

Freight Not Heavy From Canada

Officials of the Shipping Federation of Canada state that the movement of ocean freight from the port of Montreal is not heavy with the exception of wheat which is being shipped in large quantities to Greece. Various reasons are given for the situation but the principal one seems to be that Great Britain and European countries will not buy against the adverse exchange. Should the exchange rate change they are very ready to give Canadian manufacturers and producers of food stuffs, their orders.

On the question of oil burning vessels the Shipping Federation officials state that the movement in favor of oil burning has received a serious check. The great reason for changing from coal to oil was not the superiority of oil over coal,

but rather that it can be handled by fewer stokers. Labor conditions were uncertain and stokers received such high wages that steamship companies decided to install oil burning systems. With an oil burning system the amount of labor necessary to stoke a ship is very considerably lessened. In spite of the saving in costly labor the burning of oil has now become the most expensive of the two. Refineries have depleted stocks of oil following the war and are unable to keep up with the demand. In conformity with the laws of supply and demand the price has risen so that oil is no longer as cheap a fuel as coal.

Passenger traffic both ways is extremely heavy, in fact, most of the companies have passages booked for every trip of the season and are having to refuse passengers.

Bradstreet's Weekly Trade Report

Bradstreet's report on trade in Montreal during the week is as follows:

High prices and slow deliveries seem to prevail in all lines of wholesale trade. Manufacturing is curtailed by the lack of soft coal, which is such a big factor in the manufacturing industry. Some of our manufacturers have had to close

down altogether, while others predict that if the coal situation is not relieved shortly there will be little or no coal left to make gas for domestic purposes.

In the dry goods trade ladies' vests and underwear show a big advance in prices over spring purchases. Dealers in woolen goods state that increasing costs accompanied with smaller production will keep prices very firm, advices from the woolen centres in England and Scotland say that all the manufacturers over there are filled up with orders to their full capacity to the end of the present year; prices must rule high until the supplies overtake the enormous demand.

Manufacturers of both barbed wire and ornamental fencing have apparently taken more orders than they can conveniently fill, as supplies are unobtainable from first hands. The trade is looking for advanced prices in black and galvanized sheets. The paint and oil trade is active, manufacturers are finding great difficulty in securing raw material.

In the grocery trade refined sugars continue scarce although the refineries are working again to their full capacity, prices while not changed, remain very high. The molasses market is very firm in sympathy with the high prices of the raw sugar market. Some lines of cereal foods show an advance in prices.

The fruit trade is at a standstill, very little fruit or early vegetables coming into this market from the American side, but liberal supplies are expected to arrive in the near future before our Canadian products are ready to market.

Potatoes are still very high in price and very scarce. American buyers are always looking for car load lots. The hay market is quiet now that the cattle are out to grass.

The hide market has weakened considerably of late and prices show quite a falling off. The leather trade is quiet, prices rule easier. The rate on commercial telegrams will show quite an advance in a few days.

The first direct steamer sailing to Germany from this port for a number of years past, left this week for Hamburg with a full cargo of flour.

Weather conditions during the past week has been very beneficial to the crops, the heavy rains also putting out the forest fires. All hotel accommodation is taken up, the city is full of visitors, who are liberal retail buyers, and are assisting that department of trade very materially. Collections are good.

The output of Nova Scotia coal mines for the month of April was 52,174 tons. In steel outputs, the product from the open hearths in steel was 9,320 tons and the pig iron product 7,300 tons.

The Bank of Nova Scotia. DIVIDEND No. 202.

Notice is hereby given that a Dividend at the rate of four per cent on the paid-up Capital Stock of this Bank has been declared for the quarter ending June 30th next, and that the same will be payable on and after Friday, the second day of July next, at any of the offices of the Bank in Canada. The Stock Transfer Book will be closed from the 16th to the 30th, proximo, inclusive.

By order of the Board,
H. A. RICHARDSON,
General Manager.

Halifax, N.S., May 21st, 1920.

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Crane Company, Montreal	Large Industrial Building
Ames, Holden, McCready Limited, Montreal	Factory
Ames Holden Tire Company, Kitchener	Factory.
Childrens Memorial Hospital, Montreal	Hospital
Steel Company of Canada, Montreal	Nut & Bolt Works
Canadian Cottons Ltd., Cornwall	Weave Shed & W'house.
Canadian Cottons Limited, Milltown, N.B.	Weave Shed.
Canadian Cottons Limited, Marysville, N.B.	Dam.
Canada Amusement Company, Montreal	Lout Building.
Merchants Bank, Toronto	Bank Building.
Belding, Paul Corticelli Co., St. Johns, Que.	Factories.
Belding, Paul Corticelli Co., Montreal	Factory
Dougall Varnish Company, Montreal	Factory
Canadian Hart Accumulator Co., St. Johns, Que.	Factory Extension
Montreal Abattoirs Ltd., Montreal	Rendering Building
Henry Birks & Sons Limited, Halifax	Jewellery Store

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REGULAR SERVICES

MONTREAL-GLASGOW

July 3	Aug. 7	Sept. 11	Cassandra
July 17	Aug. 21	Sept. 25	Saturnia

MONTREAL-BRISTOL (Avonmouth)

July 6	Valencia
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N.Y.-GLASGOW (Via Moville)

July 3	July 31	Aug. 28	Columbia
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NEW YORK-LIVERPOOL

June 10	Vestris		
June 12	July 17	Aug. 14	*K. Aug. Vict.
June 26	July 24	Aug. 21	Caronia

N.Y.-PLY. CHER. & LONDON.

Sept. 18	Oct. 23	Nov. 27	Caronia
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N.Y. PLY. CHER. & LIVERPOOL

June 24	July 31	Sept. 4	Caronia
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N.Y.-PLYMOUTH, CHER. & SHAMPTON

June 23	July 28	Sept. 1	Royal George
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N.Y.-CHERBOURG, SOUTHAMPTON

June 19	July 17	Aug. 14	Imperator
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July 3	Mauretania
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July 31	Aug. 28	Sept. 25	Aquitania
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N.Y.-PATRAS, DUBROVNIK, TRIESTE

June 19	Pannonia
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N.Y.-DUBROVNIK & TRIESTE

June 8	Italia
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*Via Queenstown.

For rates of passage, freight and further particulars apply to local agents or

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