MR. M. P. FENNELL.

Assistant Secretary to the Montreal Harbour Commission. Plans for the coming season's work are now

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(Exclusive Leased Wire to Journal of Commerce.)

Charters.-Grain.-British steamer Dalton Hall 32,-

British steamer Haworth 30,000 quarters heavy,

Schooner Baker Palmer, 2,240 tons, from Baltimore

March 10 .- Vice-president George Sines, of the Brotherhood of Railroad Trainmen,

railroads to reduce wages will be opposed first and

last by the railway employes. Speaking yesterday of

the reported intention of the railroads in the East to

"We have not yet received any notice from the

12 below to 12 above. No precipitation.

Canadian northwest—Partly cloudy. Temperature

ROCKY MOUNTAIN BAILWAY

CYMRIC HAD UNEVENTFUL VOYAGE.

reduce wages, he said;

No precipitation.

from the Gulf to Barcelona or Marseilles 11s. 9d

March-April.

The Charter Market

being made by the Commissioners.

VOL. XXIX No.

Leicester Mass., needle factory

Rochester, N.Y., wholesale dry go

Englehart, Ont., hotel.....

Moncton, N.B., school Hochelaga. Que., shoe factory. Bathurst, N.B., hotel.... ontreal, Que., dry goods store Montreal Que. business block. Rome N.Y. business block Newport, Ky., hotel buisines, Cal. hotel cotton compress a Newark, N.J. dry goods store and on warehouse ... Sault Ste. Marie, Ont., business bl New Westminster, B.C., sash and d Montreal, Que., warehouse of bedst Rochester, N.Y., business block Peoria. Ill. business block ensselaer, N.Y., shoddy mill Chicago III. theatre. Ohio furniture store. Moose Jaw, Sask., grain elevator nam. Ala., several busines Tioga, Pa., chemical products plan North Bay, Ont., haberdashery... Madison, Wis., wholesale grocery Woburn, Mass., leather factory Woburn Mass. leather factory . Chicago, III., wholesale florist buil Binghamton, N.Y., fork and hoe fa bensburg, Pa., business section . Westbore, Mass., street railroad b cenville, Mich., refrigerator plan Baltimore, Md., barge and cargo of

Fall River, Mass., business block Fast St. Louis, Ill., furniture store Moines, lowa, newspaper plan Pucido, Col., hardware plant ...

Vancouver, B.C., biscuit factory

Maiden, Mass. church Albany, Ore., business block. . . .

Wetmore, Kan., opera house ..

St. Cloud, Minn., flour mills ...

Reck Island, Que., hotel and other

BRITISH COLONIAL FIR The third annual meeting of th Fire Insurance Company was held office in this city. The report that the gross premium income an

and the total income to \$334,000, v nounted to \$250,000, leavin The company have total 600, which is a very satisfactory sh that has only been in busines The company has insurance in for cies of \$7.810.000, and in three year, The Hon. C. Eugene Dubord and Mr. Theodore Meunier, secreta

NEW SAFEGUARD FIRE CO. IS NOW BEIN

Under the control of the London

new fire company is being formed the Safeguard Insurance Co. of Ne conduct a general fire insurance bu The head office of the new comp have a capital of \$200,000 with \$300,00 in New York and in the course of are to be extended throughout the L Mr. A. G. McHwaine, Jr., n and Lancashire, and others that company are incorporators of i The charter of the former safeguard

by the other company since 1879. PRESIDENT OF CANADIAN COPP SUBSCRIBES \$10,000

In response to a letter written Monell, president of the Internation pany, requesting that a subscription

Canadian Red Cross Society for the ing a number of nurses to the front ces of the St. John Ambulance cheque for \$10,000 was received to-d Marshall, chairman of the executiv the Canadian Red Cross, from Mr. A. dent of the Canadian Copper Comp Cliff, Ontario.

This generous donation will be exp the scheme of the St. John Ambula which is endeavoring to send over a r fied Canadian nurses who have had perience in hospitals, the services of ently required at the present time. his munificent subscription no less

will be sent from Canada at an early ELMIRA BOARD OF TRA

Elmira, Ont., March 10.—The El Frade elected officers as follows: P Weber; Vice-President, Geo. Klinck; & Badley: Treasurer, C. P. Ruppel; Cau Cleghorn, A. E. Edwards, T. F. ogt, J. A. Schroder. The secretary's membership to be 110.

TERM INSURANCE CONVE The Northwestern Mutual reports the erm insurance for \$9,645,560, under 2,600, converted to permanent plans. Mo ese conversions were as of current

EXPRESS COMPANIES ENTER FIGHT FOR VERY EXISTANCE

paign Upon Which They Are About to Embark.

Boston, Mass., March 10 .- Although the express companies have made drastic savings in expenseswhich may indeed have gone farther than may eventually be found consistent with service demanded by the public—the past eight months of this fiscal year the public—the past eight months of this fiscal year tianiafjord at Bergen; the Duca d'Aosta at Genoa and have resulted in large operating deficits for these the Northland at Portland. ompanies, due chiefly to the lower rates ordered by the Interstate Commerce Commission on February 1914, and to the parcel post.

companies cannot get back upon a fairly profitable penhagen. basis, they believe that in justice to shareholders they should liquidate while they still have a liquidatable should inquidate white they still have a surplus. As a result of recent official consultations. however, they have determined to first make an experimental fight for existence, and the initial gun is being fired through application to the Commerce Comeing fired through application to the Commerce Commission for a modification of its rate order.

The commission has decided to hear the presidents cipate in the hearing. A concise preliminary statement of reasons in support of express companies' petition will then be presented, together with an account of their experiences under the rates prescribed by the It is understood that the presidents of the express companies are conferring with prominent percial organizations with a view to explaining the situation and offsetting opposition to its relief.

Following inauguration of the parcel post on Jan. 1, 1913, for packages weighing not over 11 pounds, the weight-limit has been since extended to 50 pounds. In Canada a reasonable parcel post has been found to be are lower on much of the traffic on which they compete with parcel post-

A conviction is growing that with the present scope d-class mail service is deteriorated.

Meanwhile, the express companies are revamping their contracts with railroads wherever possible, look- near Cape Spear, and almost driven ashore to-day ing to increased compensation. adjustments are likely to be closed in the near future with some important lines. great bulk of it.

ATLANTIC, GULF AND WEST INDIES

which the Atlantic, Gulf and West Indies made in Call for a speed of 16 knots. They will make the trip December when, in face of a decline or \$82,000, or 5 from Yokohama to the Sound in 12 days. p.c. in gross income, the company was able to cut

servedly created considerable comment. result, but one of the chief was this. The company, the English, and other flags: under the Interstate Commerce Commission rules makes an arbitrary charge each month to meet extraordinary repairs during the year. This fund is drawn upon month by month as needed. Should be a surplus at the end of the year, it is credited to repair account which in substance amounts to just so much of a subtraction from operating expenses for that month. The company was very liberal with charges to repair account all through 1914, with the result that Dec. 31 saw a considerable sum to be credited back to operating expenses

Another factor which helped December results was the decrease in loading and unloading expenses due to decreases in sailings. Another item was the in-This has not resulted from any sudden marking up of freight rates, but is due to a very large percentage of Clyde and Mallory north- short time ago, en route around South America pre-

foreign service, which has amounted in substance to ing 580 feet long, 60 feet broad and 22,000 tons dis- which compares with \$613 in 1913. net earnings to gross

already been paid over in cash.

GOULDS ELIMINATED FROM MISSOURI PACIFIC MANAGEMENT

New York, March 10 .- At the meeting of the Missouri Pacific directors, Benjamin F. Bush was elected chairman of the board, also of executive commit tee and president; C. J. Pearson, vice-president in charge of operations; J. M. Johnson, vice-president in charge of traffic; J. G. Depew, vice-president in charge of accounts; Finley J. Shepard, vice-president, and J. L. Otter, secretary and treasurer.

Iron Mountain board met and elected the same of-

The foregoing represents no change in active oper-J. Gould as chairman of the board and of the execudents, namely, Kingdon Gould, Frank Jay Gould

CHICAGO ELEVATED RAILWAYS.

Chicago, Ills., March 10.-Chicago Elevated Rail-ways has deferred action on quarterly dividend of 11/2 p.c. on preferred participation shares due March 1st action was taken on Sept. 1 and December 1st 1914, payments.

U. S. STEEL'S UNFILLED TONNAGE. New York, March 10 .- U. S. Steel unfilled to totalled 4,345,371 on February 28, against 4,248,571 January 31st, 3,836,643 December 31st, and 5,926,440 on February 28th, 1914.

TORONTO RAILWAY.

Toronto Railway has declared a quarterly divind of 2 per cent., payable April 1st to sharel of record March 15th.

B. AND O. RAIL ORDER.

New York, March 10.-Rail orders reported to-day ude 7,900 tons for B. and O. and 11,000 tons for New York Central.

DETROIT UNITED MINIMUM. The minimum quotation on Detroit United has bee reduced to 50 on the New York Stock Exchange.

Philadelphis clearings \$24.523,971, decrease \$3,132.125, Boston clearings \$24.550,848, decrease \$1,647,592.

Liverpool. March 10.—White Star Liner Cymric arrived this morning from New York after an unevent-ful voyage.

rates at the 5 p.c. hearings, and upon whose testimony the commission found that the carriers had no justified their proposed advance in the rail-and-lake schedules. Philadelphia clearings \$24,523,971, decrease \$3,182,126,

SHIPPING NOTES

The steamer Cambrian sailed from Boston for London with 640 horses for the British army as pa of her cargo.

A wool cargo valued at over \$2,000,000 is bound for Boston, on the British steamer Lord Erne, from Australia, via Panama Canal.

The Carpathia has arrived at New York; the Kris-

A movement to bring about sale of ships by belligerents to Scandinavian interests is being promoted an open secret that, if before long the big

The Mexican steamer Mazatlan, employed on th As a result of recent official consultations, they have determined to first make an ex-

The Clan Line Steamer, Clan MacRae was chased by a German submarine off the Mersey Bar, in the of state commissions and others interested to partiutes. The steamer escaped by zig zagging at full The Clan MacRae left Port Natal on Janu ary 21 for Liverpool.

> According to Captain William Pothero, of the Cunarder Carpathia, which arrived at New York yesterday, from Naples, with 717 passengers of a'll class tie on her last trip easaward, which was rendered Atlantic account, and for loading as far ahead as Board of Commissioners, at Ottawa, this we is more dangerous by the steam steering-gear breaking June-July. There is a steady demand for tonnage

out-fitting here for the same industry. Four wooden trades. of the parcel post in this country is such that first steamers, the Terra Nova, Viking, Erik and Diana sailed vesterday for Channel on the west coast to 000 quarters oats, from the Atlantic Range to a French complete their sealing crews, were caught in the ice Atlantic port 8s. 9d. March-April. Negotiations for such with 800 men aboard, but ultimately escaped.

The new contracts are Advices received from the Orient state that the two being made for terms of not more than a year. Out new liners under construction for the Osaka Shosen of a business over 33,000 miles of railroad, taken over Kaisha service between Japan and Puget Sound are from the United States Express Tempany by four almost ready to be launched. The first to enter serother companies, renumeration by the railroads to the vice will be the steamer Hawaii Maru, which is about express companies upon fully 33,000 mileage has al- to be sent into the water from the 'Mitsubishi shipready been increased—up to 5 per cent. more on a yards at Nagasaki. It is expected that the new vessel March. will start on her maiden voyage during the month of July. The launching of the other new steamer, the from the Atlantic Range to West Coast Italy, three Manila Maru, will follow that of the Hawaii Maru, EARNINGS CREATE COMMENT. by two or three weeks. She is nearing completion at the Kawasaki shipbuilding plant at Kobe. Each ves Boston, Mass., March 10.-The remarkable showing sel is of 18,000 tons displacement and specifications

trip on time charter, p.t., prompt. operating expenses by \$259,000 or 17 p.c. making a partment of Commerce contains the following statement regarding the proportion of import and export There were several factors which contributed to this trade that is carried by vessels under the American,

	The Linguistics		ı a
	American 368,360,000	- AND N. O. EADNINGS DECLINE	i
	British 2,023,340,000	T. AND N. O. EARNINGS DECLINE	1
	German 522,137,000	ON SMALLER ORE ROYALTY RECEIPTS.	ľ
d	French 175,501,000		1
	Dutch 155,064,000	Toronto, Ont., March 10The total net revenue of	
	Norwegian 132,028,000	the Timiskaming and Northern Ontario Railway for	
	Japanese 80.963.000	the fiscal year of 1914 was \$258,199. This sum in-	
	Italian 73,442,000	cludes the return from ore royalties and is derived as	-
	Austrian 59,445,000	an excess after operating expenses of \$1,468,574 had	l.
		been paid. The total operating revenue amounted to	
e		\$1,670,898. There is an item of \$29,221 set to the ac-	
		count of hiring equipment which when deducted brings	
LS		the total net revenue slightly lower than that of 1913,	
le	Total \$3,180,469,000	the total liet revenue sugnity lower than that of 1919,	

Canal is the American-built Panama Pacific liner varied. changes in the character of freight offered. Normally Kroonland, which passed through the Culebra Cut a a very large percentage of Civic and Manory north-bound business is lumber. But the lumber trade is paratory to entering in May the regular passenger payroll, on the other hand, standing at \$1,112,866 flat at present and cargoes are being made up of oth- trade between New York and San Francisco via the is less than before. Revenue per mile of road was In this new service the Kroonland will be valued at \$5,098, with operating expenses for that dis-The company also has several ships chartered for joined by her sister vessel Finland, each of them be- tance \$4,548. Net revenue per mile amounts to \$549 cutting their operating expenses out and adding their placement, by far the largest steamers in the coast-tocoast trade.

The former Clyde liner Carib was recently lost off The shortage of tonnage at the ports in the Philip-Porcupine branch, 40 miles, and Elk Lake branch of jarring in stopping at or leaving stations. In pass-Germany. It is interesting to know that this ship was pines has become so acute that severe economic dis- 28.5 miles. The Nipissing Central is a subsidiary line ing through their trains they are also to give attensold to other interests a few days after she sailed, so tress threatens. To relieve the situation dealers in counted as part of the general system. that when sunk in the German mine fields she belong- copra, sugar, hemp and other products have petitioned to others. More than that, her purchase price had ed Gov.-Gen. Francis Burton Harrison, through the WILL OPPOSE VIGOROUSLY ANY Manila Chamber of Commerce, to request the Government to employ naval colliers as transports to move

DIFFIDENCE ABOUT HARASSING TRANSPORTATION COMPANIES NOW

missioners to investigate the necessity for a revision of the Canadian Freight Classification, and also the railroads are supposed to be made for a year, and der the 5 per cent. decision of the commission. increasing of certain minimum carloads to a weight changes can be made in the agreements or the agreeating organization but ranks the retirement of George which will bear closer relationship to the carrying ments can be abrogated upon notice being given by increase in the rail rates, the following appears with

(1) The provision of a greatly extended list of commodity rates providing for the shipment to Western distributing centres of goods of the same or closely try means that the rallroad_men will resist any atanalagous character in loads, the weight of which tempt to cut wages. I am in touch with the senti-shall bear some approximate relationship to the carment of the members of the railroad unions, and

(2) A restriction of the mixtures permitted to ship at carload rates under part (c) of rule 2 of the classification, so as to confine such shipments to goods exceptions to this rule be permitted.

As the Board of Railway Commissioners have asked the local Board of Trade for its views on the above, the matter is now in the hands of the transportation committee of that body. Meantime, how-ever, there seems to be a marked diffidence on the part of the committee to co-operate in any move-ment likely to harass the transportation companies during the present quieter times. It is felt that however justified the movement may be, it should be withheld until a more propitious moment.

AMERICAN CLEARINGS.

RAILROAD NOTES

The Toronto Suburban Railway Company is abo erect a transformer station at Guelph, Ont. It will Britis

Electrification of the Pennsylvania between Broad Street Station, Philadelphia, and Paoli is about 80

An automobile manufacturing concern has recently shipped to the Exposition at San Francisco for ex-hibition samples its product, valued at \$500,000, loaded on 100 special cars moving in a single train. freight charges were \$35,960.

Petition signed by ten railroad presidents representing 15,000 miles of steam railroad in New York State has been presented to the State Legislature, asking

The Bill to extend the time of the Canadian Northern to build the projected line between Lethbridge and Calgary has been amended to provide that the line is taken first as an indication that there is at least in question shall be commenced in one year and completed in three.

R., T. H. and B., the city officials and representatives limiting the uses to which the vessels may be of the southwest residents of the city of Hamilton, their own trade by placing them under time charter Ontario, regarding the question of grade separation in connection with the T. H. & B. tracks along Hunter New York, March 10 .- A moderate business was street, will likely be held in the office of George A. done in steamer chartering, all of which was for trans- Mountain, chief engineer of the Dominion Railway

Several of the leading passenger officials of the in 1906, and held since detainment at Meliona for similar business and also for the South America, West India and long voyage trades for prompt and C. P. R. met yesterday to discuss the summer sche-The sealing steamer Nascopie, which carried a car- forward delivery. Tonnage continues to offer spar- dule, when the prospects arising out of the existing The sealing steamer Nascopie, which carried a carried a large on a 11-pound maximum weight and with rates higher on a 11-pound maximum weight and with rates higher than in the United States. Even to-day express

The sealing steamer Nascopie, which carried a carried dertake the seal fishery on next Saturday. The remainder of the sealing fleet is practically engaged. Freights are fairly plentiful and rates are firm in all concensus is that there will be a good passenger with the exception of one which has been utilized cannot yet with the exception of one which has been utilized. business this coming season.

> A new campaign for increased payment for carrying the mails will be started by the Western Associa- and C 7, and are being operated by the Britis British steamer Inca 28,000 quarters, same, 8s. 3d., tion of Short Line Railroads in the United States, mental authorities because of the failure of Congress to make such pro-vision. The roads, which includes lines of ten to the list as re-named and given above, however from the Atlantic Range to Bordeaux, La Pallice or three hundred miles, contend that the weight of the st. Nazaire, 10s. 6d., June-July. British steamer Waltham 25,000 quarters heavy, ment, and that the parcel post has reduced express matter and freight.

Boston Journal says that port directors are urging that Boston & Maine should be compelled to absorb rather than cancel its contract providing the "Boston" rate to Commonwealth pier, and have appealed to Gov. Walsh to save to state benefits which this ... writing policies covering shipments to this country Schooner Baker Paimer, 2,240 tons, from Baltimore of Boston, p.t.

Boston, p.t.

Miscellaneous—Steamer Joseph W., Fordney 2,408 notice that it will order removal of discrimination terests with a conditional clause attached, freeing

British steamer Cayo Domingo, 1,713 tons, from in regard to welfare work, the records so far back attached also by underwriters to policies covering Savannah to Liverpool or Manchester with cotton, as 1860 showing traces of this humanitarian work. The cargoes. The need for this form of protection came Bark Snowden, 1,025 tons, from Philadelphia to Rio company in the last half century has given over into being with the recent proclamation of blockade aneiro or Santos with cement \$8, and loaded prompt. \$2,000,000 to provide medical attention, death-benefits Janeiro or Santos with cement \$8, and loaded prompt. and pensions for its workers. In 1874 the company Britain. inaugurated a scheme for the superannuation of its Underwriters, however, profess not to know what ON SMALLER ORE ROYALTY RECEIPTS. Indoor employes. A large and more compresensive scheme was launched by the management in 1908. Toronto, Ont., March 10.-The total net revenue of and the superannuation fund was closed to new memthe Timiskaming and Northern Ontario Railway for bers. The company has contributed to this fund in

the fiscal year of 1914 was \$258,199. This sum in- all \$544,000. cludes the return from ore royalties and is derived as an excess after operating expenses of \$1,468,574 had since 1901, the 41 western railroads which are apbeen paid. The total operating revenue amounted to \$1,670,898. There is an item of \$29,221 set to the ac- plying for increased freight rates are experiencing falling off in their revenues of \$40,000,000 a year, ac ount of hiring equipment which when deducted brings cording to testimony given in Chicago on Monday before Interstate Commerce Commissioner Danfels \$255,323. Decline in ore royalty receipts is the cause The largest vessel thus far to navigate the Panama of the lower balance as running expenses have not Statistician for the railroads said that receipts per freight ton mile were 8.64 mills, as against 8.27 mills aried.

Transportation last year was a little ahead of 1913, per ton mile in 1914. Average passenger rate per

Transportation last year was a little ahead of 1913, per ton mile in 1914. Average passenger rate per

Bertola return from this source being \$1.580.668. The mile for western roads has been reduced from 2.16 cents in 1901, to 2.05 cents in 1914.

> Passenger trainmen of the Pennsylvania have been 141-143 St. James Street. Phone Main 8/25, instructed to make observations to detect unusual Windsor Hotel, Place Viger and Windsor St. Stations or unnecessary roughness in the handling of passenger trains, and when such is the case they are to at one There are now 453.06 miles of road in operation. Branch lines include: Charlton branch, 7.8 miles; notify the engineer, especially if they note jerking or GRAND TRUNK SYSTEM tion to the detection of lost motion in car couplers and tion to the detection of lost motion in car couplers and Going March 10th; Return March 11th. how the cars ride and report the result of their observations to the trainmaster. It has been specifically ATTEMPT TO CUT RAILWAY WAGES. ordered that unnecessary and other conditions which disturb the comfort of passengers must stop.

Sines, of the Brotherhood of Railroad Trainmen, said yesterday that any attempt on the part of the SHIPPERS LIKELY TO PROTEST reallroads to reduce waxes will be opnosed first and LAKE AND RAIL RATE ADVANCES

Boston, Mass., March 10 .- Traffic recently filed Saskatoon, Sask., March 10.—The Edmonton Board of Trade has requested the Board of Railway Com-

In the opinion in which the commission granted the reference to the rail-and-lake situation: "For various reasons we shall exempt from the pro-

"Wages are already small enough and the fact that shall bear some approximate relationship to the carrying capacity of the car, and to be carried at rates
proportionately lower than when similar goods are
shipped in mixed cars of smaller minimums.

ment of the members of the railroad unions, and
creases have been made in the rates via Lake, tending to lessen the differences between them and the
shipped in mixed cars of smaller minimums.

For information apply to
Agents, 20 Hospital Street. Steerage Branch
ing to lessen the differences between them and the
shipped in mixed cars of smaller minimums.

Street West. Notwithstanding this finding the carriers have pub

weather map.

Weather map.

Weather map.

Cotton Belt—Cloudy, light scattered precipitation in more closely analagous in character; and that no tariff exceptions to this rule be permitted.

Texas. Oklahoma, Arkansas, Mississippi and Lousi-tariff exceptions to this rule be permitted. Winter Wheat Belt-Cloudy, temperature 15 to 34. the same number of cents per hundred pounds as the 75 cent scale between Bos American Northwest-Generally clear. Temperature creased under the 5 p.c. rate decision.

The following table shows the Boston-Chicago "standard rail-and-lake" rates for the season 1914 and the proposed rates for the season 1915, by classes

shippers who objected to the advance in lake-and-rail rates at the 5 p.c. hearings, and upon whose testi-

SEIZED STEAMERS ARE TO BE CHARTERED FOR LIMITED PERIOD

tains Control of German Vessels Utilized For Trade—Some to be Used For Wool Car. goes From Australia to Boston and New York.

derwriters shows that the Oversea Prize Committee at London, which is vested with power by the British Prize Court to charter out seized German and other enemy tonnage, has invited offers to charter the de tained German steamers: Rajaburi, at Hong Kong: Quarta, at Singapore, and the Diana at Lagoes, An interesting point in the methods being pur

sued by the chartering committee which is bro out in the latest move to utilize detained G for repeal of extra crew law by passage of the Conk- tonnage in British trade is that the terms of charter for the three steamers specified fix things so that the charters are to be limited to a period of not exceeding six months or until the signing of a treaty of peace While the action of the British in this

the next six months, the more important feature at the present time is the fact that in condemning It is understood that another meeting of the C. P. German tonnage the British authorities are strictly instead of selling them outright. Further advices received here by the u

show that the Prize Court at Fremantle, Australia, h condemned the German steamers: New 4,224 gross tons, built in 1907 and held at Freman and the steamer Thuringen, of 4,994 gross tons, built

It is further learned that at least six captur man steamers which have been held at New South Wales and New Zealand have been placed into achave thus far been utilized cannot yet be identified the "C 2," being the former German steamer Tiber ius, of 2,703 tons, which has been at Port Natal. The vessels have been re-named C 2, C 3, C 4, C 5, C 6

At least two of the six German steamers included in supervision of the British Government, which see that the terms upon which the merimo wool exports from Australia to this country, as agr with the Textile Alliance, Inc., in this city, are strictly abided by

MARINE INSURANCE.

New York, March 10.- Marine underwriters are ons, New York and Scandinavian trade, one round in favor of Commonwealth pier on and after March 15. them from any claim arising from "capture, seizure, their allies," but similar conditional clauses are now

NEW YORK EXCHANGE.

New York Exchange \$6.871/2c premium

RAILROADS

CANADIAN PACIFIC

WANDERER HOCKEY CLUB OTTAWA AND RETURN.

Going all trains. March 10, Return limit March 11. TICKET OFFICES:

HOCKEY CHAMPIONSHIP (Wanderers at Ottawa

CITY TICKET

122 St. James St., Cor. St. Francois-Xavier-Phone Main 690. Windsor Hotel Bonaventure Station

STEAMSHIPS.

Sailings from Halifax to Liverpool:-ORDUNA (15,500 tons) March 22nd

ALLAN ROYAL LINES

DURING THE WINTER SEASON OF NAVIGATION STEAMERS SAIL FROM St. John to Havre and London; and Portland and Boston to Glasgov.

STEAMERS.—The steamers presently emp CORSICAN, HESPERIAN, SCANDINAVIAN, Etc. RATES.—First Class \$82.50. Second Class & "Cabin \$50 to \$55, according to Steamer.

H. & A. ALLAN, General Agents

CANADIAN SERVICE

For information apply to

St. John N.B., and Halifax, N.S., to Liverpoo

INFORMATION.—For dates of sailing and all furthermation, apply any agent, or The Allan Line, assenger Office, 675 St. Catherine Street, Montreal; a.

2 St. Peter Street - MONTREAL - 4 Youville Square