

## STEAMSHIPS

## CUNARD LINE

CANADIAN SERVICE  
AND  
CHRISTMAS

## SAILINGS FROM HALIFAX.

FRANCONIA.....	November 30, after 1 a.m.
ORDUNA.....	December 14, after 1 a.m.
TRANSYLVANIA.....	December 21, after 1 a.m.
Minimum Passage Rates.	
	1st. 2nd. 3rd.
FRANCONIA .....	\$107.50 \$80.00 \$37.50
ORDUNA .....	100.00 57.50 36.25
TRANSYLVANIA.....	100.00 57.50 36.25

For information apply to  
THE ROBERT REFORM CO., LIMITED.  
General Agents, 20 Hospital Street. Steamer Branch,  
23 St. Catherine Street. Uptown Agency, 530 St. Cath-  
arine Street West.

## DONALDSON LINE

Sailing dates will be announced when arranged.  
For information, apply to

THE ROBERT REFORM CO., LIMITED.  
General Agents, 20 Hospital Street.  
Steamer Branch, 23 St. Catherine Street.  
Uptown Agency, 530 St. Catherine Street West.

## The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, December 1.—The steamer market continues exceedingly firm and a good general demand prevails for boats for December loading, the bulk of the orders being for trans-Atlantic carriers for cargoes of grain, cotton and general cargo.

Steamers are also wanted for the transportation of horses from Atlantic and Gulf ports to France, but suitable boats are very difficult to secure at the terms named by shippers.

Rates are decidedly strong in all trades. For sailing vessels the general demand continues light and but little is done from day to day in chartering.

Tonnage is fairly plentiful, and rates remain about as quoted for some time past.

Charters.—Grain—British steamer St. Kentigern, 30,000 quarters, from New York to the United Kingdom, France or Holland, at or about 6s. December.

Spanish steamer Cristoforo (previously), 13,000 quarters, from the Gulf to West Coast United Kingdom, 4½d., with options December.

British steamer Lanberia, 25,000 quarters, same, 5s. 2d., option Marseilles or Genoa 6s. 3d., or Naples 4½d. December.

British steamer (previously), 26,000 quarters, from the Gulf to London, 5s. 1½d., December-January.

Coal—Schooner Estelle Krieger, 1,047 tons, from Norfolk to Puerto Cabello, \$2.50 and port charges.

Miscellaneous—Russian steamer Algol, 1,370 tons (previously), trans-Atlantic trade, two round trips \$1,100, deliveries United Kingdom.

Greek steamer Anglikiki, 2,301 tons, same, six months \$1,800.

British steamer Bellagio, 2,531 tons, same, six months basis 5s. 6d., deliveries United Kingdom, via the Gulf and Mediterranean.

British steamer Ardoroch, 3,160 tons, same, six months basis about 7s. 3d., deliveries United Kingdom via United States and with British North American options.

British steamer Mobile, 1,145 tons (previously), from Charleston to Liverpool with cotton 55s. prompt.

Norwegian steamer Modem, 894 tons, from the Gulf to Scandinavian ports with general cargo, 35s., December.

British schooner Inga, 169 tons, from Bonaire to Mobile, with salt, p.l.

PACIFIC GREAT EASTERN  
HAS 6,000 MEN EMPLOYED

Vancouver, B.C., December 1.—Mr. J. W. Stewart, railway contractor and president of the Pacific Great Eastern railway, returned from an inspection of the company's work along the route to Prince George, says that all grading will probably be completed by the end of the year.

He added the interesting information that while the company was not ready to start work on its Peace River extension, that extension had been surveyed, and besides connecting with the Edmonton and Donkey railway, would probably be linked up with the C. N. R. by extensions which the latter company will build in northern Alberta.

The Pacific Great Eastern railway is at the present time employing about 5,000 men, Mr. Stewart said, and the men are working at various points along the right-of-way from Lillooet up towards Prince George. Mr. Stewart says that the construction of the company's line down Howe Sound to join the north shore branch at White Cliff depended upon the financial situation.

If the work could be financed this winter it might be started this winter, because it is the most difficult section of all and will require several months of arduous labor to complete.

## LACKAWANA EXTRA DIVIDEND

New York, December 1.—The directors of the Delaware, Lackawanna & Western Railroad Company have declared an extra dividend of 10 per cent, payable December 21 to stock of record December 4. The custom of the Lackawanna for some years past has been to declare the extra dividend before the Christmas holidays, and is almost considered as a regular payment. In 1913, 1912, 1911 and 1910 the extra 10 per cent. dividend was paid. In 1909 the regular dividend of 10 per cent. was paid, but in addition a 50 per cent. cash dividend and 15 per cent. stock dividend. In the years 1905 to 1908 20 per cent. was paid, and in the years 1895 to 1904 7 per cent. Since the organization of the Lackawanna in 1849 the company has paid 52 1/2 per cent. to its stockholders.

## SHIPPING NOTES

The Great Lakes marine insurance season closes with the beginning of December. The custom heretofore has been to grant a general extension of five days following November 30, but it is probable that this year the extension will be granted only to the very best types of vessels. The volume of business was considerably reduced this year compared with last year. The grain business was the largest of the various classes and results were satisfactory, but coal was unprofitable and likewise lumber.

The strike having come to an end, Liverpool is once more a port from which steamships depart. The White Star liner the Vaterland sailed yesterday for Portland and Halifax. This vessel will sail from Halifax on December 18th, a week later than the Red Star liner Zealand, chartered by the White Star Dominion Line, which will leave December 6th.

The seamen of South Wales are demanding and getting large increase in wages. The Union having taken advantage of the situation which has caused a great shortage in experienced hands.

The increases range from 20 to 60 per cent. Pay of ordinary seamen under the new scale will range from \$33 to \$50 a month. Before the war it was about \$27.

The Coastwise Dredging Company of Norfolk has been awarded the contract for dredging some portions of the harbor of Newport, R.I., so as to make it uniform at all points. The contract involves the removal of 14,000 cubic yards, at a cost of \$3.89 a cubic yard. Work will be started next spring.

The C. P. R. steamer Misababi, arrived at Liverpool at 6 a.m. yesterday. The Monmouth sailed from Montreal at noon Sunday. The Montfort docked at St. John Saturday afternoon. The Montreal arrived at Avonmouth Saturday morning.

It is announced in London that the Cunard Line and the White Star Line have decided to discontinue their calls at Queenstown, respectively Sundays and midweek, by their westbound steamers. As a consequence, all mail from Ireland, for the United States must be put on board at Liverpool.

The Booth Line steamer Javary, which was recently transferred to American registry by L. C. Gillespie & Son, of New York city, will be employed in the transatlantic trade by the new owners. The steamer will carry cargoes of wood and soya bean oil from Hankow to Puget Sound ports.

Authorities at Valparaiso, Chile, have refused to allow the American-Hawaiian liner Minneston to proceed from Punta Arenas to Iquique on the alleged ground that the vessel has 7,000 tons of coal aboard intended for delivery to German warships off the Chilean coast.

The Franconia, the Cunard of 18,000 tons, which is one of the big of great steamers with which the Cunard line is keeping up its Canadian connections during the war, sailed from Halifax at 10.30 yesterday morning for Liverpool. The Orduna of 15,000 tons will take the sailing on December 14th.

The seven steamers yet remaining in port are the Georgie, Glendine, Appenine, Manchester Spinner and Bengore Head. There are no more vessels on the way up the river and it is expected by the end of the week all steamers now in port will have cleared the St. Lawrence.

The Allan liner Hesperian will leave St. John on the return voyage to the other side on December 12th instead of December 8th, as advertised. This delay has been rendered necessary on account of the late sailing from Liverpool.

The Atlantic Transport liner Minnehaha, in New York from London, passed eight submarines in the Downs, but their nationality could not be discerned because they were all submerged, their periscopes only showing.

The Manchester Line S. S. Manchester Shipper, from Manchester, arrived at Montreal on Nov. 28th. The Manchester Line S. S. Manchester Shipper, sailed from Montreal on Nov. 28th, for Manchester.

GRAND TRUNK REDUCED FREIGHT  
RATE FOR STURGEON COAL MINES.

Edmonton, Alta., December 1.—The Sturgeon coal mines are now being extensively worked, but the freight rates to Edmonton have been somewhat of a drawback to their profitable operation.

Up to the present the rate has been 80 cents a ton, 40 cents of which goes to the E. D. & B. C., and the other 40 cents to the G. T. P.

The matter has been one which has occupied the attention of the board of trade for some time, and they have now been successful in inducing the G. T. P. to make a reduction of 10 cents a ton in their share of the rate, so that under the new schedule, just issued, the rate from the Sturgeon mines will be 70 cents a ton.

Owing to keen competition among those engaged in the coal business, prices have been brought down to a basis where the freight rate is a serious consideration to the mine owners, who are dependent on the railways for the delivery of their coal to the city.

MOST OF TRAFFIC ON FOUR  
ROUTES DEVELOPED BY CANAL

Washington, D.C., December 1.—More than 1,000,000 tons of cargo have been transported through the Panama Canal in the first three months of its operation, according to an official report received here today. At the present rate the canal will carry from six to seven times as much a year as the Panama Railroad did before the waterway was opened. The canal traffic already has amounted to 88 per cent. of all the railroad's traffic during the last two years. It is expected that the canal tonnage will show each month an increase over preceding months.

Eastbound traffic amounted to 521,080 tons and westward 467,591 tons, making a total of 1,000,071 tons. This was carried in 312 vessels, of which 110 were westbound and 102 eastbound.

More than 95 per cent. of this traffic was on the four great routes which developed soon after the canal was opened—the United States coastwise trade, the traffic between the Pacific coast of the United States and Europe, the trade of the west coast of South America, with the Atlantic seaboard of the United States and with Europe, and traffic from the Atlantic coast of the United States with the Far East.

PLENTY OF WORK EXISTS  
IN HARBOR OF ST. JOHN

St. John, N.B., December 1.—The unemployed problem has not been causing this city much anxiety. The recognition of its position as a national port, and the consequent harbor and other development resulting therefrom, have done much to relieve the labor situation here.

When it is considered that the monthly expenditures on the east and west side harbor works amount to about \$160,000, and that in addition to these works there have been other expenditures on public buildings and other public works amounting to about \$100,000 per month, a very good reason can be found for the present satisfactory situation here.

The above figures are entirely independent of the expenditures which have resulted from the development of St. John as a remount depot, which has been a fruitful source of income for carpenters and laborers. Hundreds of workmen have found employment in placing horse stalls in the remount stables.

In addition to these sources of income, there is the bridge construction that is being performed by the Street Railway.

While there is likely to be a slackening in some of these lines during the winter months, it is thought that the advent of the winter ocean steamers will compensate for any losses that may occur in this direction.

## CANADA STEAMSHIP LINES, LIMITED.

Location of steamers at 5.30 p.m., November 30th.

Canada—Arrived Montreal noon to-day, leaves to-night for Hamilton (to lay up).

Acadian—Leaves Fort William to-day for Goderich to lay up.

Hamiltonian—Down Colborne 2 p.m., for Montreal. Calgarian—Leaves Fort William to-day for Toledo.

D. A. Gordon—Arrived Colborne 2 p.m., (laid up.) Fordonian—Due River to load westbound.

Glendine—Leaves Fort William to-day for Colborne to lay up.

Dundee—Down Colborne 2.30 p.m., for Montreal. Dunelm—Fort William.

Donnacona—Due Prescott to load, comes Toronto to lay up.

Doric—Arrived Colborne 4 p.m., 29th (laid up). C. A. Jacques—Leaves Fort William to-day for Colborne to lay up.

Midland Queen—Fort William.

Sarnian—Down Soo, 2.35 a.m., for Port McNicoll to lay up.

J. H. Plummer—Up Colborne 3 p.m., for Cleveland. Neepaw—Due up Port Huron to-night.

Tagona—Out Dalhousie midnight last night for Montreal.

Kenora—Leaves Fort William to-day for Goderich. Bulk Freighters.

W. Grant Mordue—Due up Soo to-night.

Emperor—Arrived Port McNicoll 5 p.m., 29th, leaves to-night.

Midland Prince—Arrived Port McNicoll 9 p.m., 29th, leaves to-night.

Midland King—Up Soo 5.35 a.m.

Martian—Left Colborne 11.30 a.m., for Fort William.

Emperor Midland—Up Port Huron 8.25 a.m.

Stadacona—Arrived Buffalo 3.30 p.m., (laid up).

A. E. McKinstry—Left Cheticamp 7 a.m., 29th for Montreal.

Renoville—Leaves Fort William to-day for Port McNicoll.

Saskatoon—Leaves Fort William to-day for Colborne to lay up.

Mapleton—Fort William, goes Kingston to lay up.

## RAILWAY BRIDGE NEARS COMPLETION.

Weymouth, N.S., December 1.—The concrete work of the new railway bridge across the St. John's River at this point was completed by the contractors, Powers & Brewer, of St. John, on October 24, but the employees of the firm—about 130 in number—are still engaged on the job erecting some extra structures.

The firm commenced operations in May, so that on June 20 the first concrete was poured.

Twelve large piers and two abutments were erected during the five months and now the additional and unexpected work is near completion.

## PENNSYLVANIA EARNINGS.

Pennsylvania System—Lines east and west—October gross, \$30,948,988; decrease, \$4,712,760.

Net, \$8,622,163; decrease, \$461,880.

Ten months gross, \$299,920,727; decrease, \$28,685,575.

Net, \$59,530,924; decrease, \$2,582,240.

Pennsylvania Company—October gross, \$4,862,084; decrease, \$1,542,162.

Net, \$970,016; decrease, \$410,730.

Ten months gross, \$47,290,113; decrease, \$9,307,676.

Net, \$9,289,459; decrease, \$1,374,135.

## RAILROAD NOTES

Locomotive engineers and firemen in Illinois, through their legislative committee, will try to effect a change in the federal law and get their hours of service reduced from 16 to 10 a day. Also a limit in the number of cars per train, a uniform signal code, and the right to vote when away from home on election day.

All operating officials of the Baltimore & Ohio are to be sent on observation trips to the Pacific Coast and back for a comparison of methods and to learn what local business conditions are. They will go in parties of three or four and make a formal report to the management. One detachment has already gone.

At the meeting of the Central Freight Association it is proposed to raise the classification of sewer pipe lined with asbestos and impose an additional charge of \$1 per vehicle for automobiles and other vehicles to pay for their blocking on cars.

In anticipation of an active movement of ore traffic in the near future from the Connaut docks to the Pittsburgh district, the Bessemer & Lake Erie for the first time at this season of the year is keeping its operative forces and trackmen intact.

In the opinion of C. M. Candier, chairman of the Georgian railroad commission, valuation of the railroads of the United States now in progress will either prove the first step toward government ownership or result in an end of the litigation in its favor.

As a result of the Baltimore & Ohio adopting the unit system, a large part of the clerical force employed in the accounting department which was dispensed with when retrenchment became necessary will not be called back to service.

Delaware has quarantined against dogs being brought into the state in baggage or express service. It hits hunters and exhibitors, and is due to the prevalence of foot and mouth disease in various localities.

The Utah has acquired the Castle Valley, which runs from Morland to a point on the Denver & Rio Grande near Price. The transfer of the property will become effective January 1.

Henry D. Mirick, who died a few days ago in Washington, D.C., aged 71 years, was a pioneer railroad man, and in 1871 was general freight agent of the Katy.

The Santa Fe's de luxe train service between the East and the Pacific Coast will begin the first Tuesday in January, and continue through the winter months.

Improved and augmented train service will be put into effect by the Southern at an early date for the handling of Florida passenger traffic.

## CUT NO RAILWAY TIES.

Edmonton, Alta., December 1.—The cutting of railroad ties has given a great deal of profitable winter occupation in the Edmonton district, during recent years.

Reports to hand are that there will be no tie cutting in this district this winter, owing to the financial stringency.

At the same time there are needed for renewal on the many miles of western railroads already constructed, besides what will be needed for the extensions of the coming season.

## INSPECTED THE INTERCOLONIAL.

Ottawa, December 1.—Hon. Frank Cochrane, Minister of Railways, returned to the city to-day from his trip over the Intercolonial. He went as far as Halifax and inspected different works which will require appropriations in the estimates in the coming session of Parliament.

## NEW PIER OPEN DEC. 10.

St. John, N.B., December 1.—The council of the board of trade has fixed upon Thursday, Dec. 10, as the day for the formal opening of the new West Side pier.

It is expected that Hon. J. D. Hazen, Hon. Robert Rogers and Sir Thomas Shaughnessy will be present.

A banquet is to be one of the features of the opening.

## ANXIETY OVER VESSEL.

Sydney, N.S., December 1.—Anxiety is felt in marine circles here about the overdue steamer Sharon, which left this port November 9th, bound to Newport, Eng., with steel products. No word has been heard of the ship since sailing.

## RAILROADS

## CANADIAN PACIFIC

Sherbrooke  
\*8.25 a.m. 7.10 p.m. \*6.35 p.m.

Halifax and St. John  
\*6.45 p.m.  
Carries Dinner from Montreal.

Quebec  
19.00 a.m. \*1.30 p.m. \*11.30 p.m.  
Dinner on 1.30 p.m., open at 12.45 p.m.  
\*Daily. \*Daily, ex. Sunday.

TICKET OFFICES:  
141-143 St. James Street. Phone Main 4121  
Windsor Hotel, Place d'Armes and Windsor Street Station.

## GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY  
Montreal -- Toronto -- Chicago

INTERNATIONAL LIMITED.  
Canada's Train of Superior Service.

Leaves Montreal 9.40 a.m., arrives Toronto 4.30 p.m.  
Detroit 8.55 p.m., Chicago 8.00 a.m., daily.

IMPROVED NIGHT SERVICE.  
Leaves Montreal 11.00 p.m., arrives Toronto 7.30 a.m.  
Detroit 1.45 p.m., Chicago 8.40 p.m. Club Compartment Sleeping Car, Montreal to Toronto, daily.

CITY TICKET OFFICES:  
132 St. James St. cor. Francine Street  
Windsor Hotel, Place d'Armes and Windsor Street Station.  
—Phone Up 1111  
—Main 1211

NEWMAN ERB DENIES REPORT  
THAT HE HAS BEEN ELIMINATED

New York, December 1.—Newman Erb, president of the Denver and Salt Lake Railroad, on his return from Minneapolis, yesterday denied the reports from Denver that he had lost control of the Moffat Line, and that E. J. Frisco, of Boston, and George Gould were likely to succeed to his interest. The following statement was issued from Mr. Erb's office:

"The statements which have appeared in the press, coming from Denver, are ridiculously misleading. Certain interests who have sought to obtain a large or controlling interest in the property have been referred to Denver, who refused to consider it. There the matter rests. The property will be developed on the original lines as laid down by the people who became associated with Mr. Erb in the enterprise.

"The entire capital stock of the Denver & Salt Lake Railroad Company is deposited under a voting trust agreement which does not expire until May 1, 1918. It is controlled by seven trustees, of whom Newman Erb is one, and who designated three of the other trustees, whose successors he has the sole right to appoint. There can be no change in the management or control of the property except through the voting trustees. Newman Erb cannot if he would, and would not if he could, dispose of the control without the concurrence of the Denver interests.

"The Denver & Salt Lake Railroad is a purely Denver enterprise, whose people are largely interested directly and indirectly in the property, and no transfer of it could be considered which might be inimical to their interests."

## ADVANCE PASSENGER RATES.

Boston, Mass., December 1.—New Haven and Boston and Albany are filing tariffs corresponding to the Boston and Maine's, advancing regular passenger fare rate to a 2½ cents per mile basis.

## TESTING ELECTRIC LOCOMOTIVES.

Peterborough, Ont., December 1.—A by-law to authorize the conveyance of a lease by the city to the Canadian General Electric Company will be submitted to the ratepayers on the first Monday in January.

The lease concerns a piece of track that the city has secured from the G. T. R., and which is to be used by the G. G. E. for testing out electric locomotives.

ANOTHER LINK OF N. T. R.  
OPERATED BY GOVERNMENT

The Edmonton and Lewis Section Opened for Traffic November 23rd—A Tri-weekly Service for the Present.

On Monday, November 23rd, the Government Railways began operating another section of the National Transcontinental; that between Edmonton and Lewis a distance of 237 miles. For the present there will be a tri-monthly service, leaving Edmonton at 5.00 a.m. Monday, Wednesday and Friday, arriving at Lewis at 6.40 p.m. same day and leaving Lewis at 6.20 a.m. Tuesday, Thursday and Saturday, arriving at Edmonton at 8.10 same day.

Officials who have recently inspected this new section pronounced the road-bed in first-class condition, and the surrounding country with excellent opportunities for the lumberman, farmer and sportsman. The Lewis-Edmonton and Edmonton-Moncton divisions of the National Transportation have a total of 468 miles operated by the Government Railways.

## WINNIPEG ELECTRIC EARNINGS.

Heavy operating expenses are responsible for a drop in the net earnings during September of the Winnipeg Electric Company. An increase in expenditures receipts together with a decline in gross brings about a severe falling off in net profits in the fourth consecutive decline.

Up to the end of July net earnings were just ahead of last year's, but in August and September the contraction was very marked with the result that for the nine months of the current year profits are \$46,064 less than they were twelve months ago.

St. Louis and Pittsburgh Stock Exchanges re-open to-morrow.

Pennsylvania System for October shows net after taxes \$6,622,163; decrease, \$461,880.

## PHILIPPINE SELF-GOVERNMENT.

Washington, December 1.—President Wilson let it be known to-day that he hopes the Jones-Philippine Bill, granting the Islanders a larger measure of self-government, and the Alexander Ship Purchase Bill will be passed at the coming session of Congress.

He told his visitors these measures are an integral part of the administration's programme.

## PERSONALS

Mr. Cecil Porter is the guest of his brother-in-law, Mr. G. W. Sadler, who came home on Saturday morning a few days in New York.

The Premier, Sir Lomer Gouin, Hon. Walter Mitchell, Provincial Treasurer, and Hon. Jernigan, Provincial Secretary, were at the Governor's office yesterday. Delegations from different parts of the province were present.

Mr. A. McN. Shaw will leave via New York week to spend the winter in West India Islands.

The following prominent Montreals spent week-end in Ottawa at the Chateau Laurier: Paulin, Dr. G. S. Adams, W. A. Ritchie, F. C. G. G.

Mr. Herbert Tyle and family are staying at the Cartier.

Hon. J. D. Hazen,