

STEAMSHIPS
CUNARD LINE

CANADIAN SERVICE
NEW YEAR'S
SAILING FROM HALIFAX TO LIVERPOOL.
Transylvania, 15,000 tons - Dec. 21st 1 a.m.

DONALDSON LINE

SAILING dates will be announced when arranged.
For information, apply to
THE ROBERT REFORD CO. LIMITED.

GLASGOW and BOSTON
Steamer From Boston.
"SCANDINAVIAN" Tues. Dec. 15th. Wed. Dec. 16th.

H. & A. ALLAN
2 St. Peter Street and 576 St. Catherine West: T.
Cook & Son, 530 St. Catherine West; W. H. Henry,

WHITE STAR DOMINION
WINTER SAILINGS
PORTLAND & HALIFAX
LIVERPOOL

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)
New York, December 11.—A limited amount of business was done in steamer chartering, including two boats for grain for January-February loading at the highest rates thus far recorded.

SHIPPING NOTES

Toyo Kisen Kaisha's liner Nippon Maru sailed from Yokohama Monday for San Francisco.
A heavy northeast gale is reported from Harbor Beach, Mich. No vessels have been seen.
The British tank steamer Vedra went ashore near Barrow, England. Only two men were saved from the crew of 35.

BRITISH COLUMBIA ELECTRIC

Table with 4 columns: Item, 1914, 1913, Dec.
Approximate income and expenditure of B. C. Electric Railway Company and allied companies for October, 1914.

The tank steamer 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 barrels.

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.

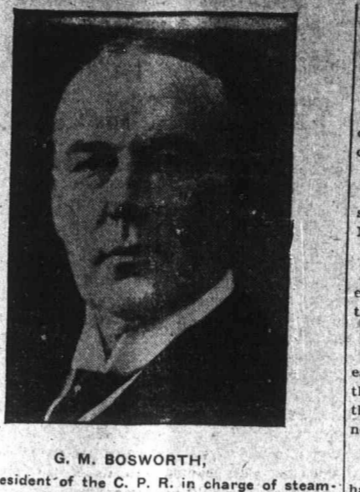
Sir Samuel Evans, of the London prize court, in the case of the grain cargo of the steamer Miramichi, held that goods shipped before the war cannot be seized. The steamer, flying the British flag, loaded 16,000 bushels of wheat as part cargo at Galveston.

The steamer Kiev, which was to take a cargo from Puget Sound ports to Vladivostok and which broke her shaft while proceeding to the Pacific Coast, has been replaced by the steamer Tambov, due to arrive at Vancouver on December 25.

G. T. R. PASSENGER AGENT.
Albert E. Marquette, passenger agent of the Grand Trunk Railway, has arrived at Halifax for the winter.

PACIFIC GREAT EASTERN TO BE COMPLETED BY FEBRUARY 1st.
Vancouver, B.C., December 11.—Mr. A. H. Sperry, general manager of the Pacific Great Eastern Railway, announced that the track had reached Anderson Lake, 55 miles from Squamish, and that a train service would be extended from Pemberton Meadows, Mile 58, to the new end of steel on December 15.

Mr. A. E. Griffin, superintendent, said that grading had been completed on the line to Horse Lake summit, 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 extension and the intermediary section, should be completed by the first of February next.



G. M. BOSWORTH, Vice-President of the C. P. R. in charge of steamships, who announced yesterday at St. John, N.B., the purchase of two new steamers by that company, and the charter of three more, each by the C. P. R. and the Allan line.

LACHINE CANAL DURING 1914 HAD FEWER SHIPS WITH LARGER CARGOES

The season of 1914 was a record one for the Lachine Canal, exceeding last year's total tonnage by 58,118 tons, a total of 615 vessels with a combined tonnage of 229,255, compared with 954 boats last year with a total tonnage of 226,377. During the year 9,049 trips were made through the Canal or 1,243 less than in 1913. The number of Canadian steamers passing through the Canal increased from 175, with 105,173 tonnage in 1913 to 199 with 152,168 tons in 1914. The grain carried into Montreal during the season amounted to 67,342,952 bushels, an increase of 14,505,256 bushels of 1913.

Beginning January 1, next, the United Fruit Co. and the Royal Mail Steam Packet Co. will discontinue charging prime on all freights from New York to Kingston.

Reports from the Pacific coast state that the Royal Mail Steam Packet Co. will establish a line from the United Kingdom to Puget Sound ports via the Panama Canal, and supplementing the service now operated 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 Allantide, Earl of Aberdeen, J. E. DuBignon, Bertha L. Downs and Bradford C. French.

Two vessels owned in San Francisco the British barque Yeoman and the Pottallich, have changed their registry. The firm of Eschen & Minor is the owner of both ships. The Yeoman is now at Vancouver, B.C., and the Pottallich at Portland.

The following directors were elected at the annual meeting yesterday of the Corporation of Pilots for the district of Quebec: Adjuar Lachance, J. P. Bernier, Osmeline Noel, Paul X. Lachance, Eugene Lachance, Alfred Raymond. The newly elected directors will meet to-day to elect a president.

The Manchester liner Manchester Miller, from Manchester, arrived at St. John yesterday. The Manchester Citizen sailed for Manchester from St. John on the same day at 5 o'clock in the afternoon. The Donaldson line cargo-boat Cabotia sailed from St. John at 7 o'clock yesterday morning.

The tank steamer 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 barrels. The tanker is constructed on the Isherwood longitudinal system, and is 435 feet long, 54 feet wide and 31 1/2 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.

Sir Samuel Evans, of the London prize court, in the case of the grain cargo of the steamer Miramichi, held that goods shipped before the war cannot be seized. The steamer, flying the British flag, loaded 16,000 bushels of wheat as part cargo at Galveston. The wheat was shipped by Muir & Co. and was destined for Rotterdam for delivery to George Fries & Co. of Codmar and Gebr. Zimmern & Co. of Mannheim.

The steamer Kiev, which was to take a cargo from Puget Sound ports to Vladivostok and which broke her shaft while proceeding to the Pacific Coast, has been replaced by the steamer Tambov, due to arrive at Vancouver on December 25. The Russian volunteer fleet established the Pacific service a short time ago to make up for the loss of Libau in the North Sea, where the Germans have blockaded the port. Goods sent via the Vladivostok route are transhipped to Russia in Europe by the Siberian Railroad.

G. T. R. PASSENGER AGENT.
Albert E. Marquette, passenger agent of the Grand Trunk Railway, has arrived at Halifax for the winter.

RAILROAD NOTES

The Tunkny Transportation and Power Co. was chartered at Dover, Del., to operate a railroad in Nicaragua.
The car barns and practically the entire rolling stock of the Norton and Taunton Railway Co., of Norton, Mass., was destroyed by fire.
The Santa Fe has appointed H. C. Pribble as general freight claim agent, to fill the vacancy caused by the death of J. D. Hamilton.

RAILROADS
CANADIAN PACIFIC

TORONTO-LONDON-DETROIT-CHICAGO.
*8.45 a.m. *10.30 p.m.
PETERBOROUGH-TORONTO (Yonge St.)
*10.50 p.m.
Day train: Observation, Parlor, Car and Dining. Night trains: Observation-Parlor and Dining and Standard Sleepers.

CITY TICKET OFFICES:
122 St. James St., cor. Front St. W.
Windsor Hotel, Place Vigor and Windsor Street Station.

OFFERING CHICAGO, ST. LOUIS AND NEW ORLEANS RY. EQUIPMENT CERTIFICATES.
New York, December 11.—Kuhn, Loeb & Company are offering \$5,000,000 Chicago, St. Louis and New Orleans Railway 5 per cent. equipment trust certificates, guaranteed by the Illinois Central. These certificates are part of an issue limited to \$2,700,000 maturing in semi-annual instalments during ten years.

TWIN CITY DIVIDEND.
The Twin City Rapid Transit Company declared the regular quarterly dividend of 1 1/2 per cent. on preferred stock, and the regular quarterly dividend of 1 1/4 per cent. on the common stock, payable January 2 to stock of record December 15.

transfer between Key West, Fla., and Havana, a distance of 90 miles that is to be covered in eight hours. It has triple expansion reciprocal engines of 1,250 horse-power and arrangements have been made by which rapid fire guns and small calibre batteries may be mounted in case it is necessary to fit the craft as a transport or supply vessel.

One feature of the great \$35,000,000 terminal improvement connected with the new union passenger station at Kansas City, is the building of a trade way or viaduct over the network of tracks at the west bottoms. It is half a mile long and at one point 110 feet high, with two levels and is said to be one of the longest and perhaps the only one of its kind with a double deck that has ever been built.

Recently a great car float was launched at the Cramps shipyard at Philadelphia which has a carrying capacity of 30 of the largest freight cars, loaded, and is to be used by the Florida East Coast as a

STYLES
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.
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."

FIRE COMPANIES NOT LOSING MONEY

Their Statements of Underwriting fits and Losses Omit Interest Earned on Assets
WISCONSIN'S POSITION
Commissioner Ekern Makes a Statement of Position which is Much Better Than Thought. Ten-Year Record is Exceedingly Good.

The discussion about the federal stamp, insurance policies brings Commissioner Ekern front with a statement that the stock fire companies are not losing money in Wisconsin. During year period they collected from Wisconsin holders over \$37,500,000 net premiums in paid losses and the increase in reserve. This losses only \$12.50 for each \$100 in net premium against United States losses paid of \$66.30 in 1909-13. This net gain of \$53.80 per \$100 premium, which eliminates the San Francisco loss in the United States \$52.30 against only \$19.25 paid to Wisconsin policyholders for each \$100 premium, and against only \$38.20 in 1912 and 1913 of net losses paid Wisconsin policyholders each \$100 of premiums.
"Neither are the companies losing money," says his business, as a whole, throughout the State. Their statements of underwriting profits losses omit the interest earned on the assets. If one-half the assets belonged to the stockholders and one-half to the policyholders, and this interest is the greatest source of profit. Without any from underwriting, the companies' rate of profit investments in capital and surplus will be the rate of interest earned on the assets, as the stockholders take the earnings on their own money the policyholders' money. Thus, the National statements emphasize an underwriting loss of 75.23 for the ten years from 1904-13, while it is that during this period including the San Francisco conflagration year, on an average capital stock of \$50,000,000, the stockholders received \$6,000,000 more in dividends than they paid back into the plus.

C. P. R. EARNINGS.
Traffic earnings of the C. P. R. for the week ending December 7th were \$1,768,000, as compared with \$1,692,000 last year, or a decrease of 4.14 per cent. Large decreases are to be expected as long as the western farmer continues to hold his grain.

C. N. R. EARNINGS.
The gross earnings of the Canadian Northern Railway for the week ending December 7, amounted to \$237,200, which is \$189,300 below the earnings of the company for the corresponding period in 1913.

MORE POWER FOR KINGSTON.
Kingston, December 11.—The application of the Kingston Electric Light and Water Supply Co. Limited for permission to bring power into the city from the Niagara Falls for the purpose of operating the flour mills of the Kingston Milling Co. at the foot of Brock Street, and also for operating the flour mill at the foot of Gore Street, has been granted by the City Council. The Electric Company is controlled by John M. Campbell, of Kingston.

BELL TELEPHONE GETS \$41 DAMAGES.
Kingston, December 11.—An aftermath of a case in which the Bell Telephone Company on January 7th suffered serious damage to its poles and wires as a result of the letting-off of a dynamite blast in Hamilton by Paul Brothers contractors, Cornwall, who have a contract for the new Cataract dam, was heard in the County Court, before Justice Barrett, when the company sued for damages and was awarded \$41.46. There was a counterclaim for damages but this was dismissed.