STEAMSHIPS

CANADIAN SERVICE 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. FRANCONIA \$107.50 \$60.00 57.50 TRANSYLVANIA. 100.00

57.50

For information apply to

THE ROBERT REFORD CO., LIMITED. General Agents, 20 Hospital Street. Steerage Branch, nt St., Urtown Agency, 530 St. Cath erine Street West.

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SAILINGS

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For particulars of rates and all further information Cape of Good Hope. apply to Local Agents, or the Allan Line, Uptown Passenger Office, 675 St. Catherine St. West.

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Twin-Screw From From Portland Halife S.S. Zeeland, 12,618 tons " 5 " 6 S.S. Vaderland, 12,018 tons " 12 " 13 Apply local agents for full particulars, or respeny's Office, 116 Notre Deme W., Montre

The Charter Market

good demand prevails for boats, especially in the weather, as the vessel is in an exposed position trans-Atlantic trades. Charterers are experiencing considerable difficulty in covering the December orders owing to the scarcity of available boats and the excessive prices demanded for some by owners. The bulk of the prevailing demand continues to come antic shippers, boats being wanted for grain cargoes from Atlantic and Gulf ports, for coteral cargo.

The demand for coal and lumber tonnage has fall-

In other trades, including the West India South derate, but owners and charterers are far apart in their ideas of rates. Rates are at the highest po ed since the start of the European war, and the indications are that they will go much higher before

In the sailing vessel market there is nothing of interest to be said and no change in the general con-Charters: Grain-Italian steamer Nitsa (previous

from New York or Philadelphia to picked ports, Un-

fediterranean 5s 3d, December.

British steamer Clydesdale, 25,000 quarters from iladelphia to picked ports United Kingdom, p.t.,

December.

British steamer Mohacsfield, 36,000 quarters oats, rom Philadelphia to London, Avonmouth or Glas-

sh steamer Cragoswald (previously), 25,000 as, from the Gulf to French Atlantic ports, 6s,

itish steamer Alton (previously), 21,000 quarters the Gulf to Spanish or French Mediterranean s, 4e 24, December, imber—Schooner Laura Pladt, 452 tons, from reston to New York \$5, fertilizer out \$2.25,

on to New York \$5, fertilizer out \$2.25.

Norwegian ateamer Modiva, 778 tone from
this to Segue, p.t., prompt.

er Malcoim Baxter, Jr., 1,479 tone from

Boston, 60 cents. British steamer Kenmore 2,429 ton trans-Atlantic trade 6 months basis 6s Britisi and re-delivery United Kingdom, to New

SHIPPING NOTES

A new high class passenger service bet York and Cuba will be inaugurated Dece

nglish ports in January to bring English exhibi ma-Pacific Exposition

The N. Y. American says Electric Boat Co. has \$10, are for Great Britain.

Charleston S.C. has been incorporated with a capital of \$100,000 and will operate steamships between Charleston, Norfolk and Baltimore.

the sale are private. The Shenandoah is the largest corps. wooden barge on the Coast, having a capacity o

Passengers arriving at New York on the Cunard liner Lusitania report that the British dreadnought \$24,514, a decrease of \$875 or 3.4 per cent from the Auadcious has been raised, and is now in drydock at Belfast. This report is generally current in Liver-

Word has been received here that the cargoes he German steamers Calabria and Wasgenwald. which have been at St. Thomas since the beginning of the war, have been transferred to neutral steam ers and forwarded to their destinations

The new Dutch motorship Hermes has just arrived Philadelphia. The vessel is owned by the Anglo Saxon Petroleum Company, Ltd., of London and was built by Palmer's Shipbuilding & Iron Company, Ltd The Hermes is about 350 feet long and has a dead weight carrying capacity of 5,000 tons.

Grain chartering rates on the Pacific Coast con 11th. tinue to advance, it being reported that owners sailing vessels are holding out for 36s 3d to 37s 6d with steam tonnage on an equally high basis. The last charters were the French ship Laennec for wheat at 32s 3d and the French barque Babin Chevaye for

Two steamers are now bound from Australia to New York and Boston by way of the Panama Can-al. The steamer Arrino left Sydney, N.S.W., November 13, while the Berwick Law was last reported at is several hundred miles shorter than by way of the

Hudson Navigation Co has brought suit in Supreme Court of the United States against Abel I. Culver and Edward F. Murphy, formerly president and vice-president respectively, and several ex-directors recover \$1,000,000 on charge that in 1908 and 1909 Murray was allowed to acquire without payment 10,-000 shares of company's stock

Calvin Austin, president and ancillary receiver of Eastern Steamship Corporation, filed detailed balance heet in Federal court. Assets include twenty-nine teamships, five lighters and two floats appraised at \$8,553,007; terminal property, \$1,570,812; intangible assets, \$3,908,292. Under head of liabilities receiver places common stock \$1,687,500; preferred stock, \$3, 000,000; mortgage gold bonds, \$5,700,000; first mortgage bonds in four steamship companies, \$2,517,600; ntangible assets" are "good will" of organization.

Reports received here by insurance companies inlicate that there is but little hope of saving the Albert, Australia, while on a voyage from New York port that the forward part of the vessel from the water line is destroyed, while there is eight feet of water in the after holds. It is feared that the vessel will break if floated and the New York, November 30.—A limited amount of discharge of the cargo into small steamers is recomchartering was done in the steamer market but a mended. This can only be accomplished in good

CHARACTER OF RAILROADER

Man." the Toronto Telegram says:-

unbroken chorus of admiration for the C. P. R. are sincerely sorry to see David McNicoll retire from the service of the railway he has served so long and faithfully.

Toronto was almost the starting point of David McNicoll's Canadian career. This city is still the home of men who remember David McNicoll before the C. P. R. took over the Toronto, Grey & Bruce and Credit Valley, and moved Mr. McNicoll into the old red brick building at the corner of Bay and Front

nings in Toronto and his retirement in Montreal is full of long and busy years. David McNicoli has well earned the ease that should follow toil, and carries into retirement the esteem he earned in an effort to ited Kingdom, 4s 9d, option French Atlantic 5s 3d, or prove himself a friend of the C. P. R., without being an enemy to the country.

railway man goes out of the service of the C. P. R. in the retirement of David McNicoll. David McNicoll loved his work. He attended to his business, and never allowed greatness or success to incredemands on the circumference of his hat-band

RAW SUGAR 4.01.

gars dropped off 3 points to 4.01 cents. of 5.10.

Sritish steamer Hannington Court, 8,217 tons, viously, from Savannah to Liverpool with cotte or about 80s, prompt.

British steamer Antinoe, 1,477 tons, same.

British Barque Hoit Hill, 2,269 tons, from The to New York, with chalk, p.t., prompt.

GERMAN VESSELS IN PORTS OF PORTUGAL ARE QUITE SAFE

Panama-Pacific Exposition.

N. Y. American says Electric Boat Co. has \$10, contract for submarines. It is said vessels of other belligerent countries in view of Articles 1, 2, 4 and 5 of the Sixth Hagie Convention.

The announcement of Fortigal on this subject clears

warring European nations, is being watched by a revenue cutter and a destroyer, in New York harbor, to prevent its salling.

Trans-Atlantic war risk rates advanced on the report that a German submarine had sunk two British \$37.50 steamers in the English Channel. The rate advanced to 1 p.c. from % of 1 p.c. as quoted during the week.

The Charlestor & York and to not one of the doubt concerning he status of German vessels which sought havens of arest in Portuguese ports at the outbreak of the war. It is understood that about 35 German steamers are anchored in Portuguese port that a German submarine had sunk two British steamers in the English Channel. The rate advanced to 1 p.c. from % of 1 p.c. as quoted during the week.

The Charlestor & York and to one of the announcement of Fortugal on this subject clears which sought havens of arest in so of German vessels to leave port or render themselves open to contain the status of German vessels to both the subject clears which sought havens of arest in source for the war. It is understood that about 35 German steamers are anchored in Portuguese ports at the outbreak of the war. It is understood that about 35 German steamers are anchored in the event of Fortugal on this subject clears which sought havens of arest in Portuguese ports at the outbreak of the war. It is understood that about 35 German steamers are anchored in Portuguese ports at the outbreak of the war. It is understood that about 35 German treates which sought havens of arest in Portuguese ports at the outbreak of the war. It is understood that about 35 German treates which sought havens of arest in Portuguese ports at the outbreak of the war. It is understood that about 35 German treates anchored in Portuguese ports at the outbreak of the war. It is understood that a doubt for a fine of the war. It is understood that a doubt for a fine of the war. It is understood that the outbreak of the war. It is understood that a doubt for a fine of the war. It is understood that the outbreak of the war. It is under

SIR WILLIAM GOES TO FRANCE.

Sir William and Lady Mackenzie have left Toron with the two children of the Countess de Lesseps er The Scully Navigation Company has sold the barge Shenandoah to Edgar F. Luckenbach. The terms of

DULUTH-SUPERIOR EARNINGS.

Passenger receipts of the Duluth-Superior Tracion Company for the week ended November 21 were earnings total \$1,150,798, an increase of \$36,007 or 3.2

BEWICK MOREING CO. TO

DEVELOP PORCUPINE CLAIMS. Toronto, November 30.—Hamilton B. Wills is the uthority that the Bewick Moreing Co. have decided o again enter the Porcupine camp. This company owns many claims in the camp but which is expected to save a minimum of \$268,000 in withdrew from actual development work about two years ago.

SIGNAL SERVICE. Department of Marine and Fisheries.

L'Islet, 40-Clear, west. Cape Salmon, 81-Cloudy, strong south west. Father Point, 157—Cloudy, west. Little Metis, 175-Clear, south west. Matane, 200-Clear, south west. Money Point, 537-Clear, west. Flat Point, 575—Cloudy, strong north west. Cape Race, 826—Cloudy, strong north west.

Quebec to Montreal. Longue Pointe, 5-Cloudy, west. Vercheres, 19-Cloudy, north west Sorel, 39—Cloudy, north east.

Three Rivers, 71—Cloudy, light north east. P. Citrouille, 84-Clear, north. St. Jean, 94-Clear, north. Grondines, 98-Cloudy, north. Portneuf, 108-Cloudy, north. St. Nicholas, 127-Cloudy, north. Bridge, 133-Cloudy, north Quebec, 139-Cloudy, north.

West of oMntreal. Cascades, 21—Cloudy, west. Eastward 12.30 a.m.

Freight Steamers.

Location of steamers at 5.30 p.m. November 28, 1914. Canadian-Due down Kingston to-night for Mont-Acadian-Fort William

Hamiltonian-Down Soo 8.45 p.m. 27th for Mor Calgarian-Arrived Fort William 7 a.m.

Fordonian-Welland loading westbound D. A. Gordon-Down Soo 8.45 p.m. 27th for Col

Glenellah-Arrived Fort William 7 p.m. 27th. Dundee-Down Soo 8.45 p.m. 27th for Montreal. Dunelm-Arrived Fort William 9 a.m. Donnacona-Montreal-goes Canal (comes Toron-

Doric-Down Port Huron 5.50 a.m. for Colborne. C. A. Jaques-Fort William-goes Colborne storag Midland Queen-Arrived Fort William 9 a.m. Sarnian-Leaves Fort William to-day for Por McNichol.

A. E. Ames-Up Kingston 6.30 a.m. for Toronto, J. H. Plummer-Hamilton loading westbound. Neepawah-Up Dalhousie 7 p.m. 27th for Clevelar Tagona-Down Port Huron 10.40 p.m. 27th. Kenora-Arrived Fort William 7 p.m. 27th

Bulk Freighters.
W. Grant Morden—Leaves Port McNichol to-mor ow for Fort William.

Midland King-Left Buffalo 1.30 a.m. for Fort Wil-

Emp. Midland-Left Buffalo 4 p.m. for Fort Wil--Down Soo 9.50 p.m. 27th for Buffalo

A. E. McKinstry—Cheticamp loading for Montreal Renvoyle—Arrived Fort William 9 p.m. 27th. Haddington-Kingston (laid up.)

Since the war commenced there has been between four and five hundred German merchantmen cap-tured by the Allies. In addition thousands of German boats are tied up at various docks throughout the world. This picture shows German boats tied up in New York Harbour.

Cadillac-Oswego (laid up.)

RAILROAD NOTES

After three months of idleness the shops of t Frisco Railroad, in Kansas City, Mo., have re-open with a full force of 480 men.

At a cost of \$85,000, the Buffalo, Ro burgh has installed a private telephone system cover ing all its lines and designed to facilitate operation.

Vales, have enlisted in the British army or navy si

new joint railroad terminal may be est tished in Chicago by the Baltimore & Oh Chicago Great Western, its location to outhwestern part of the city

en men are under arrest for attempting to de fraud the Baltimore & Ohio by spurious claims for damages to freight, and plotting to burn one of the ompany's freight cars containing furnitur.e

Farmers and business men in west Michigan hav

united in the organization of a company capitalized at \$1,000,000 to build the Muskegon, Saginaw Trans-

Michigan through territory lacking needed railroad Atchison Railroad has placed an order for 12,500on rails with Illinois Steel Co. and for 6,500 tons of tie plates with Rail Joint Co., the latter order wil

A Philadelphia dispatch says that the Lackawn Railroad has decided to operate all its trains between Hoboken and Buffalo by wireless, and to maintain the regular telegraph system only for use in emer-

Baltimore & Ohio has nearly completed its \$6 000,000 Magnolia cut-off in Allegheny mo operating expenses and greatly facilitate speed of freight movement.

Pennsylvania Railroad has refused to agree to ten porary suspension of proposed increases in passen ger rates until Pennsylvania Public Service Commission will have had time to pass upon justice of the changes effective December 15.

An examiner of the Interstate Commerce Commi on has held a hearing in the matter of the attemp of the Union Pacific to close the Ogden-Salt Lake gateway to through passenger traffic and which is always depended upon the earnings of th Red Star

The suit of the Pennsylvania and other roads to The suit of the Pennsylvania and other roads to though the American line is still operating its ships, prevent ejectment from water front property in Cleveand valued at \$20,000,000 having been lost in the time, and there is no likelihood of its resuming ser-United States Supreme Court, the city will now open vice in the immediate future. Even though it were to egotiations with these lines for terminal improve-

Notice has been given by railroads centering in Chicago that tunnel and lighterages charges, formermed by the carriers, must be paid the rail-Interstate Commerce Commission that such free ser- In view of events of the past three months, officials Canadian, 5.00 a.m. Dwyer.

12.30 a.m. Dwyer.

12.30 a.m. Dwyer.

13. vice should be abolished in order that the roads may of the company do not look for a recovery in P. Dalhousle, 298—Bastward vesterday 11.00 p.m. get a proper revenue. Taring heretofore filed and lugs for some time. overing this proposition are under suspension and arguments are to be heard by the commission in interest on its 4% per cent bonds fo which there are

> Short line roads in California have organized a peranent association to deal with their mutual interests in the matter of legislation pay for transporta- before foreclosure proceedings can be instituted tion of mails, and dealings with the Interstate Com- Therefore, the company has until April 1 to work out mission. D. M. McSwobe of the McCloud River, is some kind of a plan to meet the October 1 obligation president; L. G. Cannon, of the Nevada Northern, and will have six months from February 1 next to rice-president; D. L. Bliss, of the Lake Tahoe, second vice-president, and G. M. Oddie, of the Nevada Central, secretary. The intention is to make a contest for better pay for carrying the mails.

Pittsburg, November 30 .- A. W. Thompson, third vice-president of the Baltimore & Ohio, in an address before the Engineers' Club of Western Pennsylvania at Pittsburg, sketched the work the Baltimore & Ohio has done and its effect on the operations cut-off, the gigantic engineering work the company is about completing, in reducing its operations in of the road. He based his remarks on the Magnolia is about completing, in reducing its operations in

crossing the Allegheny Mountain Emperor—Due down Soo for Port McNichol.

Midland Prince—Left Fort William 8 p.m. 27th for building of two additional tracks for 11 miles, and is This engineering project, which the Baltimore & e of the biggest improvements of its kind undertaken by an American railroad. Outlining the plan involved in the improvement, Mr.

"The Magnolia cut-off primarily provides for additional tracks and facilities, which were absolutely eded in order to handle the present heavy business and provide for a reasonable increase. While certain ing to about \$268,000, the line was built chiefly to take care of a business that had already overtaxed the present facilities, as well as to provide for the

RAILROADS

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MAY NOT PAY FEBRUARY INTEREST ON MERCANTILE MARINE RONDS

se-Half of the Present Corporation is Out of Com-mission and Has Been for Some Little Time.

It is stated that the management of the International Mercantile Marine Company has decided that it will be impossible for the company to meet the per cent interest due February 1 next on its \$17,-882,000 International Navigation company first mort-gage 30-year sinking fund gold bonds. As this knowledge was available to some of the principal holders of the bonds, it was decided to form a protective committee to protect the interests of all bondholders. The International Mercantile Marine company has line and the American line to meet interest charges on the International Navigation company bonds. Although the American line is still operating its ships, re-establish operations to-morrow, it is stated that its earnings would not be sufficient to warrant payment of interest on navigation 5s due February 1 Earnings of the International Marine Company have been seriously interfered with as a result of the European war, there being but little passenger busines This is in response to the suggestion of the and the movement of freight is not up to normal

> On October 1 last the company deferred payment of \$52,744,000 outstanding out of a total authorized issue of \$75,000,000. The terms of the indenture securing the mortgages provide that the company be allowed six months on either of the above issues of bonds make a similar arrangement for the Navigation inter

It is understood that the two bondholders' com mittees and the stockholders' committee will co-oper ate with officials of the International Mercantile Ma rine Company in an effort to work out a plan of re adjustment of the company's affairs. It is stated that war in this connection.

To date no active steps have been taken by any of these committees looking toward such a readjust ment. No doubt they will endeavor to get togethe and formulate some campaign of action in the not distant future. First of all, however, it is stated, these committees must have these bonds and stock de-posited with them so that they will be in a position to act authoritatively as representatives of all of the which to accomplish this result.

C. P. R. STATEMENT SHOWS LARGE DECREASES.

the largest decrease in the history of the road. The gross earnings declined \$5,197,228, or 35.8 per cent. while the net showed a decerase of \$2,281,529, or 40 per cent.

This showing is in marked contrast to that for Sep tember when the decrease in net was only \$48,530, or 1.1 per cent., after a decline of \$1,402,943, or 11.5 per cent. in gross.

ent of earnings for October and the four months from July 1, is as follows:

Expenses 5,961,600 dec. 2,915,699-32.9 Net .. . \$ 3,321,328 dec. \$ 2,281,529-40.7 Gross \$40,436,804 dec. \$10,628,116-20.8 Four Months.

Net \$14,829,980 Dec. \$ 3,266,388—181.1 The excetionally slow movement of western grain probably the reason for the large decreases shown in Canadian railway earnings, and as the grain will moved shortly, better earnings are anticipated in

The following table gives gross and net earnings of the company by months for the calendar year:

\$1,100,174 January \$7,916,216 1,471,576 3,099,238 3,344,865 April 9,720,461 2,963,011 May 9,792,928 3,335,624 10,054,421 3,778,44 July 10,481,971 August 9,917,764 3,363,15 4.367.048 eptember 10,754,139

ainion Coal Company shipped to date from its veral mines 4,071,000 tons of coal, as 4,284,489 for the same period last year.

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dent which might easily have assuaspects, occurred early Sunday evensing of Chaboilles. Square and
When responding to a fire alarm, t eville Streets, was struck by an ea ar of the Notre Dame Street line on the en inspector Street and Chabolilez Square, an Dick Lambert, who was in command of the he gen, with Firemen Hamelin and Paube, were njured that it was found necessary to call moss from the Royal Victoria and General ds. Lieut. Lambert and Fireman Hamelin on to the General Hospital, while Fireman Fa oved to the Reyal Victoria Hospital. mac and Cherrier were also injured, but ance doctors said they were not injured necessitate their removal to hospital. The ken into the Chaboillez Square fire station the cuts and bruises they had sustained were f

Fireman Pauze, who was taken to the Roy toria Hospital, apeared to be the most serior jured of the ifre fighters. Besides having su its and bruises his right leg was badly ed and he may have to remain in the hosp Lieut. Lambert was able to lea ral Hospital last night, and go to his hom he physicians at the General Hospital had wor and cuts he had received, but Fireman Hame to remain in the hospital over night. He wa the recovery room of the outdoor departme he would be well enough this t was expected g to be removed to his home. Firemen Labrie, O'Brien and Berg were th

hose wagon crew who escaped man Labrie was the chauffeur of the wag was the only one who remained on the wagor the street car crashed into it. He was wedged the steering wheel and managed to hold on. ther seven men who were on the wagon either ed or were thrown when the car smashed into running board and ladders on the right side of the hose wagon were smashed as well arle of the rear wheels. The street car that the wagon was struck in turn by another ca was running close behind it. The motorman reet car stated that he did not hear the sy the hose wagon and it was right in front of hi fore he saw it, and he had no time to make a m ning into the firemen.

The fire fighters, when the accident occurred, esponding to an alarm from the box at the of Colborne and Wellington Streets for a small reak in the establishment of the Ottawa Bottlin non Street. Deputy Chief Mann and D Lussier hurried to the scene of the ac then they learned their presence was not require the fire, to see that the injured firemen were laster and taken to hospitals. Chief Tremblay the Royal Victoria and General Hospitals later tions, and also called on the injured fire fig who had been taken to their homes

STRUCK BY TRAMWAYS CAR.

avenue car at the corner of Papineau a and Demontigny street last evening, Emelio I eni, 31 years of age, an Italian, living at 187 St. ert street, was taken in an ambulance to the G al Hospital. The doctors found the man to be ing from a fracture of the right leg, injuri the back and to the head. His condition is consid critical. The victim is married and has several

MRS. MACKAY MARRIES AGAIN.

Mrs. Katherine Alexander Duer, formerly Clarences H. Mackay, wife of the President of Companies, has been married at Pari Mr. Joseph A. Blake, a noted New York surgeon Mrs. Blake was granted a divorce from Dr. Blak ted, Conn., last Friday, on the grounds of

Clarence H. Mackay and his wire, who was atherine A. Duer, of New York, were div Paris last February.

HALIFAX LUMBER GO. FORMED WITH A CAPITAL OF \$750.0

vember 30 - Another phase history of the Alfred Dickie Lumber areas in N Scotia is written in the formation of the Halifax Lu ber Company with a capital of \$750,000. This co any will take over the lands from the Royal B of Canada as a holding and leasing corporation. Some time ago a mortgage on these lands, gi W the Maritime Lumber Company to the Royal Ba as foreclosed and at the Sheriff's sale the prope of 300,000 acres was sold to the representative of oyal Bank. The figure then was \$400,000 but laim of the Royal Bank was about \$750,000. this was the price at which the lands w ided over at the sale, it is well known that

areas are worth quite double the capital of the co any. In the present financial conditions nothing c be done to turn the areas into cash, but there sum more than equal to the claim of the ba will be obtained. The areas are on the southern shore of Nova Sc a, east and west of Hallfax.

MASSACRE CHRISTIANS. thens, November 30.—A despatch from Mityles orts that Smyrna is crowded with Christian r sees who have fled there as a result of threats of war." Two Christians were killed at the Vi

sak on Saturday. The American cruis ssee is still at Chios. ROCK ISLAND SHOPS CLOSED.

ma, says the Rock Island shops are close are 1,500,000 persons in Belgium who are de ding for food upon soup kitchens.

FRED W. G. JOHNSON

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