

SHIPPING NOTES

The American steamer St. Helens has been chartered by W. R. Grace & Company to load a cargo of lumber on the Columbia River for Balboa.

Western coast steamers are expected soon to hear that the naval department has opened Broughton Strait to navigation again. The Pacific is now free of enemy ships.

An order-in-council has been issued prohibiting the transfer of British ships to foreign register unless a license for the purpose is obtained from the British Board of Trade.

The British liner Lowther Range, which spent some time in Esquimaux recently, is reported to have passed Balboa, on her way through the Panama Canal to the United Kingdom. The Lowther Range is laden with a cargo of grain from Portland.

Direct steamer service between New York and Vladivostok via the Panama Canal, has begun. Two steamers have already passed through the Canal in this service, with general merchandise. The new line is 10,100 miles long, but about 3,000 miles shorter than the route via Suez. A ten-knot vessel, accordingly, would save between twelve and thirteen days at sea.

War risk rates announced by underwriters for coverage on open policies for the balance of this week indicate that on some of the voyages, rates are a trifle lower. The trans-Atlantic situation has again become quiet. Absence of developments following the German naval demonstration off the northeast coast of England seems to have done away with the fear that possible losses on the North Atlantic trade routes would result. War risk insurance on voyages to London is quoted at 5 p.c., as compared with 3 p.c. last week. The same change in rates applies to west coast of England and Scotland and to all of Ireland.

The Red Star line steamer Zealand, which had just sailed for Portland, Mo., came back and anchored in the river to-day after having been slightly damaged in a collision with the British steamship El Paraguayo.

According to advices from London no definite agreement has as yet been reached whereby English will refrain from searching ships which leave American ports with certificates from English to the effect that they are carrying no contraband. England is willing to accept such statements where there is no reason to believe that the cargoes were not augmented at sea. The protracted negotiations therefore between the United States and Great Britain have failed of agreement or understanding.

NEW SERVICE INAUGURATED.

The Toronto, Hamilton and Buffalo Railway has inaugurated a passenger service of three trains each way, daily, except Sunday, between Hamilton and Dunnville.

DECEMBER STEEL ORDERS SHOW GOOD INCREASE FOR MONTH

New York, December 24.—The "Iron Age" says: "The 5 per cent advance in rates of eastern railroads and the closely related decision of the Steel Corporation to make no general reduction in wages are important reinforcements of favorable factors in steel market."

Railroads have not hastened to buy steel but already there are well authenticated reports of requisitions that are being made ready for January.

December has seen some activity in track supplies, but rail orders from two important trunk lines are pending and western roads are expected to furnish good sized winter rollings. In new buying December has shown marked improvement over November. The Steel Corporation reports nearly twice as much new business this month as in corresponding period of November and it will close the month with a substantial gain in orders on the books.

There is general complaint among the steel manufacturers, however, at the course of prices. Increased business has been won for the most part by concessions.

Chicago, December 24.—One million bushels of cash oats were sold to Italy to-day.

The Charter Market

New York, December 24.—In the steamer market the only fixtures reported were those of two large carriers for coal oil, one to South African and Indian ports, the other to Australia, with the option of New Zealand, and both of which obtained the highest rates quoted on business of the kind in years.

Additional tonnage is wanted for business of the kind, and there continues an urgent demand in the trans-Atlantic and other trades for boats for January loading. The supply of available tonnage is limited, and the owners are holding for yet higher rates than those last paid.

In the sail tonnage market several additional vessels were chartered to carry timber from the Gulf to Europe and more are wanted for like business. Rates are strong, and tonnage offers sparingly. In all other trades the demand continues light.

Charters: Petroleum, British steamer Cape Ortelan, 150,000 cases, from New York to four ports Australia, 50 cents, option six ports New Zealand, 23 cents, February.

British steamer Calliope, 50,000 cases, from Port Arthur to South Africa and India, basis 50 cents, one port January.

Lumber—British barque Annie, 1,373 tons, from the Gulf to West Britain with timber 140s, January-February.

Norwegian barque Nordstern, 1,050 tons, same 135s March.

Norwegian ship Marga, 1,436 tons (previously) same 120s, March.

Norwegian barque Hudson, 750 tons, same, p.t. prompt.

Schooner Springfield, 525 tons, from the Gulf to Genoa \$17.25.

Schooner Rosefield, 607 tons, from the Gulf to Cadiz, \$7,000.

Schooner J. Edward Drake, 789 tons, from Ferdinand to Philadelphia, p.t., coal out, Philadelphia to Mayport, p.t.

Miscellaneous—Norwegian barque Glenora, 706 tons, from New York to Copenhagen, with grain and oil, p.t. prompt.

Barque Annie Swan, 548 tons, from Brunswick to Porto Rico, with staves, p.t.

BRITISH STEAMER MANNED BY FOREIGNERS WERE PANIC STRICKEN

Master Could Not Control the Crew Owing to Ignorance of Language—A Peculiar Case.

A Naval Court held at Constantinople on the 23rd September last, investigated the circumstances of the loss of the British steamship "Belgian King," which ended in the certificate of Captain W. R. Akman, who commanded her, being suspended for three months.

The circumstances of this case were so extraordinary and the decision appearing to be wholly unjustifiable, the matter was taken in hand by the Imperial Merchant Service Guild, of which Captain Akman is a member.

It appears that the vessel left Trebizonde for Constantinople on the 20th September last, with a cargo of 3,450 sheep, 401 cattle, 14 cases of eggs and 60 casks and a crew of 28 hands, all told, as well as 30 passengers and 28 shepherds and cattlemen. The ship started with a list, which quickly increased to 20 degrees. The report of the Court states that the Master then gave an order, which was not obeyed, to throw all the 30 cattle in the orlop deck to the bottom of the ship. Seven blue lights were burned as signals to a Russian steamer at about 11 p.m. The report proceeds as follows: "The Master was evidently unable to control his officers and crew, partly owing to his ignorance of native languages, and partly owing to panic which seized the crew."

The first mate, who was a Turk, who could not speak a word of English, appears to have been incapacitated by fear. The second mate, who did attempt to obey the Master's orders, could not control the crew.

The list on the ship increased slowly from 9.30 p.m. till she capsized at midnight. No boats were put out nor any attempt made to do so, although the Master states he gave the order, and that some boats could have been lowered. The crew apparently provided themselves with lifebelts with some exceptions.

So far as appears from evidence no attempt was made to assist the passengers of whom at least 13 were drowned together with the two supercargoes. The evidence obtainable did not establish positively the number of passengers on board.

Having adduced the reasons for which the Court ascribe the capsizing of the ship, they state that they find certain extenuating circumstances in the fact that the Master was placed in a particularly trying position owing to his having no control over the management of the ship, and owing to his ignorance of language, a position which it is evident he felt very strongly as was clear by his letter addressed to his owners—a copy of which was produced to the Court.

The Court found that so far as the evidence went, the officers and crew behaved in a most unsatisfactory manner, with the exception of the second officer, the first engineer, a few firemen, and the man at the wheel.

The Court consisted of the Consul-General at Constantinople, acting as President, with two local merchants.

The Guild, in laying the matter before the Board of Trade, advertised on the composition of the Court, stating that it was not one to adjudicate on such a case by reason of the fact that none of the members of it possessed any nautical experience whatever. It was urged that such a Court could not be deemed competent to deal with the intricate subject of ship stability, which had an important bearing on the case. Further, it was pointed out that the Merchant Shipping Act in such cases, and also the Board's own instructions to Consuls abroad stipulated that these Courts should have the assistance of experienced nautical men. The Guild pointed to this as one of those unfortunate cases where though flying the British flag, the only British subject on board was the Captain, and they go on to quote the opinions of the Court in respect to this.

After the lapse of some considerable interval, the Guild have received a communication from the Board of Trade, that as they are unable to communicate with the Court or His Majesty's Consul-General in the matter, owing to the removal of the Consul-General and his staff from Constantinople in consequence of the war with Turkey, the Board have now decided to re-issue Captain Akman's certificate to him.

AMERICAN BRIDGE CO. EXPECTS BIGGEST YEAR IN ITS HISTORY.

New York, December 24.—Josephah Loucheim and Company have received the following despatch from one of their Chicago correspondents: "Our Gary, Indiana, office, informs us that the American Bridge Company will shut down over the holidays to thoroughly overhaul the works in preparation for the biggest year in the company's history. Specifications already on hand and pending justify that expectation."

SCOTTISH MONARCH ARRIVES AT ST. JOHN.

St. John, N.B., December 24.—The Scottish Monarch from Liverpool, arrived here this morning after a 21-day voyage. The captain reports a very rough voyage. Last Monday, while at anchor off Seal Island, the windlass broke, and the anchor and 120 fathoms of chain were lost, forcing the vessel to return to open sea.

The Scottish Monarch is under charter by the Allan Line, and carried only 500 tons of mixed cargo.

AMERICAN LOCO GETS LARGE ORDER.

Chicago, December 24.—It is learned on excellent authority that the Illinois Central order for 50 locomotives will be filled by the American Locomotive Company. The road has not as yet placed the order for 1,250 freight and passenger cars, but is expected to close in the near future.

NEW YORK CENTRAL MERGER.

Columbus, Ohio, December 24.—Articles of incorporation of New York Central Railroad Company (authorized capital \$300,000,000, par value of each share \$100), have been filed with Secretary of State—the new corporation into which the old New York Central and Hudson River Railroad and Lake Shore and Michigan Southern Railroad are in process of being consolidated.

PORTO RICO RAILWAY.

The Porto Rico Railway Company has declared its regular quarterly dividend of 1 1/2 per cent on the preferred stock, payable January 2nd to shareholders of record December 24th.

Mr. Walter Duffy, of Sunny Brae, who is employed in the electrical department of the I. C. R., had his spine seriously injured while at work at Truro a few days ago.

Allies are reported to have begun a new offensive east of Rheims.



LIEUT.-COL. J. E. HUTCHESON.

General Manager of Montreal Tramways Company discussion of the franchise, of which is to be reopened shortly by the city.

RAILROAD NOTES

New York Central declared regular quarterly dividend of 1 1/2 per cent, payable February 1st.

Resolutions favoring state and national prohibition were adopted by the Independent Order of Railway Employees while in annual convention in Reading, Pa.

The Nickel Plate is accused of 30 violations of the hours of service law at Toledo. It is alleged that on two days 30 men were worked approximately 18 hours on each day.

Mr. James Manson, who is coming to Montreal along with Mr. George F. Bury, the new Vice-President of the C. P. R., was banqueted at Winnipeg by 100 officials of the company.

Louis H. Wood, former cashier of the Northern Steamship Company in Buffalo, who misappropriated nearly \$100,000 of the company's funds made restitution to the extent of about \$12,000 and pleaded to an indictment for forgery has been sent to prison for not less than a year and not more than three years and six months.

Higher commutation rates have led commuters in Ohio valley contiguous to Pittsburgh coming to the assistance of a traction line ambitious to build an eight-mile link which will enable it to parallel the Fort Wayne and give a service that has been out of the question. Previously these people opposed the undertaking.

J. R. Tinsler, employed as a switchman on the Baltimore and Ohio has built a working model of a locomotive that has earned much praise for mechanical skill and inventive genius. He made all the patterns, did all the moldings, and also all the other work incidental to the production of the complete and finished machine.

Fred. Mitchell, met with a serious accident while at work in the E. C. R. boiler shop at Moncton, N.B. A chip of flying steel from a belt struck him in the face inflicting a deep gash in the cheek and entering the eyeball. The accident is peculiarly unfortunate from the fact that the sight of the other eye is already affected by a similar accident which occurred some time ago.

As a result of the annual track inspection of the New York Central in October, E. M. McDonald, engineer of the Western division extending from Syracuse to Buffalo has received the highest mark for the best division. A. M. Clough of Batavia, supervisor, for the best 11 sub-divisions, and John Sheridan of Colwater, N. Y., for the best section. The latter receives the cash prize given as a premium.

The Los Angeles shops of the Southern Pacific have been placed on full time and 1,500 men who were not anticipating so early a resumption of activities are back on their jobs. This is the result of the tour that Chairman Kruttschnitt of the Executive Committee and L. J. Spence, traffic director have been making of the system and the favorable impression they are understood to have gained from local conditions as well as the prospects of future business.

Train service has been established on the new Lake Erie and Eastern, an eight-mile line owned by the Lake Shore and the Pittsburgh and Lake Erie and built at a cost of \$1,000,000. It connects at the western terminus at Girard, Pa., with the Pennsylvania Lines, which will use the tracks jointly with the New York Central branches and will give New York Central Lines direct access to the largest industries of Youngstown, O., which heretofore have been reached by an agreement with the Erie. Difficult engineering feats were performed in its construction, which involved the building of seven concrete arches and four bridges spanning the Mahoning River.

REDUCED WAGES IN BUILDING TRADES TO AID CONSTRUCTION

Builders Exchange at General Meeting Decides on New Scale—"Open Shop" in Brick and Masonry Section.

At a general meeting of the Builders' Exchange yesterday sweeping reductions in the rates of wages paid the building tradesmen were decided upon as part of a scheme to induce the public to build by lowering the cost of construction.

The prices agreed upon to be in force from January 1st to July 1st, 1915, as the maximum wages in the various trades were as follows:—

Table with 3 columns: Trade, New rate, Old rate. Trades include Bricklayers, Plasterers, Tile setters, Painters, Carpenters, Concrete framers, Building laborers.

Although the prices in other trades were not fixed, there will be a corresponding reduction averaging 20 per cent, below the summer scale. It was claimed at the meeting yesterday that these rates, while under the union scale, were from five to ten cents an hour higher than men in the various trades were actually working for.

The Bricklayers' Union decided not to enter into an agreement with the Builders' Exchange, claiming that they had an agreement with the General Contractors' Association, which was satisfactory to them. As this association is entirely separate from the Builders' Exchange and the agreement of the former is not binding on the members of the latter organization, the exchange declared itself "open shop," in view of the arbitrary stand taken by the Bricklayers' Union refusing to have any further negotiations with them regarding wages and conditions.

NEW YORK CENTRAL MEETING.

New York, December 24.—The directors of the New York Central Railroad Company, the new corporation which has succeeded New York Central and Hudson River Railroad Company and the Lake Shore held their first meeting Wednesday, elected officers and declared the dividend which New York Central has been accustomed to declare at this time. The dividend of 1 1/2 per cent, upon stock of new company is payable Feb. 1st to stock of record Jan. 8th.

The directors elected the following officers for the consolidation: Chairman—Chauncey M. Depew. President—A. H. Smith. Secretary—Dwight W. Pardee. Treasurer—E. L. Rossiter.

Vice-Presidents—W. K. Vanderbilt, Jr., Ira A. Place, A. T. Hardin, C. F. Daly, Albert H. Harris, John Carstensen and J. J. Bernet.

The last named has been vice-president of the Lake Shore and in charge of operation.

FARMERS REJOICING OVER THE PROSPECT OF C.P.R. IRRIGATION

Lethbridge, Alta., December 24.—Grassy Lake farmers are rejoicing over the prospect of an irrigation project, which may be extended to their district by the C. P. R.

The Grassy Lake Board of Trade recently received a letter from Mr. P. L. Naismith, manager of the Natural Resources department of the big railway, to the effect that the company was considering plans for the extension of their system from Chin to Taber, and would take up the matter of a further extension to Grassy Lake with the Board at a later date.

The farmers in the Taber district have asked for irrigation, and have been promised it by this corporation, provided they could show a sufficient number who would guarantee to purchase the water rights if the system were installed. The progressive Taber farmers did this, and they are now practically assured that a ditch will be installed.

If these areas were actually under the ditch, and with the sanction of the Old Man river diversion project by the Government a certainty, together with the immense areas to the south of the city, which could be irrigated from the St. Mary's and Milk rivers, all in actual operation, practically the whole of Southern Alberta would be under irrigation. That is what the farmers want, and they can't get it too soon.

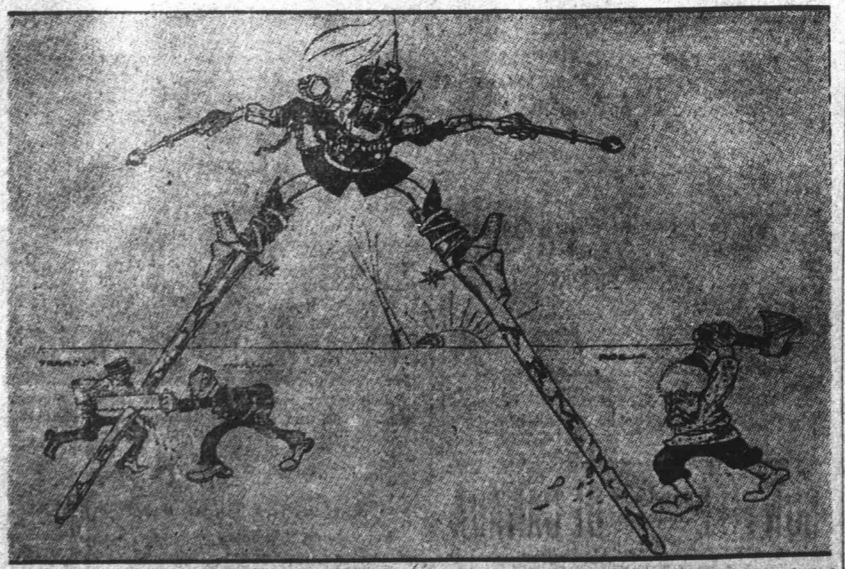
BARCELONA TRACTION.

A friendly receivership has been applied for and granted in Toronto in respect of the Barcelona Traction, Light and Power Company. This action has been taken in order to prevent any possible outside interference in financial arrangements which have been in progress for some time, and the completion of which have been prevented by the war.

RIVERSIDE MILL TO RESUME.

Pittsburg, December 24.—It is reported that the Riverside Mill of the United States Steel Corporation at Benwood will resume operations after nine months idleness.

A WARSAW VIEW OF THE INVADER.



This is a cartoon from Warsaw. The German Emperor is soliloquizing, "So great a strategist am I that I can conduct the war on both frontiers—East and West." The figure shooting over the horizon with the sun is Japan.

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

Sailings from Halifax to Liverpool:—

Table with 3 columns: Ship name, Date, Tons. Includes FRANCONIA (18,100 tons), ORDUNA (15,500 tons), TRANSYLVANIA (15,000 tons).

For information apply to THE ROBERT REFORM CO. LIMITED, General Agents, 20 Hospital Street, Steerage Branch, 23 St. Sacrament St. Uptown Agency, 530 St. Catherine Street West.

ALLAN LINE

ROYAL MAIL SERVICE

1914-PROPOSED WINTER SAILINGS-1915.

St. John -- Halifax -- Liverpool

Table with 3 columns: Steamer, From St. John, From Halifax. Includes "RETORIAN", "HESPERIAN", "SCANDINAVIAN".

St. John -- Havre -- London

Table with 3 columns: Steamer, From St. John, From London. Includes "SICILIAN".

Boston -- Portland -- Glasgow

Table with 3 columns: Steamer, From Portland, From Boston. Includes "POMERANIAN", "CARTHAGINIAN".

For particulars of rates and all further information apply to H. & A. ALLAN

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. Lawrence Boulevard.

RAILROADS

CANADIAN PACIFIC

PARLOR CAR TO ST. AGATHIE. Lv. Place Viger 4.00 p.m. Dec. 24 and 31. Car will not be operated Dec. 25 and Jan. 1.

TICKET OFFICES: 141-143 St. James Street. Phone Main 8123. Windsor Hotel, Place Viger and Windsor St. Stations.

GRAND TRUNK RAILWAY SYSTEM

CHRISTMAS AND NEW YEAR HOLIDAYS. SINGLE FIRST-CLASS FARE. Going Dec. 24 and 25, limit Dec. 26. Going Dec. 31 and Jan. 1, limit Jan. 2.

FIRST CLASS FARE AND ONE-THIRD. Going Dec. 23, 24 and 25. Return limit Dec. 28. ALSO. Going Dec. 30, 31 and Jan. 1. Return limit Jan. 4.

CITY TICKET OFFICES: 122 St. James St., cor. Front St. Windsor Hotel. Bonaventure Station. Phone Main 6503. Phone Up. 1188. Main 1229.

CANADIAN NORTHERN

CHRISTMAS AND NEW YEAR EXCURSIONS. SINGLE FARE. Going December 24th and 25th. Return limit December 28th, 1914. Going December 31st, 1914, and January 1st, 1915. Return limit January 2nd, 1915.

FARE AND ONE-THIRD. Going December 22nd, 23rd, 24th and 25th. Return limit December 28th, 1914. Going December 30th and 31st, 1914, and January 1st, 1915. Return limit January 4th, 1915.

For rail and steamship tickets apply to City Ticket Office, 230 St. James street. Phone Main 6578.

GOOD BUYING AT LOW LEVELS. New York, December 24.—Overnight price changes were on the side of decline, but stocks were wanted at the lower level, and a few minutes after opening, the list gave signs of steadying itself.

First sale of Reading was at 140, compared with 140 1/2 at Wednesday's close, but stock almost immediately rallied to 141.

Lethig Valley selling ex-dividend opened at 128, a net decline of 1/4.

New York Central was the only important issue to score an advance on the first transaction. It opened 1/8 up at 82, in response to the announcement of the declaration of dividend at the usual rate.

Amalgamated Copper, after opening 1/8 off, at 49 1/2, soon rallied to 50.

WEATHER MAP. Cotton Belt—Cloudy, light to moderate precipitation in most States. Temperature 34 to 62. Winter Wheat Belt—Partly cloudy. Light scattered snow east of the River. Temperature 2 to 14. American Northwest—Partly cloudy. Light scattered snow. Temperature 20 below to 18 above. Canadian Northwest—Generally clear. Light snow in parts. Temperature 28 below to 20 above.

Chicago, December 24.—British government has bought 1,000,000 bushels of cash oats at Winnipeg.

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W. S. JOPPING, Mgr. Canadian Branch. S. S. JOPPING, Asst. Mgr.

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