

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 \$60.00 \$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. Steerage Branch,
23 St. Catherine St., 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.
Steerage Branch, 23 St. Catherine Street.
Uptown Agency, 530 St. Catharine West.

WHITE STAR DOMINION
LINEXMAS SAILINGS
PORTLAND-HALIFAX-LIVERPOOL.

Ship	From	Dec. 1	Dec. 2	Dec. 3
S.S. Arabic, 12,000 tons	Portland	Dec. 1	Dec. 2	Dec. 3
S.S. Zealand, 12,018 tons	Halifax	Dec. 1	Dec. 2	Dec. 3
S.S. Vaderland, 12,018 tons	Liverpool	Dec. 1	Dec. 2	Dec. 3

Apply local agents for full particulars, or
Company's Office, 118 Notre Dame W., Montreal.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, November 23.—A moderate business was done in steamer chartering, almost all of which was for trans-Atlantic accounts, including several large boats for periods on time charter. Rates are in receipt of strong support in all trades, especially for early delivery, and a steady demand prevails for additional boats. The bulk of the orders continue to come from trans-Atlantic charterers, principally for grain and general cargo, but there is also an increasing demand for long voyage carriers for case oil and also for neutral boats for South American business of various kinds. Prompt boats of all sizes are in very limited supply and offer sparingly, but for the last half of December and later delivery tonnage offering moderately, with owners demanding the equivalent of the rates at present prevailing.

Charters.—Grain.—British steamer Lady Ives, 15,000 quarters from the Gulf to Nantes, p.t., December.

British steamer Highcliffe, 21,000 quarters, from the Gulf to London, 5s. 7½d., December.

Coal.—Steamer William P. Palmer, 1,609 tons, from Baltimore to Mayport, p.t., prompt.

Norwegian steamer Spiral, 860 tons, from Philadelphia to Sagua, p.t., November.

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

Schooner Theoline, 850 tons, from Philadelphia to Jacksonville, 51.

Schooner Wavenock, 258 tons, from Philadelphia to Boston, 51.

Miscellaneous.—British steamer Mascara, 3,201 tons (previously), trans-Atlantic trade, including Halifax and St. John, N.B., 6 months, 6s. 6d., delivery and re-delivery United Kingdom, November.

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

British steamer Scottish Monarch, 1,637 tons (previously), trans-Atlantic trade, 6 months 5s. 8d., or if including St. John, N.B., 6s. 2d., delivery and re-delivery United Kingdom, November.

British steamer Sebek, 2,540 tons, same, two or three round trips, 6s. 3d., delivery and re-delivery United Kingdom, via Canada, November.

British steamer Holtie, 2,714 tons, same, one round trip 6s. 1d., delivery Genoa, re-delivery United Kingdom or Havre, via the Gulf, November.

Dutch steamer Waal, 75 tons, same one round trip 6s. 7½d., delivery and re-delivery United Kingdom, November.

British steamer Wabana, 2,676 tons, same, one trip lump sum 25,700, delivery Montreal, re-delivery United Kingdom, or France, November.

LAKE SUPERIOR CORPORATION.

The Lake Superior Corporation has booked two 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 related to the artificial war stimulus benefiting some lines of industry.

MORE DUTIES FOR MR. DALRYMPLE.

J. E. Dalrymple has been appointed vice-president in charge of traffic on the Montreal and Southern Counties Railway.

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

GREAT LAKES WATERWAYS.

A. A. Templeton, of Detroit, was elected President of the Great Lakes Waterways Conference, which came to an end after voting to hold the next meeting in Detroit.

J. J. PATTEN SAIL WEDNESDAY.

Chicago, November 23.—James J. Patten and John B. Miller will sail from New York, Wednesday, to investigate the grain and leather situation abroad and to study general relief work.

SHIPPING NOTES

Night navigation on the St. Lawrence river from Sorel to Quebec has been practically ended for the present season, as the Department of Marine and Fisheries, the Montreal branch of which is under Mr. C. A. Lebel, had all the gas buoys from Portneuf to Sorel taken up. This makes a total of 47 gas buoys removed. Wood and steel buoys were put in their places. The remaining gas buoys between Sorel and Montreal will probably be taken up to-morrow morning.

No difference in the marine insurance rates is anticipated as a result of the taking up of the gas buoys on account of the replacing with wood and steel buoys which in the day time will serve the purpose equally well. But it is a certain index to the nearness of the end. The Canadian Pacific, the Canadian National, the White Star-Dominion, and the Canadian Northern lines have no more large passenger 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. Government War Risk Bureau will accept all insurance on cotton cargoes for Germany has served to stimulate the demand for American vessels to carry cotton to Germany. However, efforts to secure adequate steam tonnage have not been very successful, and attention is gradually being drawn to the sailing vessel market. One large interest in the chartering of schooners in 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 returned 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 prizes.

The German steamer Sierra Cordoba arrived at Buenos 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 on a 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 life-saving crew has gone to the vessel's aid.

HIGH TERMINAL EXPENSES

Boston, November 23.—The President of a most important trunk line running out of Chicago says that, as illustrating some of the problems confronting railroad managers nowadays in their ceaseless efforts to make both ends meet, it is worth noting that every car of freight handled by his road out of Chicago has to be hauled 99½ miles before a cent is earned on it.

In other words, whatever profit might come from a 99½ mile haul is eaten up in terminal and other charges.

He said: "This demonstrates the soundness of the argument made by the Boston banker that terminal expenses of railroads in larger cities amount to over \$14 per car of freight."

N. T. R. FROM MONCTON TO LEVIS

(Special to The Journal of Commerce.)
St. John, N.B., November 23.—From Moncton, N.B., to 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 present. This makes 468 miles from Moncton under Canadian Government Railway operation.

NORTHERN OHIO TRACTION.
The Northern Ohio Traction Company has declared its regular quarterly dividend of 1½ per cent, payable December 15th to shareholders of record November 30th.

ROBINSON CHARGES A SECRET
SALE OF LOCOMOTIVE WORKS

New York, November 23.—George H. Robinson, the broker, recounted before Judge Augustus Hand in the United States District Court the story of his negotiations to sell the Baldwin Locomotive Works to Kuhn, Loeb & Co. As the deal was about to be closed he said, Alva B. Johnson secretly sold the works to a syndicate composed of Drexel & Co., of Philadelphia, and White, Weld & Co., of New York, in spite of his promise to Kuhn, Loeb & Co., to deal with no other concern while the negotiations were on.

As a result of the secret sale Robinson says he was deprived of at least \$500,000 in commissions. He is suing Johnson for this amount. This is the second trial of the action.

Robinson said he began the negotiations with Kuhn, Loeb & Co. as far back as February, 1910. 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 Kuhn, Loeb & Co. Johnson, he said, expressed his satisfaction with this arrangement. After selling out the plant to the syndicate Johnson, according to the plaintiff, made no explanation to him. He said that Johnson told him that he, Robinson, had no legal right to the money.

LOCOMOTIVE THROTTLE CLOGS AND
MANY LIVES ARE ENDANGERED.

Cleveland, O., November 23.—An Erie Railroad engine travelling at an estimated speed of fifty miles an hour, ran wild into Cleveland early to-day, endangering the lives of scores of persons at grade crossings, and resulting in serious injury to J. S. Hitch, engineer, of Youngstown, who had jumped from the cab. The fireman succeeded in stopping the engine at 45th street.

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



J. E. DALRYMPLE,
Appointed Vice-President in charge of traffic, Montreal and Southern Counties Railway.

FORECAST.

Lower Lakes and Georgian Bay—Westerly to northerly winds, fresh during the day, fair and cold.

Ottawa Valley and Upper St. Lawrence—Fresh westerly to northerly winds, mostly fair and cold, local snow flurries.

Lower St. Lawrence, Gulf and Maritime—Fresh to strong westerly to northwesterly winds, mostly fair and colder with local snow flurries.

Superior—General winds, fair and cold.

Manitoba—Mostly fair and milder, a few light snow falls or flurries, milder.

Saskatchewan and Alberta—Generally fair and mild.

SIGNAL SERVICE.

(Department of Marine and Fisheries.)

Crest 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.

Southwest Point, 350—Clear, southwest.

Heath Point, 375—Foggy, west.

Flat Point, 375—Foggy, west.

Belle Isle, 784—Cloudy, southeast.

Cape Race, 826—Heavy east.

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.

Bridge, 132—Clear, west.

Quebec, 139—Clear, west.

West of Montreal.

Cascades, 21—Clear, west. Eastward, 7.30 a.m., Keyport.

P. Dalhousie, 293—Clear, northwest. Eastward, 8 a.m., Masaba.

P. Colborne, 321—Clear, northwest. Eastward, yesterday, 11.45 p.m., Canobie.

CANADA STEAMSHIP LINES, LIMITED.

Location of steamers at 2 p.m., Saturday.

Freight Steamers.

Acadian—No report of passing down Soo.

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.

Dundee—Fort William.

Dunt—Leaves Cleveland to-night, westbound.

Donnacona—Due Montreal.

Doric—Due Fort William.

C. A. Jacques—Welland Canal westbound for river.

Midland Queen—Hamilton loading.

Sardinia—Arrived Fort McNicoll 8 p.m., 20th.

A. E. Ames—Due Montreal.

J. H. Plummer—Montreal.

Neepawa—Montreal.

Tagona—Due Fort William.

Kenora—Due Windsor to-night.

Beaverton—Due Montreal.

Bulk Freighters.

W. Grant Morden—Due Fort William—goes Port McNicoll.

Emperor—Left Tiffin noon to-day for Port Arthur.

Midland Prince—Up Port Huron 10.30 a.m.

Midland King—Down Soo 9.30 p.m., 20th.

Maritan—Up Soo 2 p.m., 20th.

Emperor Fort William—Goderich (laid up).

Empress Midland—Down Soo 1.30 p.m., off Buffalo.

Stadacona—Up Soo 10.45 p.m., 20th for Duluth.

Scottish Hero—Due up Soo to-night.

Turret Court—Arrived Fort William noon 20th.

E. E. McKinstry—Due Chetumal.

Renoville—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 Oswego.

RAILROAD NOTES

At the annual meeting of the New York Railroad Club, the following officers for the ensuing year were elected and installed: President, Frederick C. Syre, 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, Jersey Central; member finance committee, (three years), H. G. Hammett. Reports presented show that the club continues to increase in financial and numerical strength, the surplus in bank being nearly \$14,000 and with the election of the new members during the past year the organization now has a total of 2,364 members.

It is now believed that the Seaboard Air Line is back of the survey being made for a new railroad between Charleston, S.C., and Savannah, Ga. The object is said to be to establish connections between coal fields in the Cumberland mountains and a coal station at Savannah, plans for which are under consideration 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 between these 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. Hequemour, who has resigned, effective November 15, to become vice-president of the Standard Chemical Company, Pittsburg, Pa. Until further notice 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 in 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 been estimated by the Provincial Government at \$67,000,000. 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 advanced that the line will probably be ready for traffic to the Coast next summer. This means another tourist 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 Columbia, is also well on the way to completion, the swing bridge over the Columbia River near Lake Windermere having been put into position. Construction on this line has been carried on both northwards from the Crow's Nest line and southwards from Golden, and this bridging of the Columbia River will enable the two ends to meet.

Sir Thomas Shaughnessy has approved of the formation of a Canadian Pacific Company of the Montreal Home Guard to consist of about 250 men, the arms and equipment to be supplied by the railway company. Half of the company will be enrolled from the offices and employees 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 miniature rifle ranges will be established at Angus and Windsor Station, where members will be afforded an opportunity to practise marksmanship. From 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 Saturday afternoon, when there was a full response to the roll call. Instructions in drill were given by 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 give drill instructions.

RAILROADS HAVE ORGANIZED
STAFFS OF EFFICIENCY EXPERTS

New York, November 23.—Not one but half a dozen important railroad systems have organized their own staffs of efficiency experts, to give their sole attention for a considerable time to studying means by which the respective roads, employing them can do the same work for less money. In most cases there groups are working under direction of a chief from outside the ranks of railroad employees.

Some eastern carriers undertook this work three or four months ago, or before the Commerce Commission rendered its original decision in the 5 p.c. advance rate case. It is their expressed intention to carry it on for at least a year and at any rate until some practical conclusions as to its value can be reached.

That the executive heads of these roads are at least strongly inclined to believe that good results can be secured through a study of methods conducted independently of the active officers is evidenced by the fact that they have already made provision for making permanent such measures of efficiency supervision as may prove practicable. They have done this by organizing on each road a special staff drawn from among the road's own men, many graduates 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 and the like, if there is such an art, and to remain with their respective roads indefinitely for the purpose of applying what they have learned. So far from denying that the economies of transportation is susceptible of greater development, several railroad heads have within the past few days pointed to instances of substantial increase in work accomplished and expenses reduced simply through better management. But such steps in advance, according to their testimony, are the result of no recent awakening, but have been taken continuously, even though slowly, for many years.

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

RAILROADS

CANADIAN PACIFIC

Montreal-Toronto-Chicago

Lv. Windsor St.—	8.45 a.m., 10.00 p.m.
Ar. Toronto (Union)—	5.40 p.m., 7.35 a.m.
Ar. Chicago—	7.45 a.m., 9.05 p.m.
Lv. Windsor St.—	10.50 p.m.
Ar. Toronto (Yonge St.)—	8.00 a.m.

Day train: Cafe, Observation, Parlor and Dining. Night trains: Observation, Compartment and Standard Sleepers.

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Windsor Hotel Phone Main 4121
Bonaventure Station Phone Up 1131
—Main 1223

PRESIDENT OF PENNSYLVANIA ON
THE NEED OF BETTER RATES

Philadelphia, Pa., November 23.—Pres. Rea of Pennsylvania and a party of directors and officers returned Friday from an inspection of the system's lines and facilities between Philadelphia, Chicago, Richmond, Indiana and Cincinnati, back to Pittsburgh and thence to Buffalo.

"The tracks and facilities were found in good condition," said Mr. Rea, "but owing to necessary economy much