

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

Table with 3 columns: Ship Name, Date, and Time. Includes XMAS SAILINGS FROM HALIFAX with routes to Franconia, Orduña, and Transylvania.

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DONALDSON LINE

Sailing dates will be announced when arranged. For information apply to THE ROBERT REFORM CO. LIMITED.

ALLAN LINE

CHRISTMAS SAILINGS

ST. JOHN, N.B. - LIVERPOOL. "HESPERIAN," "SCANDINAVIAN," "GRAMPIAN." Rates of passage: "Gramplan," "Hesperian," \$42.50 first, \$55.00 second, \$33.75 third.

The Charter Market

New York, November 21.—A limited amount of chartering was reported in the steamer market. The greater part of which was for grain carriers to Scandinavian and Mediterranean ports.

GRAIN IN PRAIRIE PROVINCES.

Table showing Total acreage and Total yield for Wheat, Oats, Barley, and Flax in bushels.

NAVAL STORES MARKET.

New York, November 21.—There was no change in the local market for naval stores. The manufacturers and jobbers are taking supplies for needs and paying the price.

SUGAR CARGO FOR ENGLAND.

Halifax, N.S., November 21.—The Acadia Sugar Refining Co., Ltd., have just shipped from their refinery at Woodville (which is now in operation) a steamer cargo of refined sugar.

BRITISH COLUMBIA PACKERS.

Vancouver, B.C., November 21.—The keel has been laid at the Vancouver Ship Yard of a 85-foot cannery tender for the British Columbia Packers' Association.

RAILROAD NOTES

Fairfax Harrison, president of the Southern Railway, and Warren G. Harding, United States Senator-elect of Ohio, are announced as the speakers for the sixth annual dinner of the Railway Business Association.

Economy in the use of raw foodstuffs as well as safety first has been extended to dining car and lunch room departments on some lines. On the Chicago & Northwestern they are giving close attention to the saving of eggs with a view to the preparation of dishes.

The American Railway Association, in convention at Chicago, decided to abolish the bi-monthly reports of car surpluses and shortages, on the ground of the necessity for economy.

Further evidence of the actions of state railroad boards being diametrically opposed to the findings of the federal body is seen in an order of the Indiana made on the basis of the five per cent. increase in freight rates allowed by the Interstate Commerce Commission.

If the New Orleans Texas and Mexico is organizing as an independent line it is said to be likely, with a close working agreement with the Santa Fe it will establish another transcontinental line out of New Orleans.

Employees of the Baltimore & Ohio whose duties bring them in contact with the public have been admonished that they must not use tobacco and chew gum when meeting patrons of the company.

FISHING SCHOONER INJURED.

Vancouver, B.C., November 21.—A complete overhaul is to be given to the New England Fish Co.'s up-to-date fishing schooner Knickerbocker, which received severe damage amidships by striking a rock in Hudson's Bay Channel.

MARITIME LUMBERING WILL PROCEED QUITE UNINTERRUPTEDLY.

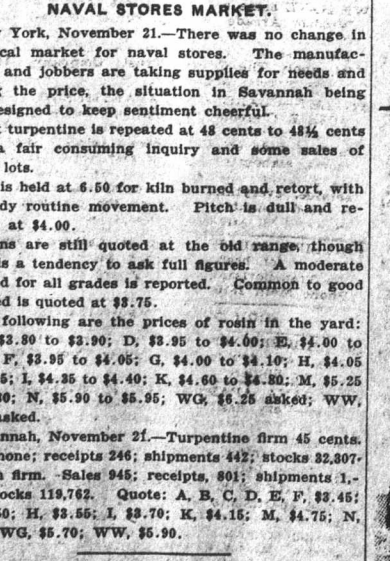
Fredericton, N.B., November 21.—Hon. N. M. Jones says that the Edward Partington Co.'s lumber operations on Nashwaak and Miramichi this season. The lumber cut on the Nashwaak this winter would be 17,000,000 feet, while on Bartholomew, a branch of Miramichi, the cut would be 6,000,000 feet.

Mr. Jones said that the anticipated boom in pulp and paper business as a result of the war had not yet shown any benefits here. He recently visited American cities where it was expected orders would be given, but Massachusetts, New York and Boston concerns reported that they were still importing pulp from Germany.

U. S. BANK CLEARINGS.

New York, November 21.—Total bank clearings of the United States for the week ended November 21, (one day estimated), aggregate \$2,870,971,934, against \$2,827,032,032 for the previous week.

IRON DUKE



The Iron Duke, flagship of the British fleet in the North Sea. The "watchful waiting" policy adopted by Sir John Jellicoe is particularly trying during these stormy days.

GRAND TRUNK PROPOSES PLAN FOR NEW PORT HURON SHOPS

City Will Put up \$100,000, and the Company Will Expend \$75,000 on the Necessary Land—New Site Proposed.

Port Huron, Mich., November 21.—The Grand Trunk Railway Company has placed before the city authorities a plan looking toward the rebuilding of its shops at this point, which were destroyed by fire over a year ago.

The Grand Trunk Railway Co. asks the city to put up \$100,000, while the G. T. R. will expend \$75,000 on the necessary land. The company will also spend \$250,000 at once to get the plant into shape and eventually build shops to cost \$2,000,000.

The Business Men's Association has started a campaign to raise the \$100,000, and Mr. J. Hayes has electrified the city by putting his name down for \$5,000 toward the same.

The Grand Trunk does not propose to build on the old site, but has chosen that now occupied by the Port Huron Engine and Thresher Co. The latter concern, in the event of things maturing, will erect a new plant in South Park, bigger and better than ever.

C. P. R. CONFUTES CHARGE.

Vancouver, B.C., November 21.—The C. P. R. having been accused by the British Columbia Manufacturers Association of failing to purchase supplies locally. A representative of the company presented figures indicating that the company had spent \$600,000 in Canadian manufactures in the new depot and pier.

CANADA STEAMSHIP LINES, LIMITED.

Location of Steamers at 7.45 p.m., November 20. Freight Steamers: Canadian—(No report of passing down Soo). Acadian—Due up Port Huron to-night. Hamiltonian—Up Soo, 11 a.m. Calgarian—Left Montreal 4.15 p.m., 19th for River. Fordonian—Due to leave Montreal to-night. D. A. Gordon—(No report of passing up Soo). Glenellah—River loading westbound. Dundee—Arrived Fort William 10 a.m. Dismal—Cleveland, loading. Donnacoma—St. Lawrence River eastbound for Montreal. Dorie—Up Soo, 9 a.m. C. A. Jacques—Arrived Hamilton 7 a.m. Midland Queen—Arrived Hamilton 7 a.m. Sarnian—Due Port McNicoll. A. E. Ames—(No report of arrival at Montreal). J. H. Plummer—Montreal discharging (light this p.m.). Neepawah—Arrived Montreal 7 p.m. Tagona—Up Soo 11.30 a.m. Kenora—Up Colborne 6.30 a.m. for River. Beaver-ton—Due Fort William. Bulk Freighters: W. Grant Morgan—Up Soo 3 p.m., 19th. Emperor—Arrived Tiffin, 6.30 a.m. Midland Prince—Arrived Cleveland 7 a.m., leaves to-night. Midland King—Left Fort William 6.30 p.m., 19th for Buffalo. Martian—(No report of passing up Soo). Emperor Fort William—Down Soo 6.30 a.m., for Goderich. Emperor Midland—(No report of passing down Soo). Stadacona—Cleared Escomba midnight last night. Scottish Hero—Arrived Tiffin 4.30 p.m., 19th, left 7.30 a.m., 20th. Turret Court—Fort William—goes Duluth. A. E. McKinstry—Due Cheticamp. Renvoyle—Up Kingston 7 p.m., 19th for Cleveland. Saskatoon—Up Port Huron 9 a.m., (delayed). Mapleton—Left Buffalo 1.29 p.m., for Fort William. Haddington—St. Lawrence River eastbound for Montreal. Cadillac—Leaves Chicago to-day for Oswego.

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Notwithstanding Default, He Desires That There Should Be No Immediate Sale of the Pledged Stock.

New York, November 21.—A member of the Rock Island Bondholders' Protective Committee says regarding the situation arising from the decision in the Amster case: "It is impossible to state the effect of the decision of the Circuit Court of Appeals until some day next week, and in the meantime the sale will undoubtedly be adjourned."

Amster made applications for leave to be made a party defendant to the foreclosure suit. The applications, after being heard by Judge Mayer, were denied, and the appeal, which has just been denied, was from this refusal to permit Amster to intervene, and the decision of the Circuit Court of Appeals affects only Amster's right to become a party to the suit.

NEW TELEPHONE MANAGER.

St. Andrews, N.B., November 21.—M. J. McCarrall has been appointed local manager of the New Brunswick Telephone Company at this point. He came here from Fredericton.

GREAT NORTHERN RAILWAY.

New York, November 21.—The Great Northern Railway Company is prepared to issue promptly the stock subscribed for under its \$18,480,000 stock issue upon the surrender of the negotiable receipts at the company's office, 32 Nassau street.

BANK OF NOVA SCOTIA.

Ottawa, November 21.—Mr. Harry Patterson, manager of the branch of the Bank of Nova Scotia in this city, has been selected to manage that institution's branch in New York City.

SHIPPING NOTES

A number of the shipmasters of Puget Sound held a meeting November 12 and formed the Shipmasters' Benevolent Association of the Pacific Coast. Its object being to advance the interests of shipmasters, to improve their conditions in courts of justice, marine and customs procedure, amending oppressive shipping laws, seeking representation at Washington, recommending aids to navigation, assisting members out of employment, and contributing toward the relief of those that are sick or in distress, and to widows left destitute.

The Association is not a labor organization, but will uphold the dignity of the shipmaster. Captain Frank White was elected temporary chairman. Captains John A. O'Brien, Fred Warner, M. M. Pensen, G. W. Morgan, Fred Hartman and R. C. McMillan were appointed a committee on by-laws, rules and regulations.

About 100 local mariners holding master's licenses have become charter members of the Association. Seattle will be the headquarters, and the support of all masters sailing on this Coast will be received. Suitable quarters in the nature of club rooms are being sought, and by the first of the year it is expected that the Association will be in running order. W. T. Isted, who was founder of the Merchants' Exchange, was appointed secretary.

An exciting fight under water with an octopus was the thrilling experience one of the divers employed by the contracting firm of Sir John Jackson, Ltd., when engaged in supervising the laying of the granite blocks which form part of the substructure of the breakwater now under construction at Ogden Point in the vice-like grip of the powerful tentacles of the octopus, the diver, handicapped to a great extent, but at the same time protected, by the heavy diving suit and equipment, away about on the sea bed as he fought what at first appeared to be an unequal battle with the many-limbed creature of the sea. Using his knife to good advantage, the diver eventually succeeded in severing the tentacles which were tightening about his body and, giving the signal to the boat crew handling the air apparatus above, was quickly hauled to safety.

It is stated by officials engaged on the Sir Jackson contract that a large number of octopi have been making their headquarters close inshore on the inner side of the breakwater. With the knowledge of this, the divers have been working at a disadvantage, but no chances are taken, as the submarine men carry sharp knives for their own protection when under water.

It is said that attempts may be made to clear the working space of octopi by the use of dynamite.

DR. W. SEWARD WEBB LOSES SUIT BROUGHT AGAINST HIM FOR \$230,000.

New York, November 21.—Henry L. Sprague, formerly of the law firm of Stetson, Jennings & Russell, has won a suit for approximately \$230,000, which he brought against Dr. W. Seward Webb, son-in-law of the late William H. Vanderbilt.

The suit was based upon the failure of Dr. Webb to carry out in 1902 a deal for the purchase and sale of the Canada Atlantic Company, a railroad in Canada, which latterly became a part of the Grand Trunk line. According to this contract, Sprague, Meyer and Dr. Webb were to buy practically all the stock of the Canada Atlantic which was in the hands of J. R. Booth, a wealthy Canadian lumberman, for \$10,000,000.

The three men placed a deposit of \$250,000 in the hands of Booth in January to hold an option on the stock until June 1. Meyer was to have charge of financing the transaction by the sale of bonds of \$11,000,000 to be issued by the Canada Atlantic. A further agreement was signed by which they were to sell a controlling interest in the Canada Atlantic to the Rutland Railroad.

However, when Meyer attempted to place the \$11,000,000 of Canada Atlantic bonds, he found no bankers ready to take them unless they were guaranteed by the Rutland. This according to the testimony, Dr. Webb first said was impossible. Shortly after Dr. Webb had undertaken to carry out the deal, he notified Mr. Sprague, according to the testimony, that he had obtained the guarantee of the Rutland to the bonds, and that he found bankers to underwrite them at 105. Early in May, however, according to Mr. Sprague, Dr. Webb quit his efforts to carry out the contract. On May 2 Meyer had been practically ruined by the fall of Rutland stock from \$145 to \$74 a share.

RAILROADS

CANADIAN PACIFIC

Montreal-Toronto-Chicago

Lv. Windsor St.— 8.45 a.m. 10.00 p.m. Ar. Toronto (Union)— 8.45 a.m. 10.00 p.m. Ar. Chicago— 8.40 p.m., 7.35 a.m. Lv. Windsor St. 7.45 a.m., 9.05 p.m. Ar. Toronto (Yonge St.) 10.50 p.m., 8.00 a.m. Day train: Cafe, Observation, Parlor and Dining. Night trains: Observation, Compartment and Standard Sleepers.

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CLEVELAND'S EXPERIMENTS IN OWNERSHIP OF UTILITIES

Proposed to Sell \$2,000,000 Bonds to Secure Funds for Plant That Will Sell Electricity at 3 Cents.

Cleveland, Ohio, November 21.—Cleveland has done better than most cities in the application of the municipal idea to public services. It has a municipal cold storage, in connection with a market, which cost \$2,000,000, and is doing well on the investment.

It was paying \$90 to \$100 a year for street arc lights and the price for power used was 8 cents a kilowatt. Two small electric plants were established. The cost of street arc lights dropped about half. The current was sold by the city from its small plants at 3 cents. A heavy loss was predicted. Instead of that, the plants more than paid expenses.

Meyer Baker proposed a sale of \$2,000,000 worth of bonds with which to build a plant to sell electricity at 3 cents. The bond issue was passed by the people, and the operation of the new plant began last July. In August there was a profit of \$500 on the 3-cent price. In September the profit was \$1,100, and on the basis of business now in hand and contracted for the superintendent estimates the profit for the next year at \$100,000, which would cover interest charges, depreciation, and taxes if it were a private concern.

When the plant is completed and running at full capacity the superintendent estimates that there will be a net profit of \$500,000 annually.

HAMILTON STREET RAILWAY CO. AND MEN ARE AMICABLE.

Hamilton, Ont., November 21.—There has been some talk recently of trouble brewing between the Amalgamated Street and Electric Railway Employees and the Hamilton Street Railway Company. The suggestion has been made that the labor authorities objected to the retrenchment being practised by the company. Enquiry goes to show that the company is not laying off any more men this year than is customary at the commencement of the fall and winter seasons. Some of the down-town lines are having their schedules curtailed.

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