

Royals Yesterday by  
Wins --- Newark ---  
Series Divided  
LOST TO BISON

... Ten Rounds, Despite  
... Clever Exhibition  
... Successful.

... that the jinx was off  
... their way to victory in two  
... In the morning, the score  
... of the afternoon's labor  
... Royals just one down from

... took a hard-fought game  
... of 5 to 4. They won out  
... when Lalonges' single scored

... defeated the representa-  
... Bowling Club on the Ken-  
... yesterday afternoon by a  
... annual friendly match be-  
... berkins competed in the match  
... Westmount skips were suc-

... to start his horse Viley,  
... was entered, after the judges  
... horse, was suspended from  
... entries of his horses are to  
... Driving Club in future.

... fourteen pounds in  
... the lightweight champion  
... heavier opponent too to  
... ten-round bout before  
... Canadian Athletic Club at Sob-  
... cleverness the match over-  
... between Welsh and Lustig, as  
... to fight him at all stages,  
... the difference in weight the  
... did no doubt have made his  
... try champion. Welsh used  
... advantage against Fleming by  
... clinches throwing it against  
... meant to wear the Can-

... MANY EARNED  
... PER CENT. ON COMMON  
... The Westinghouse Electric  
... company, in its report for the  
... year yesterday, gives no in-  
... orders it recently received  
... for the Allies. The  
... period covered in the

... conditions for the year shows  
... a comparison  
... last year. Gross earnings  
... \$43,733,645. Net income  
... \$14,744,444, charged  
... \$4,058,809. This  
... earned on the common  
... preferred stock divided,  
... in the previous year.  
... adjustment charges were  
... year before to \$441,498  
... charges and of dividends  
... for the year by \$185,715,  
... profit and loss account.  
... at the end of the year was  
... the year before.

# The Journal of Commerce

VOL. XXX, No. 18

MONTREAL, WEDNESDAY, MAY 26 1915

THE BUSINESS  
MAN'S DAILY

ONE CENT

**THE MOLSONS BANK**  
Incorporated 1852  
Paid-up Capital \$4,000,000  
Reserve Fund \$4,900,000  
HEAD OFFICE, MONTREAL  
COLLECTIONS.  
Collections may be made through this Bank in all parts of the Dominion, and in every part of the Civilized World through our Agents and Correspondents, and returns promptly remitted at lowest rates of exchange.

**CITY OF SASKATOON, Sask.**  
5% BONDS DUE 1943.  
**CITY OF ST. BONIFACE, Man.**  
5% BONDS DUE 1943.  
PRICE AND PARTICULARS ON REQUEST

**Nesbitt, Thomson & Co.**  
LIMITED  
INVESTMENT BANKERS  
222 St. James Street, Montreal  
Bell Telephone Bldg., Hamilton

**TEXTILE PROFITS WERE \$1,230,767 NET**  
This Compared With \$1,196,990 the Previous Year --- Statement Showed Surplus of \$52,546  
YEAR'S SALES \$7,643,674  
This is Lower Than Last Year, But Profits Were Kept Up Through Thoughtful Buying of Raw Materials—Officers Re-elected.

The tenth annual meeting of the Dominion Textile Company was held at the head offices of the company this morning at 11.30, and the annual report was presented to shareholders. The report showed that net profits for the year after paying all current interest on loans, all mill charges and writing off \$204,949 for repairs and improvements to the mills, amounted to \$1,230,767, compared with \$1,196,990 last year. To these profits were added a dividend received from the Dominion Cotton Mills Company, amounting to \$74,250, in all \$1,305,017. After paying bond interest and preferred and common stock dividends and rental of the Dominion and Mount Royal Mills, there is left a surplus of \$52,546, making the total amount to the credit of profit and loss account on March 31, 1915, of \$581,926. This latter is comparable with \$329,379 for the year 1914-15.

1913-14.	1914-15.	
Profits	1,196,990	1,230,767
Dividend	73,335	74,250
Net revenue	1,270,375	1,305,017
Rentals	551,172	564,252
Balance	719,203	740,765
Written off	15,389	344,226
Balance	703,814	706,539
Bond interest	219,138	219,121
Balance	484,676	487,417
Preferred dividend	2134,653	124,870
Balance	349,421	362,547

(Continued on Page 8.)

## ITALIAN INVADERS PENETRATE FURTHER

### Across Frontier From Lombardy to Coast and Enemy Moving Down to Attack

### OCCUPY PORT O BUSCO

Troops Have Disembarked Following Bombardment—Austrians Abandoned First Line and Retired, Destroying Bridges and Railroads.  
(Special Cable to The Journal of Commerce.)  
London, Wednesday, May 26.—Monfalcone, only sixteen miles from Trieste, has been bombarded by the Italian aviators. The aeroplanes were subjected to a heavy fire while springing over the Austrian lines, but succeeded in accomplishing their mission.

The Italian troops have now pushed over the Austrian border from Lombardy to the Adriatic. The severest fighting reported to-day is on the lower Isonzo, where the Italians are establishing themselves on the line of the river, preparatory to crossing and attacking Gorizia and Gradiz. The right flank of this force is supported by Italian warships.

Italy has gained the advantage of making the first offensive move, but Austro-German troops are reported moving down the Adige Valley from Innsbruck apparently with the intention of striking at the rear of the Italian advance.

**Naval Battle in Adriatic.**  
There has been another naval encounter in the Adriatic, Vienna reporting that an Italian destroyer was forced to surrender off Barletta. The Austrian destroyer Caspel was damaged when two Italian battleships got in range and opened fire. The Austrian cruiser Helgoland and three destroyers were engaged in this encounter with two Italian destroyers. The Italian Ministry of Marine reports that an Austrian warship with a heavy list, believed to have been one of those engaged off Barletta, was sighted by a steamship off the promontory of Gargano. This warship was escorted by four torpedo boats.

Abandoning their first line of defences to the Italians, the Austrians, retiring, have sought to impede the Italian advance by the destruction of bridges and houses and by tearing up the railroads. Following the bombardment of Portu Busco, troops were disembarked and the port occupied. The invasion of Austria is being made in two directions, one northward toward the Carnic Alps and the other through Friuli along the coast.

**The Advance Toward Trieste.**  
The immediate task of the troops thrusting toward Trieste will be the crossing of the Isonzo which is expected to develop the first serious fighting of the Italian campaign. The Italians have already occupied the heights on the right bank of the river. The greatest enthusiasm prevails throughout Italy over the quick movement of the Italian troops into Austrian territory, although it is realized that the real test will not come until the Italians encounter the Austrians resting on their prepared line of fortifications.

That Italy could take the first move, however, is considered of great importance, showing, as it did, the complete preparedness of the Italian military authorities. From Lombardy to the coast, it is reported, the Italians are over the border. Rendered desperate by the determined attacks of the Allies, the Germans have had recourse to the most lavish expenditure of asphyxiating gas in Flanders preceding an attack east of Ypres, according to a report issued by the War Office and which is based upon a communication from Sir John French.

### Fighting Near Przemysl Again.

For a period of four hours and a half the Germans employed the cylinders which emitted noxious and deadly gases, while at the same time continuing a bombardment of the lines with asphyxiating shells. So great was the pressure in the cylinders that at places the gas clouds rose forty feet from the ground. Fighting of the most desperate nature has been resumed north of Przemysl on both banks of the San as far north as Jaroslau. The Germans assert that General Von Mackensen has successfully resumed the offensive in this region and 153 officers and 21,000 men have been taken prisoners. Petrograd declares that the enemy attacked in great force, but that the Russian artillery fire shattered the ranks of the enemy.

### STEEL PLANT PRODUCTION HAS BEEN WELL MAINTAINED.

New York, May 26.—The Iron Age says: The rate of production at largest steel plants has been maintained, and in some cases particularly in Pittsburgh and near-by valley districts, slightly increased. On selling side some of the heavier lines show more activity while lighter products are quiet. Buying for domestic use is marked by caution in view of the issues raised with Germany, but there is no uneasiness. After some weeks of small business in rails several orders have come out together. 25,000 tons for Southern Pacific, 15,000 tons for Lake Shore, 8,000 tons for Chicago and Alton, and 4,000 tons for Chesapeake and Ohio, all to be rolled in the Chicago district. Chesapeake and Ohio's total purchases are about 15,000 tons.

### S. S. NEBRASKAN SAFE SO FAR.

Queenstown, May 26.—The S. S. Nebraskan passed Queenstown this afternoon on her way to Liverpool. She was steaming 8 knots an hour.



MR. C. B. GORDON, President Dominion Textile Company, whose annual meeting was held here to-day.

## Men in the Day's News

Sir Edward Carson, Attorney-General in the Coalition Cabinet, is the well known leader of the Ulsterites opposed to Home Rule. He was born in Dublin in 1854 and educated for the Bar. He was Solicitor-General for Ireland for one year and Solicitor-General for Great Britain for the years 1909 to 1906. He is best known, however, for his violent opposition to the Home Rule measures proposed by the Asquith Government. His inclusion in the Cabinet is evidence of the unity of the British nation.

Count Luigi Cadorna, head of the General Staff of the Italian Army and as such the virtual head of the nation's forces, is a native of Piedmont, in Northern Italy. He is a reticent, taciturn, unemotional man—quite different in this respect to the ordinary Italian. General Cadorna, who is also a Senator, was placed in charge of the army last year and has worked wonders with it. As a matter of fact he is the man who is primarily responsible for the placing of the Italian army on a war footing and for Italy's entry into the conflict.

Major-General Zupelli, Italian Minister of War, is in reality an Austrian by birth, as he was born in Capodistria, part of Italia Irredenta, which is still subject to the sway of the Austrians. With General Cadorna it has been his duty to prepare the north-eastern frontier of Italy for a war with Austria. When General Cadorna was made commander-in-chief of the Italian army, he used his influence to have Zupelli appointed Minister of War. The two men have worked harmoniously together, and have in the Italian army one of the most effective and best-organized forces in Europe.

Mr. James Cradock Simpson, the well-known Montreal Real Estate Agent, was born at Pentungushen, Ont., seventy-seven years ago to-day. He studied surveying and for several years was engaged in civil engineering and land surveying, later joining the Ontario Department of Public Works, from which he retired in 1864 on account of ill-health. He then removed to Montreal and formed his present real estate connection, where he has been successful in building up a large and profitable business. He also publishes the Real Estate Record. Mr. Simpson is interested in many worthy philanthropic movements, such as the Society for the Protection of Women and Children, the Citizens' League and the Boys' Home.

Lieutenant C. M. Horsey, one of the men wounded in the recent fighting in France, is a son of J. Haydn Horsey, for many years manager of the Montreal office of the Dominion Bank and now manager of the bank's office in London, England. Lieutenant Horsey is a graduate of the Royal Military College at Kingston, and was in attendance at McGill when war broke out. He immediately joined the 5th Royal Highlanders and was given a commission, although only twenty-three years of age. In the fighting at Langemark he had his back shot from his back and was buried three times by earth thrown by exploding shells. He spent a few days in the hospital recovering from shock, only to return to the front and be wounded.

The Rt. Hon. Walter Hume Long, who has joined the Coalition Cabinet as President of the Local Government Board, is one of the outstanding men in the Conservative party. As a matter of fact he was one of the men mentioned for leadership of the Conservative party which was finally conferred upon Andrew Bonar Law. Mr. Long was born at Bath in 1854 and educated at Harrow and Oxford. He first entered Parliament in 1889 and held office at various times in Conservative Cabinets. He owns extensive estates and is generally looked upon as the representative in Parliament of the old aristocracy and the landed interests. The new Minister will undoubtedly bring a considerable measure of strength to the Coalition Cabinet.

Lieutenant J. G. Ross, who has just been reported wounded, was in command of the Machine Gun Section of the 5th Royal Highlanders which formed part of the 13th Battalion. Lately he has been acting as adjutant of the regiment. Lieutenant Ross was born at Embro, Ont., some thirty odd years ago and educated at the Woodstock Collegiate Institute and at McGill, where he graduated in science in 1903. Following his graduation he took a trip around the world, in which he explored many inaccessible and out-of-the-way mining districts. For the past few years he has been a member of the firm of Milton Hersey & Co., where he is recognized as one of the best mining engineers in the country. "Jim," as he is popularly known, is also prominent in athletic circles. Two years ago he and Lieutenant Talbot Papineau, of the Princess Pats, took part in the two hundred mile canoe race and came in second. Lieutenant Ross is a son of Captain D. R. Ross, of Embro, and is one of three brothers serving at the front. Major R. B. is in charge of the Transport Department, while Major J. M. is Major and Adjutant of the 28th Vancouver Regiment. The former has been on the firing line for some months, but the latter only sailed for the front last week.

## CROP PROSPECTS IN WEST EXCELLENT

### Grain has Been Planted Deep, Says E. Cora Hind and can well Stand Adversity

### GROWTH WILL BE R...

Estimates That With Good Weather, West Will Have 200,000,000 Bushels of Wheat to Harvest—Acreage in Almost All Grains Has Increased.  
(By E. Cora Hind.)

The matter of prime importance to Canada at the moment is the condition of the grain crop in the West. The writer, whose special business it is to secure fortnightly crop reports for the Manitoba Free Press, published the first of these reports on the 11th day of May. Three days prior to that 158 points were queried, asking a list of questions which covered:—the percentage of seeding done; the height of the wheat; the damage from drifting; general condition of the soil; whether rain had fallen or was needed and the probable increase in acreage of each grain. The men upon whom the Free Press relies for its crop news are independent men with practical experience of crop conditions and always before asking for a report at the beginning of the season, a letter of instruction is sent out and every man is required to report as to whether he is, or is not, in a position to undertake the work for the season. Out of 158 points queried, reports were received from 155, the correspondents being given a limit of three days in which to procure their information and wire in their report. The reports showed that practically all wheat was seeded and was up from three to five inches; that 75 per cent. of the oats were seeded and a start had been made with barley and flax. The spring of 1915 has been a hard one, but has had the drawback of high winds and as there was very little snowfall during the winter, and as the cultivation had been exceptionally well done, there was a good deal of apprehension as to the amount of damage done by drifting soil, so that this point was emphasized in the inquiry. There was also apprehension as to whether there was sufficient moisture to give the crop a sufficient start. Ninety-eight points out of 155 admitted the need of rain; 55 points included in this, stated that they wanted rain very badly; 35 points stated that no rain was needed and a few admitted that while not needed, it would do good. Since this report was issued, the West has had a pretty thorough wetting down. The change of weather came on Thursday, May 13 in some sections, and between Thursday night and Sunday night of the 16 all the districts that had complained of dry weather had from twelve to forty-eight hours of rain. At a few points there was a little wet snow. The weather during Sunday was cool, which, of course, is very desirable after rain and considering the fact that the grain was put down to moisture at the time of seeding and that a very large percentage was packed, the rains that have fallen should be amply sufficient to carry the crop to the first of June. There were a few sections where the winds were sufficiently violent to expose the roots of the growing wheat and some fields will, undoubtedly, have to be re-seeded. There was a very sharp frost on the nights of Sunday the 16th, and Monday 17th, which would nip the tops of the grain in some sections and retard growth for period. There were a few complaints that barley was sufficiently nipped to be permanently injured. This is a matter of regret, because barley seed is exceedingly scarce and re-seeding of this grain will be difficult. As a matter of fact, the extremely early season tempted men to sow barley sooner than was at all wise. The loss from this, however, will be very small in the aggregate. With the very superior cultivation this season and anything like a fair supply of June rains, a large crop is assured. The soil was so warm when the rain began to fall, that growth will be rapid with the return of really warm weather. Altogether, the outlook at the present time is an encouraging one. The fact, which many would be experts overlook in speaking of the present crop, is that having been planted deep, it has an exceptionally good root and should be able to stand a great deal of adversity, which, of course, everyone hopes it will not receive.

## WHOLESALE MARKETS.

The average price of May wheat during the month of April, was \$1.57; of July, \$1.56, and of October, \$1.20. The highest point made by May wheat during the month of April was \$1.64 on the 24th of the month and that figure was, up to that date, the record of the year; the previous high being \$1.61, wheat having touched that price on two occasions. The average price for May wheat during April, was 67 cents higher than for March and 9 1/2 cents higher (Continued on Page 6.)

## OFFICIAL ITALIAN STATEMENT.

Rome, May 26.—The report from General Cadorna, Commander-in-Chief, is as follows: "We have occupied the frontier passes near Cadore. The enemy bombarded Conquensurina without result during the night. "We took Valinfero Pass with the bayonet. "The enemy is retiring everywhere, destroying bridges. "Our aviators threw bombs on electric works and railway station at Monfalcone, 16 miles northwest of Trieste. "Our troops on May 24 occupied Forcella, Montozzo, Tonale, Ponte di Caffaro, Giudicaria, the territory north of Ferrara, Monte Baldo, Monte Corne, Monte Foppiano, Pasubia, Monte Boffelani, at extremities of the Agno and Leogra Valleys, and high defiles of Brenta Valley. We made several prisoners. "Along Friuli frontier and Middle Isonzo we continued successfully on May 25. At Caporetta we disposed of the troops on the heights and won the Judrio and Isonzo. On the lower Isonzo we continue our offensive in order to remove the line of the river. "Austrian artillery at Santa Maria, at Santa Lucia and southwest of Tolmino opened fire on our positions on the heights of the Judrio and Isonzo without result."

## The Canadian Bank of Commerce

### Head Office--TORONTO

Paid Up Capital - - - \$15,000,000  
Rest - - - - - 13,500,000  
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A conservative trust company for the public's service, able and willing to act in any approved trust capacity.  
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## PIRATES HAVE FOUND ANOTHER U. S. VICTIM

**American Steamer Nebraskan Flying Stars and Stripes Torpedoed off Irish Coast IS STEAMING TO LIVERPOOL**

Belonged to American-Hawaiian Line, But Was Chartered by the Atlantic Transport Co., a Subsidiary of International Mercantile Marine.  
(Exclusive Leased Wire to Journal of Commerce.)  
London, May 26.—Lloyd's Maritime Agency announced that the American steamer Nebraskan bound from Liverpool to United States was torpedoed off the Irish coast at 9.05 o'clock last night. The Lloyd's announcement added: "The Crookhaven wireless station has received the following: The Nebraskan is calling for help. The crew are in boats and are standing by. The weather is fine and calm." It was stated at the American Embassy later that the British Admiralty had sent it a notification that an armed trawler had reported the Nebraskan making for Liverpool with her forehold flooded.

New York, May 26.—It is stated at the offices of the American-Hawaiian Line that the steamer Nebraskan was under charter to the Atlantic Transport Line when she left Liverpool for New York in ballast. This statement controverts a report to the effect that the Atlantic Transport Company's charter of the Nebraskan had expired when the Nebraskan reached Liverpool and effected delivery of her cargo.  
New York, May 26.—The American-Hawaiian Line Nebraskan was under charter to the Atlantic Transport Company, one of the subsidiary lines of the International Mercantile Marine. The vessel flies the American flag. Latest advices obtainable here are that the Nebraskan was proceeding back to Liverpool under Admiralty escort. The vessel was in ballast.

London, May 26.—President Harold Sanderson, of the International Mercantile Marine, late this afternoon officially confirmed the torpedoing of the American steamer Nebraskan by a German submarine. The ship was under charter to the concern of which Mr. Sanderson is head, though owned by American, Hawaiian Steamship Company. "The Nebraskan was flying the American flag when she was torpedoed," said Mr. Sanderson. "She was chartered by us to bring over a cargo, but was returning in ballast. The ship had not a single thing in the cargo which could come under contraband. The German action is astounding in view of the fact that the Nebraskan was flying the American flag, and was bound for an American port." The Nebraskan incident has caused a profound sensation here. The general impression is that it will affect the German American situation acutely.

Washington, May 26.—Although Secretary Bryan appeared disturbed he emphasized the fact that the department is still without details of the affair and could not be expected to form an opinion on it until all the facts were known.  
New York, May 26.—The American-Hawaiian Steamship Company has given out the following wireless despatch from Captain John S. Greene, of the S.S. Nebraskan: "Struck either mine or torpedo 48 miles west of Fastnet, Ireland. No one injured. Have water in lower hold. Am steaming to Liverpool."

**COUNTRY HOUSES TO LET**  
Furnished and unfurnished for summer months at BEACONSFIELD, BELOEIL, CACOUNA, LAKE MANITOU, RIVIERE DU LOUP, SIXTEEN ISLAND LAKE, ST. AGATHE, ST. JOHNS, ST. LAMBERTS, ST. ROSE and STRATHMORE.  
Six to ten rooms, \$100 to \$600.  
**THE CRADOCK SIMPSON CO.**  
THE TRANSPORTATION BUILDING  
120 ST. JAMES STREET MONTREAL

**RESTAURANT HOTEL**  
Department Rates:  
Dinner, \$1.50  
Wedding Reception, Rectals, Solicited, to 12 p.m.  
Celebrated Orchestra.  
S.A., Instructor in the... After April at No... apply at Miss Pool's... Uptown 210.

ITALY SEIZES \$20,000,000 WORTH OF ENEMY'S SHIPPING

Available Records Show 119,353 Tons of German and Austrian Marine Swept Away at Nine Italian Ports.

The entrance of Italy into the European war on the side of the Allies, according to dispatches received from Rome yesterday, has already led to the pronouncement of a decree by the Italian Government by which all German and Austrian steamers which have been sheltering at or trading with Italian ports are to be confiscated.

It is reported that the Italian Government has seized no less than 80 prizes in the form of German and Austrian tonnage which put into Italian ports at the beginning of European hostilities and have remained there since. So far as can be learned, however, it is only possible to list 23 German and Austrian vessels, at Italian ports open to seizure.

Table with columns: Name, nationality, seized at, Tons, Register. Lists various ships like Albark, Algier, Amalfi, etc.

The list of Italian prizes in German and Austrian shipping as given is not believed to be complete in all respects. Many more vessels than those listed at the port of Genoa are believed to have been sheltering there when Italy declared war.

The number of German and Austrian steamers at Italian ports in the early part of April was considerably augmented by the arrival of twenty others, which came from Adriatic ports in order to avoid capture by the Anglo-French fleets.

STEAMSHIPS.

ALLAN LINE

Proposed Summer Sailings, 1915

Table with columns: From Montreal, Destination, Date. Lists Sicilian, Pretorian, Corinthian routes.

For further particulars, rates, etc., apply to local agents or THE ALLAN LINE

675 St. Catherine St. West; H. & A. Allan, 4 Youville Street, General Agents, Montreal.

CANADA S.S. LINES

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Fast passenger and freight service between all important points on Lake Ontario and the St. Lawrence River.

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The most fascinating water voyage on the continent. Steamers leave Quebec, Tuesdays and Saturdays at 8.00 a. m., connecting with night boats from Montreal.

Ticket Office 9-11 Victoria St. Phone Main 4710

General Freight Office Foot of McGill St. Phone Main 5882

RAILROAD NOTES

Southern Pacific Railway Company has ordered 25,000 tons of open hearth rails from the United States Steel Corporation.

Railway mileage in the three larger provinces of western Canada will be increased this year by the completion of 3,129 miles of new roadbed.

The Interstate Commerce Commission ruled yesterday that the Pere Marquette and Bessemer and Lake Erie railroads may keep their ferry-boat lines on the lakes under the Panama Canal law.

At Winnipeg yesterday the Dominion Railway Commission heard the application of the railway companies operating east of Port Arthur for permission to increase their rates by 6-10 of a cent a bushel on grain and grain products from Port Arthur, Port William and transfer points on the Georgian Bay and Lake Huron.

Business men of Newport News have consented to an extension to December 31, 1915, of the time limit named for the beginning of the building of the Norfolk Washington and New York, the first part of which is to run from Newport News to Washington, D.C., 150 miles.

An action, which may bring in many legal points not argued before, will be heard in the Superior Court. The case is that of Francoeur Leduc against the Canadian Pacific Railway.

Lumber interests generally on the Pacific Coast are dissatisfied with the decision of the Interstate Commerce Commission in the 'Sash and door case' of manufacturers in the Middle West who sought a change in rates on lumber and lumber products to enable them to compete with manufacturers in Oregon, Washington, Idaho and California.

In the freight office of the Chicago, Rock Island & Pacific at Burr Oak (Chicago) the clerks who make waybills and those who examine claims have for the last twelve months been making waybills on typewriters. They have been paid at the rate of ninety cents a hundred items for making waybills and seven cents each for attending to claims for overcharges and damage.

EDMONTON STREET RAILWAY DEFICIT.

Edmonton, Alta., May 26.—Although the total number of passengers carried by the street railway during the first four months of this year is twenty-five per cent. less than for the similar period last year, and although gross earnings have decreased by \$21,500, the deficit in that department for the first four months of this year is \$50,000, as compared with \$91,000 for the corresponding period last year.

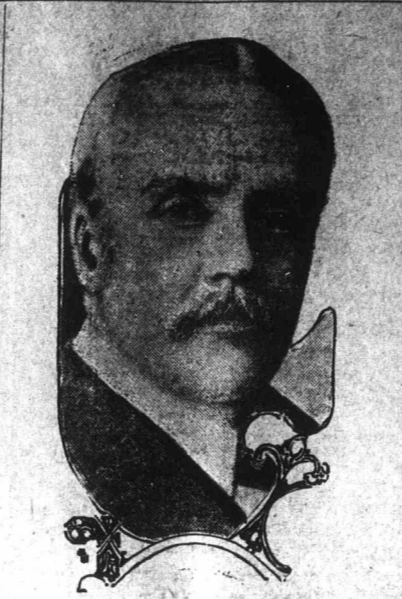
INCREASE IN USE OF ALL STEEL PASSENGER COACHES.

New York, May 26.—Report has been made by the special committee on relations of railway operation to legislation as to progress in raising the standard of passenger and freight equipment on the railroads. Statistics as to the number of steel, steel underframe and wood passenger cars in use by the roads reporting to this company show the following increases over a series of years:

Table with columns: Year, Steel, Underframe. Shows data from 1910 to 1914.

Of the passenger cars acquired in 1914, 74.6 p.c. were steel, 20.9 p.c. steel underframe and 4.5 p.c. wood. Of those under construction January 1, 1915, 75.8 p.c. were steel, 23.9 p.c. steel underframe and 0.3 p.c. wood.

The committee has estimated the cost of replacing all wooden passenger cars in the United States at \$569,901,900, the annual interest on which at 5 p.c. would be \$27,995,995.



RT. HON. A. J. BALFOUR, First Lord of the Admiralty in the new Coalition Cabinet, replacing the Rt. Hon. Winston Churchill.

The Charter Market

New York, May 26.—There continued a good demand for steam tonnage in several of the trans-Atlantic trades, principally for general cargo, coal, deals, and grain, and also for coal to Brazil and Argentine ports.

Charterers: British steamer Ingleby, 32,000 quarters oats, from Philadelphia or Virginia to London, 6s 9d, prompt.

British steamer Wandby, 36,000 quarters, same.

British steamer Halgh Hall, 44,000 quarters, same.

British steamer Mariner (previously) 17,000 quarters, from Philadelphia to a French Atlantic port, oats 7s 6d and heavy 9s 6d, June.

Coal—British steamer Julia Park, 1,868 tons, from Baltimore or Virginia to the River Plate, basis 34s, lower ports, prompt.

British steamer Adriatic, 1,921 tons, from Baltimore or Virginia to west coast Italy, 45s, June.

British steamer Lianishan, 2,434 tons, same at or about 45s, prompt.

Italian steamer Nina, 2,171, tons, same.

Cuban steamer Mobile, 1,363 tons, from Philadelphia to Santiago, p.t., prompt.

Steamer General Hubbard, 1,296 tons, from Philadelphia to New Orleans, p.t., prompt.

Schooner George E. Dudley, 387 tons, from Philadelphia to Nassau, p.t.

Lumber: Italian ship Saturnana Fanny, 1,414 tons, from Bridgewater, N.S., to the River Plate, basis \$19, to Buenos Ayres, June-July.

Schooner Frank Huckins, 457 tons, from Fernandina and Jacksonville to Martinique, with lumber and creosote ties, p.t.

Barque Stranger, 540 tons, from Mobile to Cienfuegos, 110.

Schooner Doris, 310 tons, from Mobile to Sagua, \$8.

Schooner J. Holmés Birbaal, 1,308 tons, from Jacksonville to New York, with ties, 19 cents.

Schooner Lyman M. Law, 1,154 tons, same from Fernandina.

Miscellaneous—French steamer St. Louis, 3,712 tons, from Philadelphia to New Caledonia, with general cargo, p.t., prompt.

Steamer Joseph W. Fordney, 2,408 tons, from New York to Archangeal, with general cargo, berthed, prompt.

Norwegian steamer Nor, 878 tons, from New York to Rotterdam and Amsterdam, with general cargo, p.t., prompt.

Norwegian steamer Frey, 1,947 tons, from New York to Canary Islands with general cargo, p.t., prompt.

British steamer Hatumet, 2,584 tons, from New York to Havre with flour, 48s 9d, June.

Norwegian steamer Sticklestad, 3,458 tons, trans-Atlantic trade, one round trip, 16s deliveries United States, prompt.

British steamer Ikal, 3,490 tons, same, two round trips, 15s.

Norwegian steamer Alfred Noble, 2,616 tons, same, 15s 6d, deliveries, United Kingdom, prompt.

British steamer Askhall, 2,738 tons, same, delivery Mediterranean re-delivery United Kingdom, June.

Italian steamer Silvia, 2,306 tons, from Genova to North of Hatteras with ore, 12s 6d, prompt.

British steamer Bellavente, 467 tons, from Philadelphia to St. Johns, Nfld., with cement and coal, p.t., prompt.

British schooner Annie L. Warren, 223 tons, from Fernandina to New York, with sugar, p.t.

Schooner Nellie W. C. Craig, 488 tons, from Hayti to Stamford, with logwood \$5.50.

SHIPPING NOTES

The Sardinian and Cameronia are at Glasgow and the Thessaloniki has arrived at Piræus.

A steamer of 4,700 tons dead weight capacity now building in Glasgow to class A-1 at Lloyd's has been sold to London purchasers for \$240,000, or \$25,000 profit on the contract price.

Fire that had burned for nearly a week, doing considerable damage, on the American steamer Standard, was extinguished when the vessel reached Key West, Fla., in tow.

According to Lloyd's Register of 1914-15 there were afloat in 1912, 11,228 British merchant ships of 21,045,049 tons. In ten months of war Germany had destroyed about 2 per cent. of this great fleet.

Furness, Withy & Co. are starting a new monthly line of steamers from New York to Cardiff for the carriage of general cargoes. The steamer Rossano will begin the new service this month, and will be followed by the Oristano in June.

Fifty persons were drowned yesterday when the Chilean steamer Maximiano Errazuriz struck a reef and sank. The Maximiano Errazuriz was a vessel of 1,388 tons and 240 feet long. She was built in 1872.

The Red Cross Line announces that it will inaugurate regular steamer service between New York and Charlottetown, Prince Edward Island, beginning June 1, 1915. The route will be via Halifax on the outward trip from New York and via St. Johns, Newfoundland and Halifax on the return trip.

Complaint is being made in Sweden because so many vessels are being sold abroad. Since January Sweden has sold 24 steamers and four sailing vessels, of about 23,000 gross tons, most of these being acquired by Danish and Norwegian owners. Besides this, a number of vessels have foundered, four having disappeared in the North Sea.

The new cable from England to Russia was completed in eleven days, although longer than the Atlantic cable connecting Great Britain with America. It runs across the North Sea, up the long coast of Norway, round the North Cape and into Alexandrovsk in the White Sea. The advantage of the cable is that it does not pass across neutral territory.

To make clear the circumstances under which American shippers have been conducting negotiations with British officials to expedite the forwarding of American cargoes affected by the British Order-in-Council, the Foreign Office gave out the following statement: "Arrangements with regard to shipments of cotton and other articles of commerce were agreed on between representatives of the British Government and representatives of the American interests. The Government of the United States was in no sense a party to these arrangements, and took no part in the conference."

Tonnage scarcity is hampering the tea trade with the Orient, according to advices from the Pacific Coast. The tea exporters in the Orient are said to be worried by the fact that, despite the approach of the tea trade season, and the scarcity of vessels in the Pacific, the shipping companies appear to be disinclined not only to dispatch their ships to Shimidzu, but also to spare much hold space for tea, even if it is shipped in Kobe or Yokohama. The liner Yokohama Maru, the most recent arrival on the Puget Sound from the Orient, brought news that the scarcity of tonnage may seriously affect the export of tea from the Orient to North America during the coming season.

Returns compiled by the Liverpool Underwriters' Association show that the total cost of the principal steamship casualties during the first quarter of the present calendar year (January to March) may be estimated at \$6,352,700, of which \$3,485,900 is attributed to the war, and the cost of sailing ship casualties estimated at \$700,000, of which \$469,000 is due to the war. The cost of steamship casualties due to risks other than war was \$2,867,800, which was more than double the total for the corresponding period of 1914, namely, \$1,130,000. Sailing ship losses due to causes other than war amounted during the first quarter of this year to \$231,100, as compared with \$142,000 in the same period of 1914.

Japanese shipbuilders have recently received numerous orders for the construction of new cargo and passenger steamers, as the view is held in the Far East that after the war there will be a considerable demand for tonnage. It is said that some British owners have been making inquiries as to whether Japanese shipbuilders are willing to accept orders and asking for particulars as to prices and dates of delivery. The Nippon Yusen Kaisha, which recently ordered nine large steamers from the Kawasaki dockyard of Kobe and the Mitsui Bishi shipyard at Nagasaki for their European service, have just decided to build seven cargo steamers of 4,000 tons each and five passenger and cargo steamers of 3,000 tons each to be run on the coastwise and Asiatic trade routes.

RAILROADS INCREASED SALARIES.

Washington, D.C., May 26.—Notwithstanding that number of railroad employees in the United States on June 30, 1914, was 115,229 less than on June 30, 1913, 443 roads paid in wages in year ended June 30, 1914, within \$350,843 of amount paid in the fiscal year 1913. In 1914 the aggregate payrolls of the roads in question were 45.1 p.c. of their gross earnings, against 44 p.c. in 1913.

Average daily compensation paid to about 1,750,000 employees in year ended June 30, 1914, was \$2.54, against \$2.49 for 1913. This is an increase of about \$5,000,000 in the payroll for 1914, an average of five cents per day per man increase in salary. The railroads have increased salaries continuously since 1905, when the Bureau of Railway Statistics first began compiling information on salaries alone.

The number of persons employed during year of 1913 was 1,815,229, against 1,698,819 for 1914. The aggregate of railroad payroll averaged \$1,378,830,589 for 1913, compared with \$1,373,069,811 for 1914. Taking 1913 as the year when most railroad salaries were increased, among train hands alone 5,852 persons more were employed than in 1914, yet the salaries in 1914 were increased about \$20,365,961 over 1913, notwithstanding decrease of employment. Compensation of office employees increased considerably more than the other departments, reaching 57.6 p.c. increase during the past seven years.

NORTHERN PIPE LINE DIVIDEND.

New York, May 26.—Northern Pipe Line has declared the regular semi-annual dividend of \$5 a share, payable July 1st to stock of record June 10th.

FEW DIFFICULTIES CONFRONT CHICAGO TO TOLEDO CANAL PLAN

A Twenty Million Ten Yearly Capacity Canal Would Cost \$147,000,000—Army Engineer's Outline Result of Survey.

New York, May 26.—A conference has been held in the library of the Chamber of Commerce between representatives of the various commercial organizations in New York, and Colonel John Mills, Lieutenant Colonel William V. Judson, Major F. S. Bond and Captain Watkins, representing the United States Engineers' Board and constituting the Board of Lake Erie-Lake Michigan Waterway, with an aim to ascertain the opinions of the commercial bodies on the proposal to construct a barge canal from Toledo to Chicago by way of Fort Wayne.

The Rivers and Harbors act of July, 1915, contained provision for the survey and estimation of costs for the canal, the construction of which Colonel Mills asserted had been agitated for years. In fact, he said, he had been talking of such a waterway, as far back as 1829. The United States Army Engineers' Board began an investigation of the country to be spanned by the canal, and the engineers, after considerable study have prepared a plan showing the possible routes along which the canal could be built. By using the southern route from Fort Wayne, Colonel Mills stated that only 18 locks would be required to overcome the height above the sea level, while 23 locks would be needed if the northern route from Fort Wayne was selected.

One feature that the local men brought out was the benefit that the proposed canal would give over the all-water route from Chicago, passing north through Lake Michigan, thence south through Lake Huron, through the Straits of Mackinac and thence into Lake Erie. The engineers stated that the distance through the canal to Toledo of 276 miles was two and a half times less than that through Lakes Michigan and Huron. While this in itself was not a factor of prime importance, the point was made that a steamer using the lakes would be forced to discharge its cargo at Buffalo, whereas a barge using the canal from Chicago could proceed through Buffalo without delay to New York City. The cost of harbor dues, transshipments, etc., at Buffalo would thus be eliminated.

What was regarded as a most important factor was the possible effect that the proposed canal would have on railroad rates to the seaboard. It was stated that the railroads would recognize the competition caused by the construction of the canal and would reduce their rates to meet this competition. Representatives of the New York bodies declared that while they were unable to speak for their representative associations, individually, they were impressed with the feasibility of the plan and its acknowledged importance in the matter of supplying the industrial sections of Ohio, Indiana and Illinois with water transportation to the seaboard.

Discussion as to what manner the cost of constructing the canal was to be financed brought out the views the local men felt that a portion of the cost should be borne by the States that would be benefited directly by the canal, and that the States should endeavor to ascertain what portion of the cost the New York men thought the States of Ohio, Indiana and Illinois should bear, but in view of the fact that full consideration had not been given to the project prior to the previous meeting, they were unable to give their views on this phase of the subject with any definiteness. Nevertheless it was felt that the States to be benefited should bear at least 50 per cent. of the cost of construction.

Those present at the conference included General Clinton, president of the New York State Waterways Conference; ex-Senator Henry W. Hill, representing the Buffalo Chamber of Commerce; Frank C. Gardner and Judge Charles E. MacLean, representing the New York Board of Trade and Transportation; W. C. Fish, representing the Boston Chamber of Commerce; A. B. Carhart and Charles J. Austin, representing the New York Produce Exchange; S. A. Thompson, secretary and treasurer of the National Rivers and Harbors Congress; F. B. de Bernard, Prof. Olin H. Landreth and Charles C. Chadwick, representing the Merchants' Association; S. Pratt and Frank S. Witherbee, representing the Chamber of Commerce of New York; R. G. Finch, chief clerk of the State Engineer, and Alexander R. Smith, editor of the "Marine News."

RAILROADS.

CANADIAN PACIFIC

CHANGE IN TIME MAY 30TH. Holders on application.

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

Toronto } 8.45 A.M. Chicago } 10.00 P.M.

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

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CHICAGO LIMITED. LV. MONTREAL, 11.00 P.M. DAILY. Pullman Sleeping and Club Compartment Cars and Parlor and Dining Cars.

TIME TABLE CHANGES. A change of time will be made on May 30th. Time tables containing full particulars and all information may be had on application to Agents.

122 St. James St., Cor. St. Francois Xavier—Phone Main 1887. Windsor Hotel "Uptown Hotel" Bondaventure Station "Main 1887"

CITY TICKET OFFICES.

U. S. WAR RISK BUREAU "CARIB" AND "GREEN"

Business at a Standstill and P... Amount to \$1,650,000 With Losses... British Marine Losses P...

Washington, May 26.—The U. S. War Risk Bureau has today notified the owners of the "Carib" on account of the insurance on the vessel by the Bureau of War Risk. The American vessels were sunk by striking a mine.

The payment made on the "Carib" Government also wrote insurance on the "Carib" to the amount of \$2,000 last week. The payment made on the "Greenbrier" was \$50,000. The "Greenbrier" was insured for \$1,000,000.

All the losses on American ships destroyed during the European war by the War Risk Bureau except that of the "William P. Frye," sunk by the "U-10" in February. The loss on the "Carib" is the only one of the Treasury Department's list this year as the necessary part from the State Department and from the officials of the Treasury Department.

As a result of the situation existing in the waters of the belligerent nations, the War Risk Bureau is at a standstill. To date the premiums on the "Carib" amount to approximately \$1,650,000, but the actual losses do not exceed \$750,000. The "Carib" accounted for 100,000 of the loss on American underwriters on the "Carib" and the "Greenbrier" in the European war.

Another cause of complaint is the income owing to the completion of the huge quantities of lumber used in the war is no longer being carried, which carried it are now laid up, which were insured in America. On top of this, the cutting in half of rates for steamers through the California dried fruit trade was a great buyer of California dried fruit and man companies were keen competitors of the shipments, but with the competition comes also the disappearance of the market, and although greatly enhanced have been paid on this interest, these business to compensate for the losses.

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London, May 15.—British mariners heavily laden, owing to the piratical Hun in sinking merchant ships. A month for which comparative figures are not available, but these show nearly a sixfold increase compared with the corresponding month. Although the record of losses, expressed in terms of tonnage, is not so high as that of the month of April, the Board of Trade has issued a return showing the loss of 71 British ships, with a total net tonnage of 238,000 tons, and 23 crewing craft and among these latter the "Falaba."

BIRCHENOUGH AGAIN ON

James Birchenough, the real estate agent, who served a term in prison for accepting a bribe from the Merchants Bank of \$54 to \$54,000, was placed on trial at the Court of Sessions, before Judge C. W. with the forging of a notarial deed. He forged the name of Mrs. Elizabeth Dandurand property. The only witness yesterday were Notary Normandin, up the deed, and Thomas Sonne, a son of the latter stating that the signature was his mother's. Mrs. Sonne was called, but in court, and the case was adjourned.

COMMENT UPON OPTIMISM

New York, May 26.—Commenting on President Farrell's speech at the Pacific Steel Corporation, Chairman E. J. Farrell said: "I think Mr. Farrell is a little too optimistic, it is true, has shown some signs, and we are feeling rather hopeful for we are operating only at a little over basis."

EMIGRATION TO CANADA

St. John, N.B., May 26.—Having in view emigration from Holland to Canada, J. Blenna arrived here yesterday from and will tour Canada to study conditions. The former is a director of the immigration department at The Hague and official of the Agricultural Bureau.

THE LOSS BY FIRE

Fire broke out last evening in the rear of the St. Andrew's Home, at 46 Belmont Street, which was used as a home for convalescent patients had been going on about the premises had been at work repainting the building. In burning off the old paint on the side one of the hollow posts and creeps into the roof of the structure. The fire was extinguished with one stream of water and a part of the roof had been ripped away.

Incendiarism in Quebec

Quebec, May 26.—For the sixth month the fire caught last night in the Atlantic Engine Company on Colomb street. Theories claim they have proof that all caused by an incendiary hand and building made for the culprit. The damage to building and contents is slight.

Regina Had Small Loss

Regina, Sask., May 26.—Regina's fire loss since the introduction of moving apparatus has attracted widespread attention. The report of the fire chief covering 100 per capita fire loss to be 90 cents, and based on an estimated population of 41,000, the official estimate is \$36,000. It will be seen that Regina holds a unique position in the point of fire loss and can compare only with Canadian and American cities with those of the British Isles.

CONFRONT TOLEDO CANAL PLAN

Yearly Capacity Canal Would Army Engineer's Outline of Survey.

A conference has been held... various commercial organizations... Colonel John Mills, Lieut. V. Judson, Major P. S. Bond... representing the United States Army Engineers...

As a result of the situation existing in the territorial waters of the belligerents of Europe... the business of the War Risk Bureau is practically at a standstill... The payment made on the "Carib" was \$22,253...

LOADS

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LIMITED. 11.00 P.M. DAILY. Club Compartment Cars and

E CHANGES. made on May 20th. Full particulars and all application to Agents.

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U. S. WAR RISK BUREAU PAID "CARIB" AND "GREENBRIER" LOSS

Business at a Standstill and Premiums Earned Amount to \$1,650,000 With Losses of \$750,000—British Marine Losses Heavy.

Washington, May 26.—The U. S. Government has paid with the owners of the "Carib" and "Greenbrier" on account of the insurance underwritten thereon by the Bureau of War Risk Insurance...

The payment made on the "Carib" was \$22,253. The Government also wrote insurance on the cotton cargo of the "Carib" to the amount of \$230,000, which was paid last week...

All the losses on American ships and cargoes destroyed during the European war have been paid by the War Risk Bureau except that of the sailing vessel "William P. Frye," sunk by the "Prinz Eitel Friedrich" in February...

Another cause of complaint is the loss of premium income owing to the completion of the Panama Canal. The huge quantities of lumber used in its construction are no longer being carried, and the vessels which carried it are now laid up...

London, May 15.—British marine losses have been heavy lately, owing to the piratical activity of the Huns in sinking merchant ships. March is the latest month for which comparative figures are available...

BIRCHENOUGH AGAIN ON TRIAL

James Birchenough, the real estate agent, who has already served a term in prison for the raising of an alleged cheque of the Merchants Bank of Canada from \$54 to \$54,000, was placed on trial yesterday in the Court of Sessions, before Judge Choquet...

COMMENT UPON OPTIMISM

New York, May 26.—Commenting on the reports of President Farrell's speech at the Pacific Union Club on the Steel Corporation, Chairman E. H. Gary said: "I think Mr. Farrell is a little too optimistic. Business, it is true, has shown some slight improvement...

EMIGRATION TO CANADA

St. John, N.B., May 26.—Having in view prospective emigration from Holland to Canada, Y. Mairer and J. Rama arrived here yesterday from that country and will tour Canada to study conditions.

THE LOSS BY FIRE

Fire broke out last evening in the rear verandah of the St. Andrew's Home, at 46 Belmont street, now utilized as a home for convalescent soldiers. It is believed that the fire was caused by a candle which had been left burning on the verandah...

Incendiarism in Quebec

Quebec, May 26.—For the sixth time in four months fire caught last night in the attic of the Diamond Engine Company on Colomb street. The authorities claim they have proof that the fire was caused by an incendiary hand and search is being made for the culprit.

Regina Had Small Loss

Regina, Sask., May 26.—Regina's remarkably low fire loss since the introduction of motor fire fighting apparatus has attracted widespread attention. The report of the fire chief covering 1914 shows the per capita fire loss to be 90 cents, and this figure is based on an estimated population of 43,000, although the official estimate is 50,000.

PROLONGING PARLIAMENT'S LIFE

London, May 26.—Special legislation, now that the new Imperial Coalition Government is in office, is likely to be enacted in the near future prolonging the life of the present Parliament indefinitely.

GERMAN SOLDIERS PLEADED

Paris, May 26.—German soldiers at the front, when they heard that Italy had entered the war, are reported to have exclaimed: "So much the better. It will be over all the quicker."

PERSONALS

Mr. C. S. Martin, of Sydney, is at the Windsor.

Mr. W. R. Beatty, of Chicago, is at the Windsor.

Mr. J. Ross Hargrave, of Toronto, is at the Windsor.

Mr. Eustace Smith, of Toronto, is at the Place Vieux.

Mr. Carlos Warfield, of Prescott, is at the Ritz-Carlton.

Mr. H. Biermans, of Shawinigan Falls, is at the Place Vieux.

Mr. W. A. Willis, of Victoria, B.C., is in Montreal on a visit.

Hon. Robert Rogers is back in Ottawa, after a few weeks' visit to Winnipeg.

Major-General Hughes has returned to Ottawa from a visit to New Brunswick.

Mr. Thomas Malcolm, of Campbellton, was in Montreal yesterday on his way to Ottawa.

The visiting governors of the Montreal Dispensary during the week ending May 29th are Messrs. W. Hutchinson and C. A. Jaques.

Mr. Reginald B. Abbott-Smith, son of Rev. Dr. Abbott-Smith, of Ingleholm, Bellevue Ave., Westmount, who crossed to England on the Lusitania on April 3rd, has obtained a commission in the East Kent Regiment. Mr. Abbott-Smith is a member of Class 17 in Applied Science in McGill University.

Mr. Douglas R. Hemsley has just been appointed Provincial Manager of the Continental Life, with offices in the City and District Savings Bank Building, 180 St. James Street. Mr. Hemsley is a son of Richard Hemsley, the St. James Street jeweller, and is well known to the business community.

Mr. Angus McDonald, of the Employment Department of the Dominion Steel & Coal Company, Sydney, has been in Montreal this week. He states that there are more skilled men working in the plant of the Dominion Steel & Coal Company than at any time in its history. At the present time over 3,500 skilled mechanics are employed.

SHOWS PHASES OF INSURANCE HISTORY IN 2875 YEARS

San Francisco, Cal., May 25.—Thursday next, May 27, will be observed at the exhibition as "Prudential Day." A delegation of more than 200 agents have been sent out.

The exhibit of the company which is now open in the Social Economy Palace of the Mines and Metallurgy building, will be of special interest on this occasion. While it is primarily scientific, the display was popularized as much as possible, and includes models of the home office buildings, a replica of the Rock of Gibraltar from stone from that fortress, and a stained-glass window of the rock.

The general exhibit is subdivided into ten sections, each one as comprehensive as it could be made. Section one consists of forty charts, illustrating the business methods of the company, such as organization and administration, the evolution of the different kinds of policies, the distribution of industrial claim payments in Newark, the rejection rate, the Prudential plan for retirement and disability allowance, and the essentials of the Prudential campaign for public health and personal hygiene.

Section two consists of fifty-six charts showing the company's mortality findings on ordinary and industrial insurance, morbidity statistics based on research work through qualified agencies, with charts showing the dangerous trades and unhealthy trades.

The third section comprises a series of sixty-four charts illustrating the mortality in the Western Hemisphere, beginning with Greenland and Alaska and ending with the Southern provinces of Argentina and the Falkland Islands. The co-operation of the different governments has been given in the preparation of this section, and in some sections of South America the data was specially prepared for the company. The great sanitary arrangements at Panama, the local frequency of tropical diseases at different seasons, the rainfall and the healthfulness of different localities are all clearly shown.

All of the mortality and climatic data utilized in this section are the result of original tabulation and analysis. American health problems are dealt with in the fourth section, which is made up of thirty-two charts illustrating the elements of American mortality, including several historical charts indicating the mortality in the last century in some of the greater cities of the United States.

One of the most important and interesting exhibits is that dealing with insurance history, the series of forty charts visualizing important phases of insurance history from the time of the Rhodian Sea Law, B.C. 1000, to the commencement of industrial insurance in this country in 1875. It concludes photographic copies of the ancient insurance documents, among them the rules and regulations of the Lavinium Burial Society, A.D. 23; the Roman life table of A.D. 226, and thence down through the ages of evolution to the industrial insurance period.

Another section illustrates the work of life insurance companies throughout the world, representing the co-operation of practically all the leading companies. Charts of the methods in Bulgaria, China, Dutch East Indies, Finland, Greece, India, Jamaica, Japan, Russia and South Africa are included, and is believed to be a valuable contribution to the aims and purposes of the World's Insurance Congress.

The architectural plans of the big companies all over the world are represented in another section by photographs of the home offices of the companies of every race and clime. Then there is the exhibit of the original international awards to the company at previous exhibitions, and then the exhibit of the model of the Rock of Gibraltar, and the stained glass window of the same subject.

PROLONGING PARLIAMENT'S LIFE

London, May 26.—Special legislation, now that the new Imperial Coalition Government is in office, is likely to be enacted in the near future prolonging the life of the present Parliament indefinitely.

GERMAN SOLDIERS PLEADED

Paris, May 26.—German soldiers at the front, when they heard that Italy had entered the war, are reported to have exclaimed: "So much the better. It will be over all the quicker."

REAL ESTATE

Simon Erdreich sold to Benjamin Mark Feiner lot No. 754-2, St. Lawrence Ward, fronting on St. Famille street, measuring 21 x 53 feet, for \$9,000.

Harris Shergar sold to Davis Shergar lot No. 137-231, Cote St. Louis, with buildings Nos. 1312 to 1319 City Hall avenue, measuring 42 x 74 feet, for \$6,000.

The Marcell Trust Company, Limited, sold to N. S. Carriere, part of lot No. 3-7-8-22 and 23, parish of Lachine, town of Dorval, having a superficial area of 25,049 square feet, for \$5,000.

Thomas Jones sold to Francis Patrick Phelan lot No. 637-309, parish of St. Laurent, with buildings fronting on Greenhills avenue, measuring 25 x 75 feet, for \$4,100.

Leon Blouin sold to Mrs. J. B. Pausc lot No. 226-497, parish of Sault au Recollet, with buildings fronting on St. Charles street, in Ahuntsic ward, measuring 2,500 square feet, for \$6,000.

The Marcell Trust Company, Limited, sold to J. V. Boudrais, Limited, lots Nos. 149-499, 500, 501, 502, 503, 504, 505, 506, 152-402, 403, 404, and 405, parish of Montreal, fronting on Mayfair avenue, Parkdale, Notre Dame de Grace Ward, for \$7,678.22.

Of 24 real estate transfers registered yesterday, the largest was the sale from Charles H. Schmeyer and others to Keza Blackman, of part of lots Nos. 491-1 and 2, the southeast part of lot No. 491-2, and the northwest part of lot No. 491-3, St. Jean Baptiste ward, each measuring about 33 x 66 feet, with Nos. 1348 to 1364 St. Urban street, for \$22,833.

The Montreal East Land Company, Limited, sold to Theophile Lapierre lots Nos. 88-191 to 208, Parish of Pointe aux Trembles, fronting on Grande Allee; lots Nos. 90-269 to 274, fronting on Laguachetiere street, Pointe aux Trembles; lots Nos. 90-299, 300, 301, 302, 303, 304, 305 and 306, fronting on Dube street, Pointe aux Trembles; lots Nos. 92-277 and 278, fronting on Laguachetiere street, Pointe aux Trembles; lots Nos. 92-286, 287, 288, 289, 290, 291, 292 and 293, fronting on Dube street, Pointe aux Trembles; and lots Nos. 92-207 to 314, fronting on Marlan avenue, same place, for \$18,000.

FURTHER REDUCTION IN WAR RISK RATES

Liverpool Schedule has Fallen to 1 per Cent and London to 1-1-4

ITALY NOT A FACTOR

Entrance into Conflict Has Little Effect—Mediterranean Rates at 1/2 of 1 Per Cent.—Few Underwriters Expect New Submarine Operations.

New York, May 26.—War risk insurance rates in the local market show no upward tendency as a result of the entrance of Italy into the European war. On the other hand, there were noted further important reductions in the schedules applying on shipments in British bottoms to London, Liverpool and Ireland.

Rates to Mediterranean ports are now being quoted at three-eighths of 1 per cent, for both inward and outward voyages. It is not expected that any additional dangers will be met by British or French shipping going to and from such ports, and the same feeling prevails among the underwriters.

A few of the underwriters expect some new submarine operations on the part of the Austrians in the Adriatic and to some extent even in the Mediterranean. One report which has aroused great interest is that a German submarine of the latest type has been seen in the Mediterranean.

It is the view of the underwriters that the entrance of Italy into the war, if anything, makes for better conditions from the standpoint of war risk insurance, inasmuch as it effectively removes all possibility of seizure or detention by the French or British authorities of cargoes destined for Italian ports on suspicion that such may be going to German or Austrian sources.

Thus, the free of detention or seizure clauses in the policies will be automatically enforced on shipments in Italian vessels or other vessels for Italian or Mediterranean ports.

The forthcoming reply to the American note to Germany is not regarded as highly important at the present juncture, the underwriters feeling confident that its tone will be distinctly conciliatory and the general result of the whole matter further parleys without any serious possibility of hostile action by the United States against Germany.

The greatest interest is shown in the recent statements from Secretary Bryan and the foreign trade advisers of the State Department who have been unofficially acting on behalf of American trade in non-contraband articles of commerce with Germany through neutral ports of Europe.

The temporary suspension of such conferences, owing to the misunderstanding which appears to have arisen on account of the phraseology of the recent communications from the British Foreign Office at London, whereby the American Government was practically forced to admit recognition of the British order-in-council, is being followed with great interest by the underwriters.

The strong hope is expressed that Great Britain will soon make some definite reply to the American protest on this score and an understanding be reached whereby shippers may know how to proceed.

The following table gives the respective ranges of war risk insurance rates prevailing in the local markets yesterday on shipments in vessels of various nationalities to all ports. The low range will show the rates at which many of the underwriters are taking business and the high ranges represent the figures at which some who are operating on a basis of pronounced conservatism will issue policies.

The rates presented cover only general cargoes and exclude full cargoes of flour, grain, coal, cotton, linters, sugar, rubber, copper and naval stores, while shipments to Holland, Denmark, Norway, Sweden, Portugal, Greece and Italy are all subject to the neutrality clauses:

Swedish, not beyond Malmö— Outward 1 1/2 a 3 1 3/4 a 4 Inward 1 1/2 a 2 1 3/4 a 2 Stockholm 2 2 Holland 1 1/2 a 2 1 3/4 a 2 South Africa direct 1/2 1/2 South Africa via U.K. 1/2 1/2 China, Japan, Java, Manila, India, Australasia and New Zealand—

Via Suez or Cape of Good Hope 1/2 1/2 Via Panama Canal 1/2 1/2 Via Pacific Coast 1/2 1/2 Via United Kingdom 1 1 a 2 1-7 Via Rotterdam 1 1 1 1/2 a 2 Via Rotterdam 2 2 West Indies and Caribbean seaports 1-10 1/2 West coast Central American ports 1-10 1/2 East coast Central American ports 1-10 1/2 Brazil 1/2 1/2 River Plate—

Outward 1-5 a 1/2 1/2 Inward 1/2 1/2 West coast S. America— Via Magellan 1/2 1/2 Via Panama Canal 1/2 1/2 Denmark, Norway and

American, Other, French, British, neutrals.

England and Scotland (west coast) 1/2 a 3/4 1/2 a 1 a 1 1/2 Ireland 1 1 1 1/2 a 2 London 1/2 a 1 1/2 a 1 1/2 Europe, between Havre and Gibraltar 1/2 a 1 1/2 a 2 England and Scotland (east coast), except London 1 a 1 1/2 1 1/2 a 2 Mediterranean, not east Sicily—

Outward 1/2 a 3/4 1/2 a 1/2 Inward 1/2 1/2 Adriatic 1/2 1/2 Greece, not south Stavanger 2 2 Denmark, Norway and

MR. JAMES MORGAN, Director of the Montreal Citizens' Association, which has sent resolutions to the City Council, protesting against the latest expropriations.

OPPOSE CITY'S RECKLESS EXPROPRIATIONS OF LAND

Resolutions opposing some of the City Council's latest exploits in the expropriation of land were presented to that body yesterday afternoon by the Montreal Citizens' Association.

They are as follows:—"Whereas, it is proposed by the city of Montreal to buy a large block of land of about 46,000 feet, mostly enclosed, at the high figure of \$184,268, for the ostensible purpose: (1) Of carrying out the widening of St. Denis street on a frontage of about 30 feet only; (2) of opening Drolet street; (3) of giving a depth of 100 feet to seven lots which the city owns on Boulevard St. Joseph, as well as to the lots on St. Denis street;

"Whereas, the fact of purchasing lots measuring only 30 feet fronting on St. Denis street will leave the adjoining lots (not included in this deal) projecting into the streets and therefore constituting no real improvement and no useful widening;

"Whereas, the lots owned by the city on Boulevard St. Joseph have already a sufficient depth of more than 80 feet from the new lines of the street;

"Whereas, the present financial situation of the city of Montreal is recognized as not warranting such a considerable expenditure;

"It is resolved that the Montreal Citizens' Association is strongly opposed to this transaction, and it does inform the Board of Commissioners and the City Council of its objections."

The second resolution refers to the Collard property deal for enlarging the Craig street pumping station. It reads:—"Whereas, it is proposed by the city of Montreal to purchase land to enlarge the pumping station on Craig street, it is resolved that before proceeding with such purchase the city authorities be asked to ascertain if such improvement is necessary and if it is not possible to buy other contiguous land as may be needed at a very much lower price than what it is proposed to pay."

A resolution of condolence with the family of the late Lieut. Guy M. Drummond was passed at the same meeting of the association which adopted the above.

TRAVELLERS' LIFE REPORT

The Travellers' Life Assurance Company, of Canada, reports the following figures for the close of 1914:

Assets \$229,206.50 Liabilities 135,050.58 Excess of Assets 94,226.42 Subscribed uncalled capital 492,860.00 Total surplus security for Policy-holders 587,086.42

Sweden, not beyond Malmö— Outward 1 1/2 a 3 1 3/4 a 4 Inward 1 1/2 a 2 1 3/4 a 2 Stockholm 2 2 Holland 1 1/2 a 2 1 3/4 a 2 South Africa direct 1/2 1/2 South Africa via U.K. 1/2 1/2 China, Japan, Java, Manila, India, Australasia and New Zealand—

Via Suez or Cape of Good Hope 1/2 1/2 Via Panama Canal 1/2 1/2 Via Pacific Coast 1/2 1/2 Via United Kingdom 1 1 a 2 1-7 Via Rotterdam 1 1 1 1/2 a 2 Via Rotterdam 2 2 West Indies and Caribbean seaports 1-10 1/2 West coast Central American ports 1-10 1/2 East coast Central American ports 1-10 1/2 Brazil 1/2 1/2 River Plate—

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MR. JAMES MORGAN, Director of the Montreal Citizens' Association, which has sent resolutions to the City Council, protesting against the latest expropriations.

SEALING TENDERS

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Supplying Coal for the Dominion Buildings," will be received at this office until 4.00 P.M. on Thursday, June 17, 1915, for the supply of coal for the Public Buildings throughout the Dominion.

Combined specification and form of tender can be obtained on application at this office and from the caretakers of the different Dominion Buildings.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Honourable the Minister of Public Works, equal to ten per cent. (10 p.c.) of the amount of the tender, which will be forfeited if the person tendering declines to enter into a contract when called upon to do so or fails to complete the contract. If the tender be not accepted the cheque will be returned.

By order, R. C. DESROCHERS, Department of Public Works, Ottawa, May 20th, 1915.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department—7876.

WESTERN ASSURANCE COMPANY

Assets Over \$3,500,000.00 Losses paid since organization over \$61,000,000.00 HEAD OFFICE, TORONTO, ONT. W. R. BROCK, President W. B. MEIKLE, Vice-President and General Manager QUEBEC PROVINCE BRANCH 61 St. Peter Street, MONTREAL ROBERT BICKERDIKE, Manager

LUSITANIA INSURANCE LOSS WILL AGGREGATE \$10,000,000

Ship Carried \$7,500,000 Protection and Loss From Property, Life and Accident Insurance Was Enormous—British Companies Will Suffer Most.

New York, May 26.—That the total insurance which will ultimately be paid as a result of the sinking of the Lusitania will approximate \$10,000,000 is the estimate of the Market, World and Chronicle in an article dealing with the amount involved.

It is, of course, as yet impossible to calculate even with approximate accuracy the amount of insurance of all kinds which the destruction of the Lusitania involves," it says. In fact, precise figures will never be obtained, because of the innumerable insurance payments, which will never be noted and listed, except by insurers and insured. It is probably not an over-estimate, however, to put the aggregate insurance which will ultimately be paid at quite \$10,000,000, though this will fall far short of the total amount of the loss, even leaving out of account the value of uninsured or insufficiently insured lives.

The value of the Lusitania herself was certainly not much below \$8,000,000, although it is understood that she was insured for only about \$7,000,000, of which amount the British War Risk Bureau carried \$6,000,000, the remainder being insured with London and Lloyds' underwriters, and with British marine insurance companies. The insurance on the cargo is estimated to have been approximately \$700,000, a considerable part of which was carried by American marine insurance companies. The loss on the cargo would have been materially larger had not important shipments, expected to go forward on the Lusitania, been deferred until the next sailing.

"The property loss occasioned by the destruction of the Lusitania was accordingly enormous, and must be added to the gigantic bill which is day by day piling up, to represent the diminution of the economic resources of mankind occasioned by this most destructive of wars. But the property loss is far from reaching to the great sum-total which insurance must provide as a result of the disaster. Life insurance and accident insurance must both be taken into account, in addition to marine insurance.

"The amount of life insurance carried by the passengers and crew of the Lusitania is as yet very imperfectly ascertained. In general, it may be assumed that the male cabin passengers, owing to their standing in life, had their lives insured upon a scale much above the average. Such of them as were Americans undoubtedly carried their life insurance with American companies, though the much larger number of English and other nationalities undoubtedly had their insurance predominantly with companies in the countries of which they were citizens. The figures for these latter can by no possibility ever be known. As for insurances with American companies, thirteen of these companies have thus far made known (subject to later rectifications upon more complete information as to lives lost on the ship), that they have sustained losses aggregating nearly \$420,000.

"The list of reporting companies however, is as yet small—only 21—and more than one of the largest companies in the country have not yet made their losses known. The grand total, therefore, if it could be obtained, would certainly be far greater than the amount stated."

N. Y. GRAND LODGE OF A. O. U. W. REINSURES AND LIQUIDATES

The New York Grand Lodge of the Ancient Order of United Workmen has made arrangements, with the approval of the New York department, to reinsure all its business in the Connecticut Grand Lodge of the order and to go into liquidation.

According to present estimates, the New York body will pay about thirty per cent. on outstanding claims. An examination recently made of its financial condition by the New York department shows an excess of liabilities over admitted assets of \$309,045. The amount of death claims unpaid was \$449,049, to meet which the emergency fund was inadequate, leaving a balance of \$292,943 unprovided for.

RATS MIGHT HAVE DONE IT

At the investigation held yesterday afternoon into the cause of the blaze in a shed at the rear of the home of Albert Bayes, locomotive fireman, 690 St. Dominique street, the Commissioners were unable to ascertain the cause of the fire. According to the evidence a small fire took place in the house on May 20, and the following morning the shed was destroyed. Mr. Bayes said he had no insurance on his furniture. He did not think any of the neighbors were enemies of his. "Rats," he declared, "might have been the cause of the second fire." The first blaze originated from a cigarette which had been thrown on a mattress.

Canada has withdrawn the embargo against the exportation of wool to the United States.

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England and Scotland (west coast) 1

Journal of Commerce

Published Daily by The Journal of Commerce Publishing Company, Limited, 35-45 Alexander Street, Montreal.

MONTREAL, WEDNESDAY, MAY 26, 1915.

Parties in England and in Canada.

In England the leaders of the two great political parties, moved by the highest patriotism, have been coming closer together in all things necessary for the prosecution of the war.

Then none was for a party; then all were for the state.

In Canada, unfortunately, our political leaders are drawing further apart.

From the beginning of the war the Opposition leaders in the British Parliament were invited by the Government to co-operate with them in devising and enacting measures for the maintenance of the national honor.

The co-operation thus sought was loyally given, and its great value has repeatedly been acknowledged with gratitude by the Ministers.

Here in Canada, unhappily, a similar course was not followed. The Government apparently saw nothing in the new condition of affairs to call for exceptional methods of procedure.

The system of party government existed, and the Ministers, it would seem, saw no reason why that party system should not be carried into the war measures as well as into the ordinary affairs of the country.

From the beginning, then, partyism asserted itself in Canada, in relation to the war, to a degree unknown in the mother country.

Now the difference between the English and Canadian methods is being further marked. While the Government of the Dominion is being carried on in the old party way, the statesmen of Great Britain, not content even with the close co-operation of parties to which we have referred, are taking the further step of re-organizing the Cabinet, for the purpose of having the Government represent not one party only, but the whole people of the United Kingdom.

A number of the Liberal Ministers are retiring, and their places are taken by the leading members of the Conservative Opposition. The men who compose this National Government differ widely on the questions of domestic policy.

Inasmuch as on the question of prosecuting the war they have no difference, but are heartily in accord, they all patriotically agree to lay aside their policies concerning domestic affairs and to unite for the purpose that is now above all others—the prosecution of the war to a successful issue.

England is thus facing her great problem in a manner which, besides strengthening her at home, presents to the enemy and to the world a united front and determination, the meaning of which both the enemy and the neutral nations will fully understand and appreciate.

And while the motherland presents this splendid picture of national unity, in Canada, as the reports in the daily press inform us, many of the leading men of our two great political parties are devoting a large part of their energy to preparations for a general election—to the holding of party conventions and party meetings, to the printing and circulation of party literature. Can any right thinking Canadian feel proud of his country in such conditions?

An able correspondent, whose letter appeared in our columns a few days ago, proposed that there should be formed in Canada just such a Coalition Government as has, since he wrote, been announced in the mother country. Such a step, if it could be taken, would for many reasons be good for the Dominion and good for the Empire. We fear, however, it is too late now to reach such an end. The coalition in England is a natural development of the large measure of co-operation that has for many months existed between the two great parties. There have been no similar co-operation in Canada, the formation of a Coalition Ministry here is not likely to be brought about. But there is something that can and should be done to put an end to much of the party strife that is now threatening this Dominion.

That an immediate general election was, only a few days ago, contemplated and practically decided on by the Government is clear enough. On no other assumption can one explain the remarkable public speech made in this city by one of the Ministers, in which he boldly declared that such an appeal to the people must take place. Independent public opinion, representing all parties in Canada, was aroused into a protest against the proposed conflict. Through that manifestation, and perhaps through other good influences, the election scheme was defeated for the time. The Government wisely abandoned its intention. But those close to the Ministers are saying the day has only been postponed for a few weeks.

Sir Robert Borden has it in his power to put an end to much, if not all, of this unseemly party strife. Ask a Liberal politician why he and his friends are engaged in organizing the machinery of an election campaign, and he will give what he thinks is a good reply. "We know, the public know," he says, "that the Government party have been preparing for an election, and that they are still doing so. It is not reasonable to expect us, in the face of that knowledge, to lie down quietly and allow our opponents to pursue their tactics without any counter movement." Is not this answer a fair and reasonable one? How can the Opposition be expected to remain silent and idle when their opponents are openly preparing for an election?

While the matter is left in this position, the responsibility for this campaign can with much justice be placed upon the Prime Minister and his colleagues. They can in a few sentences change the whole situation. If Sir Robert Borden frankly tells the country that there will be no election this year, that Parliament will meet in the fall or early winter, and that all parties will then have an opportunity to confer as to future action, the campaign work can be suspended. Nine-tenths of the electors of Canada would, we believe, hail such an announcement with pleasure. A few men on either side, whose party zeal outruns their other virtues, may desire an election, but the great mass of the Canadian people, of all parties and all classes, are in the fullest sympathy with the desire that partyism shall for the time be laid aside and that all Canadians shall be united for the vigorous discharge of Canada's duty in the prosecution of the war. In the presence of such an announcement by the Prime Minister the Liberals who now feel that they have a good reason for their party organization work would be deprived of that reason, and if that work were then continued they would have to accept before the country the responsibility which, under the present conditions, they are able to saddle upon their opponents.

A Coalition Government, such as has just been formed in Great Britain, is hardly among the possibilities here. But it is possible, if the right word is spoken, to put an end to the party strife that is daily growing stronger, and that must continue to grow if the expectation of an early general election remains in the public mind. Sir Robert Borden, by making such a declaration as we have suggested, would do a good thing for the country, and probably a good thing for his own party as well.

John Redmond.

The refusal of Mr. John Redmond to become a member of the Coalition Government in England, is to be regretted, but it can hardly cause surprise. There is a tradition in the Nationalist party against the acceptance of such office by any of its members. The time for the breaking of the tradition is, we believe, close at hand, but it has hardly arrived. The long quarrel between England and Ireland—irrespective of its merits or demerits—made the rule necessary from the Irish view-point. That quarrel, fortunately is now about at an end. Home Rule is on the statute book, but has not yet come into operation, and until the new system is a reality Mr. Redmond may feel that his influence for good would be weakened rather than strengthened by acceptance of office in London.

But he has given abundant evidence of his hearty concurrence in the Government's determination to prosecute the war to a finish. He has taken an active part in the recruiting movement in Ireland. We may be sure that, while he does not feel free to accept office in the new Cabinet, he will continue to give the Government a cordial support. In the days when England and Ireland were bitterly quarrelling, many hard words were used on both sides, and things were said for which time has brought regrets. It must be admitted that since the determination of the majority in the British Parliament to grant Ireland a large measure of local government became evident, Mr. Redmond has done all that he could to end the old-time ill-feeling and to make Ireland a contented portion of the Kingdom. When the time comes for Parliament to give further attention to domestic problems, and the Home Rule Act comes into operation, a new field of usefulness will come to Mr. Redmond. As the Prime Minister of the new Irish Government he will have an opportunity to prove his capacity to rule, and under his direction the new system will be tried out under conditions that should ensure its success.

The Russians are putting the "San" in sanguinary.

The Coalition Cabinet formed in Great Britain should re-inspire confidence. One of the disadvantages of a Party Government is that almost one half of the country is unrepresented. A Coalition Government such as that in operation in Great Britain overcomes the difficulty. The best men from all parties have united in a determination to vigorously prosecute the war to the end.

By the first of July Canada will be turning out forty thousand shells a day. This is a large output from a country that never made a shell until six months ago. But it is a mere bagatelle to what the requirements are. The British gunners at the front are firing more than forty thousand shells an hour. Undoubtedly one of the biggest requirements of the British nation is for more shells.

As fuller details of the fighting in German Southwest Africa are received the greater is the reason for congratulations being showered upon General Botha. A glance at the map shows that he traversed great distances under the most trying circumstances, but was able to effect the capture of the German capital. Botha is not only a good Premier, but is in addition a General of outstanding ability. Best of all, he is loyal to the Empire which he fought against a dozen years ago.

Germany, which has been complaining that the United States was selling war munitions to the Allies, has been the world's greatest trader in munitions of war. There has not been a nation fighting anywhere in the world for the last two score years that has not been supplied with munitions of war by the Krupp. Even obscure countries like Mexico and the Balkan States purchased their cannon and war supplies from Germany. In the Russian-Japanese War during the year 1905 Germany supplied Russia with 1,650,000 pounds of artillery ammunition.

A few days ago the University of Toronto graduates in arts of the year 1870 held a re-union. Of the twenty-five men who graduated forty-five years ago seventeen are still alive, which probably constitutes a record. When these same graduates held their twenty-fifth anniversary, there was only one missing from those who had graduated a quarter of a century before. When it is considered that these men probably averaged twenty-five years of age at graduation, the showing made should be of unusual interest to actuaries and life insurance men in general. It also shows that plain living and high thinking are not detrimental to longevity.

A STAGGERING SUM. If the war costs England \$150 a second, as Mr. F. D. Acland, the Financial Secretary of the Treasury, declares, England's war bill for a year at the same rate would be \$4,730,400,000. The total would exceed by about \$172,000,000 the disbursements of the United States for pensions for all wars since 1776 and up to June 30, 1913, which was \$4,557,539,324.—New York Sun.

WHERE IGNORANCE IS BLISS. "Who knows that a German submarine sunk the Lusitania?" asks Count von Bernstorff. On the column opposite his remark is an official communication from Berlin announcing that the Lusitania was sunk by a German submarine, but the Ambassador perhaps correctly appraises information from that source.—Wall Street Journal.

THE ITALIAN SOLDIER.

The Italian soldier is not only severely drilled but he is also expected to perform a good many duties not usually regarded as falling within the requirements of military service. It is considered incumbent on every man wearing the King's uniform to render aid whenever and wherever it may be needed for the protection of life and property, against crime, accident or disaster, and whenever a calamity befalls—such as the recent earthquake—the first move is always to send troops to assist the suffering. That is one reason why Italy regards her army with affection as her protector at home as well as her defender against foreign aggression.—London Chronicle.

SHORT-HAIRED GIRLS.

In Australia, under the new factory laws, according to a report from United States Consul William C. Magelsson, stationed at Melbourne, no female factory operative shall work among or near moving machinery unless her hair be cut short and securely fixed and confined to her head, and no male operative may wear an apron or other loose garment under like circumstances.

Under the new statutes if any person operates machinery without proper guard, suitably adjusted, both the person using it and the factory are guilty of an offense.—New York Tribune.

WILL PAY A STAGGERING PRICE.

It has often happened that men in their desperation have become outlaws. But we recall no other instance in which a great nation has deliberately elected to become an outlaw. That is the tragedy of the insensate policy that the German Government is pursuing, and eventually the German people will pay a staggering price for their government's folly—a price that cannot be measured even in treasure or blood.—New York World.

"A LITTLE NONSENSE NOW AND THEN"

A woman mounted the step of a train, carrying an umbrella like a reversed sabre. The conductor touched her lightly, saying: "Excuse me, madam, but you are likely to put out the eye of the man behind you."

"He's my husband," she snapped, with a tone of full proprietorship.

"I educated one of my boys to be a doctor and the other a lawyer," said Farmer Cornstassel. "You should be very proud of them," announced his visitor. "That seems like an excellent arrangement."

"I don't know about that," replied the aged agriculturist. "It looks as though it was a-going to break up the family. I got run into by a locomotive, and one of 'em wants to cure me and the other one wants me to go lame so he can sue for damages."—Ladies' Home Journal.

Several ladies sat in their club a few evenings ago discussing the virtues of their husbands. "Mr. Singleton," said one of them, referring to her life partner, "never drinks and never swears—indeed, he has no bad habits."

"Does he never smoke?" some one asked.

"Yes. He likes a good cigar just after he has eaten a good meal. But I suppose, on an average, he doesn't smoke more than once a month."

Some of her friends laughed, but she didn't seem to understand why.—Tit-Bits.

A passenger in a first-class carriage insisted on smoking. An angry foreigner protested, and when about to appeal to the guard the passenger got ahead of him with the remark: "Guard, I think you will find that gentleman is travelling on a third-class ticket." It proved to be true, and the spluttering foreigner was put out. A spectator of the incident asked the passenger how he knew the man had a third-class ticket. "Well," he explained, "it was sticking out of his pocket, and I noticed that it was the same color as mine."

Illustrative of the social levelling influence of war, the following incident is told of two Englishmen:

"A new commanding officer was questioning a smart young corporal.

"Are you married?" asked the officer.

"Yes, sir."

"Don't you think you ought to make her some allowance out of your pay?" continued the officer.

"If you think it necessary, sir," replied the corporal, "I will, sir. I'm keeping up the house and car and allowing her \$3,000 a year, but if you think an extra sixpence a day would be any good to her I am perfectly willing."

Ex-President Taft, talking about neutrality, said, with his jolly laugh:

"I'm afraid your idea of neutrality, my friend, is as confused as was the raw recruit's idea of drill."

"A sergeant was initiating a squad of raw recruits into the drill manual. He lectured them for two hours. Then he got down to practical work.

"Right turn," he shouted.

"Then, as they slowly swung around, 'Left turn.'"

"But here a big recruit muttered an oath, stepped out of the ranks, and lit a cigar.

"Hey, there, you," roared the sergeant, "What are you up to?"

"I'm done," the recruit answered scornfully. "Why, you don't know your own mind two minutes running!"—Philadelphia Bulletin.

ON COMMON GROUND.

And one was made for lingerie Of filigree and bows, For sparkling rings and dainty things, And powder on her nose. Her slender feet in spats so neat Made music everywhere. And men they bent where'er she went Before her beauty rare.

And one was made for laboring Along the paths of life, For gentleness of hands to press Away the pain of strife. She's kneeling where the stricken are, The living and the dead, Doing her work without a shirk With ne'er a thrill of dread.

And, lo, behold! Miss Daintiness, So frivolous and vain, She treads among the fallen Qung Along the battle plain, Unmindful of the shell above That bursting o'er her head She's working where the stricken are. The living and the dead, —Horace Seymour Keller, in New York Sun.

MOTHER AND CHILDREN.

The American liner St. Paul, which left Liverpool on May 8, the day after the Lusitania disaster, has arrived here. She passed through eighteen miles of wreckage off Old Kinsale Head, where the Lusitania went down, and seven bodies were seen in the sea. This was on Sunday, May 9, forty-four hours after the Cunarder sank.

One of the bodies was that of a well-dressed woman with her right arm clinging to an overturned life raft. Her left arm clasped an infant to her breast and its arms were around her neck. Nearby floated the bodies of three children in life preservers.

Several of the St. Paul's passengers thought the body of the woman might have been that of Mrs. Pauli Crompton, of Philadelphia, with her baby, and the others three of her four children who were lost.

THE TARGET OF THE NATIONS.

The Flag of the United States has been fired upon at least a dozen times within a year, on the oceans and in Mexico, and nothing but words in protests arranged like corkscrews to read all possible ways have come out of Washington to warn other nations and bandits and war-crazed militarism that the Flag does not float for that purpose. And the shooting continues, and the most barefaced refusal to make amends is emphasized by one Huerta of Mexico buying real estate in New York with the proceeds of his defiance of the United States.—Worcester Telegram.

The American Government and the American people have been patient, because they do not want war. Let none of the belligerents presume too much upon that, however. There are rights which no nation can afford to part with for the sake even of peace. The United States must protect its Flag at all hazards.—Philadelphia Telegram.

BRITISH NAVY GROWS STRONGER.

(Arthur Bullard, in The Outlook, New York.) At the outbreak of the war the British navy was the most formidable in the world. But the Admiralty was not content with this initial superiority. There is to be a new navy to match the new army. When the shipyards get to running smoothly, the navy will complete and put into commission one submarine every three days, one torpedo boat or destroyer every week, and one super-dreadnought every month. They expect to have things organized to this point by the first of May. And, once started at this rate, they can keep it up indefinitely.

QUESTIONS TO BE ANSWERED.

Henceforth is international anarchy to be the controlling factor in marine warfare? Henceforth is piracy on the high seas to be recognized and go unprotected and unpunished? Henceforth is the wanton murder of neutrals and non-combatant passengers to be treated as regrettable incidents and go at that? It is for the neutral countries, and above all for the United States, to answer these questions.—New York Herald.

THE RETURN OF THE MOSQUITO.

(From the Consort, Alta, Express.) Off in the stilly night, Ere slumber's chain hath bound me, I seem to feel the bite, and hear "Skeeters" humming round me.

The Day's Best Editorial

ENGLISH STILL APATHETIC.

(From the Philadelphia North American.) Despite the great deeds of the army and navy and the resolute efficiency of the national leaders, the general impression derived from the attitude of the British public is one of sloth, indulgence, and self-seeking controversy. In a time of the gravest national peril less attention is given to the problems of defense than to insistence upon individual rights and personal liberty.

All the world admired the masterful way in which Great Britain mobilized her great navy and her tremendous resources in money. She has been able to keep command of the sea, to build a huge army, and to finance her own operations and those of her allies. But she has not been able to summon forth the spirit of unity and self-sacrificing patriotism demanded by the terrific ordeal through which she is to pass.

The lack was apparent in the early days of recruiting. There was a fine response from the ranks of the aristocracy and of labor, but the most extraordinary appeals failed to move what is known as the "middle class" of the population. In the darkest days of the campaign in France the public refused even to suspend the professional football games, and crowds numbering 40,000 to 60,000 of many of these contests were canvassed without producing a half dozen recruits.

No less serious has been the disposition of labor. "This war," said David Lloyd-George months ago, "is not going to be fought mainly on the battlefields of Belgium and Poland, but in the workshops of France and Great Britain." Every expert realizes that the safety of the nation depends upon the development of extraordinary energy in the production of war materials, and the maintenance of the fleet at full strength.

Yet some of the labor organizations have taken advantage of the nation's necessities to force new demands and even to threaten strikes that would disastrously reduce production; and extra wages have made many of the workers so indifferent that they refuse to work even full time, and in consequence war work is being dangerously delayed. It is worth noting, however, that the bitterest criticism of the workmen for demanding higher wages comes from Tory politicians, who are doing their worst to extort political advantage from the crisis by plotting against the government.

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UNION BANK OF CANADA

Dividend No. 113

NOTICE is hereby given that a dividend at the rate of eight per cent. per annum upon the Paid-up Capital Stock of the UNION BANK OF CANADA has been declared for the current quarter, and that the same will be payable at its Banking House in the City of Winnipeg and at its branches on and after Tuesday, the 1st day of June next, to shareholders of record at the close of business on the fifteenth day of May next.

The transfer books will be closed from the 17th to the 31st of May, 1915, both days inclusive. By Order of the Board, G. H. BALFOUR, General Manager.

Winnipeg, 16th April, 1915.

A SONG.

It isn't raining rain to me, It's raining daffodils! In every dripping drop, I see Wild flowers on the hills, A cloud of gray enguifs the days, And overwhelms the town— It isn't raining rain to me, It's raining roses down.

It isn't raining rain to me, But fields of clover bloom Where any buccaneering bee May find a bed and room. A health then to the happy, A fig to him who frets, It isn't raining rain to me— It's raining violets.

—Robert Loveman.

BETHELEM STEEL.

The latest unconfirmed rumor concerning Bethlehem Steel is that the company has recently received \$25,000,000 of additional war orders on which the profits are to be so great that the company will with its original orders earn 150 per cent. on its common stock both this year and next. As Mr. Schwab neither confirms nor denies the rumors, they can be made as spectacular as the gyrations of the stock demand.—Boston Commercial.

ON THE LEVEL OF THE ASSASSIN.

The base inhumanity of torpedoing such ships without warning tends to place the submarine on the level of the assassin, and from this point of view modern civilization will be unable to escape its fearful responsibility in re-shaping the laws of war when the final accounting takes place in the great ultimate assault of the nations.—Springfield Republican.

NOT A PREVENTIVE

Neutrality does not prevent a nation from having serious problems to adjust when a time for settlement is reached.—Washington Star.

WALL STREET GOT OVER IT

But General Tonn was W... erated Reports of Torpedo Activi...

PRICE MOVEMENTS

There Was an Absence of Excite... Have Been Evidenced had B... loaded up With St...

(Exclusive Leased Wire to The Jour...)

New York, May 26.—Price change... the market were unimportant but... the cause of the mishap to the... steamer Nebraska, caused a sell... stocks in general slipped off in the... from the initial quotations.

Union Pacific opened unchanged, at 125 1/4 on next few sales. Re... changed at 142 1/2 but afterwards de... list. In Steel there was initial de... Interboro Metropolitan opened 1... advanced to 2 1/4 on the next few sa... supply of stock at that level and... his gain. The rise was based on... an official that sufficient proxies h... to assure the success of the plan.

New York, May 26.—After a per... the market turned weak on... that the Nebraska had been torp... a striking condition.

It was argued that if there were... and not a floating mine had... to the ship, the incident was... from an American point of view... record since the outbreak of the... There was an absence of excite... would have been in evidence had... loaded up with stocks. There was... but in conservative quarters the... pressed that there were few lea... those who were committed to the... with few exceptions able and will... lines in face of the most unfavora... that could occur.

New York, May 26.—The Street... year caused by the news of the mi... kan, for, as the captain was uncer... trouble was due to a torpedo or a... a vessel that it must have been the... United States Steel acted with not... soon recovered to a level slightly... close.

Rock Island was steady, the low... or 1/4 above the lowest in Tuesday's... ture's were weak, however, and it... lered that July interest on them w... It is understood, however, plans f... may be formulated much sooner the... next.

Creusble Steel, after selling down... recovered about half its decline and... test was taken in the report of p... control.

New York, May 26.—The Street... clusion in the second hour that the... international law involved in the... braskan which it could not dispose... therefore decided to await developm... At the lowest points the decline... The maximum decline in Steel from... was a point, in Union Pacific 1 1/4; Amalgamated Copper 1 1/4.

It was rumored that the Inter-Me... upon the plan would be adjourned f... low time for the receipt of the pro...

New York, May 26.—The market v... complete standstill during the early... the rank and file the latest Germa... plot was considered a most serious d... when the fullest consideration was... that the vessel, when attacked, was... an English company. Among those... most pessimistic, the opinion was ex... incident should be set down as the... American note.

American Can was notably firm but... ness in it was light. There was sai... of Canadian Pacific due to the... decreases in the earnings.

TORONTO STOCK MARKET

Toronto, May 26.—At the morning... Toronto stock exchange the follow... recorded:

Steel of Canada—10 at 13 1/4, 1 at 13 1/4 Maple Leaf Pref.—10 at 96 1/4 Mackay, Pref.—10 at 67.

Canadian Pacific Notes—\$2,000 at 1 1/4 Maple Leaf Common—25 at 64. Canada Bread Bonds—\$2,000 at 92. Mackay common—5 at 80. Consumers Gas—5 at 182 1/2, 12 at 182 1/2. Barcelona—5 at 9, 20 at 9, 5 at 9.

SALES AT NEW YORK

New York, May 26.—Sales of sto... p.m.: To-day 355,233; Tuesday, 211,43... 70.

Bond sales—To-day \$1,388,500; Tue... Monday, \$1,247,000.

PATTEN IS BULLISH

Chicago, May 26.—James A. Patten... purchases of wheat Tuesday on the... crop reports which now include Neb... and Central Indiana besides other sta... week.

Patten expects the next governmen... a bullish document showing losses th... the grain trade.

CANADIAN STOCKS IN

New York, May 26.—Granby 80; B... 1/4 to 1/2.

HOWARD S. ROSS, E.C.

ROSS & ANGE

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Coristine Building 20 St. N.

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NEWS OF WORLD TOLD IN BRIEF

More Reinforcements Landed From Transports at Dardanelles and Violent Bombardment Resumed

HOLLAND PROTESTS

Sent Note to Germany Regarding the Sinking of the Lusitania—Austria Sought Separate Peace With Russia.

Reinforced by the arrival of fresh transports, the Anglo-French expeditionary forces at the Dardanelles repulsed a Turkish attack yesterday which developed a strong offensive. Mytilene despatches report the debarkation of a new force which began before day-break on Monday and is still continuing. Inside the strait the Allied fleet has resumed a violent bombardment.

The government of the Netherlands has sent a note to Germany protesting against the sinking on May 7 of the Cunard Line steamer Lusitania by a German submarine. The contents of this note are substantially the same as in the American communication on the same subject. The lives of several Dutch subjects were lost when the Lusitania was torpedoed.

Joao Chagas has resigned the Premiership of Portugal on the advice of his physician. He was premier in the new revolutionary Government of the republic, and on May 1 he was shot and seriously wounded by Senator Freitas. He has lost the sight of one eye, and he is still suffering from the wound in his arm.

The Minister of Militia, Major-General Hughes, has received a cable describing the feat of the Canadians in driving a strong German force from their entrenched position in a wood north of Ypres in the fighting of Thursday and Friday last. The message states that "two previous attempts by the British Guards Brigade failed, but the position was so important as to warrant another attempt." This attempt was made successfully by the Canadians. "The 16th Western Canadian Highlanders showed the way and their success was confirmed by the 13th Royal Highlanders of Montreal, who took over and consolidated the position won. They were ably supported by the 14th Royal Montreal Regiment."

Despite abatement in fever, the condition of King Constantine of Greece is considered critical owing to the apparent weakness of his heart. His Majesty passed a fairly quiet night and slept a good deal. His temperature was about normal.

RYNDAM, WITH 90 PASSENGERS ON BOARD IN A COLLISION

New York, May 25.—The Holland-American liner Ryndam was in collision with the fruit steamer Cuneo off Nantucket Lightship. The Cuneo's passengers were saved.

The S.S. Ryndam sailed from New York for Rotterdam yesterday with 90 passengers on board. S. O. S. calls flashed by wireless from the liner were picked up by United States battleships which are engaged in war manoeuvres off the Atlantic Coast.

The first to reach the scene was the battleship South Carolina which reported to the Charleston, Mass. navy yard at 7.45 that she had begun to take off the Cuneo's passengers.

The South Carolina also reported that the Ryndam was returning to New York with her passengers on board.

London, May 25.—The American-Hawaiian steamer "Nebraskan," which sailed May 24 from Liverpool for New York, has struck a mine and been torpedoed by a German submarine. She is putting back to Liverpool and is expected to arrive there to-morrow.

The captain of the "Nebraskan" has notified the owners of the vessel, the American-Hawaiian Steamship Company, that he has been obliged to return to Liverpool. Officials of the line state that they did not know whether the "Nebraskan" had been torpedoed or had hit a mine, but stated that the steamer would be able to reach port.

New York, May 25.—The steamer Ryndam reported at 8 a.m. to the Holland-American Line that she was 150 miles from Ambrose Light with water in her number 5 and 6 holds and that water was gaining in the engine room, but confident that those on board can master the ship which is proceeding at 13 miles an hour.

All passengers of the Ryndam, said to number 205, are on board the battleship South Carolina, which is following ten miles astern of the Ryndam.

The battleship Texas is reported alongside the Ryndam.

The Joseph J. Cuneo is also proceeding to New York.

IRON TRADE REVIEW.

Cleveland, May 25.—The Iron Trade Review says: "A tremendous demand for lathes for shipment to Italy has appeared. Shipments of pig iron are going forward satisfactorily but few sales are being made. Inquiries for large tonnages of steel bars for the manufacture of shrapnel are pending."

"Has Been a Success" The Montreal Journal of Commerce has completed its first year as a daily journal, under the presidency and editorship of Hon. W. S. Fielding, and the managing editorship of Mr. J. C. Ross, and it is gratifying that under discouraging conditions the venture has been a success. In addition to full reports of the different markets, and special articles relative to the business and industries of the country, it gives in condensed form the news of the world, and many able articles on general questions, which make it desirable for every business man to be a subscriber. The Beacon hopes that the Journal will be able to make the improvement which the management says the outlook warrants, and thus make it a still more valuable factor in the commercial world. —Stratford Beacon.

NEW YORK PRESS COMMENT

Heard Around the Ticker

New York, May 25.—Market comment follows:—SUN.—Further evidence seemed to be furnished by yesterday's stock market that the controlling factor of the moment in business and financial affairs is the uncertainty surrounding the issues of neutrality which have been joined between Washington and Berlin.

It may be taken for granted that the mood of the business community is reflected in Wall Street in the public apathy toward the stock market which has succeeded the keen interest manifested before the sinking of the Lusitania. So far as the Wall Street trading element itself is concerned it has been unwilling to venture far in speculative experiments while the feeling in banking quarters is that the situation calls for the practice of patience and restraint.

The soundness of the fundamentals of values and the strength of the influences which must operate for eventual improvement are for the time being offset by the doubtful status of our international political relations.

It commences to look as though the Italians on this continent were envious of the Canadians. No sooner have the sons of this Dominion shown their ability to cope with the Germans in a ratio of one to five than an Italian in North Bergen, N.J., takes on two of his Teuton friends just to demonstrate that "one Italian can lick two Germans any day."

From all accounts he appears to have made almost as good a job of it as the Canadians did at Langemarck. Following the little argument over the war, both the gentle Huns are convalescing in the hospital.

Carson is in the Cabinet, while Redmond remains out. The one wanted union, the other separation. So presumably both are satisfied.

A new vein has been located in virgin ground on the Conlons. It shows four inches of 2,000 ounce ore, being composed of calcite, heavy niccolite and silver. There is little amethyst associated. In the wall rock milling ore will extend over some distance. No work has been done on the vein, but a drill will be started this week to drive in a northerly direction. The vein was cut 20 feet from the City of Coals line, but it is not yet known whether it is the same vein that has been worked for the past year on the City property.

No arrangements have as yet been made to appoint a successor to the late Mr. M. E. Duncan, as vice-president and general manager of the Canadian Car and Foundry Company. During his lifetime Mr. Duncan had particular charge of the car building department, but as the company's business is now chiefly devoted to the manufacture of shells, no appointment is urgently required. The work of making munitions of war has now passed the experimental stage so far as Canadian car is concerned, and, under the direction of Senator Curry and Mr. F. A. Skelton, both of whom came from New York to attend the funeral of the late Mr. Duncan yesterday, will go steadily forward.

The sphere of the press censor widens as the war takes in new combatants. The Italian Government has now prohibited the publication of casualty lists, appointments, changes in commands, forecasts, acts of naval or military operations, unless communicated by the government, and requires that copies of newspapers or proofs be submitted to local civil authorities an hour before publication.

Capt. J. R. De Lamar, the new president of the Dome Mines, says that it is estimated that by the middle of the year the company's mill would treat between 28,000 and 30,000 tons of ore per month with a saving of 84 per cent. of the value. For the last six months the mill has averaged between 20,000 and 23,000 tons per month, with a recovery of from 90 to 91 per cent. of the value. In view of these facts Capt. De Lamar gives it as his opinion that the stock may be shortly placed on a dividend basis that will have a certain degree of permanency. At the annual meeting yesterday in Toronto, A. V. Strut, of Dominick & Dominick, brokers, was elected a director in place of T. M. Jamieson, who retired. The other directors were re-elected.

Kitchener and Lloyd George at the War Office is a partnership that should prove most unpropitious in Germany.

Molson's Brewery, Limited, of Montreal, are applying to have the trade mark "Molson's" registered as a specific trade mark in the Trade Mark Register in the Department of Agriculture at Ottawa, as applied to the manufacture and sale of ale and other malt liquors, in accordance with the provisions of the Trade Mark and Design Act.

The Premier of Portugal having been nearly assassinated, has decided that there is evidently some opposition to his occupying that position. So he has resigned. He is a poor companion to Montreal's Mayor. No near assassination could influence his popularity with himself.

At the meeting of the City Council yesterday, representatives of the Astec Oil and Asphalt Refining Company, Ltd., offered to erect a two million dollar refining plant here provided the civic authorities would contract to use the product of the concern up to a certain amount. Should the arrangement be effected asphalt will be secured at the price of \$16.15 per ton.

Verdun's council engaged itself in a heated dispute last night in the course of which many words and much excitement developed. Verdun is becoming quite metropolitan, and if it persists in its progress may soon rank with Montreal. Even now its Mayor speaks of resigning, just like ours.

Albert Oppenheim, at Chicago nitroglycerin manufacturers' convention, is urging use of bodies of horses and men killed in battle for increasing supply of glycerin, an essential element in high explosives, and in industrial operations such as development of oil wells. He declares that animal sinews are only source from which glycerin is produced, and that war is using so much that entire United States supply will be exhausted within 90 days, although normally the United States imports \$10,000,000 worth from Europe a year.

The Board of Control has decided to provide \$17,000 for a free ferry service to St. Helen's Island during the summer.

Augustine Birrell, who continues to hold the office of chief secretary for Ireland in the British Cabinet, has never been approved of by the Irish. His one virtue is that he rarely visits the country and his personal crime that he knows nothing about it. From the point of view of those under his secretaryship the great advantage of the appointment will be that the chances of Mr. Birrell visiting Ireland continue remote.

GLEANED FROM MANY SOURCES

The new British Cabinet is formed.

O. F. Palley resigned as president of the Edgewater State Bank, of Chicago.

Charles F. Southmay, who died in Stockbridge, Mass., on July 1, 1911, left an estate of \$3,090,320.

A large number of German troops are reported to be passing from Galicia to the Italian frontier.

Lehigh Valley Railway is to spend \$600,000 in rebuilding box cars.

It is reported that J. P. Morgan and Company have imported a large amount of gold.

New York Central has ordered 15,500 tons of steel rails from Illinois Steel Company.

Crops along the Soo Line are reported in good condition.

Approximately \$12,500,000 Missouri Pacific notes are deposited with the Union Trust Company.

Average price of twelve Industrials, \$3.92, off 0.74; twenty railroads, \$2.56, off 0.42.

Paris announces further trench gains in the fighting north of Arras.

Sufficient proxies have been obtained by the Interboro to assure the plant of re-adjustment.

James J. Storrow has been elected to Boston City Council to fill the vacancy caused by the death of William H. Woods.

Enrico Caruso notified the Italian Red Cross that his villa near Florence is at its disposal until the end of the war.

New York Journal of Commerce says that total interest and dividend disbursements next month will reach \$114,213,494, against \$120,589,734 in June, 1914.

Observation and photographs recently made of the Mellish comet at the Lowell Observatory at Flagstaff, Ariz., indicate that the comet has broken up.

Plants of the H. C. Fricke Coke Co., will be operated six days a week, instead of four and a half days, as has been the custom for several months.

In an naval skirmish in the Adriatic the Austrians announce the capture of an Italian torpedo boat-destroyer.

Vienna claims that considerable damage was done along the Italian east coast as a result of a raid by Austrian war vessels.

It is reported that Germany has offered a new loan to Roumania in an effort to keep the Balkan Kingdom neutral.

Shipments of oils to Holland from American ports have been suspended according to an announcement by the Holland-American Line.

Poultry exporters since the war began, have shipped \$1,400,000 worth of chickens to England. Before the war England obtained its poultry largely from Russia.

The French Government is buying 20,000 additional horses at St. Louis, having already contracted for 30,000. Italy has bought 15,500 and Great Britain 30,000. England has standing order for 11,500 a week.

Victor Typewriter Co. of New York, has closed an option for a plot of land in Lawrence, owned by the Essex Co., on which Victor Co. plans to erect a 4-story factory 750 feet long and 70 feet deep, to represent an outlay, it is said, of \$1,000,000.

Imperial Silk Co. of Yokohama, a syndicate formed six months ago to support raw silk market, will dissolve this month, as the market does not need further support. Syndicate was able to buy little silk below minimum prices.

COTTON FUTURES OPENED QUIET. Liverpool, May 25.—Cotton futures opened quiet, 2 to 2 1/2 points decline. The market at 12.30 p.m. was quiet.

May-June July-Aug. Oct.-Nov. Jan.-Feb. Close . . . . .16 5.26 5.47 5.61 Due . . . . . 5.23 5.44 5.57 Open . . . . .5.14 5.23 5.44 5.59

May-June 1916 opened at 5.70, off 5 points. At 12.30 p.m. the spot market was quiet. Prices easier. Middlings 5.24; sales 5,000 bales; receipts, 14,700 bales, including 14,100 American.

Spot prices at 12.45 p.m., were, American middlings fair 5.14; good middlings 5.58; middlings, 5.24; low middlings, 4.76; good ordinary, 4.36; ordinary 4.06.

Liverpool, May 25.—Cotton futures closed easy 3/4 to 1 1/2 points off net. May-June 5.06d.; July-Aug. 5.15d.; Oct.-Nov. 5.38d.; Jan.-Feb. 5.52d.

DANGER OF NIGHT FROSTS. Fresh northeast winds, cool showers at first, then fair; Thursday generally fair and cool, a danger of night frosts.

A depression has developed in the St. Lawrence Valley in advance of a pronounced cool wave which is moving down from the northward.

Another marked depression is situated over Kansas. Rain has been general in Quebec and New Brunswick and more local in Ontario and Nova Scotia.

A few local showers are reported from Alberta and Saskatchewan.

CANADIAN PACIFIC EARNINGS. The traffic earnings of the Canadian Pacific Railway for the third week of May were \$1,575,000, as compared with \$2,199,000 for the corresponding week last year, a decrease of \$624,000, or 28.4 per cent. This decrease brings the total decline in gross for the first three weeks of May to \$1,778,000.

N. Y. COFFEE MARKET. New York, May 25.—Rio coffee market unchanged. Stock 376,000 bags, year ago 194,000.

Santos market unchanged; stock 533,000 bags, last year 1,010,000. Port receipts, 12,000 bags, last year 18,000. Interior receipts, 12,000 bags, against 12,000. Rio exchange on London 12 3/4-16d., off 2-1/2d.

HAPPENINGS IN THE WORLD OF SPORT

Horses are Commencing to Arrive Here for Approaching Meet at Blue Bonnets

ROYALS IN FOURTH PLACE

Hearts of Oak May Again be Entered for the Connaught Cup—Illinois Will Have No Ten Round No-decision Boxing Matches.

Montreal dropped back into fourth place in the International League standing through its defeat yesterday at the hands of Jersey City. The score was 6 to 5. Montreal had the score 5 to 2 at the end of the eighth. In the ninth, Jersey City batted in 4 runs and placed the game on ice. The Royals' infield was weakened through an injury to Hal, Irish in the second inning, when he was badly spiked in the knee by Eddie Wright.

Horses are commencing to arrive at Blue Bonnets for the approaching spring meeting. Trials are being held regularly every morning.

The Country Club has arranged a series of competitions in golf to be played every Saturday and holiday from now until October 2nd. An approaching and putting competition will open the ladies' season on May 28, which will be Tea Day.

At the Westmount bowling green last evening, the rinks skipped by James Balling, Willie Brown, W. S. Moore and H. E. Suckling were successful over those skipped by Wm. Abbott, C. P. Creamer, H. Rees and J. P. Bell respectively, and will go into the second round, which starts to-night.

Hearts of Oak, which won the Connaught Cup a year ago, will no doubt be seen again in that event at Blue Bonnets during the approaching meet.

Talk about your emergency pitchers, but glance at what Worrel of Brantford did on the holiday—merely went in to pitch in the ninth and struck out the side, three successive batters, too.

Two new men made their appearance with Rose-dale at Toronto on the holiday in Cyril Denney, the hockey player, and young Bennett, last year with Teumasha. They both put up fast fielding games and will improve.

The Worcester, Mass., city council has appropriated \$2,000 for a public golf course.

The attendance at Woodbine is apparently not injured in the least by the war. After all, the people who go to the races have the money, and the war did not affect them.

The bill legalizing ten round, no-decision boxing bouts in Illinois under the supervision of a state athletic commission, was defeated when it came up for final passage in the Lower House of the Legislature.

Amateur athletes of the eastern section of the U.S. will compete in the Harvard stadium on June 19 or 25 in the tryouts preliminary to the National Amateur Athletic union championship track and field meeting to be held at San Francisco this summer.

SAYS PETERSON LAKE MINE IS BEING POORLY ADMINISTERED.

S. G. Forst, a large shareholder in Peterson Lake, whose objections and criticisms have been features of many previous annual meetings of the company, is sending a circular to shareholders asking for proxies and indicating that he is after the scalps of the directors. Mr. Forst's objections are in brief that the property is not being adequately developed, that quarterly reports are not furnished as promised, and that the officials and directors are too highly paid. He will endeavor to have these things rectified at the annual meeting on the 31st.

MORGANS TOOK OTTAWA GOLD. New York, May 25.—At the office of J. P. Morgan & Company it was admitted the firm had brought down some gold from Ottawa recently. The transaction was described as of a private nature growing out of the firm's operations with the British Government and for that reason did not warrant any announcement as regards the amount of imports.

It was stated the recent decline in exchange which had involved a heavy loss to the British Government on current purchases on this side had been the controlling factor in the operation. The gold will eventually find its way into regular banking channels.

A SESSION OF THE COURT OF KING'S BENCH (Crown Side), holding criminal jurisdiction in and for the DISTRICT OF MONTREAL, will be held in the COURT HOUSE, in the CITY OF MONTREAL, on Tuesday, the FIRST DAY OF JUNE NEXT, at TEN o'clock in the forenoon.

In consequence, I give PUBLIC NOTICE to all who intend to proceed against any prisoners now in the Common Goal of the said District and all others that they must be present then and there, with their Record, Rolls, Indictments, and other Documents, in order to do those things which belong to them in their respective capacities.

L. J. LEMIEUX, Sheriff.

Sheriff's Office, Montreal, 14th May, 1915.

RITZ-CARLTON HOTEL Special Winter Apartment Rates: Luncheon, \$1.25, Dinner, \$1.50 or a la carte.

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WEATHER: FINE AND COOL.

VOL. XXX, No. 19

THE MOLSONS

Head Office, Montreal. 93 BRANCHES SCOTLAND THROUGHOUT CANADA.

THE DOMINION and INVESTMENT DOMINION SAVINGS BANK LONDON, CANADA.

T. H. PURDOM, K.C. President.

NOT SURE IF NEBRASKAN SUNK BY SUBMARINE

Washington, D.C., May 27.—A telegram from the U.S. Navy Department, dated May 26, states that the Nebraska was sunk by a submarine on May 24.

RUSSIAN GENERALS REMOVED FROM SERVICE

Petrograd, May 27.—Several general officers have been removed from service as a result of recent Austro-German successes. They have been relieved of field service and of commissary and transportation duties.

RUSSIAN AIR CRAFT MAKE DARING RHINE VOYAGE

Paris, May 27.—A fleet of 19 French military aircraft made a daring voyage to the Rhine Valley of Germany during their attack 100 miles inside of the German frontier.

BANK OF FRANCE. Paris, May 27.—Principal items in Bank of France, on May 20th, were as follows:

Gold . . . . . 3,907,300,000 Silver . . . . . 376,800,000 Circulation . . . . . 11,833,300,000 Deposits . . . . . 2,290,000,000 Bills discounted . . . . . 236,200,000 Treasury deposits . . . . . 63,300,000 Advances . . . . . 683,200,000 Extended Bills . . . . . 2,466,000,000

REJECT AMERICAN DEMANDS

London, May 27.—The American note was published in that country four days ago in England and France. Senators, like the Cologne Gazette, in their shared unequivocally that the note could only result in the rejection of the demand.

OBJECT TO RUSSIAN NOTIFICATION

Chicago, May 27.—An important official equipment concern says that the Russian government has placed no orders yet with any equipment because no one wants to take equipment noted in payment.

DANISH SHIP TORPEDOED

London, May 27.—The Danish steamer was torpedoed and sunk in the North Sea by a German submarine.