

Financial And Commercial News And Notes

THE FINANCES OF GERMANY STRAINED TO BREAKING POINT

The Bourse is Idle and No Quotations Given in Papers.

THE INFLATION OF PAPER MONEY.

Hectic Glow of Which Press Hails as Sign of Prosperity, Only a Mark of Internal Disorder in the Body Politic.

(By Professor W. W. Swanson)
The economic and financial exhaustion of Germany will in the end be more to the war than anything else. That being so, it is of the utmost importance to get at the real facts bearing upon the economic situation in that country, even although these facts are derived from German sources.

The Berlin correspondent of the New York Annalist reports that at the beginning of December the German labor market is improving in tone. Labor, he says, is finding ready employment, and in some branches of industry, like coal mining and the iron trade, there are complaints of a scarcity of workmen. Some of the big iron companies of the west have recently been in business, which had been shut down when the war broke out.

It is probably true that work is fairly steady in the iron and steel and coal industries. An enormous number of men—at least 5,000,000—have been withdrawn from productive work and drafted into the army. There must be a fairly steady demand for iron and steel equipment to make good the destruction of property, especially to railroads, during the war; and coal mines will be busy supplying fuel to the railroads, and the factories directly concerned in turning out war materials. And yet there are hundreds of thousands of men out of work in the textile, cutlery, earthenware and building trades. The hectic glow which German journalists hail as a sign of health and prosperity is nothing more than the mark of internal disorder and fever in the body politic.

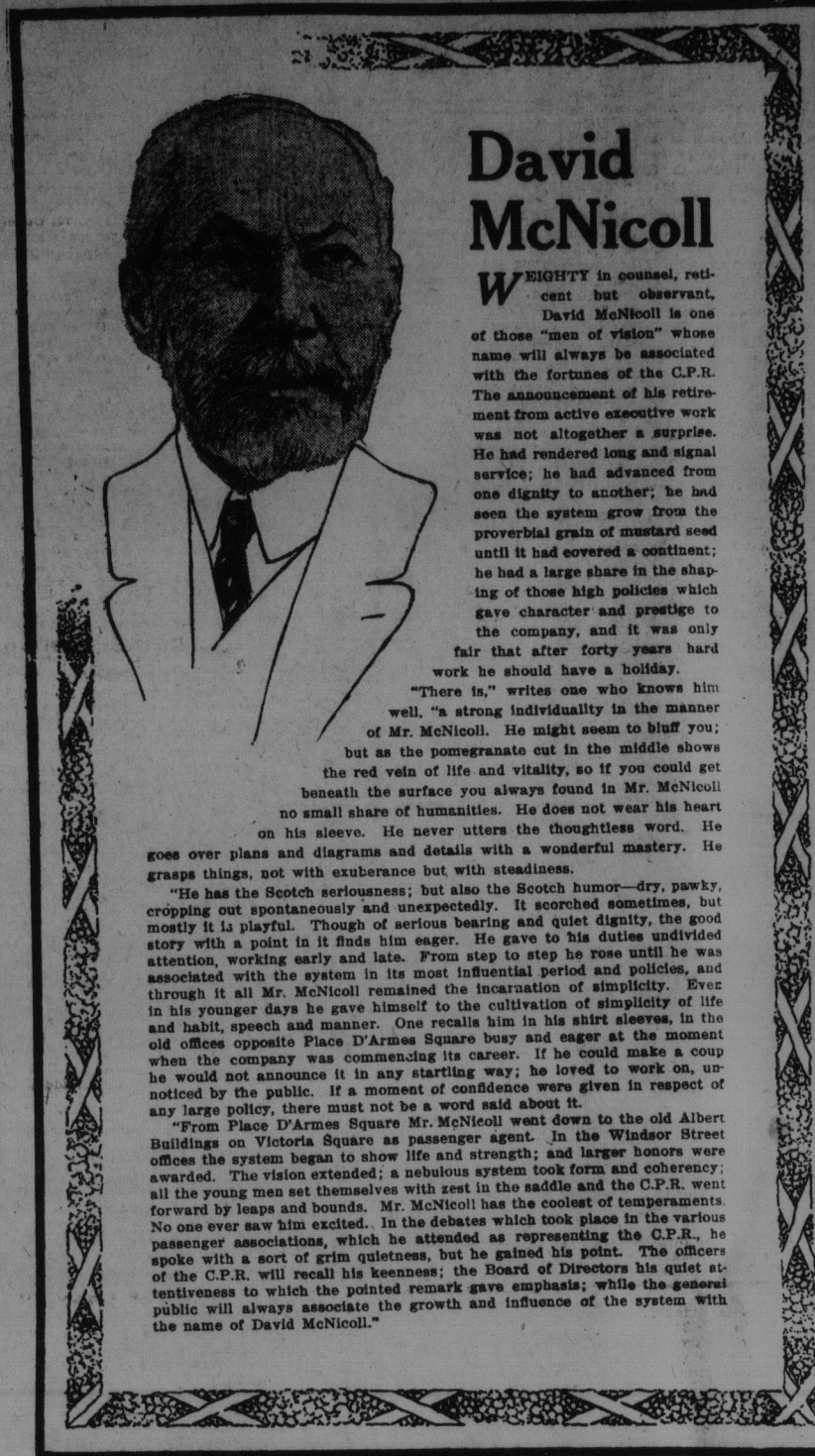
Rush war orders will temporarily employ a great number of workers, but the building and other trades that depend for their prosperity upon the normal demands of the people are practically paralyzed. This, of course, is especially true of those lines of business which rely upon the demands of the foreign market.

The German Stock Exchange meanwhile, and the members daily assemble in Berlin to do a little private trading and discuss the military situation. It is very difficult to get at the course of prices in Berlin, as the newspapers do not quote prices. But it is known that the Imperial Three Per Cent dropped to 65 in November, after the retreat of the German and Austrian forces from the Vistula. The minimum quotation for this government security was 75.50 for the year 1915. The price has somewhat recovered since the military situation in the East has grown better for Germany. But if the reverses of November can work such havoc with government securities, what will occur when the thunder of British and French guns is heard along the Rhine? The finances of Germany will collapse, and that for the reason that they are already strained to the breaking point.

An evidence of this is seen in the fact that both the Reichsbank and the Federal Council of the Empire have taken measures to prevent the selling of German Imperial Three Per Cent bonds. These bonds have been sent to Germany on English or French account. It has been charged that large packages of these bonds, bearing English and French stamps, are on deposit at the Rassenverein—the Stock Exchange Clearing House. The Reichsbank—the Imperial Bank of Germany—has announced that it will sever permanently its business relations with firms who deal in such transactions. The Federal Council of the Empire then issued an edict having the force of law, against dealing in Imperial or State bonds having an English stamp. It will be seen from this that the German Government and people are not any too sanguine as to the stability of prices of German Government securities.

The new German war loan will probably not be brought out until the Spring. In the meanwhile the Reichsbank is being called upon to meet the requirements of the government. German financiers estimate that the war is at present costing \$7,000,000 a day, as against \$14,000,000 a day during the period of mobilization. That means that Germany is making a direct expenditure on the war of at least \$200,000,000 per month, or \$2,400,000,000 a year. Add to that the reduction in the national income due to the almost complete stoppage of foreign trade, and it will be seen that the Fatherland cannot continue to stand up under this terrific strain.

The Reserves of the Reichsbank. The gold holdings reserves of the Bank of England, the Bank of France and the Imperial Bank of Germany were, on December 17, 1914, £72,414,000, 1,417,766,845 francs, and 2,018,931,000 marks respectively. Reduced to Canadian currency these sums are approximately: Bank of England \$262,070,000; Bank of France \$28,351,138; Reichsbank \$94,732,750. The figures are dependable for France and England, but it is questionable whether the Imperial Bank of Germany has accumulated such a huge reserve since the outbreak of war. Its gold reserve grows from week to week. German financiers explain this growth in part to the fact that the Reichsbank is paying out no gold for



David McNicoll

WRIGHTY in counsel, reticent but observant, David McNicoll is one of those "men of vision" whose name will always be associated with the fortunes of the C.P.R. The announcement of his retirement from active executive work was not altogether a surprise. He had rendered long and signal service; he had advanced from one dignity to another; he had seen the system grow from the proverbial grain of mustard seed until it had covered a continent; he had a large share in the shaping of those high policies which gave character and prestige to the company, and it was only fair that after forty years hard work he should have a holiday.

"There is," writes one who knows him well, "a strong individuality in the manner of Mr. McNicoll. He might seem to bluff you; but as the pomegranate cut in the middle shows the red vein of life and vitality, so if you could get beneath the surface you always found in Mr. McNicoll no small share of humanity. He does not wear his heart on his sleeve. He never utters the thoughtless word. He goes over plans and diagrams and details with a wonderful mastery. He grasps things, not with exuberance but with steadiness."

"He has the Scotch seriousness; but also the Scotch humor—dry, pawk, cropping out spontaneously and unexpectedly. It scorched sometimes, but mostly it is playful. Though of serious bearing and quiet dignity, the good story with a point in it finds him eager. He gave to his duties undivided attention, working early and late. From step to step he rose until he was associated with the system in its most influential period and policies, and through it all Mr. McNicoll remained the incarnation of simplicity. Even in his younger days he gave himself to the cultivation of simplicity of life and habit, speech and manner. One recalls him in his shirt sleeves, in the old offices opposite Place D'Armes Square busy and eager at the moment when the company was commencing its career. If he could make a coup he would not announce it in any startling way; he loved to work on, unnoticed by the public. If a moment of confidence were given in respect of any large policy, there must not be a word said about it."

"From Place D'Armes Square Mr. McNicoll went down to the old Albert Buildings on Victoria Square as passenger agent. In the Windsor Street offices the system began to show life and strength; and larger honors were awarded. The vision extended; a nebulous system took form and coherency; early, and for patriotic reasons paying forward by leaps and bounds. Mr. McNicoll has the coolest of temperaments. No one ever saw him excited. In the debates which took place in the various passenger associations, which he attended as representing the C.P.R., he spoke with a sort of grim quietness, but he gained his point. The officers of the C.P.R. will recall his keenness; the Board of Directors his quiet attentiveness to which the pointed remark gave emphasis; while the general public will always associate the growth and influence of the system with the name of David McNicoll."

World's Shipping News

CARAQUET SAILS

The steamer Caraqueet sailed yesterday morning for Halifax and the West Indies.

The bark Pestaloze which had been anchored with what will be carried out within the next two weeks, and it is expected that the month of January in the grain department, at least, will be one of the best months of the season.

The general exports are exceedingly large and practically all of the steamers that have sailed from Port of St. John since the opening of the trans-Atlantic season have carried out goodly sized cargoes.

PORT OF ST. JOHN.

Sailed Sunday, Jan. 3. Steamer Caraqueet, Smith, West Indies via Halifax, Wm. Thomson & Co. Bark Pestaloze, Wm. Thomson & Co.

DOMESTIC PORTS.

Halifax, Dec. 31.—Sld stmr Chaudiere, Demerara via West Indian ports.

BRITISH PORTS.

Liverpool, Jan. 2.—Arrd stmr Dominion, Philadelphia; 31st, stms Ausonia, Hossack, New York; 31st, stms Athena, Black, Baltimore and Newport News; 31st, stmr Orbia, Morris, St. John, N. B. Brow Head, Dec. 31.—Passed stmr Briardene, Faulkner, Parraboro, N. S., for Manchester.

FOREIGN PORTS.

Havre, Dec. 28.—Arrd stmr Morwen, Holmes, Sydney, C. B. Perth, Dec. 31.—Sld stmr Lucia Porter, St. John. Pensacola, Fla., Dec. 31.—Cld stmr Charlevoix, Cuban ports. Philadelphia, Dec. 31.—Arrd stmr West Point, London. New York, Dec. 31.—Cld barks Angie, Wald, Pensacola; Seth, Jr, Smith, Newport. Vineyard Haven, Dec. 31.—Arrd

BANK OF ENGLAND SHOWS UP STRONG

Statement for Last Week of Year Justifies Expectation of Reduction in Rate Early this Month.

New York, Dec. 31.—For the last week of the year the Bank of England's return may be described as one of remarkable strength. At 33.42 per cent, the proportion of reserve to liabilities shows a point on the week. It is, however, actually above the figure of four of the past ten years in the last week of December, and the average for that period was only 33.97 per cent.

Of course all signs fall in the present unprecedented world situation and comparisons are more than usually deceptive. But the steady return to normal is highly significant and encouraging.

The heavy transfer of public deposits to private deposits is usual at the end of the year, representing preparations for dividend disbursements, and probably some window dressing although that was mostly arranged for in the previous week. The net increase in loans is surprisingly small for the time of year, being under £3,000,000 making an indifferent comparison with the net gain in deposits, but one of small consequence.

The reserve shows the usual seasonal decline and a loss of £800,000 is by no means excessive at this time in normal years.

The loss of £855,000 in bullion is worth attention, especially if it indicates that the bank feels it can safely release gold for France, India or the Colonies.

Taken all round, this is so encouraging that a reduction in the bank rate is to be expected early in January, unless the war situation develops an unexpectedly disturbing phase. A reduction would be especially significant now, as the new figure would represent a real working rate and would indicate a useful and necessary control of the money market at a time when such control would have the highest significance in international credits.

BUSINESS SLOW IN NEW YORK MARKET

New York, Jan. 2.—Record breaking dullness attended the opening of the New Year on the Stock Exchange. In the course of today's two hour session only 23,000 shares were traded in, some of the prominent issues failing to appear at all. The undertone of leading stocks was barely steady, after opening with general declines.

The only notable changes were in some of the inactive specialties, Sears Roebuck gaining five points, and a six point loss for New York Air Brake. Shares of several of the automobile companies added to recent gains, while the Gould stocks showed more or less loss.

Completion of the details connected with the \$15,000,000 loan by local banking interests to Argentina was included in the small budget of general news, and rumors of further loans to establish credits at this center for some of the European governments were revived.

Comment regarding the outlook in London, where market operations of a restricted character are to be renewed next Monday, was somewhat chilled by the latest disaster to the British navy. London bankers, according to private cables, were arranging for the purchase of 250,000,000 francs five per cent. French treasury bills.

These same advices suggested payments by Russia to Paris. Local news included full time resumption of operations at the shops of the Southern Pacific and Northern Pacific railroads, and more November railway returns, the Penna Road showing a net loss of about \$180,000 for the year, and the cash increase being comparatively nominal, with a \$3,000,000 decrease of reserves.

Today's bond market was no less negligible than that for stocks. Total sales, per value, \$551,000.

For the week United States government and Panama bonds gained from one-eighth to one per cent. on call.

WHEAT PRICES RULED HIGHER

Chicago, Jan. 2.—Wheat swept rapidly higher today, the market being

CHICAGO GRAIN AND PRODUCE

Chicago, Jan. 2.—WHEAT—No. 2 red, 1.27 3/8 @ 1.29; No. 2 hard, 1.27 5/8 @ 1.29 1/2. CORN—No. 2 yellow, 69 3/4; No. 3 yellow, 68 3/4. OATS—No. 3 white, 49 3/4 @ 50 1/2; standard, 51. RYE—No. 2, 1.13. BARLEY, 63 @ 75. TIMOTHY, 6.00, 7.50. CLOVER, 12.50 @ 15.00. PORK, 17.00; lard, 10.55; ribs, 9.62 @ 10.25.

NEW YORK COTTON MARKET PRICES

	High	Low	Close
Jan. 1	7.75	7.75	7.78
March	7.95	7.85	7.93
May	8.15	8.00	8.12
July	8.35	8.20	8.31
Dec.	7.60	7.50	7.65



Prudence in Banking

He is a prudent man who saves his money; he adds wisdom to prudence in seeking a safe bank in which to deposit it.

The Bank of Nova Scotia

has been established 83 years, has accumulated a Reserve Fund nearly double its Capital and carries ample cash reserves at all times. You are invited to become a depositor.

PAID-UP CAPITAL \$ 8,000,000
RESERVE FUND 11,000,000
TOTAL ASSETS 80,000,000

ST. JOHN BRANCHES
Main Office, 119 Prince William
23 Charlotte St.; 363 Main St.;
Highmarket Square, C. B. Hill and
Paradise Row, Fairville; 100 Uni-

bars of offers and responding very freely to purchase orders, which were affected to some extent by demand from domestic millers. The millers appeared to have finally concluded not to wait any longer for a lessening of export call. Unfavorable weather in Argentina counted further against the bear and so, too, did predictions of light world shipments. After opening 1-8 to 1-2 higher, the market rose in some cases 1-2 above the previous close.

STEAMSHIPS.

New Zealand Shipping Co. Limited.
Montreal and St. John to Australia and New Zealand.

Proposed Sailings: From St. John, N. B.
S. S. RUAPAHU, Jan. 20.

Loading direct for Melbourne wharf, Sydney, Auckland, Wellington, Lyttelton and Dunedin.

Cargo accepted for all other Australian ports subject to transshipments. For rates of freight and all other particulars apply to J. T. KNIGHT & CO., Market Square. Agents, St. John, N. B.

W. M. THOMSON & CO.
Agents, St. John, N. B.

Fortnightly Sailings
Twin-Screw Mail Steamers
ST. JOHN (N.B.) and
HALIFAX (N.S.)
Sails
West Indies
Excellent Accommodation
for 1st, 2nd and 3rd Class
Passengers.
Special Facilities for Tourists.
Next Sailing from St. John
S. S. Chaleur
January 17th
For Information, Rates, etc., apply to the Agents of the nearest Steamship Company or to W. M. THOMSON & CO., 49 CANTERBURY ST., ST. JOHN, N. B.

It is not a bit too early to book your order for

January 1st Re-Investment

Not for many years have investors had such an opportunity for profitable re-investment as is presented this year.

Your copy of our list of high grade Municipal Debentures and Public Utility Bonds will be sent to you just as soon as you drop us a card requesting it.

Eastern Securities Co. LIMITED

Investment Bankers
98 PRINCE WILLIAM ST., ST. JOHN, N. B.
MONTEAL, QUE. HALIFAX, N. S.

LONDON GUARANTEE AND ACCIDENT CO.,

ACCIDENT AND SICKNESS, NEWEST FORMS.
GUARANTEE BONDS. RATES MODERATE.
CHAS. A. MACDONALD,
Solicitor, 49 Canterbury St., Phone Main 1536

Queen Insurance Company.

Agents Wanted.
C. E. L. JARVIS & SONS 74 Prince William St.

THOMAS BELL & CO., St. John, N. B.

PUGSLEY BUILDING, 48 PRINCESS STREET
Lumber and General Brokers
SPRUCE, HEMLOCK, BIRCH, SOUTHERN PINE, OAK, CYPRESS,
SPRUCE PILING AND CREOSOTED PILING.

STEAMSHIP

EASTERN STEAMSHIP CO.
INTERNATIONAL LINE
REDUCED FARES.

Schedule in Effect November
St. John to Boston
St. John to Portland
Leaves St. John Thursdays at 10 a. m. for Lubec, Eastport, Portland and Boston.

Returning leaves Central Wharf, Boston, nine times a month for Portland, Eastport, Lubec and St. John.

Maine Steamship Line

Reduced Fare to New York
OCTOBER 1st TO APRIL 30th
Passenger Steamship, North Land leaves Portland for New York at 8:00 P. M. November 24 and 25, December 3, 12, 17, 22, 28 and 31. Freight service three times a week.
City Ticket Office, 47 King Street
L. R. THOMPSON, T. F. and P. A.
A. E. FLEMING, Agent, St. John, N. B.
C. B. KINGSTON, Com. Agt., Eastport, Me.

ELDER-DEMPSTER LINE

South African Service,
S. S. "KIVARRA," sailing from St. John about January 25th for Cape Town, Port Elizabeth, East London, Durban and Delagoa Bay. Cold storage accommodation on each vessel. Accommodation for a few cabin passengers. For freight and passenger rates and full particulars, apply to

J. T. KNIGHT & CO., Agents, St. John, N. B.

DONALDSON LINE

GLASGOW-ST. JOHN SERVICE.
From Glasgow To St. John
Dec. 12 S.S. "Torr Head" Dec. 31
Dec. 19 S.S. "Cobalta" Jan. 15
Jan. 11 S.S. "Parthenia" Jan. 26
(Subject to change.)
Freight Rates on application.

The Robert Reford Co., Ltd.
AGENTS, ST. JOHN, N. B.

MANCHESTER LINE

From St. John To Manchester
Nov. 14 Man. Citizen Dec. 11
Nov. 21 Man. Miller Dec. 7
Nov. 28 Man. Corporation Dec. 25
Dec. 5 Man. Merchant Dec. 31
Dec. 12 Man. Splinter Jan. 8
Dec. 19 Man. Exchange Jan. 4
Dec. 26 Man. Shipper Jan. 22
*Steamers return to Manchester via Philadelphia.

WILLIAM THOMSON & CO.
Agents, St. John, N. B.

FURNESS LINE

From London To St. John
Dec. 15 Graciana Jan. 5
Dec. 20 Start Point Jan. 12
Jan. 8 Samarra Jan. 24

WILLIAM THOMSON & CO.
Agents, St. John, N. B.

THE MARITIME STEAMSHIP CO. (LIMITED).

Until further notice the S. S. Connors Bros. will run as follows:—
Leave St. John, N. B., Thorne Wharf and Warehouse Co. on Saturday, 7:30 a.m. for St. Andrews, calling at Dipper Harbor, Beaver Harbor, Black's Harbor, Back Bay or Letete, Deer Island, Red Store, St. George, returning leave St. Andrews Tuesday for St. John, calling at Letete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor, tide and weather permitting.

AGENT—Thorne Wharf and Warehouse Co., St. John, N. B.
Thorne Wharf manager, Lewis Connors, Black's Harbor, N. B.
This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the Steamer.

RAILWAYS.

CANADIAN PACIFIC

Temporary Reduction Passenger Train Service WINTER 1915.

Discontinuance Sunday Service
After January 3rd train No. 15 leaves Halifax daily except Sunday, St. John 5:45 p. m., due Montreal 8:30 following morning.
After January 2nd No. 16 leaves Montreal 6:35 p. m. daily except Saturday, due St. John 11:40 a. m. and Halifax 10:00 p. m. following day.

W. B. HOWARD, D. P. A., C. P. R.,
St. John, N. B.

CANADIAN GOVERNMENT RAILWAY INTERCOLONIAL DIRECT EDWARD ISLAND BY

CHANE OF TIME January 10, 1915

January 10, 1915
OCEAN LIMITED
Will be discontinued.
MARITIME EXPRESS.
Daily, Halifax and Montreal.
THROUGH SLEEPING CAR to Montreal, Daily from St. John, No. 134, 6:35 p. m.

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Auditor and Liquidator
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