

WONDERFUL HOSPITALS FOR STRICKEN SHIPS

Floating Docks Great Boon to Shipping—First Construction of Wood 100 Years Ago—Germany Has Largest

However accurately planned and carefully finished a vessel may be, the time comes when she has to go on the "dock list." The amount may only amount to the need of a fresh coating or two of paint; or it may be desirable to remove the accumulation of barnacles and marine weeds from the ship's bottom, which have perceptibly reduced her speed, or perhaps a storm has handled her roughly, and a plank has started far below her water-line, or she had run foul of a rock and crashed in a part of her steel walls; and last, but not least, shot and shell may have worked their wicked will upon her, says H. J. Shepstone, in *Wonders of Land and Sea*.

These repairs can only be effected by placing the ship in a dry dock, of which there are three distinct types, the excavated masonry-lined graving dock, the slipway, and the floating dock. The first two are fixed structures, whilst the last named can be moved from place to place as occasion demands. They are undoubtedly the most interesting of all docks—huge floating cradles of steel, possessing a mass of delicate and wonderful machinery, and capable of picking up out of the water the largest liner and the heaviest battleship.

First Built 100 Years Ago.

At first built of wood, they were very primitive in character. What is declared to be the father of these structures was the quaint wooden, barge-shaped edifice invented by one C. Watson, of which type a print is still extant, showing such a dock lifting the brig *Mercury* at Rotterdam, the first over a hundred years ago. Still, it was not until the end of the nineteenth century that the advantages of the floating dock became generally recognized. Indeed, so late as

the year 1897 there were only 148 floating docks in existence, whereas to-day there are over 400, with it estimated, a total lifting capacity of half a million tons. Half the dry docks to be found in the United States and also in Germany and Holland are of the floating type.

The most powerful we have in Great Britain is that built by Messrs. Swan, Hunter and Wigtham Richardson, of Walstead-on-Tyne, for the British Admiralty, and now stationed in the Medway. It has a lifting capacity of 33,000 tons.

Can Lift Imperator.

It is at the Vulcan shipyards, in Germany, that we find the most powerful of these craft, the floating dock of which there are three, with a capacity of no less than 46,000 tons. The idea of her immense strength when it is stated she raised the *Imperator* out of the water, the largest and heaviest of the water, the largest has a length of 920 feet, a breadth of 96 feet, a height of 96 feet, and a displacement of over 69,000 tons.

The comparatively recent sudden rise in popularity of floating docks is due to the rapidity with which they can be built, their small cost compared with a graving dock, and their wonderful mobility. Whereas a floating dock capable of lifting a modern liner or battleship would cost about \$1,000,000, a graving dock would demand an expenditure of more than double this sum. Then the former could be built in a few months, whereas a graving dock would take at least three or four years to construct.

At Walstead a floating dock of 11,000 tons lifting capacity was completed within eight months of signing the contract. Unlike the fixed structure, the floating dock has the whole one of it, and should trade desert one port for another, it is towed to the site of its work, and the graving dock would remain idle.

Two Distinct Types.

There are two distinct types of these strange craft—the box dock and the self-docking pattern. The first named is perfectly rigid, and therefore the stronger of the two, and it becomes necessary to clean or repair the under-water portions, it has to be placed in a dry dock. The self-docking type, on the other hand, is so designed that it can lift portions of itself out of the water, where they can be cleaned or repaired.

These floating cradles may be said to resemble a huge box without ends or top. The bottom consists of a tank or position, or several pontoons securely fastened together and supported by filling these pontoons with water that the dock is sunk sufficiently to be placed in a dry dock. When it is to be floated over the position where the vessel is then hauled in between the walls of the dock by capstans or powerfully driven machinery. By powerful pumps the water is removed from the pontoons, and as they are emptied, the dock rises gradually until the ship is lifted clear of the water. While in the dock the ship rests on keel-blocks, and is further supported by mechanical side-shores.

800 Feet Long.

A description of the Admiralty dock in the Medway, which is of the box type, will give an idea of the wonders and capabilities of these floating cradles. It has a total length of 680 feet, and consists of five parts, namely three large pontoons and two side walls. These latter are 15 feet wide and have a height of over 60 feet. The dock has an entrance width of 115 feet, and a total width of 144 feet. The pontoons are divided into no less than sixty divisions. Running into each of these is a pipe and a valve, controlled from a central position known as the valve house. Standing there the dockmaster knows exactly which valves are open and which are shut, and can regulate the descent and ascent of his craft accordingly.

The dock is lighted throughout with electricity. It possesses several powerful arc lamps for use when docked, or working on a ship at night. There are also special arrangements to facilitate the use of electric hand-lamps. On each wall there is a miniature railway on which runs a traveling crane, capable of lifting a weight of several tons. In the walls, too, are the living and sleeping quarters of the crew dwelling on the dock.

Over 12,000 tons of steel were needed in the construction of this dock, and another 2,000 tons were required for her various accessories. This dock has raised battle cruisers of the Orion and Lion class in two and a half hours.

Necessity in War.

Good docking accommodation for a fleet in time of war is an absolute necessity. Hence the floating dock has great advantage over the rival masonry edifice, for it can be moved from place to place as occasion may require. It can work in a harbor or any sheltered position, and as the time required to berth a ship only oc-

THE CHARTER MARKET

A moderate business was reported in steamer chartering, almost all of which was for transatlantic account. A steady demand prevails for additional tonnage for July-August and September landings, the orders being mostly for grain carriers. There is no apparent improvement in the demand for tonnage for the West India or South American trade, and long voyage charters of all kinds are scarce. Rates are firmly supported at the basis of last charterers, and owners are holding for an advance for forward loads. Freight boats offer steadily, but for later loading the offerings continue light. The coal tonnage market shows no signs of improving, owing to the scarcity of freights in all trades.

Chartering.

Grain—British steamer Membrand, 23,000 quarters, from the Gulf to Bordeaux; British steamer British steamer Grantham, 27,000 quarters, from the Gulf to Marseilles, 33rd August.

Lumber—Foreign steamer... 1, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

LATEST NEWS OF THE SHIPPING WORLD

TUESDAY, JULY 7, 1914.

Almanac.
Sun rises, 4.20 a.m.
Sun sets, 7.45 p.m.
First quarter, June 1st.
Full moon, June 15th.
Last quarter, June 23rd.
New moon, June 29th.

TIDE TABLE.
Quebec.
High water, 5.13 a.m., 6 p.m., 8.43 a.m., 11.52 a.m., 1.55 p.m., 4.52 p.m.
Lowest tide for the month on July 26. Rise 12.2 feet.

Weather Forecast.
Lower Lakes and Georgian Bay—Partly fair and decidedly warm; thunderstorms in some localities chiefly towards evening and at night. Ottawa Valley and Upper and Lower St. Lawrence—Mostly fair and decidedly warm; thunderstorms in some localities to-night or on Wednesday.
Gulf—Moderate to fresh winds, chiefly westerly and southerly; thunderstorms in some localities on Wednesday.
Maritime—Fair and warm, followed by local showers in the southwest portion.
Superior—Winds becoming fresh westerly to northwesterly; showers or thunderstorms in some localities at first, then fine and cooler.
Manitoba—Fair and moderately warm at first, then showers or thunderstorms in some localities.
Saskatchewan—Showers or thunderstorms in some localities, but partly fair and warm.
Northwest—Winds fresh and variable, but mostly fair and warm.

SIGNAL SERVICE BULLETIN

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

Montreal, July 7th, 1914.

Cape Simon, 51—Clear, west.
Father Point, 157—Clear, calm, out.
St. Marys Bay, 163—Clear, calm, out.
11.15 a.m. Wacomauca.
Malinae, 206—in 2.20 a.m. Bangore Head.
Cape Despair, 224—in 11.09 a.m. Mervenna.
Cape Despair, 377—Clear, north west.
P. Macquenne, 406—Clear, west.
P. Euseulmiah, 462—Clear, south west.
Bersheim—Clear, west.
15 des Monts—Clear, west.
Grindstone, Snooky, north west.
Money Point, 537—Clear, west.
Point Point, 575—Clear, strong west.
In 4.00 a.m., Blackheath, 4.30 a.m. Tyndale, 4.00 a.m. Krompkins, 4.30 p.m. Sandford.
Cape Race, 326—Cloudy, strong west.
Out 8.06 p.m. yesterday, Singapore, 5.30 p.m. Salmonpool.
Point Amour, 673—Cloudy, east.

GRAND TRUNK WINS.

Judgment was given in favor of the Grand Trunk Railway yesterday in an appeal case taken to the Court of King's Bench, after the railway had been fined in the lower courts on several charges of willfully blocking level crossings for more than five minutes at a time.

In quashing the convictions, Mr. Justice Gervais, based his decision both on fact and law. The evidence, he showed, failed to prove the intention during which the Grand Trunk trains had blocked the crossings. The times taken had reference only to the length of time during which the gates were down. Further, there had been no willful blocking by the company.

MONEY INVESTED IN RAILWAYS.

During the six fiscal years 1908 to 1913 inclusive the steam railroads of the United States of Class I invested in their road and equipment cash to the amount of \$4,010,398,308. Railroads of Class I so designated are Interstate Commerce Commission, are those with annual operating revenues of over \$1,000,000. They include about 99 per cent. of the miles owned, and more than 96 per cent. of the revenues, and handle more than 98 per cent. of the traffic.

This cash investment of the operating railroads of Class I of the Eastern District during the six years was greater than the amount of capital securities issued by them during this period, and was 18 1/2 per cent. of the aggregate of their capital securities outstanding June 30, 1913; of the railroads of the same class of the Southern District it was 21 1/2 per cent., and of the railroads of the same class of the Western District it was 23 1/2 per cent. of the aggregate of their capital securities outstanding June 30, 1913. That is, the cash actually expended by these railroads during the last six years upon their properties used in transportation is more than one-fifth of their total capitalization at the close of the last fiscal year. This is at the rate of \$68,397,551 per year.

These figures are obtained through a compilation made by the Bureau of Railway Economics from the reports of the railroads to the Interstate Commerce Commission, and have not heretofore been collated.

NEW LAKE SHORE ROUTE TO

Beaverville, Trenton, Brighton, Colborne, Port Hope, Newcastle, Windsor, Windsor, Oshawa, Whitby, Leave Windsor St., 8.45 a.m.

Now in Effect.

UPPER LAKE ROUTE TO THE WEST.
Steamer *Friday* and *Sunday* depart Friday and Sunday to connect.

LOOKING FAR AHEAD.

New York, July 7.—With the biggest wheat crop in the country's history in prospect, grain shippers are signing contracts with lake vessels for shipments of grain as far ahead as next November and December and enter for winter storage in bottoms at Buffalo. Only some 5,000,000 bushels of all grains are left in the elevators here, and shippers are offering only 3 1/2 per cent for vessel contracts. Most owners are holding out for a cent.

TAX FOR IMPROVEMENTS.

By the terms of the bill introduced in the House of Representatives last week an improvement upon the present law would be levied upon all vessels engaged in the foreign trade of the United States. For vessels of less than 200 tons the tax would be two cents a ton; between 200 and 250 tons, four cents; between 250 and 300 tons, six cents; between 300 and 350 tons, eight cents; and over 350 tons, ten cents a ton, and so on. The bill would also provide that the tax would be collected every three months and the Secretary of the Treasury would be authorized to make regulations for the enforcement of the law.

NEW STEAMSHIP SERVICE.

A steamship service has been established with the aid of the Government of the Bahamas to connect Nassau with New York. The sailing for the Calypso, a Lawrence River, east-bound, will leave Nassau on Friday, July 10, at 10 a.m., and will call at New York on Sunday, July 13, at 11 a.m. The vessel is owned by the Bahamas Steamship Lines, Ltd.

CLOSING OF MAILS.

British and foreign mails close at the local post office as follows: Great Britain, Ireland and Europe, at the press of Britain, leaving Quebec July 9. Saturday, July 11, 7.30 a.m., for Great Britain, Ireland and Europe, via Scandinavia, leaving Quebec July 9. Saturday, 12.30 p.m., ditto, supplementary.

For registration should be posted half an hour before the closing of the mail. Parcels are forwarded by every Canadian steamer.

MANCHESTER LINE.

S. S. Man. Citizen sailed from Manchester for Montreal on July 4, 1914. Wednesday—Up Kingston 3 p.m. for Toronto. Bickerdike—Down Port Huron 7 a.m. to-day. Rosedale—Quebec, discharging. Nappaw—Port Arthur, loading. Wednesday—Up Kingston 3 p.m. for Toronto. Bickerdike—Down Port Huron 7 a.m. to-day.

ALGONQUIN PARK.

Parlor-Library-Buffet car is attached to 8.00 a. m. train daily except Sunday, via Grand Trunk Railway for Algonquin Park and Depot Harbor, arriving at the Park at 5.28 p. m. and Depot Harbor (Parry Sound) 9.30 p. m.

ROCK ISLAND.

Suggested that Bonds Should Not Be Deposited Under Proposed Reorganization Plan.

DONALDSON LINE.

Lakonia, from Glasgow, arrived St. John, N.B., this morning.

MONTREAL-PORTLAND-CASCO BAY AND MAINE COAST POINTS.

Parlor-Library-car and Pullman Drawing Room car are being operated by the Grand Trunk Railway System on train leaving Bonaventure Station 8.00 a. m. daily and arriving Portland at 6.50 p. m. Night train leaving Montreal at 8.50 p. m. daily and arriving Portland at 7.50 p. m. daily is equipped with high-class electric lighted sleeping cars.

NEW LONDON AND BEACHES.

A Pullman Buffet-Sleeping car has been put in operation on train leaving Bonaventure Station at 7.50 p. m. daily and arriving New London at 6.50 a. m. daily. Buffet-parlor car and Dining car are operated daily except Monday.

PORT OF MONTREAL

Arrivals.
Ionian, Eastaway, from London and Havre, passengers and general cargo, Arrived July 7th, H. and A. Allan, agents.
Lake Michigan, C.P.R. from Antwerp, passengers and general cargo, Arrived July 7th, H. and A. Allan, agents.
Turcoman, Dominion Line, Bristol, general cargo. James Thom, agent.
Lettitia, Donaldson Line, Glasgow, passengers and general cargo. Robt. Rford Co., agents.
Coastwise Arrivals.
Batiscan, coal cargo. On July 7. N.S., for Donk. Coal Co., 10 a.m. July 7.
Departures.
Victorian, Allan, for Liverpool, passengers and general cargo. Sailed early this morning, July 7th, H. and A. Allan, agents.
E. E. Luckenbach, tug boat, for New York. Sailed July 6th.
Nascope, Bowling Line, for Hudson's Bay ports. Sailed July 6th. Hudson's Bay Co., agents.

EMPRESS REPORT SOON

Expected That Finding of Commission Will Be Announced This Week.

Ottawa, July 7.—The report of the commission, under the chairmanship of Lord Mersey, which inquired into the sinking of the *Empress of Ireland*, will be ready at the end of this week, according to semi-official advice received by the Marine Department. It will be given out in open court in Quebec.

The *Empress* disaster will undoubtedly have its result in improvements in navigation rules and conditions in the St. Lawrence Channel, designed to render the possibility of another such accident remote. The Marine Department is, however, awaiting the findings of the special commission before taking action, as these will undoubtedly contain a number of recommendations.

LAUNCH NEW VESSEL.

The fleet of the Mallory Line, which has traded between New York and Texas ports for fifty years, was augmented last week by the launching of the *Neeloes*. The new steamer is 41 feet long, has 55 feet beam, 33 feet depth of hold, and 11,000 gross tons. The vessel will be fitted with a single engine of 4,000 horse power with a single screw, and is expected to develop an average speed of 17 knots.

Before long she will have the latest improvements in the way of machinery for ventilation, refrigerating plants and electric winches and derricks for handling cargo. She will also have a wireless apparatus, a searchlight, and a powerful electric fog whistle. She will be equipped with the latest in navigating instruments, and will be a new New York and Galtiverton.

VESSLS IN PORT.

Ionian, Allan, London via Havre. To sail July 12th. Allan Line, agents.
Lakes Michigan, C.P.R. Antwerp C.P. To sail July 11th. Allan Line, agents.
Scandinavian, Allan, Glasgow. To sail July 11th. Allan Line, agents.
Canada, White Star-Dominion Line. To sail July 11th. Jas. Thom agents.
Chilren Range, Furness, Hull. To sail July 14th. Furness, Withy Co., agents.
Lettitia, Donaldson Line, Glasgow. To sail July 11th. R. Reford Co., agents.
Turcoman, Dominion Line, Bristol. To sail July 7th. Robert Rford Co., agents.
Sambor, Canadian Line, Rotterdam. To sail July 11th. James Thom, agent.
Carrigan Head, Head Line, Dublin. To sail July 5th. McLean, Kennedy Co., agents.
Ruthenia, C.P.R., Antwerp. To sail July 5. C.P.R. agents.
Giulia, Austro-Americana, Mediterranean. To sail July 29. June 29. Hartlepool. To load grain. T. R. McCarthy, agents.
Peelbee, to load grain. Robert Rford Co., agents.
Burnholme, to load grain. Furness Withy Co., agents.
Berrington Court, to load grain for Medt. ports.
Sahara, from Demerara. Robert Rford Co., agents.
Othello, Wilson Line, to load grain. Furness Withy, agents.

VESSLS BOUND FOR MONTREAL.

S.S. From. Sailed.
Broomfield—Pennacola. May 27
Sawell—Antwerp. June 6
Freightcourt, Marseilles. . . . June 14
Queen Wilhelmina—Glasgow. . . June 17
Knight of the Garter, Cardiff. . . June 20
Wearpool, Genoa. June 20
Montesuma, London. June 25
Bangore Head, London. June 25
Mount Penn, London. June 26
Manchester Importer—Manchester. . . June 26
Hannover, Ber. June 29
Sirena, Tees. July 2
Stellan, London. July 2
Cornishman, Bristol. July 2
Loomoor, Gibraltar. July 2
Calgarin, Liverpool. July 2
Cassapira, Glasgow. July 4
Manchester Citizen, Manchester. . . July 4

CUNARD LINE.

Ascania, from Montreal for London, arrived Plymouth, 5 a.m. to-day.
Aquitania, from London, arrived at 4.30 p.m. to-day.
Fishguard 5.30 a.m. to-day.
Lusitania, from Liverpool, arrived at 1.790 miles east of Ambrose Channel Lightship, 10 p.m. Monday.

Real Estate

Another large land sale figured in registration of real-estate deals made yesterday, and again in Western Canada. This was the purchase from Leonard G. Little to James Baillie, of part of lot 25, parish of Montreal. The land in question has a superficial area of 22-1/2 acres, with frontages to Belvedere road, Stuyvesant and Starnet avenues, and brought the sum of \$50,000.

Robert Stanley Weir sold to Inns of Court, Ltd., parcels of lots 88 and 87, East end, containing 4-1/2 acres and 57, the same being situated in Notre Dame street east, together with the buildings thereon for the sum of \$83,900.

Jeau Vermeulen sold to the St. Lawrence Investment and Trust Co., Ltd., lots 1625-J-4 and 5, St. Antoine ward, with No. 48 St. Marie street, for \$30,000 and other considerations.

William H. Creed, contractor, sold to Mrs. Charles Beverly Foster the southeast portion of lot 217-84, parish of Montreal, with No. 629 Victoria avenue, for \$15,500.

Arthur Monette sold to William H. Gravel lots 1226-1209, St. Marie ward, with Nos. 1110 to 1114 Bourdeaus street, for \$18,500.

Baudin Brothers sold to Francis Roberts lots 1348A-5 and 14, and the south-west part of lot 144, parish of Montreal, with Nos. 197 and 207 Agnes street, for \$13,000.

Mrs. John B. Treadler and others sold to James McNeill part of lot 238A-9, parish of Montreal, with No. 456 Stephen avenue, Westmount, for \$11,750.

The largest of the remaining sales included the purchase by S. E. part of lot 25-222, parish of Montreal, with Nos. 734, 736 and 736A, Champagne street, Outremont, for \$10,200; Albert Borassa sold to the School Commissioners of St. Joseph, 46 Thaumaturge lots 4-21, 6-29 and 30, St. Jean Baptiste ward, with Nos. 354, 356 De Launauderie street, for \$10,475; and Eastern McEachran sold to Louis Masson and others lots 23-435 to 568, parish of Montreal, fronting on to Duranque avenue, Outremont, for \$10,200.

The School Board of St. Zotique, St. Zotique, through Aude and Dubouché, architects, 348 Dorchester street, St. Catharines, has given the approval of a convent school on Theban street, costing \$75,000.

The Martin-Senour Co., Ltd., Drolet street, took a permit for the construction of a factory at Greenlands, costing \$30,000. W. B. MacLean is the architect, and the builders, Reid, McChesney and Reid, of Drummond Building.

Ed. Leduc, 883 Mount Royal avenue, has in erect two houses, four dwellings and a store, brick encased, on Laurier and St. Camille, at a total cost of \$15,000.

RENTS TOO HIGH
Proprietors of Shops on St. Catherine Protest that Rents are Far Too High.

A proprietor of a large tobacco shop on St. Catherine street recently voiced the sentiment of other proprietors, when he stated that rents had reached their limit, considering the amount of business that was going on. The day would come, he prophesied, when the tobacconist and other shopkeepers of small commodities who depended on quick sales and small profits, would be driven from this street, as the rents were being asked, practically robbed the business of all its life.

SHOW GENEROSITY
The Water Oil Company Will Pay Full or Partial Wages to Injured Employees and Will Pension Older Members.

New York, July 7.—When the employees of the Water Oil Company of Bayonne are injured in accidents in the future they will receive partial or full wages for varying periods according to disability. The company will provide hospital, medical and surgical expenses following the promulgation of a new system of indemnities and pensions by that company. Employees with the company twenty-five years and 45 years old will be referred on approval of a committee of directors. Those 70 years of age or more will be retired automatically. The pension will be based on 1 per cent of the average wages earned for 10 years preceding retirement, multiplied by the number of years of service. No pension will be less than \$30 a month. Pensions of deceased employees will be paid to the widows and minor children for one year. When required the company will pay funeral expenses.

When answering advertisements please mention The Journal of Commerce.

INSURANCE MEN AS ESSAY WRITERS

Visits West

Big Essay Contest is Attracting Much Attention Keen Competition Expected

A POPULAR SUBJECT

Training of Agents Has Greatly Aided Them in Entering into more in this year's Contest.

As the date of the Annual Convention of the Life Underwriters' Association of Canada, which is to be held in Halifax, July 27-30, draws near interest increases in the big prize essay, contest which the life underwriters have been competing for one year, and this has been the result of the contest which will be announced at the convention. Although fifteen is considered a fair number of essays it is expected that this year there will be a considerable number of essays turned in.

There has been considerable more interest evinced in this year's contest than in past years probably because the subject is one on which every agent has his own views.

The topic which has been chosen for the contest is "Life Insurance Underwriting as a Profession." The prize, which is the Association cup, will be presented to the possessor personally if it won three years in succession. The names of all the winners will be engraved upon the Association cup, and each year when it is returned to the Association, a small cup, suitably engraved, will be presented to the custodian. The Association has issued a circular containing the following rules governing the contest:

1. Each contestant shall be a member in good standing of a local Life Association.

2. No prize will be awarded if less than three essays are offered in competition.

3. The essays must not exceed 2,000 words.

4. Each essayist shall place his name in a sealed envelope, bearing a number corresponding to a number on the envelope which encloses his essay, and forward both envelopes in one enclosure to W. Lyle Reid, Secy Life Building, Ottawa, on or before July 15th, 1914.

5. The writer of the essay adjudged to be of highest excellence will receive the Association Cup, as custodian of same for his Association.

6. Should the Association for which the Association prize is held dissolve or withdraw from the Dominion Association, the prize shall thereupon be returned to the Executive Committee of the L. U. A. C.

7. Essays submitted in competition shall become the property of the L. U. A. C., with the right of publication.

8. If, in the unanimous opinion of the judges, none of the essays are up to proper standard, it shall be optional with them to award a prize or not.

9. Essays in the French language will be accepted.

FIRE INVESTIGATIONS
That the fire which destroyed the house in the corner of creation at 28 St. Jacques street, on June 26th, was the result of his negligence in throwing away a lighted cigarette appeared from the report of the fire commission yesterday.

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NATIONAL ASSOCIATION OF LIFE UNDERWRITERS PREPARE A BULLETIN SUPPORTING VIEW AMERICA'S BURDEN

Policyholders Pay More Than \$13,000,000 in Taxes—Association Claims That the Tax Has Been Hid.

New York, July 7.—War on taxation of life insurance policyholders has been declared by the National Association of Life Underwriters. The association has composed of leading life insurance agents all over the country, has prepared a bulletin on this subject in support of their contention, Edward A. Woods of Pittsburgh, vice-president of the National Association of Life Underwriters, said in his bulletin the taxation committee, who writes the bulletin says: "This is America's great burden on thrift and providence."

The association asks "Is thus providing for one's widow, children or old age, relieving the state of this burden, so nearly a crime as to be thus penalized?"

In preparing this bulletin for widespread dissemination the Life Association expressed the opinion that the taxation of life insurance has been a burden on the state since the time of the first tax levied on the subject.

Do policyholders know that their life premium never reaches the company? Suppose when a policyholder sends a check for \$1 to the collector, would he stand for \$1 of every \$100 of premiums sent from various states to the respective companies? Are there variations of from a few cents to several dollars, taken out by the State treasuries. We are making discrimination a crime for everybody else.

"Why should the States continue to tax life insurance? If we are to have a government for the people, it should be a government for the people, and not a government for the State treasuries. We are making discrimination a crime for everybody else."

The bulletin closes with a quotation from the National Convention of State agents on record to the effect that the State should insist upon the faithful observance of life insurance funds and that the agents should be permitted to do their duty as representatives of their policyholders.

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How to Find the Right Kind of a Garage

The Running Order of Your Car Depends Very Largely on Your Garage

Your automobile is quite like the human body in that its condition depends greatly upon the care which it receives. In some respects its mechanism is quite as delicate as the human organism. If you would like to find a garage where your machine will be well cared for and kept in splendid condition a reasonable price turn to our Want Ad page. You will probably find advertised there just the garage you want and located in your neighbourhood. The better garages in this city run Want Ads on our Classified Advertising page. If you would like to find a small private garage for your car allow have to do is to send us a little Want Ad like those below. It will cost you but a few cents and will almost surely find a suitable place for your machine

USE "The Want Ad Way" 2c Per Word

FOR SALE. FOUNDATION STONE FOR SALE—Apply to P. G. Demore, S.W. cor. Mount Royal Avenue and St. Lawrence Blvd.

RENTAL WOOD FOR THE MILLION. Kindling, \$2.25; Cut Hardwood, \$2.25; Mill Blocks, \$2.00 per load. "Molansauil" for William J. C. McDiarmid, 402 Hill Street, Et. Main 462.

LEGAL FARM in county of Peel, with good house and outbuildings, cheaply sold, also small acreage in Brampton, H. W. Dawson, Brampton, and 90 Colborne St., Toronto.

BOOK BARGAINS of cloth-bound second-hand books on all subjects, history, fiction, sermons, poetry, etc.; \$1 and \$2 books for 10c. Country customers can have assorted lots that originally cost \$15 or more for \$1, shipped by express. (No cash on reply.) Norman Murray, 223 St. James St., (2nd stairs up.) Montreal.

WANTED TO BORROW. \$50,000 WANTED. On good built and occupied property. Address: P. O. Box 2204, Montreal.

TO LET. PART of fine office, with unequalled attendance; services of French and English stenographers; separate electric light; separate desk; telephone. Main 522. \$15 per month. 31 C.P.R. Telegraph Building.

SUMMER RESORTS. DIGBY—NOVA SCOTIA. LOUR LODGE AND COTTAGES. — Apply: Aubrey Brown, for illustrated booklet.

PERSONALS. Mr. I. St. Brophy, Vancouver, is spending a few days in the city. Mr. Justice Panneton is visiting in Sherbrooke for a short time.

NEW PUMPS FOR CITY. \$2,000,000 Gallon Pump Will Soon Be at Work, and Tenders for a 24,000,000 Gallon Pump Will Be Made.

CLEAN UP CONTINUES. Mayor Martin Will Have Wire Baskets for Refuse Placed at Every Street Corner.

ADVERTISING LIFE INSURANCE. Plans have been made for an elaborate campaign of advertising for life insurance, practically covering North America.

DISEASES DECREASING. Fewer Deaths by Communicable Diseases in Ontario During June This Year Than Last.

STATISTICAL MACHINERY. THE PROPRIETORS OF CANADIAN LETTERS PATENT NO. 135,441, 185,442, 185,443, 185,444, 185,445, 185,446, 185,447, 185,448, 185,449, 185,450, 185,451, 185,452, 185,453, 185,454, 185,455, 185,456, 185,457, 185,458, 185,459, 185,460, 185,461, 185,462, 185,463, 185,464, 185,465, 185,466, 185,467, 185,468, 185,469, 185,470, 185,471, 185,472, 185,473, 185,474, 185,475, 185,476, 185,477, 185,478, 185,479, 185,480, 185,481, 185,482, 185,483, 185,484, 185,485, 185,486, 185,487, 185,488, 185,489, 185,490, 185,491, 185,492, 185,493, 185,494, 185,495, 185,496, 185,497, 185,498, 185,499, 185,500.

Journal of Commerce

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MONTREAL, JULY 7, 1914.

Interlocking Directorates and Banking in United States

The American Bankers Association has entered a vigorous protest against Section 9 of the Clayton anti-trust bill which is now before the Senate.

The provisions of the bill had their origin in the investigations of the Pujo committee. The underlying purpose of the measure is admittedly the framing of legislation to guard against the alleged menace existing from the concentration of credit by large financial corporations controlled by small groups of men.

It will be recalled that the Pujo investigation, at the end, simmered down to an attempt to prove that a money trust existed in New York, and that all the economic troubles from which the United States was suffering, could be attributed to that cause.

Mr. J. Gardner Thompson, Canadian Manager of the Liverpool and London and Globe Insurance Company, stated in an interview with the Journal of Commerce representative that the insurance men of Montreal had requested the city to permit an investigation of its fire protective system by the National Board of Fire Underwriters.

The American Bankers Association, which is lending aid in an effort to prevent Congress from making a serious blunder, is made up of 14,000 banks, 12,000 of which are institutions located outside of any present reserve centres.

So far is the contrary true, that in most districts there is intense rivalry among them. The simple truth is, the money trust is a myth. It is a ridiculous spectacle to see a body of men, presumably the flower of American citizenship, wasting their time by indulging in such foolish fancies.

As a country physician was driving through a village he saw a man musing a crowd with antics of his risk dog. The doctor pulled up and said: "My dear man, how do you manage to train your dog like that? I can't ask, as we will each mine a single trick."

The latest Boston story is about a small child who fell out of a window. A kind-hearted lady came hurrying up with the anxious question, "Dear, dear! how did you fall?"

There is only one conclusion to be drawn from this refusal and that is, our City Fathers have something to conceal. It is a well known fact that our building regulations are woefully behind the times while such laws as we have are far from being enforced.

Calgary Oil Companies are capitalized at \$125,000,000. It is also said that \$20,000,000 in real money has been sunk in the wells. How much will be taken out is another question.

Perhaps it is only a coincidence, but it certainly does seem odd that immediately following the defeat of the "Abolish the Bar" policy in Ontario the stock of the National Breweries Limited of Montreal should be listed on the exchange.

Mayor Mercier Martin declares that there will never be another English Mayor in this city, and that if no other Frenchman is found willing to accept office, he, himself, will be a

building trade with \$14,000, in point of value, farming also takes first place, the agricultural products in the year 1908 amounting to £160,000,000. The combined net output of iron and steel, engineering and shipbuilding amounted to £153,000,000.

In 1906 when the last agricultural report was issued, it was shown that in the period from 1841-45 the wheat grown in the United Kingdom was sufficient for 90 per cent of the population.

The report just issued remarks that there has been a slight increase in the supply of home-grown wheat since 1906, but on the other hand there has been a decrease in the acreage under barley and oats.

Recent returns show that Germany has lost its lead in membership of labor unions, the first place being gained by Great Britain which has \$1,813,000 as compared with 3,317,000 in Germany. The United States is third with 2,486,000.

The wide source from which Great Britain obtains her food supplies is shown by tables and statistics, indicating that the importation of agricultural food stuffs come from a wide range of territory of which British possessions furnish but 27.2 per cent in the matter wheat, however, British possessions furnish 46 1/2 per cent of the total 122,000,000 hundred weights imported.

It is interesting to note that British goods account for 28 per cent of the total 122,000,000 hundred weights imported.

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Western crop prospects are promising so far as the wheat crop looks is concerned. Here and there, as needs must, in a vast territory, there are small districts called for reports, but generally, broadly, the reports could hardly be better.

The June acreage report of the Manitoba Department of Agriculture is even more optimistic than the figures in the foregoing computation. For all grain the acreage is given as 7,325,000 against 6,365,000 last year.

It is encouraging to note that improved playgrounds are being established in various parts of the city. While we are far behind other large cities in this respect, it is gratifying nevertheless, to see a start being made.

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RISK IN MOTORING. Actuaries of accident insurance companies find that the man who drives a racing automobile in speedway contests runs 3,000 times the normal risk of death or injury. He must be charged with \$10,000 policy covering a period in which he is engaged, not more than 24 hours in practice racing or actual racing, says the Louisville Courier-Journal.

The figures are suggestive of sane and law-abiding automobilists who are subjected to risk of life and limb because of the efforts of a few speed maniacs to emulate the drivers of racing cars upon courses especially adapted for that driving.

The normal risk in motorings—that is, to the man who would get the traffic conditions are normal—is less than the risk involved in farm labor where farm animals and tools and machinery are handled.

The accident underwriters, we believe, rate automobile owners accordingly as to their vocation. A business or professional man would get the lowest premium rate if he did not drive an automobile gets that rate regardless of his vocation.

Another indication that mixed farming is on the upgrade is that the total value of dairy products was \$345,248, in 1913 the total value of dairy products was \$415,248.

Little Banks and Big Banking. Measured by the amount of deposits, the biggest bank in this country is the Bank of Montreal.

Home's War Correspondence. The first war correspondent, according to a theory propounded by Sutherland Edwards, appears to have been an Argos paper sent by the editor of the Argos paper to the Greek chief, Homer.

Waiting for something. For revival here, we have to wait for something to come from the top.

Gold in European Banks. A favorable feature of the money situation is the change for the better after the panic of 1913.

Standardize. Standardizing is one of the great ideas in modern business. It is practiced in almost every line of commerce.

Poor Citizens. The man who sells his vote part with a priceless privilege to a second citizen who buys an infamous advantage.

Safety First in Schools. There is always the danger of putting too much on the school and too much on the teachers and pupils.

Chief Cashier Knighted. The honor of a Knighthood has been bestowed upon Mr. John Gordon Nairn, Chief Cashier of the Bank of Montreal.

Anticipating the Big French Loan. A straw showing of the wind in French finance is blowing, of a \$200,000,000 French Government two-year loan in 3 1/2 per cent bonds.

United States Coal. The production of anthracite coal in the United States in 1913 was 81,718,580 long tons.

Opportunity. (By Edmund Hill. This I beheld or dreamed it in a dream: There spread a cloud of dust along the plain.

Another Underneath the cloud, or in it raged A furious battle, and men yelled, and swords Shook upon swords and shields. A prince's banner Wavered, then staggered backward, hemmed by foes.

Testing Municipal Ownership. Edmonton is one of the thriving new cities of the Canadian Northwest which are testing Henry George's single tax theory under favorable conditions.

Emerging from the Cloud. The first half of the present calendar year, now closed, marked a period of business depression which happily

Power Group Prominent. There was no specific news to account for the return, but in this instance, as in most cases of late here, it is understood that for the first time the current fiscal year the company will show a falling away in sales compared with a like period in 1913.

Montreal Tramways. There was no cessation in the demand for Tramways Power, which gained over a point additional at 47 1/2.

Mexico's Indian Rulers. All the men who, in the last half-century, have shown any capacity to govern Mexico in any way, have been wholly of the indigenous race.

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Montreal Tramways. There was no cessation in the demand for Tramways Power, which gained over a point additional at 47 1/2.

Mexico's Indian Rulers. All the men who, in the last half-century, have shown any capacity to govern Mexico in any way, have been wholly of the indigenous race.

Anticipating the Big French Loan. A straw showing of the wind in French finance is blowing, of a \$200,000,000 French Government two-year loan in 3 1/2 per cent bonds.

United States Coal. The production of anthracite coal in the United States in 1913 was 81,718,580 long tons.

Opportunity. (By Edmund Hill. This I beheld or dreamed it in a dream: There spread a cloud of dust along the plain.

Another Underneath the cloud, or in it raged A furious battle, and men yelled, and swords Shook upon swords and shields. A prince's banner Wavered, then staggered backward, hemmed by foes.

Chief Cashier Knighted. The honor of a Knighthood has been bestowed upon Mr. John Gordon Nairn, Chief Cashier of the Bank of Montreal.

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Cement was Strong. Canada Cement common was the strongest as well as the most active feature of the local list, selling up to 3 1/2.

Power was Easier. Canada Cement common was the strongest as well as the most active feature of the local list, selling up to 3 1/2.

Wholesale Retirement of Not Issued on D.

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LOCOMOTIVES AND OTHER ROLLING STOCK WANTED BY LINES IN ALL SECTIONS

Coming Boom in General Business Across Line Indicated by Increased Orders for Steel in Pittsburgh District from Railroads, Car Builders and Farm Implement Makers.

Pittsburg, July 7.—The holiday combined with the month-end did not result in the expected falling off of new business last week, although it undoubtedly served to restrict the rate of improvement. The steel trade continued upon the third quarter of the year with more hopeful and greater confidence than it has ever since the beginning of the last three quarters...

Exceeded the Output.—This will mean about 3,950,000 tons on hand June 30. The May decrease was 278,908 tons, and the April drop 275,247 tons, the latter comparing with 272,618 tons in March.

New business June averaged 3,000 tons a day less than shipments, but in the closing 10 days it exceeded the output. Production was 5 per cent over the April or May rates in which months new business averaged 16,000, and 11,100 tons a day, respectively, below the tonnage sent out. The corporation will have reached an operating percentage of 55.

One of the items which confuse preliminary estimating of the July condition...

MARITIME PROVINCE SECURITIES

(Quotations furnished by J. C. Macklin, Cash and Co., Members Montreal Stock Exchange, Exchange Bldg., Halifax.)

Table of Maritime Province Securities with columns for company names and prices.

Quotations on Montreal Real Estate

(Quotations for to-day on Montreal real estate, the Stock Exchange of Canada, Inc. were as follows:—)

Table of Montreal Real Estate with columns for property names and prices.

RAILROAD OUTLAYS

Six years in States Amounted to Over Four Billion Dollars

AVERAGE EXPENSES

Of All Lines Each Year Amount to \$668,397,551.—Eastern Lines Have 90 Per Cent of Mileage.

Washington, D.C., July 7.—During the six fiscal years 1908 to 1913, inclusive, the steam railroads of the United States, of Class 1, invested in their road and equipment, cash to the amount of \$4,019,885,303.

Established Best Records.—June established the best records this year on car and rail orders. The car orders placed for 16,500 cars, bringing the 1914 first half total to 64,000.

Cash Investment.—This cash investment of the operating railroads of Class 1 in the eastern district (as defined by the commission) during the six years referred to was greater than the amount of capital securities issued by them during the same period...

From Sworn Reports.—That is, the cash actually expended by these railroads during the last six years upon their properties used in transportation amounts to more than one-fifth of the total capitalization of the close of the last fiscal year.

These figures are obtained through a compilation made by the Bureau of Railway Economics from the sworn reports of the railroads to the Interstate Commerce Commission...

UNION BANK POSSESSES TWO LONDON OFFICES

The Union Bank of Canada, which opened a branch office in London, England, some three years ago, found their business had grown to such an extent...

NOTES ON PUBLIC UTILITIES

COAL EARNINGS LARGE.—Directors of the Massachusetts Gas Company have set 23 per cent for the earnings of the fiscal year ended June 30, 1914...

Point on the Passaic River will be one of the largest steam generating plants ever constructed in the United States...

PURCHASE THE PROPERTY.—A consolidation of northern New York power companies has been authorized by the N.Y. State Public Service Commission...

MONEY FOR EXTENSIONS.—The Public Service Commission of the Second District has authorized the Syracuse Lighting Company to issue \$424,000 6 per cent ten-year bonds for extensions and improvements.

ORDERING NEW CARS.—Chicago traction lines are to order 225 new cars, for delivery the latter part of the year.

JUNE TRANSACTIONS DECREASES IN LAKE COMMERCE IN JUNE

Stock transactions on the New York Curb in June totalled 1,282,828 shares, while transactions in bonds aggregated \$1,409,700.

Trading in Standard Oil issues for the month totalled \$8,299 shares, following table gives the daily transactions in stocks and bonds, and the Standard Oil issues on the New York Curb for the month of June:—

Table showing June Transactions in Stocks, Bonds, and Shares.

LARGEST IN STATES.—The new generating station of the Public Service Corporation of New Jersey, to be constructed at Point-No-

BANK BUILDINGS IN CANADA

Branch of the Bank of Hamilton at Saskatoon, Sask.

PETROLEUM IN JAPAN

The British Commercial Attache at Yokohama (E. F. Crowe, C.M.G.), is quoted by the British Board of Trade Journal as reporting that the output of crude petroleum in Japan in 1913 amounted to 8,752,500 cases (of eight imperial gallons)...

Estimated from well informed circles to indicate that probably 25,000,000 packages of chewing gum are sold annually at a probable average of \$2 a package...

MCDONALD'S WAREHOUSE

A large warehouse is to be erected at Saskatoon by Mc Donald.

MEAT FROM MEXICO

Chewing gum in its finished state is a product of machinery almost exclusively; no hand touching it.

CHICLE IS COSTLY

Advertising and Modern Machinery Have Revolutionized the Methods and Quality of Product

New York, July 7.—Nothing is quite so conclusive as the power of advertising as chewing gum. With no other adequate explanation in sight than that of mental suggestion, due to clever advertising, the American people are chewing probably four or five times as much gum as they did a decade ago...

EQUIPMENT INDUSTRY IS SUBJECT TO SHARP CHANGES

Not Less Than 2 1/2 Billion Bundles Consumed Per Year

Locomotive Orders of One American Concern for Last Six Months was Only 24 Per Cent of Capacity

New York, July 6.—While precise figures necessarily cannot be known until inventories are completed, it is understood that American Locomotive in its year to June 30 earned 7 per cent dividend on its \$50,000,000 stock with a balance of between \$15,000 and \$200,000 to the good, or less than 1 per cent for the common.

It was made possible only by the fact that the company had on June 30 1913, a considerable volume of unfilled orders and that it booked very large orders during June, July and August of last year.

The entire year's dividend was earned in the first five months. There was no profit in the business after the first of December and the equipment management was concentrated upon the slowing down of operations to meet decreasing sales and holding in check of overhead expense so far as possible.

A Consistent Loser.—One thing which helped earnings last year was the fact that the company had abandoned the automobile business. This was a consistent loser and in the 1913 year cost the company between \$500,000 and \$600,000.

Two Big Firms.—Estimated from well informed circles to indicate that probably 25,000,000 packages of chewing gum are sold annually at a probable average of \$2 a package.

Chicle is not, however, smoked like rubber, but comes to this country in small yellow-gray biscuits.

It is not, however, smoked like rubber, but comes to this country in small yellow-gray biscuits.

CHANGING IN DINGS

Business is Generally Quiet, Advances Expected in Many Lines in Near Future

Heavy Chemicals Dull

Chemicals and Dyestuffs

TASTE FOR GUM ON INCREASE

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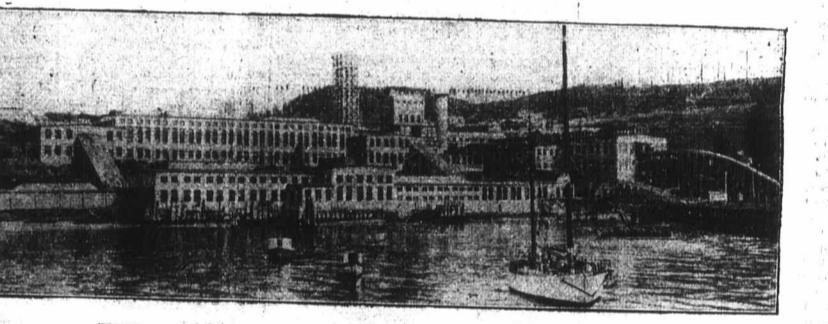
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THE PULP & PAPER Magazine of Canada

Edited by Roy Campbell, B.A., B.Sc.F.

The Leading Technical Trade Journal in the English-speaking Pulp and Paper World

THOROUGHLY COVERS THE MOST RAPIDLY EXPANDING INDUSTRY IN CANADA AT THE PRESENT TIME, viz.: THE PULP AND PAPER INDUSTRY. NEW PROCESSES, NEW MACHINERY AND INVENTIONS ARE EXHAUSTIVELY DESCRIBED. NEWS SUMMARIES OF THE ENGLISH AND UNITED STATES FIELDS FROM SPECIAL CORRESPONDENTS. REPORTS FROM THE LEADING PULP AND PAPER MARKETS OF THE WORLD

The Ideal Advertising Medium for Firms Desiring to do Business with Canadian Mills

Published semi-monthly by THE INDUSTRIAL & EDUCATIONAL PRESS, LIMITED 35-45 ST. ALEXANDER STREET, MONTREAL, CANADA

Table of Chemicals and Dyestuffs with columns for product names and prices.

CHANGES IN RAILROADS... Business is Generally Quiet... Lines in Near Future... HEAVY CHEMICALS DULL... Violent Changes...

THE PRODUCE MARKET

No improvement in demand for Dairy Products and Enquiry Over Cable... The enquiry over the cable continues exceedingly dull this week...

CHEMICALS AND DYE STUFFS

Table listing various chemicals and dye stuffs with prices. Includes items like Aniline, Camphor, and various acids.

DRUG JOBBING ORDERS

Advance in Opium was Feature of the Week... Primaries is Steady... GENERAL DRUGS FIRM

Herbs and Seeds are Bringing Forward a Good Jobbing Demand... The grain trade estimates that the government July crop report to-morrow will show an estimated yield of 640,000,000 bushels...

THE SILK MARKET

New York, July 7.—Yokohama cables yesterday reported a decline of 10 cents per bale, equivalent to 5 cents a pound in Japan raw silk...

THE HEMP MARKET

New York, July 7.—The hemp market continues inactive with quotations nominal. Cordage interests are doing practically no buying...

COMING CORN REPORT

Will Show July 4 Conditions to Compare with 86.9 Last Year, and 81.5 in 1912. Weather is Good... (Special to Journal of Commerce)

REFINED SUGAR MARKET

Refined sugar continued to quote extra grained sugar on a basis of 44.45 and there were no changes in the situation to note...

NEW YORK COFFEE

New York, July 7.—Coffee was strong to-day, despite easier cables. Receipts at primary ports were not as large as recently...

PLANT CLOTH DOWN

Philadelphia, July 7.—The plant of the Philadelphia Watch Case Co. at Riverside, N.J., has closed down until the end of the month...

News and Comment

High Cost of Living... Grocers Deplore Wastefulness and Plead for Extension of Gov't Regulations... CONDITIONS IMPROVING

THE COTTON MARKET

Government Weather Report was Favorable at Segaria, Eastern and Central Belts, Market Weaker... (Special to Journal of Commerce)

LIVERPOOL COTTON MARKET

Liverpool cotton range follows: July 1244 1244 1243 1243... (Special to Journal of Commerce)

COTTON OPINIONS

Shearson, Hammill & Co. selling is rather general and shows continuance of liquidation and inadequate support...

SCRAP METAL MARKET

There were no changes to note in the local range for scrap metals, and the situation remained unchanged and dull...

BREWERS' MATERIALS

Practically all advices received from the Pacific Coast reported steady prices in the primary markets, but also stated that business remains moderate in spot grades...

LONDON METAL CLOSE

Copper opened weak, now 100.00... Tin—Steady, Spot, 2145, un- changed, Futures, 2146 10s, un- changed... Lead—19 5/8...

THE GRAIN MARKETS

Crop is Ahead of Last Year, and is Showing up Well—Market Was Weak at Start, but Firmed Later... (Special Staff Correspondence)

CHICAGO GRAIN MARKET

(Special to Journal of Commerce) Chicago, July 7.—Wheat was lower to-day, cables showing a smaller advance than expected in view of yesterday's closing strength here...

FOREIGN GRAIN MARKETS

(Special to Journal of Commerce) Liverpool, July 6.—Wheat was high to-day, influenced by late weather in America and further news of favorable weather reports from Russia...

TORONTO LIVE STOCK

(Special Staff Correspondence) Toronto, July 7.—Receipts were 77 cars, 791 cattle, 298 calves, 1,590 hogs, 1,120 sheep and lambs...

LOCAL COFFEE MARKET

In the local coffee market prices continued firm, and business remained about nominal...

CHICAGO LIVE STOCK

(Special Staff Correspondence) Chicago, July 7.—Live hogs were higher to-day. Receipts estimated at ten thousand. Left over at yards two thousand four hundred...

LONDON COPPER METAL

London, July 7.—All producers quoted Electrolytic Copper at 26 1/2, or American equivalent of 13.90 cents. Demand continues good...

A Much Abused Word

CLASS... Writers, particularly of advertising, long for another word that they can use for the same impression, so they may avoid the stigma of bromidism or slang...

A QUEENLY TRADE READY FOR CANADA

She Will Not Reach Out and Secure the Market in Argentina—Energy Lacking... ESSENTIAL TO SUCCESS

Essentials for Success

An investigation of the local conditions likely to determine the success of Canadian exporters of drugs, chemicals, dyes, etc., would seem to show a great inability to compete in point of price and quality...

Attention to Packing

The question of packing requires attention. A Canadian manufacturer recently sent to Buenos Aires a supply of a prepared with metal screw caps...

Demand for Drugs and Chemicals

Argentine consumption of such drugs and chemicals as are or may be exported from Canada...

Aniline and Coal Tar

Dyes ... 191,526 \$ 184,692 Acetic Acid (diluted) ... 50,458 71,220 Calcium chloride ... 408,855 538,226 Caustic Potash ... 5,476 6,123 Phosphorus ... 2,073 5,678 Potash ... 846 17,877 Medicinal preparations ... 2,349,878 2,271,512 Vaseline products ... 45,827 47,280

CHICAGO LIVE STOCK

(Special Staff Correspondence) Chicago, July 7.—Live hogs were higher to-day. Receipts estimated at ten thousand. Left over at yards two thousand four hundred. Receipts at three points, 26,700.

LONDON COPPER METAL

London, July 7.—All producers quoted Electrolytic Copper at 26 1/2, or American equivalent of 13.90 cents. Demand continues good...

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Northern Assurance Co., Limited

Established 1836

THE SEVENTY-EIGHTH ANNUAL GENERAL MEETING of this Company was held within their house at Aberdeen on Wednesday, May 6th, 1914, when the Directors' Report was presented.

FIRE DEPARTMENT.

The PREMIUMS received last year amounted to \$6,300,185.

The LOSSES amounted to \$3,241,915 or 51.5 per cent. of the premiums. The general average of the experience of the Company from the beginning is now 57.3 per cent., or including its provision for losses on contracts of 58.1 per cent. EXPENSES OF MANAGEMENT (including commission to agents and charges of every kind) came to \$2,361,460, or 37.5 per cent. of the premiums.

FIRE REVENUE ACCOUNT.

Cr.	
Claims under policies paid and outstanding	\$3,241,915
Commission	941,450
Expenses of Management	2,361,460
Contributions to Fire Brigades	1,465,580
Transferred to Profit and Loss Account	14,450
Profit for the year	657,855
Interest	352,275
Total	\$1,010,480
Amount of Fire Insurance Fund at the end of the year:	
Reserve for unexpired risks being 50 per cent. of premium income for the year	\$3,150,000
Additional reserve	6,000,000
Total	\$9,150,000
TOTAL FUNDS OF THE COMPANY.	
Capital paid up	\$1,500,000
Fire Reserve and Unearned Premium Reserve	202,565
Life and Annuity Funds	9,150,000
Endowment and Capital Redemption Fund	545,945
Employers' Liability and Accident Fund	352,275
Total	\$40,945,945

HEAD OFFICE FOR CANADA, MONTREAL, QUE. NORTH WESTERN BRANCH, WINNIPEG, MAN. ROBERT W. TYRE, Manager. R. O. TAYLOR, Branch Manager.

AMAZING ARGENTINE, THE CANADA OF THE SOUTH

Southern Republic in Many Ways the Dominion's Chief Rival and With Problems of Same Nature to Solve

Canada's greatest rival as a producer of food stuffs is the Argentine Republic of the South. In some respects this country is surpassed Canada, notably in connection with cattle raising. In the matter of wheat production, the two countries are producing almost identically the same amount. The Argentine Republic, with its problems and possibilities, is an exact duplicate of Canada, and for this reason, a study of conditions of our counterpart of the south will prove interesting.

John Foster Fraser has just written an interesting and instructive book entitled "The Amazing Argentine: A New Land of Enterprise" in which he treats of the progress and possibilities confronting the seven million people who are being out a place for themselves among the nations of the world. The book is not full of dry statistics nor is it a mere recital of the historical development of the country, nor of its geographical ramifications. It is written by a trained observer, a man who has seen many lands, who is familiar with the social, economic and political problems of other countries, and who has brought to his study of the Argentine Republic a trained intellect and a sympathetic viewpoint.

A few quotations show something of the way the author views this amazing country. "South America is not the land of the future, it is the land of the past. No where in the world is the speculator, the investor, more busy than in Latin America." "British gold has flowed like water into South America." "The Argentine is a country of today more than of tomorrow because of its enormous liabilities of foreign countries are all incurred in a great gamble that will pay for their back with a goodly return." "The people promise in time that Buenos Ayres will overtake London." "They dislike the citizens of the United States because the Northern States to the North patronize them and they need nobody's help." "So in this rivaling Canada, Argentina and Australia in production, there is being blended a new people, keen, alert, successful, ostentatious, mean—a people that has a destiny and a future." "A man needs three times the salary in Buenos Ayres to live the same way he would live in London." "Money making and flamboyant display—these are the gods which are worshipped." "Imitation, pretence, showiness, and flaunting of wealth are everywhere." "Forty, as we understand it in Europe, does not exist in Argentine." "Life is taken lightly and speedily by this new nation." "It is all very wonderful, the confusion, the barbarism, the love of beauty, the display of dollars, the inflow of invested gold from the coming of the immigrant, the whirl of business, the big deals, the gambling, the making of fortunes and the losing of fortunes dazzle the mind."

The writer admits that the place Argentine holds in the world is due to the meat and wheat which she exports to other lands. "Only a small percentage of the area of the country has been placed under cultivation or opened up for grazing, but already the country is one of the greatest food producing nations in the world. The Republic possesses 20,000 miles of railroad in this respect being 10,000 miles behind the United States. The majority of the roads in the Republic have been built and financed by the British, who, by the way, have the great bulk of the business of the country in their hands. Each year an additional \$2,500,000 is being invested in railroads in the Republic, and according to the author, this will keep up until the country is covered with a

SELECTED FROM MANY SOURCES

Only Ten "Diehards" Supported Amendment to Reject Bill in Lords

Austen Chamberlain will run for Birmingham in his father's old seat.

Brownville, Tex., shipped the first bale new crop cotton.

New Brunswick and Prince Edward Island have been linked by a telephone cable.

One thousand wire baskets are to be distributed over Montreal as receptacles for old papers and other refuse.

George St. Clair Douglas, the British subject held by constitutionalist authorities at Zacatecas, was released.

An attempt will be made to fly from Duluth to Chicago in one day by Aviator Janna.

The hunger strike in the State prison at Trenton was ended when the keeper offered the strikers lamb chops for dinner.

Proposals to reform the House of Lords are to be made before the end of the present session of the Imperial Parliament.

Mayor McVeity, of Ottawa, urges the abolition of the Board of Control system, asserting that it is a "miscellaneous institution."

After a heroic struggle of nearly twenty years against a disease he knew was incurable, J. W. Nesbitt, K.C., of Hamilton, is dead.

New nickel French coins have been issued. They are of the denominations of five, ten and twenty-five centimes.

George Langueux, one of the best known French aviators, was killed yesterday while attempting a double loop in the air.

The Society of Public Welfare has awarded a gold medal to Miss Copen, formerly a servant in the same family for 60 years.

Mayor Stratton, of Reading, Pa., instructed the police to arrest all persons swearing on streets, each to pay \$7 cents a word.

A young colored woman was arrested last night by Detectives Boninger when he discovered her attempting to relieve him of his watch.

Lone Star Gas Co., of Texas, owned by John D. Rockefeller and associated as increased capital from \$3,500,000 to \$4,500,000.

More than 200 letters written by Lord Nelson to his wife will be sold in public auction. They cover the period from 1785 to 1800.

Vassil Delmege's alleged shortage in funds of the Merchants Bank is \$100,000, according to one of the couple acting for the bank.

Samuel Altshuler is shortly to be placed on trial in Vienna on the charge of "promoting" desertions in the Austro-Hungarian armies on behalf of the Russian Pacific Railway.

George McAldan, an unemployed sailor, struggled in the water for half an hour with a drowning man off the Montreal docks before help came to complete the rescue.

Glenn Curtiss, the builder of the airplane America, has successfully demonstrated that this machine can fly and keep an even keel with one of her lower planes dead.

The second death from buncion plague was reported in New Orleans. The public Health Service was advised and sent twelve expert rat catchers there.

The French army has equipped an armored train with ammunition cars and anti-air flying guns which were directed to any point along a railroad that it is the sea.

Nearly a carload of ethnological specimens of the arts and crafts of the hobogo tribe, of the Philippine Islands, have been received at the University Museum at Philadelphia.

Dr. Albert R. Pyne, Dominion analyst and a brother of Hon. R. A. Pyne, Minister of Education for Ontario, is dead. Dr. Pyne had been suffering for eighteen months from the effects of a paralytic stroke.

Two men were drowned last night when a crew of fifteen paddlers, practicing in a war canoe belonging to the Club Champlain, upset their craft near Pointe aux Trembles.

More than \$130,000,000 a year could be raised for construction and repair of highways if all vehicles were licensed under state laws on a basis proportionate to wear and tear done to roads.

Two Chinese sailors were brought to the central police station last night charged with desertion from the collector Hochberg, a master ship of the Storstad. Their successful escape would have cost the ship owners \$1,000 in confiscated guarantees.

During first four months of 1914, Goodyear Tire and Rubber Co. turned out 999,842 pneumatic tires for automobiles and motorcycles. In April the company reached highest mark, producing 186,491 automobile tires and 29,565 motorcycle tires.

Directors of Connecticut savings banks are neither responsible nor liable for money deposited, and if forced by treasurer, and bank commissioners sue directors, directors may recover cost of suit, according to decision in Windsor Locks Savings Bank case.

Beginning business Sept. 29, 1900 the existing Associated Press started with 112 members publishing daily newspapers in 285 cities and towns. In 13 years since 877 new members publishing in 434 cities and towns have been admitted. Present net membership is 101.

WHY BRITISH COLUMBIA DOES NOT WANT HINDUS

Objection to Men From India Only Phase of Object to Other Than White Immigrants of Any Nationality

Vancouver, July 7. (Special Staff Correspondence.)

From the viewpoint of a British Columbian the "Hindu question" as such, has no separate entity. It is merely a section of the portentous problem of Asiatic immigration which has been troubling and will continue to trouble all the white men's frontiers bordering the Pacific Ocean. The actual standpoint of the British Columbian in regard to Oriental immigration, the reason of his deep-rooted objection is imperfectly understood in the East, for the easterner is brought daily face to face with the circumstances and the potentialities of the problem.

Briefly stated, the whole problem resolves itself as follows. British Columbia is a new country, with vast undeveloped resources and capable of development into a wealthy country producing abundantly agricultural, dairying, ranching, lumber, mineral and fishery products. Our climate is the most equable in Canada, our winters being far less severe than in any other part of the Dominion, and we have vast tracts of land waiting for the settler who will inevitably follow and by the heels of transportation facilities. But also in this Western Province we have established a high standard of living, and it is an axiom that British Columbia owes to each man in return for his labor sufficient to enable him to maintain himself in a condition of self-respecting citizenship.

The majority of those who come to doors to the Asiatic, it would seem the economic death of the white worker, for the Oriental immigrant is willing and able to maintain himself under conditions that are impossible for the Aryan. Furthermore, in a few short years the tide of unrestricted immigration would submerge our present small population and this would cease to be a white man's country.

Briefly, we are faced with the question whether our country, which finds its highest exaltation under Anglo-Saxon ideals and British civilization, shall be maintained as a white country. Without any restrictive barrier would become increasingly difficult to continue to build up the country along the lines laid down in our national life.

The Asiatics and the White man are two distinct people, it is not a question of the relative merits of the two civilizations. The true test of the desirability of immigrants to such a country as this is whether the new-comers are capable of assimilation, and to this question there is only one answer so far as the Asiatics are concerned. In the Orient at our very door are eight hundred millions of people, a civilization is distinct from ours, and the least tremor of immigration from there would sweep us away. If unrestricted immigration had been allowed in the past, this province would undoubtedly have been swamped already.

Treaty restrictions with Japan have for the present reduced this section of the problem to a minimum, while the Chinese have made no attempt to override the stringent regulations governing their entry. With regard to the Hindus the case is different, for the Komagata Maru expedition was organized with a direct knowledge that the immigration authorities to deny them admission, and with the hope that it might be possible by forcing the matter before the courts to demonstrate that it is not at present legally possible to exclude them. Such a demonstrable result would undoubtedly be followed by the advent of thousands and thousands of Hindus, and this is the reason that the people of British Columbia so strongly discontinue the handling of the human freight of the Komagata Maru.

This is not a political question, it is a question of personal and vital import to the man in the street, who knows little and cares less for the

COLONIAL SECRETARY ASKED TO APPOINT THIRD MEMBER OF BRITISH COLUMBIA BETTER TERMS COMMISSION.

Lord Willoughby de Broke was able to obtain the support of only ten "diehards" for his amendment to reject the Home Rule amending bill on his second reading, which was carried in the House of Lords last night by 273 votes to 10.

Lord Lansdowne, Lord Halsbury, Lord Curzon and most of the Opposition voted with the Government for the bill in order to have the opportunity of amending it in committee. Nine speeches were delivered, and a fresh light was shed on the intentions of either side.

Lord Roberts, uttered a grave warning regarding the danger to army discipline through the coercion of Ulster. He declared that if the army was called upon to enforce the new Government, it would mean the utter destruction of the army.

The Marquis of Crewe failed to respond to Lord Curzon's challenge to the Government to declare how far they would be prepared to follow the lead of the Opposition by co-operating to transform the bill into a measure which would avert civil war.

The official Unionist amendments to the bill, handed in after the division, provide for the exclusion of Ulster to the Province of Ulster, the removal of the limit, and the substitution of the Secretary of State for the Lord Lieutenant as the authority to exclude or also for the laying of all orders-in-council before Parliament. These amendments were carried on Wednesday, and the amendments will probably reach the Commons a fortnight hence, when the final decision will be taken by the Government.

The Dublin correspondent of the Times states that there is less hope in Ireland than in England regarding the possibility of agreement on the basis of exclusion. Southern Unionists are not reconciled to exclusion, but if this is inevitable they want freedom from abuse on the part of the Nationalist power. This can only be effected by special safeguards which the Unionist members will try to secure in the amendments.

Right Hon. Lewis Harcourt, Colonial Secretary, will shortly be asked to select a third arbitrator to act on the British Columbia Terms Commission. The commission was established over a year ago, when Mr. Z. A. Lash, K.C., was appointed as representative of the Dominion Government, and Mr. E. V. Badwell, K.C., of the Provincial Government. These two were to select a third arbitrator, when the matter of the terms of the British Columbia as regards the subsidy paid that province by the Dominion Government has been revised to meet points raised by the Dominion, the Colonial Secretary will be asked to name the third member of the commission.

Halifax and Charlottetown, P.E.I., were linked up by long distance telephone last night, via a cable that stretched from across the Strait of Northumberland to the Government. The service was formally opened with a conversation between Sir Robert Borden, the Prime Minister, Sir Halifax, and Hon. Mr. Matlison, Premier of Prince Edward Island, in Charlottetown.

Emigration from the United Kingdom shows a decrease, but immigration was increased last year, according to returns announced yesterday. The outward passenger numbers are 1,500,000, or over 150,000 less than the previous year, but the inward passengers numbered 1,600,000, an increase of nearly 200,000.

Plans have been approved by the United States Treasury Department for the two new revenue cutters recently authorized by Congress. They will be steel, single-screw vessels, of twelve tons displacement, with a speed of twenty knots an hour. One will be sent to the Gulf of Mexico and the other to the coast of Maine.

NEW REVENUE CUTTER.

Two men were drowned last night when a crew of fifteen paddlers, practicing in a war canoe belonging to the Club Champlain, upset their craft near Pointe aux Trembles.

30 FEET IN SUEZ.

The Suez Canal Commission announced that from and after January 1, 1915, the maximum draught of vessels allowed to ships going through the Suez Canal, which is at present 29 feet, will be increased by one foot, thus making it 30 feet.

3,000 SACKS FROM SEATTLE.

A cargo of 3,000 sacks of corn arrived at Seattle from Japan last year. The Japanese propose to compete with the American farmer, and it is quite probable that the quality of the cereal is high and the price on a par with our own, that imports will grow to large proportions in time.

WHEN ANSWERING ADVERTISEMENTS PLEASE MENTION THE JOURNAL OF COMMERCE.

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HAPPENINGS IN SPORT WORLD

Royals Lost Third Game to Rochester in 10th Inning Yesterday

JOHNSONS AGAIN

Big Walter and Namesake Lose One Another-Quebec Lacrosse Players Want Their Back Pay.

Rochester made it three straight from Montreal yesterday when a pass to Schultz and a triple by Pipp in the fifth but lost their advantage in the ninth when McMillan and Williams hit safely, the former scoring on Spencer's sacrifice. The Royals landed a hard on Manning, the Hustler's new pitcher, that he was taken out in the third. Rochester used three pitchers altogether.

The Sisketers were beaten again by the Indians, so the standing at the foot of the League remains unaltered.

Baltimore trimmed the Greys yesterday and broke even on the series.

Poor fielding by the Leafs and heavy hitting by the Blues gave Buffalo yesterday's game 8 to 4.

Larry Doyle won the first game of the double-header with Philadelphia yesterday, in the 9th with a homer with two men on. The score was 4 to 2 in favor of the Phillies and none out in the ninth.

The Phillies won the second game by a timely hitting, four pitchers being used by the Giants.

After losing three straight to Brooklyn, Boston came back yesterday and took both ends of a double-header.

Coldwell pitched a much better game than Bender yesterday, but the Athletics won 2 to 0. The "Chief" was very lively giving six passes, of which the Highlanders failed to take advantage.

Walter Johnson and his Boston namesake opposed one another again yesterday in the first game of the double-header. The "Chief" was very lively giving six passes, of which the Highlanders failed to take advantage.

The members of the Quebec Lacrosse Club claim that they have not received their back pay and say that they will not play under the new management until this Saturday until the arrears are made up.

As early in the flat racing campaign as it is, J. B. Joel is so far in advance of other winning owners that he has already assured his place in England's leading winning owner of 1914. Princess Dorrie is his principal contributor, but he has a big hand of horses capable of winning in high-class company, and between them, it appears probable that his total win will amount to an imposing sum by the time the English season ends next November. M. E. Dursey is the only American figuring in the list of owners who had won \$8,000 or more up to June 6.

Ralph Britton, of Gnanogue, will make another attempt at the New York Canoe Club cup for sailing canoes. Leo Friede, who was the successful defender last year, will again oppose the Canadian.

BASEBALL RESULTS. INTERNATIONAL.

Rochester, 5; Montreal, 7.
Buffalo, 6; Toronto, 4.
Baltimore, 3; Providence, 4.
Newark, 6; Jersey City, 5.

NATIONAL.

New York, 6-2; Philadelphia, 4-7.
Boston, 3-1; Brooklyn, 1-0.

AMERICAN.

Washington, 1; Boston, 0.
Philadelphia, 2; New York, 0.

FEDERAL.

Pittsburg, 6; Buffalo, 5.
Brooklyn, 10; Baltimore, 5.
Kansas City, 4; Chicago, 1.

CANADIAN.

Toronto, 5; St. Thomas, 2.
London, 8; Windsor, 7.
Hamilton, 8; Toronto, 7.
Peterboro, 5; Erie, 1.

DIG UP OLD STORY.

New York, July 6.—A motion picture before Judge Hunt today in United States District Court for attorneys for the Navigation Company, White Star Line—The Titanic. They alleged the vessel was of faulty construction, and without sufficient number of lifeboats.

WEATHER: SHOWERS.

Vol. XXIX, No. 52

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THE MOLSONS BANK Incorporated 1885 Capital Paid Up - - - \$4,000,000 Reserve Fund - - - \$4,300,000 Head Office - MONTREAL 85 Branches in Canada. Agents in All Parts of the World. Savings Department at All Branches. LETTERS OF CREDIT TRAVELLERS' CHEQUES DRAFT AND ORDER ISSUED A General Banking Business Transacted MAKE ARMY EFFICIENT Generals Huerta and Pena Will Meet at Mexico City to Discuss Matter. (Special to Journal of Commerce.) (Washington, July 6.—Advices from Mexico City report that Huerta and General Pena will meet at that place to discuss means to put the Federal army on more efficient basis, so that it can carry on more aggressive operations. Huerta is believed to be anxious to bring about an alliance with Zapata to strengthen his forces. Huerta has received definite assurances as yet made no hostile move on American outposts. General Huerta, however, was on the alert to repel any attack.

NEGOTIATE FOR PEACE. New York, July 6.—It was announced today by Augustin Rodriguez, general representative of Huerta government, that a general amnesty will be granted for the actions of the government and Constitutionalists will be inaugurated here within a few days. A provisional president will be chosen and a general amnesty will be declared throughout Mexico, preliminary to passing of government to new administration. Senator Rodriguez expressed his belief that the Constitutionalists will send peace delegates.

MILLS CLOSING DOWN. Customary for Mills to Suspend at This Time of Year Due to Stock-taking—Demand Slow. (Special to Journal of Commerce.) New York, July 6.—A number of carpet mills in New York State have closed down, and in some quarters it is believed that the owners are attempting to bring down the price of carpet goods by closing their plants. Many small Philadelphia plants have been closed for the same reason. Demand for rugs and carpets has been slack for some time, but it is customary for mills to suspend temporarily at this time each year.

MEN LAID OFF. (Special Correspondence.) Montreal, July 6.—Orders have been issued and notices posted to the effect that owing to the falling off in the wool market the I.C.R. men will be put on short time for the present. This applies to the Montreal and Riviere-du-Loup shops and the work will be seven hours a day and five days a week.

STRIKE OF ABOUT 12,000 MEN EMPLOYED BY THE BRITISH ARSENAL AT WOOLWICH ARMS WORKS WHO DEMANDED REVOLUTIONARY WORKING CONDITIONS, ONLY LASTED A FEW HOURS.