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FRANCONIA......November 30, after ORDUNA......December 14, after 1 a.m.
TRANSYLVANIA...December 21, after 1 a.m. Minimum Passage Rates.

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S.S. Arabic, 15,800 tons Dec. 1 Dec. 3 S.S. Vaderland, 12,018 tons " 12 " 13 Apply local agents for full particulars, or mpany's Office, 118 Notre Dame W. Mont

******************* The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, November 23.-A moderate busines was done in steamer chartering, almost all of which cipally for grain and general cargo, but there is on it. also an increasing demand for long voyage carriers business of various kinds. Prompt boats charges. of all sizes are in very limited supply and offer He said: "This demonstrates the soundness of the anding the equivalent of the rates at present

Charters.—Grain.—British steamer Lady Iveagh, N. T. R. FROM MONCTON TO LEVIS 15,000 quarters from the Gulf to Nantes, p.t., Decem

steamer Highcliffe, 21,000 quarters, from the Gulf to London, 5s. 74d., Decemb Coal.-Steamer William P. Palmer, 1,609 tons, from

Baltimore to Mayport, p.t., prompt. delphia to Sagua, p.t., November

Schooner Iona Tunnell, 1,118 tons, from Philadelia to Mayport, p.t. Schooner Theoline, 850 tons, from Philadelphia t

ooner Wawenock, 258 tons, from Philadelphi

(previously), trans-Atlantic trade, including Halifax able December 15th to shareholders of record No. and St. John, N.B., 6 months, 6s. 6d., delivery and re- ber 30th.

delivery United Kingdom, November.

British steamer Ocean Monarch, 2,935 tons, same. British steamer Ocean Monarch, 2,935 tons, same.

British steamer Scottish Monarch, 3,637 tons (prefously, trans-Atlantic trade 6 months 5 s.d. or viously, trans-Atlantic trade, 6 months 5s. 8d., or if ling St. John, N.B., 6s. 2d, delivery and re-

delivery United Kingdom, November. British steamer Sebek, 2,840 tons, same, two or three round trips, 6s. 3d., delivery and re-delivery United Kingdom, via Canada, November.

British steamer Holtye, 2,714 tons, same, one noa, re-delivery United Kingdom or Havre, via the Gulf, November

£725, delivery and re-delivery United Kingdom, Nov-

lump sum £5,700, delivery Montreal, re-delivery other concern white the negotiations were on.

United Kingdom, or France, November.

As a result of the secret sale Robinson says

LAKE SUPERIOR CORPORATION. The Lake Superior Corporation has book

fair-sized orders for steel rails, one from the C. P. R. and one from the Dominion Government. It is noteworthy that these orders are in no way ed to the artificial war stimulus benefiting

MORE DUTIES FOR MR. DALRYMPLE. J. E. Dalrymple has been appointed vice-preside in charge of traffic on the Montreal and Southe

Mr. Dalrymple is also vice-president in charge of traffic, Grand Trunk Railway; vice-president, Grand Frunk Pacific: vice-president, Central Vermont, and director of the Canada Steamship Lines.

GREAT LAKES WATERWAYS

ing in Detroit.

J. J. PATTEN SAIL WEDNESDAY. November 23.—James J. Patten and John at 55th street.
will sail from New York, Wednesday, to When ten the grain and leather situation abroad the engine fa

SHIPPING NOTES

season, as the Department of Marine and sheries, the Montreal branch of which is under Mr A. Lebel, had all the gas buoys from Portneuf to Sorel taken up. This makes a total of 47 gas bucys removed. Wood and steel bucys were put in their places. The remaining gas bucys between Sorel and Montreal will probably be taken up to-morrow morn

No difference in the marine insurance rates is an ticipated as a result of the taking up of the gas buoys on account of the replacing with wood and stee puoys which in the day time will serve the purpos ness of the end. The Canadian Pacific, the Cunard the Donaldson, the White Stor-Dominion and th 3rd. Canadian Northern lines have no more large passen-\$37.50 ger vessels to come in and go out. The Allan line is expecting the arrival of the Pretorian to-day, and this will be the last vessel of theirs to visit the port. There are still a number of grain boats in port, and others are making their way up the river. The season, as far as the coal carriers are concerned, has about ended. A few more at the most will arrive from down the river.

The practical certainty that the U. S. Governmen War Risk Bureau will accept all insurance on cotton cal snow flurries. rgoes for Germany has served to stimulate the deiany. However, efforts to secure adequate steam and colder with local snow flurries. nnage have not been very successful, and attention s gradually being drawn to the sailing vessel market. One large interest in the chartering of schooners in f. trans-Atlantic trades, in discussing the situation said that shipping people who will have several steamers to put on berth will probably charge from \$1.75 to \$2 per hundred pounds, with sailing vessel rates ruling around \$1 per hundred.

O. G. Orr, of F. Hermann & Co., who has return ed to New York, after spending three months in Germany, England and Denmark, stated that Germans hold 88 British steamers in their several ports as war

The German steamer Sierra Cordoba arrived at Suenos Aires Saturday and debarked the passengers and crew of the British steamer La Correntina and the crew of the French ship Union

The Sierra Cordoba left Montevideo October 17 for an unknown destination. The last report of the La Correntina was that she was overdue at Liverpool voyage from Buenos Aires. The Union left Port Talbot, Wales, September, for Valparaiso,

THREE-MASTED SCHOONER ASHORE. New York, November 23.—A three-masted schooner is ashore one mile east of Shinnecock, L.I. A lifesaving crew has gone to the vessel's aid.

HIGH TERMINAL EXPENSES

Boston, November 23.-The President of a most imwas for trans-Atlantic account, including several portant trunk line running out of Chicago says that, large boats for periods on time charter. Rates are in receipt of strong support in all trades, espe- road managers nowadays in their ceaseless efforts to cially for early delivery, and a steady demand prevalls for additional boats. The bulk of the orders continue to come from trans-Atlantic charterers, prin
has to be hauled 99% miles before a cent is earned a.m., Masaba.

In other words, whatever profit might come from terday, 11.45 p.m., Canobie. for case oil and also for neutral boats for South a 99% mile haul is eaten up in terminal and other

sparingly, but for the last half of December and later argument made by the Boston banker that terminal delivery tonnage offering moderately, with owners expenses of railroads in larger cities amount to over \$14 per car of freight."

(Special to The Journal of Commerce

St. John, N.B., November 23.-From Moncton, N.B. Levis, P.Q., the National Transcontinental Railway now is in operation. The Moncton to Edmundston line has been operating for some time and the first train from Edmundston to Levis left Edmundston this morning. It will be a tri-weekly service for the pre-This makes 468 miles from Moncton unde Canadian Government Railway operation.

NORTHERN OHIO TRACTION.

The Northern Ohio Traction Company has declare neous—British steamer Mascara, 3,201 tons its regular quarterly dividend of 11/4 per cent., pay-

SALE OF LOCOMOTIVE WORKS

New York, November 23.-George H. Robinson, the nted before Judge Augustus Hand in the round United States District Court the story of his negotiations to sell the Baldwin Locon Kuhn, Loeb & Co. As the deal was about to be closed Dutch steamer Waal, 765 tons, same one round trip he said, Alba B. Johnson secretly sold the works to and White Weld & Co. of New York in spite of er Wabana, 2,676 tons, same, one trip his promise to Kuhn, Loeb & Co., to deal with no As a result of the secret sale Robinson says he w

deprived of at least \$500,000 in commission suing Johnson for this amount. This is the secon

Robinson said he began the negotiations with These negotiations, he said, were closed, but were These negotiations, he said, were closed, but were re-opened in April, 1911, when Johnson commissioned him to sell the works again. Robinson said he told Johnson that he intended to sell the works through Johnson, he said, expressed his Kahn, Loeb & Co. Johnson, as said After selling satisfaction with this arrangement. After selling satisfaction with this arrangement. After selling ly closed, all gas buoys having been lifted Saturday staff drawn from among the road's own men, many tachnical institutions and satisfaction with this arrangement. After a substitution out the plant to the syndicate Johnson, according to the plaintiff, made no explanation to him. He said and Sunday. The gas buoys from Sorel to Montreal still remain but will probably be lifted Tuesday. right to the money.

LOCOMOTIVE THROTTLE CLOGS AND

Cleveland, O., November 23.—An Eric Railroad en- present at the "opening" of the new ine travelling at an estimated speed of fifty miles an Carletor ran wild into Cleveland early to-day, endan- C. P. R. steamer Missanable next month. me to an end after voting to hold the next meetin Detroit.

Gering the lives of scores of persons at grade crossings, and resulting in serious injury to J. S. Hitch, envisitors will be shown the wharves, and the day will

See that the invitation is accepted these distinguished instances of substantial increase in work accompings, and resulting in serious injury to J. S. Hitch, envisitors will be shown the wharves, and the day will

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When ten miles out of Cleveland the throttle of the engine faffed to work, and as the engine furched forward the coupling was broken from the tender.

The Dominion Express Company have issued a very complete little book giving rates and all information relative to express matter.



J. E. DALRYMPLE. ppointed Vice-President in charge of traffic, Mont real and Southern Counties Railway.

Lower Lakes and Georgian Bay-Westerly to north rly winds, fresh during the day, fair and cold. Ottawa Valley and Upper St. Lawrence esterly to northerly winds, mostly fair and cold, lo-

and for American vessels to carry cotton to Ger-strong westerly to northwesterly winds, mostly fair Superior-General winds, fair and cold.

Manitoba-Mostly fair and milder, a few light sn Saskatchewan and Alberta-Generally fair and mild.

SIGNAL SERVICE.

(Department of Marine and Fisheries) Crane Island, 32—Snowing, gale, northwest. L'Islet, 40-Snowstorm, strong west, Cape Salmon, 81-Cloudy, northwest. Father Point, 157-Snowing, southwest. Little Metis, 175—Clear, southwest. Matane, 200-Clear, southwest. Martin River, 260-Cloudy, southeast Cape Magdalen, 294—Clear, south.

Fame Point, 325-Clear, southwest. Out, 3.30 a.m. stigstad. ANTICOSTI:-

West Point, 332-Cloudy, west. Sonthwest Point, 360—Clear, southwest. Heath Point, 433—Clear, southwest. Flat Point, 575—Fogsy, west. Belle Isle, 734—Cloudy, southeast Cape Race, 826-Hazy east.

Bridge, 133-Clear, west

Quebec to Montreal.

Longue Point, 5—Clear, calm. Vercheres, 19-Clear, west Sorel, 39—Clear, west. Three Rivers, 71-Clear, light west. Left up, 6 a.m. Sin-Mac and tow. Left down 9.20 a.m., Haddington.

P. Citrouille, 84-Clear, west. St. Jean, 94—Clear, west. Grondines, 98—Clear, west. St. Nicholas, 127-Clear, west

Quebec, 139-Clear, west. West of Montreal. Cascades, 21-Clear, west. Eastward, 7.30 a.m., Key-

P. Dalhousie, 298—Clear, northwest. Eastward, 8. P. Colborne, 321-Clear, northwest. Eastward, yes-

CANADA STEAMSHIP LINES, LIMITED. Location of steamers at 2 p.m., Saturday Freight Steamers.

Canadian-No report of passing down Soc. Acadian-Up Soo, 11.15 a.m. Hamiltonian-Due Fort William Calgarian-Due up Kingston for River Fordonian-No report of leaving Montreal. D. A. Gordon-Due Fort William. Glenellah-Due up Soo Dunc'm-Leaves Cleveland to-night, westbound.

na-Due Montreal. Doric-Due Fort William. C. A. Jaques-Welland Canal westbound for river

Midland Queen-Hamilton loading. Sarnian-Arrived Port McNicoll 8 p.m., 20th. A. E. Ames—Due Montreal J. H. Plummer-Montreal

Neepawah—Montreal.
Tagona—Due Fort William Kenora-Due Windsor to-night. Beaverton-Due Montreal.

Bulk Freighters. W Grant Morden-Due Fort William-goes Port

Midland Prince—Up Port Huron 10.30 a.m. Midland King—Down Soo 9.30 p.m., 20th. Martian-Up Soo 2 p.m., 20th. Emperor Fort William-Goderich (laid up). liand-Down Soo 1.30 p Stadacona—Up Soo 10f145 p.m., 20th for Duluth. Scottish Hero-Due up Soo to-night.

Turret Court-Arrived Fort William noon 20th E. E. McKinstry-Due Cheticamp. Renvoyle-Welland Canal for Cleveland Saskatoon-Due up Soo Mapleton-Due up Port Huron to-night Haddington-Due Montreal.

Cadillac-Left South Chicago 5 p.m., 20th for Os-"PRETORIAN" TO SAIL FROM MONTREAL NOVEMBER 27TH

The Allan Line Steamship Pretorian, Montreal for Glasgow, is intended to sail Friday, November 27th, back as February, 1916, passengers embarking on Thursday evening after six least strongly inclined to believe that good results pay its 6 p.c. The Pretorian will be the last Allan Line steamer

from the St. Lawrence this season. GAS BUOYS LIFTED

OPENING ST. JOHN WHARVES MANY LIVES ARE ENDANGERED.

Board of Trade has invited the Hon. J. D. Hazen, Sir
Thomas Shaughnessy and Hon. Robert Rogers to be present at the "opening" of the new wharves at an extinated speed of fifty roller.

ings, and resulting in serious injury to 3. S. Inten, en-gineer, of Youngstown, who had jumped from the be concluded with a banquet at the Union Club.

DOMINION EXPRESS CO.

RAILROAD NOTES

At the annual meeting of the New York Railroad Club, the following officers for the ensuing year were elacted and installed: President, Frederick C. Syze, trainmaster. Baltimore & Ohio; vice-presidents, Burton P. Flory, superintendent of motive power, New York, Ontario & Western; James Milliken, superintendent of motive power, Richmond, Fredericksburg & Potomac; A. J. Stone, vice-president of the Erie; treasurer, R. M. Dixon, president Safety Car Heating & Lighting Co.; executive member, (three years), C. E. Chambers, superintendent of motive power, Jermbers, superintendent of motive power, Jer-tral; member finance committee, (three years), Hammett. Reports presented show that the club continues to increase in financial and nun club continues to increase in financial and numeri-cal strength, the surplus in bank being nearly \$14,000 nd with the election of the new members during the past year the organization now has a total of 2,364

It is now believed that the Seaboard Air Line ack of the survey being made for a new railroad etween Charelston, S.C., and Savannah, Ga object is said to be to establish connections between coal fields in the Cumberland mountains and a coa station at Savannah, plans for which are under con sideration by the Carolina, Clinchfield & Ohio. Within the last few years the Seaboard has either built or acquired an almost direct line from the Clinchfield at Rutherfordton, N.C., to Charleston, and which gives it a direct connection with the coal fields mentioned. It has no direct line, however, between Charleston and Savannah, its business two points being done over the Atlantic Coast Line.

American Locomotive Company announces that it is not its intention at this time to appoint a successor to H. C. Hequembourg, who has resigned, effective November 15, to become vice-president of the Standard hemical Company, Pittsburg, Pa. Until further no tive the purchasing and stores department will be under the jurisdiction of Leigh Best, vice-president.

In a few weeks the Pennsylvania will have completed the installation of motors in 28 passenger cars to be operated on its main line between Philadelphia and Paoli, Pa. Eventually 92 will be so equipped.

Experiments are being made by the Pennsylvania for telephoning to long trains from the head end to the rear while in motion.

Union Pacific, according to report, will shortly be in the market for 2,000 fruit cars

The C. P. R. announces that the increased interest n mixed farming throughout the Province of Alberta has added ten per cent, to the quantity of livestock in that Province the value of which is now estimated at \$110,000,000. The value of farm products for 1914 has een estimated by the Provincial Government at \$657.-000,000. Fall wheat in Alberta has made satisfactory progress, according to C. P. R. reports, and the recent heavy fall of snow will protect it from frost.

Progress on the Kettle Valley Railway is so ad-

vanced that the line will probably be ready for traftourist route for the C. P. R. through British Columbia, as the country traversed by the new railway is exceedingly picturesque. The Kootenay Central Railway, another branch of the C. P. R. in British Columis also well on the way to completion, the swing bridge over the Columbia River near Lake Windermere having been put into position. Construction this line has been carried on both northwards from the Crow's Nest line and southwards from Golden, and two ends to meet.

Sir Thomas Shaughnessy has approved of the fortion of a Canadian Pacific Company of the Mont- brook, Ont., on a charge of grand larceny a year ag real Home Guard to consist of about 250 men, the last August. arms and equipment to be supplied by the railway came up for trial without having to make any company. Half of the company will be enrolled from the offices and employes at the Angus Shops, and the other half from the Windsor and Place Viger Stations. All departments of the service will be embraced in the composition of this company. At a later date the Duluth-Superior for the second v miniature rifle ranges will be established at Angus ber amount to \$23,740.86, as compared with \$24,1913 and Windsor Station, where members will be afford- for the week previous, and \$24,655.83 for t an opportunity to practise marksmanship. From period last year, a decline of \$914.97, or 3.7 p the number of applications already received the movement promises to be a complete success. The first parade of the Windsor Station Company was held on as against \$49,839.80 for the same period last year. Saturday afternoon, when there was a full response Instructions in drill were given by as Sergeant-Major Sharpe, who was formerly in the Imperial Army, having seen active service in Burma and South Africa, and who is therefore well qualified to

Emperor—Left Tiffin noon to-day for Port Arthur. RALROADS HAVE ORGANIZED STAFFS OF EFFICIENCY EXPERTS

en important railroad systems have organized their and that the British suffered heavy own staffs of efficiency experts, to give their sole near El Kantara. attention for a considerable time to studying means by which the respective roads employing them can BOSTON ELEVATED EARNINGS there groups are working under direction of a chief from outside the ranks of railroad employees

or four months ago, or before the Commerce Com- \$300,000 and \$350,000 larger than for the 1914 year vance rate case. It is their expressed intention to

carry it on for at least a year and at any rate until

for the last four months has been so favorable that ome practical conclusions as to its value can be little doubt is expressed that the road can meet the

can be secured through a study of methods condently of the active officers is evidenced by the fact that they have already made pro- record. On the basis of four months' busi ficiency supervision as may prove practicable. They ing saved for net profits. This result obviously o Night navigation from Sorel to Quebec is practicalgraduates of colleges and technical institutions and fairly young in the service.

Such men are expected to master the art of detecting and correcting "lost motion," waste effort the new motor car fuel have been made. A stock car and the like, if there is such an art, and to remain has made more than an average of fifty miles an hour ill coincide with the arrival of the susceptible of greater development, several railroad to the engine and it could be manufac have within the past few days pointed to predicted cost of two cents a gallon. nagement. But such steps in advance, according to their testimony, are the result of no recent awak- engine. slowly, for many years.

Ellen Terry, the famous English actress, arrived at Victoria, British Colombia from the Orient.

RAILROADS

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—Phone Main 1311 Windsor Hotel Bonaventure Station

PRESIDENT OF PENNSYLVANIA ON THE NEED OF BETTER RATES

returned Friday from an inspection of the system's lines and facilities between Philadelphia, Chicago, Richmond, Indiana and Cinminnati, bock to Pitts burgh and thence to Buffalo

dition," said Mr. Rea, "but owing to neces omy much improvement and replacement work has earnings continue to fall materially as compared with last year. As a result, many men are out of work train mileage and shop operations are curtailed, and nurchases of materials and supplies are reduced

"This enforced ans very many millions lost to manuf

ousiness establishments. "There is an eagerness among all classes for some generally expressed that the commiss

"The belief is widespread that action by the commission would restore confident and that it would turn the tide of business u ty, now that the government has established the r erve banks and measurably provided for carr this year's cotton crop.

CHARGES FALSE ARREST.

David J. Black, of Buffalo, has b he Canadian Pacific to recover \$50,000 damages fo false arrest at Buffalo and for b

DULUTH-SUPERIOR

The earnings for the month to The earnings for the year to date are \$1,126,283.3 compared with \$1,089,400.51, an increase of \$3

UNCLAIMED GOODS SALE Toronto, November 23 .- The and claimed goods left with the Grand Trunk Railwa was held Saturday. There were about about \$3.00.

Despatch to London from Constantinople, via Ber

\$350,000 MORE THAN LAST YEAR. November 23.-It is un Boston Elevated during the current fiscal year Some eastern carriers undertook this work three June 30 next, will have to earn net profits of better

original decision in the 5 p.c. ad- it is to allow its 6 p.c. dividend fully covered. double obligation of some increase in wages, That the executive heads of these roads are at ston street tunnel and at the same time earn dividend.

If Boston Elevated can save \$350,000 ou gross for net it will be achieving a most creditable would mean that 75 p.c. of additional gross was

NEW MOTOR CAR FUEL.

Indianapolis, Ind., November 23.—Several test

has responded quite as freely to the demands of

SILVER IN NEW YORK. New York, November 23.-Handy quote New York silver 48%. London 22%d.

VOL. XXIX No. 169

POLICY HOLDERS TO MEET

any of America, at which time the pro the Prudential will be vot ent Forrest F. Dryden outlines some o benefits which he and his associates belie low. It is the first statement the Compan arv. 1913.

The date for the policyh set for December 7th. Every policyholder set for becember ith. Every policyholder age of 21 years, and whose policy has been least one year, will be privileged to either meeing and vote, or else send a proxy to his or her name. Former Chancellor Willi gie, former Supreme Court Justice Bennet V and Vice-President John K. Gore have be to represent the policy-holders who are ur present at the meeting. Among other things Mr. Dryden has t

"The plan of mutualization was adopte belief that it would enure to the welfar

Company and would result in substantia to its policyholders. As the proceedin sed we have become more firmly ed of the correctness of these conclusion
"While the company must maintain an tion in connection with the policy meeting, it is nevertheless proper at this advise the policyholders of the reasons have actuated the management in institu

proceedings and carrying them to their "The mutualization of the Company w vide for the election of directors by the holders, which will ensure for all time a c ance of the uniform practice of the Prude second to its policyholders the greatest de "When mutualization is effected distr

of the surplus earnings of the Company v

clude all its policyholders, both participati

non-participating. While under the existirates, the net cost to the present policy may not, at the outset, be greatly reduced count of mutualization, nevertheless every earned by a continuance of the sound and mical conduct of Prudential affairs will fro very beginning, be credited to the policyl as the owners of the Company. "We believe that the substantial benefits gained through the acquirement by the r

holders of the stock at a price judicially tained to be fair and reasonable will appear cibly to them and will induce them to give proval to the plan. We shall be glad to answer any inquirie may be made prior to the meeting by any

ested policyholders."

After the legislature of New Jersey had pa Act early in 1913 enabling the Company to me the main problem presented was an accurate inment of the value of the capital stock of t dential. This was finally done by appraiseme praisers being Former United States James Smith, Jr., former Governor John Frank and former Assistant Postmaster-General Will son, who were appointed by Chancellor of New eJrsey. The interest of the policy-hol this proceeding were looked after by former tates Attorney-General John W. Griggs and Lane, of Jersey City. After a long and care beration the value of each Prudential share neering of the stockholders of the Company, at by 77 per cent. of the shareholders, this price w

proved without a dissenting vote. The meet the policyholders is the next step.

HIS LAST LOVE LETTER In Anchor and Shield, appears a touching st woman, with three small children, on the rhusband's funeral, trying to figure out what ome of her now that she was left alone world with no income, no home, While in this ingly hopeless position, a bank messenger ca-the door, and handed her a package of pape: which she noticed the following in her hus andwriting: "To be delivered to my wife the my funeral." When she unwrapped the bundl

ound a letter with the notation: "My last lov Here it is: rest Sweetheart, Dearest Wife: When yo e this I will be far away from you; so far the only answer you can give me will be you ing love. I am writing this alone in the there I sit thinking how old and how large the when you get this letter.

is is my last love letetr You remember the first? How strange it seemed viting it, and how happy I was. I wanted y And do you reme mber the answer you wrote? ever forget it. You will find it with my value Now I am writing my last, and I am happy, for ow makes me think it will soon be read. ny first letter I sent flowers; in this I enclose ance policy. You may be surprised how I aged with the expense of the family to keep the ey paid. But you will remember we often did hings we wanted, and you will know why, your long illness, I borrowed money. I was ten mes to let it drop, but I was afraid to. love for you said "No." Now it is yours-yours le children's—and you need not want for any ne comforts if you manage well. This knowl makes it worth ten times over what the policy ost. That is all; it comes to you as an expres of my love. May God bless and keep you and the

PRIVATE CAR BURNED. e private car belonging to Mr. John C. Esdent of the T. Eaton Company, Limited. been burned on a siding at Poronto. It was va

The fire originated in the electrical cooking de kitchen compartment, and is thought to i en caused by a short circuit.

MANAGER FOR CHATEAU LAURIER.

tawa, Ont., November 23.—Mr. Dave Mullis he acting manager of the Chateau Laurier, has g to New York to secure a new manager to take of the charge of the hotel here on December 1st. Milligan will then return to Winnipeg as sup dent of the Grand Trunk Pacific hotels in