

GOVERNMENT OWNERSHIP OF VESSELS STRONGLY OPPOSED

U. S. Merchant Marine Association Condemns Plan as Impolitic, Unprofitable and Internationally Dangerous—\$30,000,000 Investment Would Be Inadequate.

New York, July 5.—The United States Merchant Marine Association, having a membership of over one hundred prominent factors in steamship circles and general industrial field, has submitted in detail its views on the question of Government-owned merchant ships as proposed in the Ship Purchase Bill at the last session of Congress.

The reply of the Merchant Marine Association condemns the plan for Government ownership of merchant vessels as "impolitic, unprofitable and internationally dangerous." It declares that the proposal that the Government invest \$30,000,000 in merchant vessels is unsatisfactory, because it "obviously would be inadequate to make a creditable or effective addition to the nation's tonnage, but it would be enough to stagnate necessary, and possible, future development, because private capital would not then enter the industry."

To bring about a "normal addition of American merchant marine tonnage for foreign trade," the Merchant Marine Association says, "will necessitate the investment of at least \$100,000,000 annually for the next ten years." The suggestion is made that unless the Government is ready and willing to go the whole way in this respect, it would be a better economic policy to adopt by special act an "American maritime protective policy" to compensate owners of American built vessels for differentials in American and foreign maritime costs.

BRAZILIAN'S EARNINGS GOOD.

The gross earnings of the Brazilian Traction, Light & Power Company in May amounted to 6,670,110 milreis, an increase of 48,280 milreis, or 7.9 per cent, as compared with May, 1914. The net earnings of 3,991,540 milreis for the same period were 401,230 higher than last year.

For the first six months of the company's fiscal year the net earnings are 18,948,550 milreis, an increase of 767,242 milreis, or 4.1 per cent.

Earnings for the last five months, in milreis, are:

Table with 2 columns: Month, Earnings. Rows for January 1915, February, March, April, May.

RAILROAD EARNINGS IMPROVING.

Railroad earnings are probably the best trade barometer a country can possess. The latest reports of American and Canadian railways show that there is a considerable improvement. The last three months of 1914 marked the low point in traffic, with decreases of about 12 per cent, in gross. April, 1915, gross earnings showed a loss of 2.7 per cent, while in May fourteen of the largest systems on the continent showed an actual gain of 2 per cent, in gross. June is expected to show even a greater improvement. In addition the roads are spending money improving their facilities and adding to their rolling stock so that they will be in a position, when better times come, to take advantage of the changed conditions.

DECREASE OF 20.8 PER CENT. IN DULUTH'S MONTHLY EARNINGS.

The comparative statement of gross passenger earnings issued by the Duluth-Superior Co. for the month of June follows:

Table with 2 columns: Month, Earnings. Rows for 1st week, 2nd week, 3rd week, Remainder of month, Year to date, Month to date.

SHIPMENTS OF COBALT ORE.

Toronto, July 5.—Cobalt ore shipments for the week ending July 2 were:

Table with 2 columns: Company, Shipments. Rows for Dominion Reduction Company, Mining Corporation of Canada, La Rose, McKinley-Darragh, O'Brien, Coniagas.

RECEIVER FOR FLORIDA.

Application has been made for a receiver for the Florida by Carl J. Sauer, of Elizabeth, N.J., and other bondholders owing to a default in the payment of interest.



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Fast passenger and freight service between all important points on Lake Ontario and the St. Lawrence River.

Montreal-Quebec Line

A restful, comfortable one night journey. Steamers leave Montreal at 7:00 P.M. daily except Sunday.

Montreal-1000 Islands Toronto Line

Steamers sail Mondays, Wednesdays and Saturdays at 1:00 P.M.

Montreal-Bay of Quinte Toronto Line

Weekly service, leaving Montreal every Friday at 7:00 P.M. An enjoyable trip with every comfort and convenience.

Saguenay Line

The most fascinating water voyage on the continent. Steamers leave Quebec, Tuesdays and Saturdays at 8:00 A.M. connecting with night boats from Montreal.

Ticket Office, 9-11 Victoria Sq., Main 4710. Gen'l Freight Office, Foot McGill St., Main 5562.

SHIPPING NOTES

The Ancona has arrived at Spezia and the Arabic and Tuscania are at Liverpool.

The Statesman, from Havre on June 20, is in port for the second time this season. She had a normal trip under Captain Maycock.

The Militia Department has received the news of the safe arrival of the C. P. R. liner Missanabie at Plymouth Saturday. On board were the Canadian Dental Corps, one company each from the 28th (Ottawa), and 47th (Vancouver) Battalions and the 29th (Belleville) Battalion complete.

The Holland-America Line steamship Rotterdam, which sailed from Rotterdam for New York June 20 was held up and detained by British authorities at Deal and Avonmouth for eight days, according to cable advices that reached the line here yesterday. The Rotterdam is believed to have aboard about 200 passengers in addition to a full cargo of freight.

The Clutha, Captain Dobbin in charge, has just completed her first voyage under the British flag, and her first trip to Montreal as well. She left Greenock on June 15, meeting fine weather on her first trip. Old log-books on the vessel indicate that at one time she was in the Australian trade, although there are records of voyages to China, India, the Black Sea and elsewhere. Captain Dobbin is known in Montreal, having come here last fall with the Castilla from Buenos Ayres.

The Heitdale, Captain Mills, is making this port for the first time. She left Boston on June 26, stopping at Sydney on the way. The vessel is nine years old, and the captain has made the vessel his home since the night before she left on her first voyage. The vessel has not been near England for 16 months, and there is no prospect of her going there in the near future. Thomas Turnbull & Sons, of Whitley, are the owners, and Messrs. Furness, Withy & Co. are the agents. Before Boston, this vessel was at Huelva, Spain.

The United Fruit Company, operating out of New Orleans and Mobile, Ala., to Central and South America, has placed its coal contract for a supply of 100,000 tons per annum for three years with the Warrior Black Creek Coal Company, of Birmingham. Delivery will be started at once. In obtaining the United Fruit Company order the Birmingham company divided a 200,000 per annum order, which is required by the fruit company yearly, with the Pittsburg Coal Company of Pittsburg. It is understood that a good figure was obtained.

The British steamship Craigard, of 3,286 tons gross, was sunk on Saturday by a torpedo fired by a German submarine. The crew was landed at Plymouth. The Craigard sailed from Galveston June 3 and Newport News June 11 for Havre and the first suggestion that she had met with some mishap was when an empty lifeboat and another boat marked "Craigard, Leith" were towed into Penzance. The steamer Craigard was 325 feet long, 48 feet beam and had a depth of 23 feet. She was built at Port Glasgow in 1901 and was owned by the Craig Line Steamship Company Ltd., of Leith.

Canada's fish marketed from the Atlantic division consist principally of cod, halibut, cusk, pollock, herring, mackerel, sardines, smelts and haddock, for which latter the standard finnan haddies are produced. To this should be added lobsters, which are chiefly tinned, or shipped fresh to the American market, where the demand is fairly regular, and to which from certain districts the means of transportation assured of quick delivery, which is imperative. The fish marketed from the Pacific division consist chiefly of salmon and halibut, while the inland waters yield whitefish, trout, pickerel, bass and pike.

Figures compiled by Mr. H. A. Smith, canal auditor, indicate that the Panama Canal will show an excess in earnings over expenditures for the first year of operations ending June 30 of approximately \$250,000. Major General George W. Goethals, who returned last night from a trip to the United States, expressed gratification when shown the auditor's figures, and declared that the canal would have shown a handsome return on the investment for the first year but for the European war, which had greatly reduced the number of ships passing through the waterway. Earnings for June were \$541,231. From July 1 last year to July 1 this year the total earnings were \$4,424,306, while the expenditures were approximately \$4,200,000.

The American Shipbuilding Company has been awarded the contract to cut the steamers Oswego, G. F. Brownell, Binghamton and J. G. McCulloch, of the Erie Railroad fleet of Great Lakes boats, into two sections, for transportation to and delivery at an Atlantic coast port. The boats will be delivered to the purchasers, namely, the Staten Island Shipbuilding Company, at the Buffalo terminal yards, at the completion of the trips they are now making. The four Lake steamers will be cut into two sections, bulk-headed and ballasted to an even keel. The work will require about three weeks on each ship. The contract price paid to the American Shipbuilding Company for the work is in the neighborhood of \$50,000 and \$60,000.

DECREASE IN C. N. R. EARNINGS.

Gross earnings of the Canadian Northern Railway for the week ending June 30 last, amounted to \$379,200, as compared with \$512,300 for the corresponding period a year ago. This is a decrease of \$133,000.

For the year ended June 30, the road's gross earnings were \$17,225,600, as compared with \$22,700,600 last year, a decrease of \$5,475,000.

MISSANABIE'S SAFE ARRIVAL.

Ottawa, July 5.—News has been received by the Militia Department the safe arrival of the C. P. R. liner Missanabie at Plymouth, Saturday. On board were the Canadian Dental Corps, one company each from the 28th (Ottawa) and 47th (Vancouver) Battalions, and the 29th (Belleville) Battalion complete.

C. P. R. EARNINGS SHOW DECREASE OF \$884,000.

The C. P. R. statement of earnings follows: Week ending June 30th, 1915 \$12,163,000 Same period 1914 2,047,000 Decrease 10,116,000 Miles operated, 12,921.

GRAND TRUNK RAILWAY SYSTEM.

Traffic earnings from June 22nd to 30th, 1915. 1915 \$1,506,251 1914 1,564,261 Increase \$58,010



ADMIRAL SIR JOHN FISHER, Who has been appointed head of the new British "Inventions Board."

OUTWARD FREIGHTS STEADILY DECLINE

Embargo on Coal Exports From Britain has Affected the Situation There

CARGO TRADES VERY SLACK

Those Engaged in Canadian Trade Not Hopeful of Early Expansion in Exports to Dominion—Time Chartering Brisk.

(Special Correspondence of the Journal of Commerce)

Liverpool, June 23 (by Mail).—The outward freight market has been steadily declining, and at the time of writing tonnage is almost going begging at Liverpool for the first time for six months past. The fall in outward freight rates of 80 to 40 per cent during May and June has been a great surprise. It is undoubtedly due to the embargo on coal export. Not only is there the trouble about licences to ship coal, but coal exporters are faced with the difficulty of getting supplies through from the collieries, whose outputs are seriously curtailed by lack of labor.

There is no doubt that the market will right itself in time, but at the moment, which is ordinarily a dull period, the tone is very flat, and quotations rule as low as 18s to Genoa, 20s Alexandria, and 13s Bilbao. It is, however, not only in coal exports that there has been a severe falling off in the volume of business. The general cargo trades have been very slack to the Mediterranean, River Plate and West Coast of South America. People engaged in the Canadian trade here give very indifferent accounts of business, and they do not appear to be hopeful of any early expansion in exports to Canada, due, they say, to the strict economy and retrenchment which is being practised in the Dominion, but things may be better after the next harvest.

The American trade is also very quick, and the Far Eastern outlets are less active. The French Bay ports continue to provide a very large amount of business, and additional services continue to be run to Scandinavia. There are better prospects in regard to Russia, and shipping business may get a much needed fillip from this quarter. As noted some time ago, one of the great liner companies has been advertising the fact that it is prepared to quote prospective rates of freight via the Dardanelles.

The liners are still very short of tonnage, and they are seriously handicapped by the fact that the time charter rates quoted by owners of suitable vessels are excessive in comparison with the tariff rates of freight for general cargo obtainable by the liner companies. Trade with the colonies is undoubtedly seriously affected by this scarcity of suitable vessels.

Time chartering nevertheless has been very brisk of late for both long and short periods, and speculators have been taking a hand in the game in the hope, of course, of reletting at a profit. In shipping circles it is said that the representative of one large line who booked two boats on time charter, intending them for the Canadian trade, subsequently discovered that under the charter there was no liberty to engage in the B.N.A. business, and the charters had to be cancelled.

As regards the domestic arrangements of the port, the congestion problem is being tackled by a representative committee consisting of the chairman of the Dock Board, the Cunard Line, and the Admiralty and War Office officials, but the work of expediting things is rendered very difficult by inadequate warehouse and railway facilities to cope with the huge volume of traffic that has found its way here. The speedy removal of transit cargo is one of the main difficulties, as these goods tend to block up the quays.

Some of the shipping companies have just placed their coal contracts for the ensuing 12 months. The prices show an advance of up to 7s per ton, or 50 per cent, on expiring contracts.

Mr. J. A. Martin, manager of the Glasgow office of the Allan Line, has taken up his duties here as assistant manager of the Ocean Services of the Canadian Pacific and Allan Lines.

The Railway Dollar



The Railway Dollar, and how it was divided in the United States last year.

RAILROAD NOTES

Electric operation of the Pennsylvania, between Philadelphia and Paoli, will probably be delayed until August 16.

Work is to begin at once on an extension of the Oregon-Washington from Vale to Riverside, Ore., and the Southern Pacific is to electrify its line between Whiteoak and Corvallis, 43 miles.

Directors of New York, Ontario & Western have approved of a contract for 16 heavy locomotives and a contract for joint use with the New York Central of the New Utica passenger station.

Following the opening of a timber tract in Nicholas and Greenbrier counties, W. Va., the Cherry River & Southern is to build a 42-mile link from Curtin, on a branch of the Baltimore & Ohio, to a point near Bays Ferry.

When the Carolina, Clinchfield & Ohio put on its first through passenger train for the Central West and the region of the Great Lakes, it opened the first direct cross-mountain route between the South-east and the Central West.

John T. Reid, who has been in the employ of the Quebec Central Railway for many years, and who has been acting as assistant superintendent for some time past, has been promoted to the position of superintendent of the road.

Through the efforts of the agricultural and live stock department of the Nashville, Chattanooga & St. Louis, more than 2,500 head of pure bred stock have been placed, in the last three years, with farmers along the lines of the railroad company.

With the granting of further time for the abandonment of the Buffalo & Susquehanna's line between Wellsville and Buffalo, as ordered by the Court last fall, has come a report that the road is to be taken over by W. R. Page, of Olean, and electrified. He has had an option on it for several months.

Many years ago the people of Kansas were advised by William Allen White to raise less hell and more corn. They acted on this hint, at the same time raising other things, that is, they diversified their crops so as to escape the loss which might attend a total failure of any one. So the South is finding that such diversity is essential to real prosperity and President Harrison, of the Southern Railway, has said that he expects his section to increase very rapidly in this respect.

Mr. J. E. LePage, formerly travelling freight agent of the Canadian Government Railways, with headquarters at Montreal, has been appointed division freight agent and district passenger agent of the Canadian Government Railways, operating the National Transcontinental Railway. His headquarters will be at Quebec, and his territory extends from Edmundston, N.B., to O'Brien, Que., the latter being a station on the National Transcontinental almost on the boundary between Ontario and Quebec.

Those of the American Library Association returning from the California Conference to their homes in the Eastern States, through Canada, have expressed cordial thanks to the officials of the Canadian Pacific Railway for their courtesy in furnishing the special train with observation car for the journey through the magnificent scenery of the Canadian Rockies, and their appreciation of the hospitalities offered by the C. P. R. Agents, and especially by the administration of the Chateau Lake Louise, during the three days' stay which marks the happy culmination of their journey.

The Scientific American says: There is but one completed railroad in Ecuador, that between Guayaquil and Quito. Until this road was extended in 1905 Quito was, by modern standards, considered to be shut out from the world, 1000 miles from the Atlantic to Curaray Railway, 190 miles long, is under construction which will connect the Guayaquil and Quito railway at Ambato with the easterly provinces of the republic. The last consignment of rails for this new road is expected about November. Two Baldwin locomotives have been received and other rolling stock has been ordered from the United States. The preliminary survey is nearly completed for still another railroad between Puerto Bolivar and Loja known as the trans-Amazon Railway. This road will connect the Pacific coast with the head of navigation on the Marañon River, the name by which the upper Amazon is known as it passes through the Peruvian Andes within 100 miles of the Pacific Ocean.

SHIP BOUND FROM MONTREAL HAS CLOSE CALL—SHELLED BY ENEMY.

London, July 5.—The S. S. Angello-Bellin, British owned, of 7,333 tons gross, bound from Montreal, arrived at Queenstown to-day with a number of dead on board, as the result of being shelled by a German submarine.

Twelve men were killed on the Anglo-Californian, including the captain. Eight injured men were landed at Queenstown.

TO SUPERVISE MUNITIONS.

New York, July 5.—The steamer St. Louis of the American Line arrived here to-day from Liverpool. She was escorted down channel by two torpedo-boat destroyers to a distance west of Dants Rock, probably owing to the presence on board of Mr. D. A. Thomas, the British capitalist and coal operator. Thomas comes here to supervise and expedite the production of munitions for the Allies.

YEARS' WAGES OF \$11,218,686,516 PAID TO RAILWAY WORKERS.

An interesting and important statement of how the railroads of a country enter into the lives of millions of citizens is made by computations just completed by the U. S. Bureau of Railway Economics. The momentous fact is brought out in these computations that from June 30, 1905, to June 30, 1914, inclusive, \$11,218,686,516 were paid for wages to an average of 1,611,105 men employed in the States during each of the ten years as follows:

Table with 4 columns: Year, Number of Employees, Wages, % of wages paid to gross revenue. Rows for 1914, 1913, 1912, 1911, 1910, 1909, 1908, 1907, 1906, 1905.

The high percentage of gross revenue absorbed by expenditures for wages is worthy of special attention.

PORT OF LONDON SHIPPING CONGESTION RELIEVED

No Vessels Detained in Lower Thames Waiting for a Berth—Immense New Facilities Have Been Completed.

(Correspondence of the Associated Press.)

London, June 23.—After nearly a year of almost unbelievable crowding and pressure in the Port of London, the shipping authorities have caught up with the sea traffic, and during the past week, for the first time since war began, not a single vessel had to be detained in the lower Thames waiting for a berth to be cleared in the docks.

Immense new facilities have been rushed to completion during the past two months. More than 400,000 front feet of additional shed space has been provided. The East India Import Dock, which will furnish eight new berths for large ocean-going ships, will be opened in August, and the early completion is also promised of the new refrigerated meat warehouse at the Royal Albert Dock, to contain 500,000 carcasses.

There is every indication, however, that even these enlarged facilities will be pushed in their utmost capacity as the autumn comes on. The autumn and winter are normally the busiest seasons in all the ports of Northern Europe. The war situation will accentuate the position created by the ordinary increase of flow of business. Moreover, several new lines are asking for berths in London.

Government purchases of Indian wheat have begun to leave India for London, and large shipments of timber are promised from Norwegian ports. It is also stated that as soon as the numerous cargoes of supplies for Russia are out of the way at Archangel, that port will begin shipping heavily to London. More sugar is expected shortly from Mauritius to replenish the stocks kept in storage along the London waterfront.

The great rush of wool ships has ceased. Food-stuffs in store are abundant. The stocks of practically all classes of goods necessary for the support and comfort of the people are larger than they were in June, 1914. The only important exception to this statement is timber, which shows a substantial shrinkage, owing to the demands of the army both at home and abroad.

In the service of food transit some unusual types of ships are being employed. One of the recent arrivals is the Nort, a small motor boat, bringing a cargo of sugar from Brazil. Another is the steamship Glenavlis, one of the Canadian lake steamers, which has found her way to the London docks, where she is discharging 1,500 tons of canned goods.

That port statistics are not always an index to the actual state of trade, is evidenced by the fact that the registered tonnage of shipping entering the Port of London continues to show a marked decrease, as compared with twelve months ago. The explanation is that a ton of shipping to-day, represents far more in cargo than it did before the war. For several years past the practice of most shipping companies has been to discharge part of their cargoes here, then on to Antwerp and Hamburg to finish discharge and partly load there, later coming back here to finish loading.

This is not possible now, the Belgian and German ports being closed. Therefore, a large amount of shipping which counted as two entries before the war is now only counted once, and the shipping figures suffer accordingly. Yet, the cargoes manipulated and stored in London from each ship are double what they were. This is an instance of how deceptive statistics of shipping tonnage entering a port may be for purposes of comparison with other ports.

The number of men at present employed on deck work by the Port of London authority is 7,500, as against 5,000 a year ago. The figure of goods housed at the docks has risen to 285,000 tons, an increase of 68 per cent, over last year.

ST. PAUL'S EARNINGS.

If June, the last month of the fiscal year just closed breaks even in net income with June, 1914, St. Paul will show earnings for the year equal to about 2 per cent, on the \$116,850,100 common stock, against 4.2 per cent, for the year ended June 30, 1914.

Briefly the reasons for the decrease are: An estimated decline of about \$2,500,000 in net operating income for the fiscal year, an increase of \$1,400,000 in interest and charges, and a reduction of over \$1,000,000 in other income. This is without reckoning any unexpected adjustments which would increase other income.

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM

Chicago and Return \$31.00

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All trains with up-to-date equipment. Particulars and descriptive matter on application.

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FIRE HAZARD OF EXPLOSION CELEBRATION

In view of the common practice of celebrating the 4th of July by the use of large quantities of explosives of life and damage the following letter L. Wedger, chemist of the District Police, is of interest. He has carefully examined a large number of firecrackers at the laboratory and American manufacture, which by Boston dealers.

In the Chinese product the explosive potassium nitrate or saltpetre, sulphur corresponding to our black gunpowder, the paper tube has a plug of hard while a fuse made of tissue paper, a core of black gunpowder, projects from the flame accompanying the explosion. The powder is very small and of extreme but the paper of which the tube is composed of igniting very easily from continues in a state of smouldering, slow match, until consumed, during which time it is liable to burst into flame, owing to the composition of the dyed, owing to its easily soluble nature, explosive by contact therewith.

This accounts for the continuity of the fire in the tube and to correct this paper incapable of ignition, if this paper is passed through a weak solution of phosphoric acid in water, in the proportion of eight ounces to the gallon, a paper retaining fire is removed, and, in my opinion, at least nine-tenths of the fire hazard from the use of these tubes is removed. The additional cost entailed in the treatment of the paper would be extremely small, and the tubes would be as safe as the matches. In the manufacture of matches, the wood splints are treated to render them non-glowing, of cotton, paper and other fabrics are to prevent inflammability.

American-made firecrackers are not the Chinese product and cannot universally. They are composed of sheets of straw paper which is incapable of glowing combustion, even in the fire of explosion, which rarely consists of potassium chlorate, carbonaceous material. The danger of the paper by the explosive is very to the nearly insoluble nature of the nitrate, and the insolubility of the other exploded samples of both kinds, and in no case did the paper fragments from the fire of the explosion, while ignition of the tube of Chinese product occurred in almost every case.

WILL HEAR APPLICATION OF N. S. TRAM FOR STOCK

Halifax, N.S., July 5.—A hearing of Nova Scotia Tramways & Power Commission to carry into effect the legislation to take over Halifax Electric Nova Scotia Light & Power, will be held by the Provincial Board of Public Utilities, Nova Scotia tramways & Power, its capital stock to \$10,000,000, and first mortgage 5 per cent, bonds. Of \$6,000,000 are to be issued at once and for future corporate purposes. Of \$4,000,000 bonds, \$2,500 shares of preference of common stock in the order of Light & Power Co.

These securities are to be used in the hydro-electric power sites of Nova Scotia, on the Gaspeau River, J. G. White & Co., estimate will cost \$10,000,000. It is estimated, will be able to pay 6 per cent, on \$12,500,000.

JOHN L.'S COME BACK (Hamilton Herald.) John L. Sullivan, once undisputed prize-fighter, has taken the platform as a candidate. This is John L.'s come back. He is a former prize-fighter, who came pretty near knocking out...

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A Prominent Kingstonian writes:—"I believe in your paper—it is the liveliest, most instructive and most dependable financial paper in the country."