PACE TWO

STEAMSHIPS

CANADIAN SERVICE

NEW YEAR'S

SAILING FROM HALIFAX TO LIVERPOOL

Transylvania, 15,000 tons - Dec. 21st 1 a.m.

THE ROBERT REFORD CO., LIMITED.

eneral Agents, 20 Hospital Street. Steerage Branch

23 St. Sacrament St., Uptown Agency, 530 St. Cath-

DONALDSON LINE

THE ROBERT REFORD CO., LIMITED.

eerage Branch, 23 St. Sacrament Street.

General Agents, 20 Hospital Street,

Uptown Agency, 530 St. Catherine West

ROYAL MAIL SERVICE

St. John -- Halifax -- Liverpool

From St. John

GLASGOW and **BOSTON**

GLASGOW and **PORTLAND**

From Portland.

Steamer. From Boston. "SARDINIAN" Thurs. December 24th. §"OÇEAN MONARCH" Tues. January 5th.

Sat. Dec. 12th

1914-PROPOSED WINTER SAILINGS

on, apply to

For information apply to

erine Street West.

HESPEDIAN"

"PRETORIAN"

"HESPERIAN"

§"VERDUN"

Steamer

#SICILIAN

"CORINTHIAN"

THE JOURNAL OF COMMERCE, FRIDAY, DECEMBER 11, 1914

G. M. BOSWORTH.

The grain carried into Montreal during the :

number 5,631, as against 6.791 trips last year,

BRITISH COLUMBIA ELECTRIC

the Railway Company and allied companies for Oc

Flour shows an increase of 626,959 sacks over 1013,

SHIPPING NOTES

************************************ Toyo Kisen Kaisha's liner Nippon Maru sailed from Yokohama Monday for San Francisco. A heavy northeast gale is reported from Harbon

each, Mich. No vessels have been se

The British tank steamer Vedra went ashore near arrow England. Only two men were saved from the crew of \$6.

The crew of 20 men of the Swedish steamer Norra-Sverige perished when the steamer struck a mine or the coast of Finland.

The Southern Pacific steamer Momus anchored outside of New York harbor with steering gear disabled and machinery out of order.

The German submarine U-16, which put in at Cop nhagen in a disabled condition, completed her re pairs within the time limit set, and sailed

Vice-President of the C. P. R. in charge of oner Harold Blekum, bound from Seattle or Alaska, has been libeled at Port Angeles for labor and materials alleged to have been furnished.

Southwestern Alaska steamship lines report that servations are already being made by miners LACHINE CANAL DURING 1914 HAD tending to return to interior districts

The steamers Mapleton from Fort William and Port Colborne have arrived in Kingston These are the last shipments expected this season.

The Holland-American liner Noorderdyk arrived at ew York from Rotterdam with a full cargo, including a large consignment of German toys and 15,000 59,118 tons, a total of 615 vessels with a combined nary birds

ALLAN LINE Navigation closes at Port Arthur to-day. The last 9,049 trips were made through the Canal or 1,248 less herring and package freight. Fifteen steamers will than in 1913. The number of Canadian steamers passwinter at Port Arthur.

The Detroit Weather Bureau to-day discontinues From Halifax. The Detroit Weather Bureau to-day discontinues amounted to 67,343,952 bushels, an increase of 14,-"SCANDINAVIAN" Tues. Dec. 15th. Wed. Dec. 16th dock by Friday. discontinued, twelve boats being expected to 505,256 bushels of 1913. Tues. Jan. 1st Tues. Jan. 8th Sat. Jan. 9th.

Beginning January 1, next, the United Fruit Co. and tons last year. the Royal Mail Steam Packet Co. will discontinue charging primage on all freights from New York to ports decreased 1.702 tons, while an increase of 17,155 Kingston. Reports from the Pacific coast state that the Royal

Mail Steam Packet Co, will establish a line from the 1,160 in 1913, on increase of 579; sailing vessels, 1,679 United Kingdom to Puget Sound ports via the Pan- in 1914 and 2,246 in 1913, a decrease of 567. The nummenting the service now operama Canal, and supple ated by way of the Suez Canal. Five schooners are bound to Baltimore with full

cargoes of pulp wood for the paper mills in West Virginia. They are the Allanwide, Earl of Aberdeer E. DuBignon, Bertha L. Downs and Bradford C.

Two vessels owned in San Francisco the Britist their registry. The firm of Eschen & Minor is the Operating expenses. owner of both ships. The Yeoman is now at Vancouver, B.C., and the Potlallach at Portland.

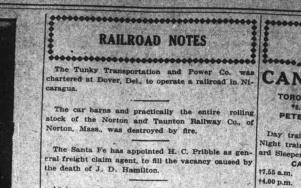
The following directors were elected at the annua eting held yesterday of the Corporation of Pilots 1 to November 1:hance, Alfred Raymond. The newly elected directors will meet to-day to elect a president

The Manchester liner Manchester Miller, from Man-

The tank steamship J. A. Moffett is to be launched by the Union Iron Works of San Francisco next Saturday. The vessel, being built for the Standard Oil Company of California, has a capacity of 65,000 bar rels. The tanker is constructed on the Isherwood dinal system, and is 435 feet long, 54 feet wide and 311/2 feet deep.

Because a storm was raging at Liverpool when the steamer Megantic sailed for New York, J. Ankers reached here to-day, completing half of a six-thousand-mile voyage across the Atlantic and back which he had no intention of doing. Ankers is a Liverpool pilot. He could not be landed when the Megantic left Liverpool because of the storm.

w York, December 11.—A limited amount of busi-was done in steamer chartering, including two held that goods shipped before the war cannot be heats for grain for January-February loading at the highest rates thus far recorded. 16,000 bushels of wheat as part cargo at Galveston.



An increase in the shop force of the Buffalo, Rochster and Pittsburg at Bradford, Pa., is probable for the purpose of installing steel underframes on all of npany's cars, about 5,000 in number, that are not all-steel construction.

Mr. John Brownlee, of Galt, Ont., was the one tr Vice-President of the C. P. R. in charge of steam-ships, who announced yesterday at St. John, N.B., the purchase of two new steamers by the company and the Erie and Northern Railway line. Mr. Brownlee also purchase of two new steamers by that company, and had the first car to be interswitched in Galt when the the charter of three more, each by the C. P. R. and interswitching between the Grand Trunk and C. P. R. was installed a few years ago.

Littleton V. Richardson, has been elected presient of the Asherton & Gulf of Texas, such his father, the late Col. Asher Richardson, and Rob FEWER SHIPS WITH LARGER CARGOES ert Conley succeeds James S. Brown as auditor. Pre-sident Richardson, who is only 28 years old, is believed to be the youngest chief executive in the United States

season of 1914 was a record one for the La chine Canal, exceeding last year's total tonnage by Postal cards are now sent to shippers by the auditing department of the Alton notifying them in all tonnage of 229,255, compared with 654,boxts last year cases of overcharge to send in their paid expense with a total tonnage of 230,377. During the year bills, and immediate refund will be made. It relieves consignees of the necessity of filing claims the investigation of which often takes a long time, in der to place responsibility where it belongs. ing through the Canal increased from 175, with 105, 173 tonnage in 1913 to 190 with 125,168 tons in 1914.

The first contract for work north of Gainesville, Ga., OFFERING CHICAGO, ST. LOUIS AND NEW on rebuilding and double tracking Charlotte-Atlanta line, has been let by Southern Railway. It consists New York, December 11.-Kuhn, Loeb & Con of construction of 61/2 miles of entirely new line. The are offering \$5,000,000 Chicago, St. Louis and New

this year's amount being 76,440 tons, as agaInst 32,533 country is rough, and heavy grading will be neces-sary. Great improvement in grades and curvature ficates, guaranteed by the Uliver Country is country in the second start of the second will be secured. Shipments of pulp wood up the Canal to Canadian

s reported as going to American ports. The trips made in ballast this year for return caraturing in semi-annual instalments during t It is expected that the merger of the Lake Shor with the New York Central will be completed about with the New York Central will be completed about December 22, when the first named road will lose its identity and the entire line from New York to Chicago be known as the New York Chicago Co. It Chicago be known as the New York Chicago will also goes are as follows. Steam vessels, 1.739 in 1914 and Chicago be known as the New York Chicago Co. a ferred stock, and the regular quarterly dividend of is assumed that a number of official changes will also per cent. on the common stock, payable January be made. Some of which it is said have already been stock of record December 15. ber of trips this year on which cargo was carried

In acquiring the Gilmour and Pittsburgh, the build- transfer between Key West, Fla., and Havana, a disng of which is now believed to have inspired for tance of 90 miles that is to be covered in eight hour its own direct benefit and hence surrounded it with It has triple expansion reciprocal engines of 1.350 mystery as to its actual backers, the Northern Pa- horse-power and arrangements have been made by Approximate income and expenditure of B. C. Elecfic proposes to build 60 miles of road in Montana, which rapid fire guns and small calibre from Armstead to Twin Bridges, and get a new wa- may be mounted in case it is necess ter level coast route that will be 120 miles shorter craft as a transport or supply vessel.

One feature of the greaf \$35,000,000 ; Mr. F. P. Guelius, general manager of the Interprovement connected with the new union passed olonial Railway, says there is a great deal of lum- station at Kansas City, is the building of For the four months of the fiscal year from July to the New England States, and he looks to get a west bottoms. It is has It is half a mile long and

meeting held yesterday of the Corporation of Flots 1 to Rovember 1.maintenance, etc. . 2.060,681 2.239.278 178,596 tion for more shipping. Mr. Guettius adds that the kind with a double deck that has ever been the Belgian Relief Fund. These goods for has been under construction for more than a the Belgian Relief Fund. These goods are conveyed will be finished in about a month. The Super-



Not many styles will come from Paris this year. France is in the grip of war. The shops of the great modistes and milliners are closed.



ner Ekern Makes a Statement of "Daily, †Daily ex. Sunday. §Sun. only Position Which is Much Better Than Thought. Ten-Year Record is

\$8.30 a.m. \$7.35 p.m.

*9.45 p.m.

GRAND TRUNK SYSTEM

DOUBLE TRACK ALL THE WAY

Montreal - - Toronto - - Chicago

INTERNATIONAL LIMITED.

Canada's Train of Superior Service. Canada's Train of Superior Service. Leaves Montreal 9.00 a.m., artives Toronto 4.30 p.m., Detroit 9.55 p.m., Chicago 8.00 a.m., daily. IMPROVED NIGHT SERVICE.

caves Montreal 11.00 p.m., arrives Toronto 7.30 a.m.,

Detroit 1.45 p.m., Chicago 8.40 p.m. Club Compart-

122 St. James St., cor. Francois Xavier -Phone Main 6908

-Phone Up. 1180 -Main 8229

These

ent Sleeping Car, Montreal to Toronto, daily.

Windsor Hotel Bonaventure Station

ficates, guaranteed by the Illinois Central.

certificates are part of an issue limited to \$5,700,000

ORLEANS RY. EQIUPMENT CERTIFICATES.

p.m. train

CITY TICKET

OFFICES

TICKET OFFICES: 143-143 St. James Street Phone Main 4121 Windsor Hotel, Place Viger and Windsor Street State Exceedingly Good. The discussion about the federal stamp, t

rance policies brings Commissioner Eke ant with a statement that the stock fire of ing money in Wisconsin. During are not lo ar period they collected from Wisconsit ers over \$37,500,000 net premiums in mid losses and the increase in reserve. uses only \$42.80 for each \$100 in net p inst United States losses paid of \$56.30 tae of net premiums. Taking the five-year 909-13, which eliminates the San Francisco ion these companies returned to polic the United States \$52.30 against only \$43. nid to Wisconsin policyholders for each \$10 ms, and against only \$38.20 in 1912 ar 1913 of net losses paid Wisconsin policyho ch \$100 of premiums

Neither are the companies losing money." their business, as a whole, throughout the tes. Their statements of underwriting proomit the interest carned on the assets. issets belong to the stockhold shalf to the policyholders, and this interest rce of profit. Without an m underwriting, the companies' rate of pr nts in capital and surplus will be mie of interest earned on the assets, as the lders take the earnings on their own money money. Thus, the National mphasize an underwriting loss 7 for the ten years from 1904-13, while t ng this period, including the San Fr year, on an average capital st and \$80,000,000, the stockholders received \$ dividends than they paid back in

ual dividend, including th conflagration year, was 8.39 per ce ed capital and surplus. The average molders' gain. In dividends paid an ed surplus, was 17.5 per cent. on the a or 5.9 per cent. on capital stoc The more normal last five-year p ws largely increased profits, notwith the great shrinkages in values of securit

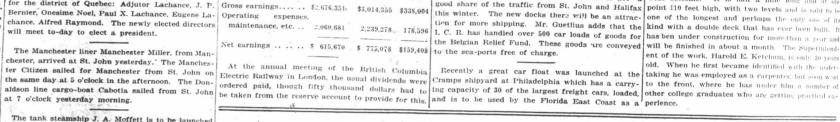
ng the five-year period the average net : and was 20.14 per cent. on the capital sto per cent, on the capital stock and surplus. aal stockholders' net gain, in divi supplus, was 33.3 per cent. on the stock or 10.68 per cent. on the combined c

ng the ten-year period the average gain, in net dividends and increased super cent, of the net premiums, or 9. During the five-year p ses paid to stockholders was 9.95 per cer During the five-year period kholders was 9.95 per cent. of th ns paid by policyholders or 19.3 per cer losses paid to the insured.

s not all. During the five-year period th acd premiums was \$49,217,147, which nt. used by the New York Fire Inves ttee contains an added profit of \$14.76; akes the total gain to stockholders (in net rease in surplus and the 30 per cent. incr ed premiums) \$146,339,743, which was of per cent. of the net premiums or of the net losses paid.

what it has cost the policyholders for f the stockholders' capital and surplus. Tak ock fire insurance business in the United St ole, even through a period involving insura sees of \$150,000,000 in the largest conflagra-nown, the companies and stockholders have m large profit. With the San Francisco losses gains should be reduced rather than There is no excuse for adding the onecent, federal tax to the policyholders' premium

C. P. R. EARNINGS.



50,025

561,903

maintenance, etc. .. 311.877 Net earnings..... \$119,123 \$191,599 \$42,476

tober, 1914:--

Sir Samuel Evans, of the London prize court, in the



The Sc

For particulars of rates and all further information apply to

H. & A. ALLAN

cilian sails London direct.

2 St. Peter Street and 576 St. Catherine West; T. Cook & Son, 530 St. Catherine West; W. H. Henry, 286 St. James Street; Hone & Rivet, 9 St. Lawren



Aderland, 12,018 T. Jan. 2 Jan. 3 aderland, 12,018 T. Jan. 16 Jan. 17 reland, 12,018 T. Jan. 30 Jan. 3 ingressis fo

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

******************************** ive Leased Wire to The Journal of Commerce.)

New York. December 11 .- A limited amount of busi-

trades are in need of tonnage, but rew boats offer for business of the kind, owners, as a rule, showing a decided preference for trans-Atlantic voyages. Rates have again advanced and the indications point to have again advanced and the indications point to

se again advanced and the indications yourt in sch higher figures before the close of the year. In The steamer Kiev, which was to take a cargo from

Greek steamer Marietta N., 18,000 quarters, from ped to Russia in Europe by the Siberian Railroad. the Gulf to the West Coast of Italy, 8s. 3d., January-February.

British steamer Frederick Knight, 25,009 quarters, from the Guif to West Coast United Kingdom 6s., option east coast 6s. 11%d. January-February.

Lumber-Norwegian bark Silas, 690 tons, from Ban Lumber-Norwegian bark Silas, 690 tons, from Ban-gor or Stockton Springs to West Britain, or East Indend with deals 7a, December January

Ireland, with-deals 70s. December-January. Coal-Schooner Edith, 1,051 tons, from Philadelphia to Charleston, p.t.

British steamer Carthusian, 2,576 tons, same. to Baltimore, with pulpwood, p.t. Schooner Allanwilde, 565 tons, same.

I. C .R. INTERPRETER AT HALIFAX.

much higher figures before the close of the year. In the sail tonnage market the only fixtures of more than ordinary interest is that of a foreign bark for a cargo of deals from a Maine port to the United Kingdom The steamer Kiev, which was to take a cargo from Puget Sound ports to Vladivostock and which broke her shaft while proceeding to the Pacific Coast, has been replaced by the steamer Tambov, due to arrive of deals from a share port to the onice anigoral et 70s. Charters:-Grain-British steamer Wiltonhall, 22,-600 guarters, from Philadelphia to Torre Annunziata, and (or) Castellamare, 7s. 9d. one, 8s. if both, De-cember-January. Greek steamer Marietia N. 18,000 guarters, from

G. T. R. PASSENGER AGENT.

Vancouver, B.C., December 11 .- Mr. A. H. Sperry, Coal-Schooner Edith, 1,051 tons, from Philadelphia Charleston, p.t. Schooner Wm. E. Downes, 529 tons, from Baltimore Mayport, p.t. Mayport, p.t. to Mayport, p.t. Miscellaneous.—British steamer Dunbar, 2,357 tons, seneral trade, 6 or 8 months basis about 68, 6d, promet. British steamer Snowdonian, 2,402 tons (previously), from Cuba to London, Liverpool or Greenock, with sugar, 30s., January. ooet is at Mile 120 north of Squamish.

Mr. A. E. Griffin, superintendent, said that grading sh steamer Carthusian, 2.576 tons, same. oner Lewiston, 711 tons, from Bridgewater, N.S., init, 250 miles north of Squamish. Seventy-five per cent. of the grading had been completed to Fort George. The first section south of Fort George, thirty miles, had been completed. Grading on the whole line except the Howe Sound

branshow, L C, B. interpreter, will spend the e of the winter in Halifax. completed by the first of February next.

Every year we send millions of dollars to foreign countries for feathers, flowers, hats, gowns, jewelry, silks, etc., for feminine adornment.

Yet these things are produced in Canada. Canadian artisans and Canadian workpeople are creating and producing dainty frills and furbelows that are hard to beat.

It remains for Canadian women to buy them.

The mere fact of an article being imported gives it no added value. On the contrary it should be a reproach at a time like this when Canadian industries need your support.

These things are made in Canada, of good material and good workmanship, and they're being sold at prices that discount imported articles every time.

It's a splendid thing to knit socks and Balaklava caps for soldiers, but you will be showing yourself strangely inconsistent if you pass up the work of your fellow Canadian women for something that foreign women have turned out.

INSIST THAT IT BE "MADE IN CANADA."

of the C. P. R. for the week enmber 7th were \$1,766,000, as compared with 5 09,000 last year, or a decrease of 41.4 per cent. rse decreases are to be expected as long as tern farmer continues to hold his grain.

C. N. R. EARNINGS.

The gross carnings of the Canadian Northern Ra or the week ending December 7, amounted 4,200, which is \$189,300 below the carnings of t pany for the corresponding period in 1913.

MORE POWER FOR KINGSTON.

ston. December 11.-The application of th e Electric Light and Water Supply Co. Lin led, for permissio ted for permission to bring power into the city from Singaton Mills for the purpose of operating the flor alia of the Kingaton Milling Co. at the foot of Broc t of Gure Street, has been granted by the Cli The Electric Company is controlled b ohn M. Campbell, of Kingston.

WELLAND CANAL TO CLOSE DEC. 15th.

elland Canal will officially close on Decembe Storm warnings were discontinued on December 9 storm warnings were discontinued on Dec 9 st. Only three boats are in the canal and 10 ore are expected this season. The steamer 1 winter quarters of boats for the steamer In winter quarters at Port Colborne are: The steament of the steament of the steament of the steament of the state of the steament of the stea urt, Saskatoon, Rickarton and Sarno.

BELL TELEPHONE GETS \$441 DAMAGES.

December 11-An aftermath of a case in the Bell Telephone Company on January 7th red serious damage to its poles and wires as of the letting-on of a dynamite blast in by Fallon Brothers, contractors, Corn-have a contract for the new Cataraqui West heard in the County Court, before Judge when the company such for damages and was ed \$441.46. There was a counterclaim for dam-