

DRIED FRUITS AND NUTS.

The general trend of the market for imported fruits and nuts is toward higher prices as the result of uncertain shipments from the East. Only one shipload of currants is due to arrive in New York, and apart from this all sailings are indefinite. The foregoing steamer may or may not call of November but it is not expected before the end of November in any case, as it is not even known if she is actually afloat. This situation has naturally created a strong market on currants which are selling at 18½ cents to the jobbers to-day, which will mean 25c to the consumer in the end.

The first of the new Grenoble walnuts was shipped from France last week, and a few shipments of Cornes and Marbots are already en route, of which the earliest arrivals are due in New York about November 15. Brazils are very firm and advancing. Pecans are scarce and difficult to obtain on account of the embargo in the south, and the shortage in the crop. No new Pecans can be shipped until November 15. The new crop of Sicily filberts are now due, on which prices are firmly held. There is a good demand for peels which are gradually becoming depleted, which will doubtless lead to a higher basis of values in the near future. The tapioca mark is also firm and active.

All prices on dates have been withdrawn on account of the exceptionally heavy demand, and packers will not quote until orders already taken have been filled. The first cargo of bulk dates of the new crop is expected to arrive in New York about the 15th proximo, but prices for this delivery will not be named until the vessel actually docks. New figs are on the market and a meeting with a ready sale at steadily advancing prices.

Prices quoted by the wholesaler to the retail trade are actually lower in many lines than those quoted by the importer to-day. This fact forecasts the inevitable trend of the market during the coming season.

Current quotations follow:

Dried Fruits:	
Apples, choice winter, 50 lb. boxes	0.09½
Apricots	0.14
Peaches, choice	0.11
Candied Citron peel	0.23
Candied lemon peel	0.21
Candied orange peel	0.20
Currants, loose cleaned	0.17½
Currants, carton cleaned	0.18½
Dates, loose Hallowee	0.09½
Dates, Fards choicest	0.12½
Do., Carton, pkg.	0.09
Do., California bricks	0.09
Prunes, Santa Clara, 60-70's	0.09½
Raisins, 4 Crown	0.09½
Do., 3 Crown	0.08½
Do., Muscatels	0.09
Do., California seedless	0.12½
Nuts.	
Walnuts, Grenoble	0.16
Do., Marbot	0.18
Almonds, Farragona	0.18½
Filberts, Sicily	0.18½
Brazils, large, washed	0.22
Pecans	0.19
Almonds, shelled	0.38
Walnuts, shelled, Bordeaux fine split	0.38½
Chestnuts	0.19
Peanuts	0.10
Hickory nuts	0.09

CANADIAN GOVERNMENT RAILWAYS.

Change of Time Table—Transcontinental Division.

Effective Sunday next, October 29th, the following changes in train service on the Transcontinental Division Lines Quebec City and West will be made:

No. 3 Train, "The Western National" will leave Quebec at 4.30 P. M. Tuesday, Thursday, and Saturday arriving Cochrane at 4.10 P. M. on Wednesday, Friday and Sunday.

No. 4 Train, "The National Atlantic" will leave Cochrane 7.15 P. M. Monday, Wednesday, and Friday, due Quebec at 7.00 P. M. Tuesday, Thursday and Saturday.

"The National" train Nos. 9-10, between Toronto and Winnipeg will run on the same schedule as at present.

No. 1 Train, Local Express between Quebec, La Tuque, and Fitzpatrick will leave Quebec at 12.45 P. M. daily, except Sunday, arrive Hervey Junction at 3.50 P. M. leaves there at 4.00 P. M. due La Tuque, at 6.00 P. M. and Fitzpatrick 6.10 P. M.

No. 2 Train Local Express, daily, except Sunday, will leave Fitzpatrick, at 8.50 A. M. La Tuque at 9.00 A. M. arriving Hervey Junction at 10.55 A. M. leave there at 11.00 A. M. due Quebec at 2.00 P. M.

THE THREATENED C.P.R. STRIKE.

The Company's Statement of the Negotiations.

Mr. Grant Hall, vice-president and general manager of the western lines of the Canadian Pacific Railway company, has made the following statement to the press:

"On account of general interest in the whole subject, I have been asked several times to make a statement in connection with the settlement which was arrived at between the company and its employees on train service. In my previous statement I referred to the fact that demands were made on the company in 1913, that those demands were submitted to a board of conciliation in accordance with the law, that the award brought down by the board, while unsatisfactory in many respects, was accepted by the company but that it was rejected by the representatives of the employees, who said that it was wholly unacceptable to them, but that on account of the war having broken out in the meantime they did not wish to do anything which might embarrass transportation conditions while the Empire was at war, and therefore desired the matter left in abeyance.

"The matter was left in abeyance until some five weeks ago when the representatives of the men asked for a meeting, stating they had finally decided to reject the award brought down in 1914 and asked the company for a counter-proposition, but added that the only counter-proposition which would receive consideration would be one involving the acceptance of what they designated as 'the nine major points of the dispute.' While I felt that this was pretty drastic action, taking into consideration that the country was in a state of war and that we would be justified in holding out for the acceptance of the award of the board, and to try and prevent the possibility of trouble as such a time, I made, on behalf of the company, what I considered to be generous concessions. These were rejected and a strike vote was taken. After the strike vote was taken, negotiations were resumed and I offered further concessions. These also were rejected and a strike order issued to take effect Wednesday, October 25th, at 5 p. m.

"As I considered it my duty, I placed the facts taken, negotiations were resumed and I offered further with the representatives of the employees. The results of his attempted intervention are already known to the public.

Suggests Mediators.

"As the time for the proposed strike drew near, the prime minister of Canada telegraphed to the men and offered his services for a settlement, but was told that the proposed strike could not be postponed. The prime minister and minister of labor then sent a mediator to Winnipeg with a view to attempting to get the company's officers and the men together. First through this mediator and later directly I suggested to the men that the matters in dispute between us be submitted to a single arbitrator, his decision to be final and binding on both parties. I suggested the names of the prime minister of Canada, Sir Robert Borden, Sir Wilfrid Laurier; the chief justice of Canada, Sir Charles Fitzpatrick; and Mr. Ash Kennedy, vice-president of the Brotherhood of Locomotive Engineers. The offer was declined.

"The company was therefore face to face with the fact that unless the men's demands were met before 5 p. m. on Wednesday, October 25th, a strike would take place. I, therefore, entered into direct negotiations with the men and effected a settlement at noon yesterday. This, of course, involved further substantial concessions, involving the acceptance of principles for basing compensation, which I do not think are equitable. In reaching that decision I felt it better that the railway should be embarrassed rather than that the public should suffer by the threatened dislocation of the service. I was moved to take that view by the fact that the public was anxious about a reported shortage of fuel, by the fact that the unseasonable weather had delayed the crop movement, and by the still more important fact that Canada, as a portion of the British Empire, is engaged in a life and death struggle."

It is estimated that within the last 30 days rail transportation companies have placed orders for new cars and locomotives aggregating more than \$40,000,000. It is estimated also that there is a shortage in the United States of upward of 60,000 freight cars, notwithstanding that the roads are receiving a fair total of deliveries on orders placed months ago.

CUNARD LINE

Canadian Service

MONTREAL TO LONDON

(Via Falmouth.)

From London. From Montreal
Oct. 14th ASCANIA Oct. 31st
Nov. 2 AUSONIA Nov. 21
CABIN AND THIRD CLASS.

For information apply THE ROBERT REFORD Co., Limited, General Agents, 20 Hospital Street, Steerage Branch: 23 St. Sacrament Street, Montreal.

DONALDSON

GLASGOW PASSENGER-FREIGHT SERVICE.

From Glasgow From Montreal
Oct. 25 CASSANDRA Nov. 21
Nov. 4 Athenia Nov. 20

For information apply local Agents or THE ROBERT REFORD CO., Limited, General Agents, 20 Hospital Street, Montreal.

CANADIAN PACIFIC

GENERAL CHANGE IN TRAIN SCHEDULES

EFFECTIVE SUNDAY, OCTOBER 29th.

For Particulars Apply to Ticket Agents.

Ticket Offices: 141-145 St. James Street, Windsor Street, and Place Viger Stations.

CANADIAN NORTHERN RAILWAY.

Change of Time Saturday, October 28th, 1916.

Montreal, Ottawa, and Montfort Branch Service.
Canadian Northern announce the following changes in and addition to train service effective Saturday, October 28th, 1916.
Montreal, Joliette, and Ottawa:

3:45 P.M.—For Joliette, St. Jerome, Huberdeau, Lachute, Hawkesbury, Rockland, Ottawa and intermediate stations at present operating daily except Sunday will operate daily except Saturday and Sunday.

2:30 P.M.—For Joliette, St. Jerome, Huberdeau, Lachute, Hawkesbury, Rockland, Ottawa, and intermediate stations will operate Saturdays only commencing Saturday, October 28th.

Montfort Branch:
Connections with undermentioned Canadian Pacific trains have been arranged commencing Saturday, October 28th, Northbound on Saturdays and Southbound on Sundays as outlined below.

Northbound Saturdays Only:
Lv. Montreal, Place Viger Station, Saturdays only, 4.00 P.M.

Lv. Montfort Jct. 5.30 P.M. arrive Huberdeau 8.15 P.M.

Southbound Sundays Only:
Lv. Huberdeau 5.30 P.M., arrive Montfort Jct. 8.20 P.M., arrive Montreal, Place Viger Station 10.00 P.M.

Connections during other days of the week will be via C.N.R.

For all particulars apply to City Ticket Office, 230 St. James St., Montreal. Phone Main 6570.

PHILADELPHIA-SOUTH AMERICAN LINE.

With 6,600 tons of freight aboard and 500 more left on the wharf the Carolyn, the first ship of the Philadelphia-South American Steamship Corporation, sailed away last week for the southern continent. The Evelyn is to follow, sailing November 15th. A part of the cargo came from the Far West and much of it originated in Philadelphia or nearby Pennsylvania points.