miles east. Victoria; 10.25 a.m. Manchester Miller. Out, 9.00 a.m. Georgetown.

Cape Rosier, 349—Cloudy, south east. Out 3.00 a.m. St. Jean. Out, 7.30 a.m. St. Jean.

Capt Ray, 353—Clear, strong north west.

Pat Point, 575—Clear, strong west. Out 3.00 a.m. St. Jean. In 8.30 a.m. Cape Melan, 31—Out 10 a.m. Kamouraska. Out 11.50 a.m. yesterday Wacousta; 2.00 p.m. Alden.

Cape Despair, 377—Clear, west.

Bersimis, Clear, strong, east.

Point des Monts—Clear, strong west.

Clar. C19—Clear, west. Arrived 10.00 p.m. yesterday Glenaville.

Scatarri—Clear, strong west.

Point Tupper—Clear, north west.

Cape Race, 626—Clear, strong west.

Humber, 637—Blinding snow storm, strong east.

St. John, N.B.—Arrived in 7.30 p.m. yesterday, Inland.

**News of Railroads**

**MUST TAKE HOLIDAY.**  
 Salaried officials of the Pennsylvania are now to feel the effects of retrenchment by being compelled to take furloughs of four days in each month without pay.

**1 LB. 1 TON, 1 MILE.**  
 At the recent meeting of the National Railway Fuel Association, Professor W. F. M. Goss of Illinois University, stated that the working power of a pound of coal used in an engine was sufficient to carry a ton of merchandise one mile.

**WANT MORE LIGHT.**  
 Railroads in Illinois have been given until July 1 by the State Utilities Commission to comply with the State law providing that headlights of passenger engines must be powerful enough to make objects clearly visible at a distance of 850 feet and 450 feet for freight engines.

**A \$6,000,000 DEAL.**  
 According to advices from New Orleans, William Edenhorn, owner of the Louisiana Railway and Navigation, may buy the New Orleans, Texas and Mexico, which on June 1 will abandon the use of the Yazoo and Mississippi Valley between Baton Rouge and New Orleans. The deal would involve \$6,000,000.

**HIGHER RATES.**  
 Western freight traffic men in the United States are discussing the question of higher freight rates, but have not sought action in advance of a decision in the case of the eastern roads by the Interstate Commerce Commission. At present there is a decided difference of opinion as to whether the advance should be 10 or only 5 per cent.

**HAD NARROW ESCAPE.**  
 Paris, June 4.—The gigantic French liner, Océan, escaped an accident on Sunday similar to that which befell the ill-fated Empress of Ireland. According to her own report just received, she entered a thick fog in mid-ocean when a heavy tramp steamer loomed up close to the French liner. Only promptness in putting her helm over saved the great ship from collision with the tramp, which passed within fifty yards of her.

**WOULDN'T PAY FARE.**  
 Trenton, N.J., June 4.—Refusal to pay fare on a railroad train when provided with a seat is not disorderly conduct. Such was the opinion filed in the Supreme Court by Justice Traynor, setting aside the conviction of Calvin Burns. Burns boarded a crowded car of the Atlantic City and Shore Railroad at Pleasantville. He refused to pay his fare on the ground that he had no seat. The company charged him with the intention of leaving his way or that he had violated any of the rules of the road except that of refusing to pay his fare. On these grounds the judge held that the conviction must be set aside.

**5,000 CARS OF PEACHES.**  
 The first car of Georgia peaches for the nineteen fourteen season has arrived in New York in a special train over the Southern Railway.

Arrangements for handling the Georgia peach crop in special trains from the Georgia to the eastern and northern markets were completed at meetings of officials of the Southern Railway, the Atlanta, Birmingham and Atlantic, The Macon and Birmingham, The Fruit Growers' Express and the Georgia Fruit Exchange held in Atlanta. The Georgia crop is expected to be in the neighborhood of five thousand cars over the weight of the season. The Southern will be sending from fifteen to twenty special peach trains out of Atlanta every night.

**THE CHARTER MARKET**

Recent Canadian Fixtures.

GRAIN.

British steamer Hesperide, 2,518, 30,000qrs., Montreal to U.K. or Cont., 28 June.

British steamer Agorina, 1,931, Montreal to U.K. or Cont., ab. 10 1/2d, prompt.

LUMBER.

British steamer Kelvinhead, 1,946, Miramichi to Manchester, 37s 6d June.

Spanish steamer Bizkari Mendil, 1,329, St. Lawrence to U.K., deals, p.t. June.

German steamer Providentia, 1,904, St. Lawrence to U.K., deals, p.t. June.

British schooner Beryl L. Corkum, 250, Bridgewater, N.S. to Maderia, 27k, Sydney, C.B., to East London or Durban, rails, 16s 3d, prompt.

MISCELLANEOUS.

British steamer Doonholm, 2,773, Sydney, C.B., to East London or Durban, rails, 16s 3d, prompt.

FURNESS LINE.

Daltonhall sailed from Hull, Eng., for Montreal, p.m. June 1st.

CANADA STEAMSHIP LINES, LTD.

Location of steamers at 6 p.m. June 3rd, 1914:

Canadian—Montreal, discharging.

Acadian—Montreal, discharging.

Hamiltonian—Montreal, discharging.

Calgarian—Montreal, loading cement, westbound.

Forlandian—Left Kingston 4 a.m. for Seattle.

D. G. Gordon—Leaves Port William 6 a.m.

Tripp 2 West.

Glenellah—Up Port Huron mid-afternoon.

Dundee—Leaves Toronto to-night for Hamilton.

Dumet—Port Arthur, discharging.

Strathcona—Left Cleveland 3 p.m. for Windsor.

Donnaco—Down Soo 1 p.m. to-day.

Doric—Hamilton, loading, westbound.

C. A. Jacques—Montreal, discharging.

Queen—Arrived Montreal 1 p.m. 2nd Trip 1 East.

Barrman—Due Port Arthur this noon.

A. E. Ames—Windsor, loading, westbound.

H. M. Pellatt—Down Soo 1 p.m. to-day.

Tripp 2 East.

J. H. Plummer—Left Lachine 8 a.m. for Montreal.

Rosedale—Montreal, discharging.

Neepawa—Windsor, loading, westbound.

Wahoonian—Passed Kingston 1 a.m. Trip 2 East.

Bickelike—Due down Port Colborne his morning.

Bayverton—Left Port Arthur 8.30 p.m. Trip 1 East.

Nagana—Montreal, discharging, Trip 1 East.

Empress—Down Port Huron 2 a.m. Trip 1 East.

Arabian—Left Wallaceburg 2 a.m. Trip 6.

Bulk Freighters.

W. G. Morden—Port Colborne, discharging, Trip 3.

Empress—Port Soo 7 p.m. 2nd for Port Colborne.

Mid Prince—Left Port Arthur 9 p.m. 2nd Trip 5.

Mid King—Fort William, loading, Trip 5.

Martin—Arrived Toledo 6 a.m. leaves Friday.

Empress Fort William—Up Port Huron 6 a.m. Trip 6.

Empress Midland—Left Ashtabula noon 2nd coaler.

Tripp 7.

Winona—Due Port Arthur with rails, Trip 5.

Stadacona—Rogers City, loading, leaves to-night.

Turret—Left Port Colborne 9 p.m. 2nd for Lorain.

Turret Cape—Up Port Huron noon to-day with coal for Soo.

Tripp 5.

Turret Crown—Leaves Port Arthur to-night.

Hero—Port Arthur.

Tripp 3.

McKinstry—Montreal, discharging, Trip 4.

Renoville—Montreal, discharging, Trip 4.

Saskatoon—Montreal, discharging, Trip 4.

Mapleton—Left Sandusky 3 a.m. for Montreal.

Tripp 4.

Haddington—Left Port Colborne 1 a.m. for Montreal.

Tripp 5



**SUN LIFE OF CANADA**  
LEADS THE EMPIRE!

Outside of Companies Issuing Industrial Policies, the Sun Life of Canada does the largest life insurance business in the British Empire. The Sun Life of Canada leads all Canadian Life Companies in Assets, Business in Force, New Business, Net Surplus and in all other respects in which companies are usually compared.

**SUN LIFE ASSURANCE COMPANY OF CANADA**  
ROBERTSON MACAULAY, President  
T. B. MACAULAY, Man. Director  
Head Office: MONTREAL

**CANADA AND U.S. LIFE**  
CO. S. PAID: \$646,550,000

Many Large Claims Were Paid to Policyholders in U.S. Last Year

**NO PROMINENT DISASTER**

Immense Sum Was Paid to Policyholders Last Year. Many More Deaths Were Due to Motor Car Accidents.

Life insurance organizations of the United States and Canada paid out to policyholders last year \$646,550,000, according to the Insurance Press of New York. New York city, under which classification are included Manhattan, Brooklyn and The Bronx, received \$32,004,250, while there were scattering hundreds of thousands in Richmond and Queens.

The largest death claim paid in the United States during the year was \$13,330 on the life of Albert F. Holden, one time captain of the United States battleship, a mining engineer, who died in a suburb of Cleveland. The second was that of Billington Sanders, who made a plucky fight for life after taking a bichloride of mercury tablet by mistake. He had \$236,334 in life insurance. Thereafter New York city came with a long list of men above \$100,000. Isaac A. Meikel had an insurance of \$230,000; Samson Fried had \$100,515; and Thomas A. Sperry, \$165,000. He was a member of Sperry & Hutchinson, the trading stamp firm in New York city.

The largest policy on the life of a woman was for \$127,000, on that of Florence W. MacCarthy, of Baltimore. The statistics analyzing the fluctuations of the business were indicated in the record of policy loans. The amount of the increase of outstanding loans at the close of the year was \$63,725,000, a difference of \$4,244,000 for 1912. In recent years the efforts of life insurance officials have been directed toward discouraging such loans. The review of the distribution of life insurance money has mentioned the application of the loans as indications of the fluctuations of business conditions. The increase of general business caused the increase of policy loans in 1907, and the adverse business conditions of 1913 were indicated by the increase in 1913, according to the report.

The record of the payments for death claims and matured endowments last year by the companies showed an increase to the amount of \$5,530,000, compared with \$4,890,000 increase for 1912. Dividend increase for 1913 totaled \$3,733,000 increase for the year went to death claims. In many cases of death claims accidents were cited, notably automobile accidents.

The distribution of premium savings previously called dividends, the record shows, amounted to more than \$100,000,000 for 1913, for all the companies in the United States. Comparison with 1912 the record showed an increase of \$9,000,000.

**HOW TO FIND SAFE INVESTMENTS OR DESIRABLE INVESTORS**

**MAKE YOUR MONEY WORK**

LET OUR LITTLE "WANT ADS" FIND THOSE WHO CAN "MATCH IT UP."

THE savers are the winners! And the winners are the investors! Make the money you have make more. Whether you put it to work in good land investments, good stocks; high-class bonds or other securities it matters little, so long as the well-organized business, you will find our Want Ads—they cost but a trifle—will locate an opening for you quickly and cheaply. Send your Want Ad in now. And if you have a desirable investment to offer, whether it be land, buildings, stocks, bonds, or an interest in your business, you will find a Want Ad the best way to locate a buyer. Just send in a little Want Ad like those below. We will carry your message into thousands of business offices where it will almost surely find a good purchaser for you.

(Suggestions for You to Adopt)

**BOSTON SOLVES PROBLEM OF AGENTS' COMMISSIONS**

The Eastern Union Boston Committee Solve Question of Agent's Commissions Which has been under Consideration for Nearly Four Years.

**THE 1912 PLAN WILL BE ADOPTED**

Boston Proper Wharf and Warehouse Territory Will Be Under the Control of the Principal Boston Agent—Metropolitan Agents Not to Write Boston or the Sub-Districts.

Boston June 4.—The Eastern Union Boston Committee, headed by Chairman James M. Brewster, held a prolonged session yesterday with the executive committee and the Metropolitan Committee of the Boston Board, and progress was made toward settling the question which has been under consideration for nearly four years. The plan of June, 1912, which was not accepted at that time, with a few modifications will be adopted. This plan provides for the warehouse territory to be under the control of the principal Boston agent, the sub-districts to comprise policy writing agents. Metropolitan agents to maintain a regular office in the district commonly known as the 27 cities and towns contiguous to Boston, and not to write policies which are classified as suburban agents, who did not write their own policies in the metropolitan district. All other agents who did not write their own policies will be classified as suburban agents. The commission plan contemplates twenty per cent to district agents, and twenty-five per cent to Metropolitan agents, twenty to suburban agents, and fifteen per cent ordinary and twenty per cent preferred risks. A commission is proposed for the various interests of the Metropolitan field and as to brokerages, commissions and classification of risks. It is proposed to establish a stamping system. It is hoped that the entire plan will be put into operation by September 1st, and that it will at the earliest opportunity be presented to the board for its approval.

**INSURANCE BUSINESS IN MANITOBA IS GOOD**

Companies of All Kinds Prospering—Special Brokers' Premiums in 1913 Amounted to \$32,434.

A sum of \$7,432,350 was received from Manitoba policyholders by licensed insurance companies in 1913. In regard to the figures it should be explained that estimates for non-reporting companies have been made on the basis of the preceding year's figures, and added in columns of premiums and losses, respectively, as follows: Fire, \$30,000 and \$10,000; life, \$90,000 and \$15,000; guarantee and accident, \$35,000 and \$20,000.

In addition to the figures shown in the table, there were \$2,434 fire insurance premiums reported as paid to outside companies, and also about \$250,000 of assessments collected from fraternal life insurance societies, which paid about \$200,000 in losses.

The Des Moines Mutual Hall and Cy-clope Association has withdrawn from the province of Manitoba. The Imperial Underwriters' Corporation of Canada did not write any business in Manitoba in 1913, neither did the Principal Insurance Company, Limited, the Beaver Fire Insurance Company, the Glens Falls Insurance Company and the Mutual Life and Citizens' Assurance Company.

The special brokers' premiums in 1913 in Manitoba for fire and marine amounted to \$32,434. The totals of the various columns of the companies doing business in Manitoba may be summarized as follows:

Insurance	Premiums	Losses
Fire & marine	\$3,023,871	\$1,301,185
Life	113,479	89,681
Guarantee and accident	3,353,996	635,614
Automobile	671,916	263,480
Live stock	6,256	4,271
Automobile	70,992	12,467
Total	\$7,240,043	\$2,306,506

**USE "The Want Ad Way"**

Rate: Two Cents a Word First Insertion; One Cent each Succeeding Issue

**BUSINESS CHANCES.**

**WANTED—POSITION, BY AN ACCOUNTANT,** with thorough British training, having had, in addition, a year in the United States. I prefer electrical railway work, have served some time with a large company of this kind. Address: C. M. T., Journal of Commerce Office.

**BUSINESS MEN AND MANUFACTURERS—Do you want a live ad, writer? Ho you want circular letters? Are they stale, commonplace and not profitable? I can get you a large number of clients who will help you save money as well as make money. Drop a note to Alvin West, Journal of Commerce, today.**

**BUSINESS INVESTMENT—THE** advertiser, owing to ill health, has to relinquish all or a part of his own capital in a standard monthly publication, enjoying a large advertising subscription, and now in its fifth year. Negotiations will only be conducted with a magazine man of experience. Cash required about \$300 per cent. For particulars apply to P. O. Box 1162, Winnipeg.

**FOR SALE AT GOOD CONDITIONS,** the stock and good will of a Trunk and Valise Store, situated in the West End part of the city. A good opportunity. Apply P. O. Box 742, City.

**DRUG BUSINESS FOR SALE AND** medical practice for sale. Apply to Dr. Klock, Shawville, Que.

**FOR SALE—NEW THREE STORY** hotel, fine stables and yard, the building is in excellent condition. Population, sickness cause of 1000. For particulars apply to Box 156, Lachute, P.Q.

**RESTAURANT AT 514 ST. JAMES** street for sale; everything in good condition; fine chance for prompt buyer. Cause for selling illness.

**REAL ESTATE**

**BETTER SAYS MR. WILDER**

Sales of Vacant Land for Building Purposes Increasing—Better Times Ahead

**MONEY MARKET EASIER**

Money Can Now be Procured at 6 Per Cent for Building Purposes, Good Demand Exists for Residences.

Mr. J. E. Wilder, President of the City Realty Investing Company, Ltd., in an interview with a representative of the Journal of Commerce this morning, stated that noticeable improvement was already noticeable in the real estate market in Montreal. For some time there has been a good demand for lots on the outskirts of the city is increasing. This, said Mr. Wilder, is in doubt due to the fact that money is a little easier and people are feeling in a better position to buy lots and erect houses than they have in some time past. Mr. Wilder stated that money could be procured at 6 per cent at the present time for building purposes.

Mr. Wilder, who purchased property located on the northwestern slope of the mountain, adjoining Outremont, Heights, is improving a certain amount of this by building residences, some of these are well under construction.

**TO HAVE MARKET FOR MORTGAGES**

Exchange Has Now a Membership of a Hundred and its Object is to Act as Mediator Between the Profession and the Public.

The Montreal Real Estate Exchange is going to establish a market for unexpired mortgages which have in the past been sacrificed in foreclosure for want of proper marketing facilities. The need for such a market has always been evident to real estate men, and the idea of the exchange is a most welcome one.

The Montreal Real Estate Exchange now has a membership of 100. The main object of the exchange is to act as mediator between the profession and the public, lending protection to the endangered by injudicious legislation or had commercial usage, and safeguarding the public.

The Exchange has now new quarters in the Valois building on St. James street, which are much better suited for the purpose than the old building on St. Francois Xavier street.

**TEXAS COMPANY NOT FOLLOWING NEW RULES**

Texas Liability Department of the Aetna Life is Not Writing Policies Under the New Schedule of Rates.

(By Leased Wire to the Journal of Commerce.)

Austin, Tex., June 4.—Manager C. H. Verschlye, of the Texas Liability Department of the Aetna Life Insurance Company, advised Commission Collier, of the insurance and banking department, that his company was not writing policies under the new schedule of rates, but was merely soliciting business so that it would be possible to write policies under the Workmen's Compensation Act should the rate schedule of rates be approved. The Texas Employers' Insurance Association has filed a protest against the rate. The matter is now in the hands of the Attorney-General.

**SAFETY PRECAUTIONS IN N. Y. HARBOUR**

Police Patrol Boat Warns River Craft of the Approach of Giant Vessel—Saved Traffic From Being Demoralized.

(Leased Wire to Journal of Commerce) New York, June 4.—When the Imperator of the Hamburg American Line came up the North River to her dock at Hoboken yesterday she was preceded by the Police Department boat patrol, which warned river craft from the path of the giant vessel. On the patrol was R. A. C. Smith, commander of the police boats and ferries.

A few weeks ago when the Vaterland, sister ship of the Imperator, arrived here at the end of her maiden voyage, a large that crossed her bow as she was about to enter her pier caused the big steamer to manoeuvre clumsily about the river four hours before a landing was effected. Traffic along the Imperator's path was demoralized during that time.

To avoid a repetition of the incident the harbor police have taken a hand. Yesterday, when the patrol came alongside the Imperator abreast of the Statue of Liberty and led her to the dock it was the first time the new measure was tried. It worked like a charm, for under the direction of Captain Kier, the Imperator slipped up to her pier like a piece of well-oiled machinery.

**SMOKE VAFIADIS**  
Celebrated Egyptian Cigarettes "Bulak," 10 for 15c

**EMPRESS DISASTER IS NOW ADVERTISEMENT**

Agents of Life Insurance Companies Who Use This Means of Approaching Prospects Meet With Little Success, Shows Lack of Knowledge of Business.

Life insurance agents in Montreal are already using as an argument in favor of life insurance, the tragic loss of life on board the Empress of Ireland.

The fact that two of those who lost their lives in the disaster, and whose homes were in Montreal where they were insured in different companies, and the other to the amount of thirty thousand dollars is one that few agents are failing to take advantage of. This method, however, of approaching a disaster and holding a threat of gloom and disaster over the head, and trying to frighten him into taking out a policy, may be successful in certain cases, but on a whole it does not greatly impress upon the average person and makes the work of other agents more difficult, as people begin to consider an agent a forerunner of a tale of death and disaster.

Certain companies are using the disaster, as an example of how useful insurance is, in their advertisements. An old insurance agent stated the other day that in his experience he had never found this kind of advertising person the worst over who consider the person the disaster, did not at the time of the disaster, did not consider the fact that those who carried life insurance on board the Empress and had fortunate and were very few to whom it was necessary for a life insurance agent to pay a visit and paint an imaginary picture of the peaceful way, in which families by taking out life insurance, met their death, compared with those who had not taken this precaution. Nor is it necessary for the life insurance agent to enhance the risk that people run in modern travel, mostly all these things are known by the general public. What people want to know from the life insurance agent is what will be the benefit of taking out a policy in his company, why his company is better than any other company, and what policy gives the most protection at the smallest cost. The life insurance agent who tries to sell a policy by telling his prospect what a selfish and thoughtless life he is leading because he is not insured, is on a par with a tailor who tries to sell how shabby the suit of clothes he is wearing looks; this method never pays. Fortunately many life insurance companies along these lines, and gradually this ignorant form of canvassing will probably pass away.

**MUTUAL BENEFIT SOC. TO INCREASE RATES**

Catholic Mutual Benefit Association to Increase its Rates' Go Into Liquidation.

Ottawa, June 4.—The Senate bill to permit the Catholic Mutual Benefit Association to increase its rates has been reported by the House Committee on Banking and Commerce. The success of the increase has been pointed out by the Department of Insurance, but there was some question as to whether or not the matter had been brought to the attention of the members of the association, although the request was made last August by the C.M.B.A. convention. Several branches have since protested against the increase and Mr. J. H. C. Brown, secretary of the department, introduced an amendment that the Act go into effect until it has been approved at a general meeting called for the purpose.

Col. Hugh Clark saw no necessity for this, as the new rates had to go into effect or the insurance branch of the society go into liquidation.

**PERSONALS**

Mr. Donald Masmaster, K.C. and M.P. in the British House of Commons is staying at the Ritz Carlton.

Sir Arthur Conan Doyle, the well-known English novelist, arrived in Montreal last evening and is stopping at the Ritz.

Mr. J. R. Crombie of Mexico City, registered at the Windsor.

Mr. H. R. Poussette, Canadian Trade Commissioner for South America, left Montreal this morning on his way to England.

Sir William Van Horne and Mr. R. B. Van Horne are leaving to-day on the Alaskan for the Old Country.

Mr. S. H. Matcham is returning from Europe this week on the Empress of Britain.

Mr. C. F. Shaw sails for England to-day on board the Alaskan.

Mr. J. Fred Scanlan, formerly of Montreal, now of Oakland, Cal., is paying a short visit to his sister, Mrs. W. J. Prendergast, Cote des Neiges Road.

Emilen C. Osborn former manager of the Harlem agency of the Mutual Life Insurance Co., has been made manager for western Pennsylvania by the Canadian Life of Toronto. His headquarters will be in Philadelphia.

**NEW WESTERN HOTEL DESTROYED BY FIRE**

Special to the Journal of Commerce.

Medicine Hat, Alberta, June 4.—The hotel at Dunmore, eight miles from Medicine Hat, was destroyed by fire on Tuesday. The owners and proprietors, Messrs. Kullrose Brothers, the loss is estimated at \$40,000. The hotel was only built last fall.

**FIRE PREVENTION PRINCIPAL SUBJECT**

Mayers' Conference Session in Auburn, N. Y., Give Great Attention to the Principal Subject of Fire Prevention and Life-saving.

(By Leased Wire to the Journal of Commerce.)

Auburn, N. Y., June 4.—Fire prevention was the principal subject that came up for discussion at last night's session of the Mayers' Conference. Among the speakers, Chief Commissioner of the New York City Fire Department, the Auburn Fire Department gave a spectacular exhibition of life-saving.

**GUARANTEE COMPANY OFFERS REWARD**

Robert Armstrong, Secretary-Treasurer of the Empire Coal Company, is Wanted on a Charge of Theft.

The Guarantee Company of North America have sent out circulars giving a description of Robert Armstrong, former secretary-treasurer of the Empire Coal Company, Ltd., who is wanted on a charge of theft. The company offers \$200 reward which will be paid on Armstrong's arrest and delivery to the police authorities in Montreal, Quebec.

Armstrong left his home on the morning of Wednesday, the 13th May, ostensibly to go to the office, but did not arrive there, and has not been seen since.

He is 35 years of age, 5 feet 9 inches tall, weight 180 pounds, and is of dark complexion.

The year has been without legislative stress," said Mr. Bush. Strong measures are urged for the better protection of congested areas in many cities of the South, especially where dwellings are numerous. Electrical installations came in for special attention. Losses have been heavier than usual in Birmingham and Montgomery. Loss adjustments were depreciable by President Bush. Since the last annual meeting the Newark Underwriters, the St. Paul Fire and Marine, the Connecticut Fire, and the Great Southern, of Louisville, have joined.

WHEN ANSWERING ADVERTISEMENTS, PLEASE MENTION THE JOURNAL OF COMMERCE.

**BIG DEAL IN TORONTO.**

The Ontario Hydro-Electric Power Commission have purchased a lot on the west side of University avenue, Toronto, for the new central hydro-plant. The deal involves an investment of \$65,000 in the property, which is situated near the corner of University Avenue and Ord Street, and has a frontage of 100 feet on the avenue and a depth of 145 feet.

The Cavourcourt Land Building and Savings Company has installed an air conditioning system in its building at Toronto, and is presenting visitors with an attractive booklet regarding the growth of Toronto.

**PERSONALS**

Mr. Donald Masmaster, K.C. and M.P. in the British House of Commons is staying at the Ritz Carlton.

Sir Arthur Conan Doyle, the well-known English novelist, arrived in Montreal last evening and is stopping at the Ritz.

Mr. J. R. Crombie of Mexico City, registered at the Windsor.

Mr. H. R. Poussette, Canadian Trade Commissioner for South America, left Montreal this morning on his way to England.

Sir William Van Horne and Mr. R. B. Van Horne are leaving to-day on the Alaskan for the Old Country.

Mr. S. H. Matcham is returning from Europe this week on the Empress of Britain.

Mr. C. F. Shaw sails for England to-day on board the Alaskan.

Mr. J. Fred Scanlan, formerly of Montreal, now of Oakland, Cal., is paying a short visit to his sister, Mrs. W. J. Prendergast, Cote des Neiges Road.

Emilen C. Osborn former manager of the Harlem agency of the Mutual Life Insurance Co., has been made manager for western Pennsylvania by the Canadian Life of Toronto. His headquarters will be in Philadelphia.

**FIRE LOSS IN DWELLING HOUSES IN SOUTH HEAVY**

Southeastern Underwriters of the United States Deplore Losses in Dwelling Class, say this part of Business is Unprofitable.

(Leased Wire to Journal of Commerce.)

White Sulphur Springs, W. Va., June 4.—The Southeastern Underwriters' Association opened their thirty-third annual meeting yesterday when sixty-one companies were represented. In his annual address, President H. R. Bush, president of the Dixie Fire Underwriters' Association, referred to heavy and continued losses in the southern field. The dwelling class, he said, has been especially unprofitable, some companies showing about 30 per cent loss ratio, and there is some talk of an increase in rates, especially on single room dwellings.

"The year has been without legislative stress," said Mr. Bush. Strong measures are urged for the better protection of congested areas in many cities of the South, especially where dwellings are numerous. Electrical installations came in for special attention. Losses have been heavier than usual in Birmingham and Montgomery. Loss adjustments were depreciable by President Bush. Since the last annual meeting the Newark Underwriters, the St. Paul Fire and Marine, the Connecticut Fire, and the Great Southern, of Louisville, have joined.

WHEN ANSWERING ADVERTISEMENTS, PLEASE MENTION THE JOURNAL OF COMMERCE.















GENERALLY BETTER TO-DAY AND WORSTED TRADE EVIDENT

Indications Point to Continuation of High Prices Owing to Expensive Raw Mills Are Busy

Wholesalers in the woolen and worsted trade generally report a better trade a day better tone and conditions...

Trade in underwear is all that could be desired and repeat orders from jobbers are coming forward in good volume...

There is a continuance of the activity in the part of Canadian buyers in the British markets and this goes to indicate a more promising outlook...

Knitting mills show very little improvement from last week's report. The mills are running short time and the blanket and cloth mills are also...

White there was a fair amount of inquiry for white domestic yarn and two-ply white domestic yarns the prices quoted by spinners were declared too high...

Foreign Trade Dull. Handlers of foreign yarns found business dull because buyers refused to anticipate their needs at the advances...

Leonard Peckett, chief naval architect of the United States Navy, died at his home in Washington, D.C., June 3, 1914...

PRODUCE MARKETS LACK SNAP AND ARE QUIET

Prices for Beans have Advanced Owing to Shortness of Supplies POTATOES ARE WEAK

There is an absence of speculation in Butter and Cheese Markets. The tone of the local cheese market is quiet with a little firmer feeling...

There is a stronger market for beans owing to the fact that supplies in store are getting very scarce and dealers are waiting for the new crop to arrive...

There is a slightly weaker tone in the potato market at unchanged quotations. Bad roads in the country a short while ago delayed supplies considerably...

COUNTRY AND FARM PRODUCE. Eggs—Fresh laid... per doz. 22 1/2-23. Cheese—Finest western colored... per lb. 12 1/2-12 3/4...

CHICAGO LIVE STOCK. Chicago Union Stock Yards, June 4.—Estimated receipts today 16,000 head...

LOCAL CASH PRICES. A fairly good demand is coming forward for Manitoba spring wheat, but prices seem to be out of line...

THE SUGAR MARKET. Wires from New York indicate that there are no changes in the situation, and sugar there is unchanged...

CROPS ARE FROST BITTEN. (Special Staff Correspondence.) New Glasgow, N.S., June 4.—A heavy white frost swooped down upon the entire country...

Prominent Steel Man WEAKNESS WAS FELT AT OPENING CHICAGO PIT

Crop in Russia is Generally Good-Situation in Hungary Is Favorable and Strong CORN WAS HEAVY

Corn Was Affected by Weaker Cables and More Favorable Weather in Argentina and America—Oats Were Weaker. (By Leased Wire to the Journal of Commerce.)

Chicago, June 4.—Wheat opened weaker, with prices off 1/2 cent at 87 1/2 for July, 85 1/2 for September, and 87 1/2 for December.

Reports from 66 governments in Russia of May 31st show that the condition of winter wheat is good, while in six governments it is below the average.

Corn Above Average. The condition of spring wheat in 66 governments in Russia is good, with a better spot demand.

Corn Was Heavy at the outset, with July and September opening at 1/2 at 40 1/2 and 40 1/2, respectively, and September down 1/2 at 38 1/2.

Winnipeg Grain. (Special Staff Correspondence.) Winnipeg, June 4.—Rain has occurred at many points over the three provinces, particularly heavy at Medicine Hat, Moose Jaw and other points...

THE STEEL MARKET. New York, June 4.—Last month railroads bought about 7,600 cars, or the smallest total for one month this year.

NEW YORK METALS. New York, June 4.—At the metal exchange here to-day copper was easy and declined 1/2 cent.

WILDERNESS ARE MEETING WITH HARSHIPS DUE TO LOW WATER

St. Lawrence and Ottawa Rivers are Extremely Low—Many Drives Held Up COMPLAINTS GENERAL

St. Lawrence and Ottawa Rivers are Extremely Low—Many Drives Held Up COMPLAINTS GENERAL. To the manifold difficulties which the present market conditions present to lumbermen there is added unusual hardship in getting logs to the mill.

Ottawa River Low. The lowness of water in Ottawa district threatens to become a very serious problem both to lumbermen and paper mill owners.

A Profitable Industry. Lobster fishing is one of the most profitable branches of the fisheries of Cape Breton, it being estimated that no fewer than seven and a half millions are taken yearly.

Interesting Figures. The following figures, prepared by H. E. Baker, of Gaborus, who owns by far the largest number of factories in Cape Breton, give an interesting insight into the value of the lobster fishery of the island of Cape Breton.

A BUMPER CROP. (Special Staff Correspondence.) St. John, N.B., June 4.—Good news of the Annapolis Valley apple crop reaches here. Not in the history of the apple industry has the valley had such a bumper crop.

CALGARY LIVE STOCK. (Special Staff Correspondence.) Calgary, June 4.—Receipts of live stock at the Alberta Stock Yards last week were as follows: Cattle, 905; hogs, 56; sheep, 180; horses, 44.

BREWERS' MATERIALS. In the local market for brewers' materials, there is very little trade passing and few contracts are being made at the present time as this is the dull season.

NEED MORE MEN FOR HARVEST. Washington, June 4.—Kansas, Oklahoma and Oklahoma raisers of wheat need at least 200,000 more men to help in harvesting their crops and the commission of labor of those States...

COMPETITION used to be the Life of Trade, but it is CO-OPERATION that makes Trade real business to-day. This paper is built on Co-operative News, given by you and other leaders.

Table with financial data, including 'Controlling', 'Subsidiary', and 'Exchange' columns with various numerical values.



