PAGE TWO

THE JOURNAL OF COMMERCE, MONDAY, DECEMBER 21, 1914

COL. GEORGE HAM

Of the C. P. R.. In the "Thirty Years Age To-Day

SHIPPING NOTES

al of these "free" ships will be provided.

The year book of the Maritime Association of the

Fortola, Virgin Islands. "Her cargo is being jettison

Captain of the British steamship Alton reports that

crew was saved. The latter were landed at Abasco

VOL. XXIX. No. 193

THE ROBERT REFORD CO., LIMITED,

pital Str

LAN I

ROYAL MAIL SERVICE

1914-PROPOSED WINTER SAILINGS-1915

St. John -- Halifax -- Liverpool

Steamers Call at Halifax East and Westbound.

"SCANDIVNAVIAN" Friday, Jan. 22nd Sat. Jan. 23rd

.Sat. 19th Dec.

Thurs. 28th Jan.

St. John -- Havre -- London

Thurs. 31st Dec. Thurs. 14th Jan.

Steamer. From St. John (On or about) §"SCOTTISH MONARCH" Wed. 23rd Dec.

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

SINGLE FIRST CLASS FARE

FARE AND ONE-THIRD.

ALSO

Going Dec. 30, 31 and Jan. 1. Return limit Jan. 4.

PARLOR CAR TO STE. AGATHE

TICKET OFFICES:

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

Lv. Place Viger 4.00 p.m. Dec. 24 and 31

Car will not be operated Dec. 25 and Ja

286 St. James Street: Hone & Rivet, 9 St. Lawre

"POMERANIAN" Thurs, 14th Jan

nt St., Uptown Agency, 530 St. Cath-

From St. John. From Halifax.

Friday 1st Jan. Sat. 2nd Jan

Friday, Feb. 5th. Sat. Feb. 6th

Portland -- Glasgow

From Portland. From Boston.

Thurs. 24th Dec.

Tues. 5th. Jan

Thurs, 4th, Feb

Friday, Jan. 8th, Sat. Jan. 9th

nersl Agents, 20 Ho

Steamer. PRETORIAN"

"HESPERIAN"

"PRETORIAN,"

Boston ---

Steamer § "VERDUN"

§"VERDUN"

"SICILIAN"

CORINTHIAN"

"CARTHAGINIAN"

"SARDINIAN"

********************************* **RAILROAD NOTES**

******************************* About 25 per cent. of the new line from Grand Man ais to Ely, Minn., a distance of 75 miles, has been completed.

William David Cantillon, until last May genera manager of the Chicago & Northwestern, died last Sunday. He began as a brakeman.

Four station employes of the Delaware & Huds ton, Pa., were discharged a few days ago for being discourteous to patrons of the road.

passengers will be brought to Montreal to-day in made such personal contact impossible special trains.

The new C. P. R. liner, the Metagama, launched in in the commercial and political world during the year in the commercial and political world during the year Glasgow some days ago, is a sister ship to th anable. She is 520 feet in length, 64 feet in breadth. 1914 make especially desirable a brief review of the 41 feet in depth, and has a gross tonnage of 13,000, field as the year closes; January was ushered in with displacement of 18,000 tons.

ing a charge of 10 cents for every piece of baggage mally early grain movement threw the balance to the that they check. It will be some recompense for other side, and the gross earnings for August and what is lost by the ruling of the Interstate Commerce September showed some gain. Throughout this period ission with respect to charges for excess bag- the net earnings were somewhat larger than in the gage weights

Dissatisfied with the decision of the Pennsylvania pense not essential to safety. utilities commission in the matter of commutation rates and allegng that the commission, gave the the opening of the European war, August 1, created that they were able to have tariffs ready for immediate filing, the commuters not only want another country cannot yet be foretold. The reduction of the hearing, but threaten to take steps for the removal live-stock business as the result of the foot and mouth of some members of the commission from their posi-

The railroad viewpoint on the freight rate decision loss in loading in other commodities. was summed up by A. H. Smith president of the New York Central Lines, who said: "The increase is on perhaps a httle more than half of the tonnast and other causes beyond the control of those responbut to the extent that the increase has been granted sible for the operation of the railways in this court it will help the railroad situation. It should also try. It will be per failed a severe disappointments, which in e is going to put into service a "free" ship, which ing revenues of \$24,373,276, against \$24,534,640 in 1913. The increase now granted will not solve the transportation problems of the day. We are thankful for would have had a much more injurious effect upon the help given and will endeavor to make the best the company, but for two conditions entered upon the possible use of it."

As the holiday season approaches numerous stu- perty, and, dents' excursions are being arranged by the Baltimore & Ohio, covering personally conducted tours to Wash- the employees of the company as a whole. ington. Several parties have been organized con-sisting of the graduating classes of colleges normal hands of the management and made certain an out-of value to shipping men. and high schools and other institutions of learning. who plan to celebrate the holiday by visiting the national capital. The tours include several days in RATE DECISION WILL BENEFIT GALENA OIL. Washington, visiting the public buildings and points of interest, including Mount Vernon, the home of President Washington.

The Board of Trade at Fredericton, N.B., has pass-The Board of Trade at Fredericton, N.B., has pass-ed a resolution urging the immediate operation of the St. John Valley Railway from Gagetown to Centre-the majority of the large railroad systems are lubri-the majority of the large railroad systems are lubri-Nov. 15, for gulf port, has foundered, but that the board a committee was appointed to draw up a re-solution and have it submitted to the Premier, Minis-the resumption of general business and an increase in ter of Railways, Minister of Marine and the St. John freight train mileage for a beneficial effect on its and Quebec Railway Company. This committee re- business. tioned parties urging the Valley Railway between as in 1913, but due to the rigid economies and efficientone parties inging the target hand age to the later cy methods the surplus for dividends will be larger don with general cargo at 10 shillings. The Pen-

The Anchor Line has received favorable judgment been signed up, and 1915 should be one of the best in the Federal Court of Appeals on the question as to years in the company's history. whether the railroads can claim demurrage for detention of lighters. The court held that the steammanies are not liable under the Interstate rce act to railroads for demurrage for detention of lighters, trans-shipping goods from rail ter- mainland ports of the United States in the fiscal year als to piers or ships under through export bills 1914; the Department of Commerce to-day reported. The Central Railroad of New Jersey, of lading. New York Central and Lehigh Valley were the roads which briught suit against the Anchor Line. The decision of the appeals court sustained that of the lower court.

afort and well being of the passengers wh travel on the Canadian Pacific is always foremost in the minds of the officials of the company, and fur-ther evidence of this is to be found in the official anent made to-day that all the cars in the 1-Chicago service have been equipped with an up-to-date valet service; so that you can now have your clothes brushed and pressed while you ultaneously with this comes the decision of the Canadian Pacific to discontinue the use of toothpicks on the tables of the dining cars. This step has not been taken without serious consideration. Many letters of complaint have been received in this steady demand for both prompt and forward loading, activities in the various trans-Atlantic trades, but and it is pretty well known that

WHY 1914 WAS UNSATISFACTORY FROM THE BAILWAY VIEW-POINT of Much Uncertainty, Dept

gely Upon a Cossation of Hostilities

In a Yuletide letter written to e company, A. J. Earling, president of the St. Paul tells why the results for 1914 were unsatisfactory, and predicts a favorable outcome of existing diffic There was a time, he says, when the president knew personally all the employees holding positions of responsibility, and a considerable percentage of the re The Grampian arrived in Halifax yesterday. The mainder, but the growth of the system, he writes, has and every man a merry Christmas and a happy New Year, he adds:

with a marked falling off in traffic as compared with with a marked falling off in traffic as compared with the preceding year, which condition continued to a "Alderman George Ham is Acting Mayor."

All the railroads of the country may unite in mak- greater or less extent until August, when an abnor-

corresponding months of 1913, through a regrettable. but necessary, reduction in all lines of operating ex-"Good crops presaged a fall of normal business; bu information of what it was so a money situation of great severity and uncertainty, omplications: the grain business, though stimulated by the foreign demand, being insufficient to offset the 189 tons, \$241,500.

"The future is still one of much uncertainty, de pending upon the cessation of world-wide hostilities Thus it will be seen that the calendar year has

opposite side of the ledger: "First, the excellent physical condition of the pro-

"Second, the unswerving loyalty and efficiency o "These conditions, and these alone, have upheld the come which may be viewed without embarrassment

increase granted railroads, but oil interests expect big gains to follow the stimulus which the rate increase

will give general business. the I. C. R. At a recent meeting of the cated under contract on a basis of car mileage by the

resolution had been sent to the above men- Galena in 1914 has not done as well in gross sales

than last year. A number of new contracts both in the railway and in the street railway department have

RECORD SHIPMENTS OF COAL.

Washington, December 21-A total of 27,609,494 to of coal, valued at \$85,925,001 were shipped from the This was the lragest on record, except in 1913.

ST. LAWRENCE NAVIGATION. The directors of the St. Lawrence & Chicago Steam Navigation Company, Limited, have declared a divi-

shareholders of record December 18. of New Jersey. ----dard.

The Charter Market

New York, December 21.-Steamers continue in

Tonnage is also wanted for trans-Atlantic busines

Charters: Grain-Norwegian steamer Alden, 26,000

British steamer Waltham, 25,000 quarters, from the

quarters, from Baltimore to Copenhagen, 9s 3d, Jan-

of other kinds, but in all other trades the require-

ments of shippers are limited.

uary.

The Anglo-Saxon Petroleum Company has just \$8,000,000 of common stock, he said particularly in the various trans-Atlantic trades, but d a contract to Harlan & Hollingsworth Cor- In 1904, Stevens said, a syndicate purchased suffiowing to the scarcity and light offerings of tonnage available before February ist As has been the case available before February ist As has been the case



bash Railroad Company for the year ended June 30, 1914, shows that, in spite of the fact that the gross revenues of \$30,085,730, with one exception, were the largest in the history of the company, the deficit for the year was \$2,584,087, as compared with \$81,546 the year before. This was due to increased operating costs because which here with the second person of the second se SAILING FROM HALIFAX TO LIVERPOOL Franconia, 18,100 tons - Jan. 11th, 1 a.m. costs, increased taxes and reduced rates which have omies and improvements instituted during For information apply to the receivership.

rease in freight revenues alone an to \$1,643,334, due to the reduction of rates in the State | 23 St. Sat sourt, the failure of the corn crop and the strike in the Illinois coal mines in April and May of 1913.

The general remarks of E. B. Pryor, vice-pres He says: the road, are significant of the situation. "The adverse conditions, as shown by the results of peration, have outrun all econ

carried to a point where they have become somewhat doubtful and cannot, with due regard to safety, be carried much further."

The report takes issue with the general belief that here would be more travel over the road and a great ncome from passenger traffic if the rates were re A scale of hire for vessels chartered by the British duced to two cents per mile. It is pointed out that government for use as war auxiliaries has been the road carried 111,094 more passengers during the drawn up by admirality sub-committee. Earnings fiscal year than were carried during the previous year, roughly calculated from this scale as applied against but that the revenues were \$72,700 less. Had the the largest vessels hired by the British government, road been able to collect the rates which were in ef-are about as follows: Cunarder Acquitania, 45,647 fect prior to July 1, 1913, on the number of passengers

tons, earnings in three months \$855,850; Cunarder actually carried the revenues therefrom would have Caronia, 19,600 tons, \$308.400; Cearle, White Star been \$348,477 more than they were during the year Line, 21,035 tons, \$315,000; Empress of Britain, 14,- ended June 30, 1914. Admission is made of the fact that the decision of

the Interstate Commerce Commission in allowing rate According to a note recently filed with the State Department by representatives of the Netherlands Freight Association territory will in due time be of says the New York Jonrnal of Commerce, a more substantial benefit to the Wabash.

nient policy regarding American cargoes will short-The total operating revenues for the year were \$30. ly be adopted by the Holland-America Line. This 035,750, as compared with \$31,685,584; with net operatline is going to put into service a "free" ship, which ing revenues of \$24,378,276, against \$24,584,040 in 1913

States ports which are not consigned to the Dutch 005,371. If the service proves profitable, sever-CONTRACTION IN RAILROAD

BUSINESS QUITE PRONOUNCED

§ These steamers do not carry passenger New York, December 21 .- The contraction in rail-Port of New York is now ready for distribution. The New York, December 21.—The contraction in rall-volume, in addition to containing the charter and by-road business as reflected in the returns of all United For particulars of rates and all further informati States roads reporting to Dun's Review for the first apply to week in December, is still quite pronounced, the total H. & A. ALLAN

so far received amounting to \$6,935,871, a decrease of 10.4 per cent. British steamship Kelvindale, 2,014 tons, which sail-The most satisfactory conditions apparently preed from Montevideo for New York, Nov. 26, is revail in the West and Southwest, as Colorado & Souported aground on Anedada reef, off the Island of thern, Minneapolis & St. Louis and Missouri, Kansas

Boulevard & Texas report substantial gains, while the decrease Missouri Pacific, Texas & Pacific and Chicago Great Western are not so large as a short time ago.

In the South, on the other hand, practically every RAILROADS ng off, with the eading system shows marked fail osses especially notable on Louisville & Nashville,

In the following table are given the gross earnings CANADIAN PACIFIC XMAS AND NEW YEAR HOLIDAYS.

Going Dec. 24 and 25, limit Dec. 26. Going Dec. 31 and Jan. 1, limit Pe Doing Dec. 22, 23, 24, and 25. Return limit Dec. 28. 1914 Cent.

erations of the Pere Marquete and Cincinnati, Ham

sonally in the reorganization of the Marquette

Stevens testified that for many years prior to July

naker and others to gain con Single First-Class Fare Going December 24, 25; return Decen going December 31, January 1; return ILLINOIS CENTRAL IN NOVEMBER. First-Class Fare and One-third. Going December 22 to 25; return De-Chicago, December 21 .- Illinois Central's November net decreased about \$300,000, or \$500,000 more than December 30 to January 1; return January



ST. JOHN RATE HIGHE

Policies Cover Risks from War, Civil volution and Military or Usurped Pow

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int of be being placed on the east coast of Cana ility of an attack from stray Ger ecoming recognized. In Halifax policies ut a million dollars have been secures

ntatives Manifestly a bombardment would result in ion that ordinary fire insurance policies do er. In view of the possibility, several busine have found it advisable to cover the risk. nnie & Keator, who are Lloyds represents Halifax, have written policies that ace value of about a million dollars.

The covering clause in the policy protectin risk of bombardment reads as follows:

"This policy is to cover the risk of loss of age to the property hereby insured directly of war, Civil War, Revolutions, Rebellions, M urped Power, including the risk of fire or indirectly caused by any of the rectly or "No claim to attach hereto for delay, dete

and-or loss of market or for confiscation or ion by the Government of the country in w roperty is situated. "Only to pay hereon if not recoverable un

ther Policy of Insurance." The rate at present is one quarter of one p for three months and one half of one per c iwelve months. The rate quoted in St. Joh per cent. for twelve months.

STOCK WILL BE BENEFITED

BY THE PROFIT-SHARING New York, December 21.-Lewis J. Selznic sident and general manager of the Wor poration, says he cannot see how the co ock can be other than beneficially affected rofit-sharing plan recently announced. While it would seem at first glance that t plus available for dividends would be reduc Selznick believes this will be more than made he gain in earnings resulting from increase ciency and interest of the employes. Profits to be divided are taken from the

above a specified minimum fixed by the ex staff of the corporation, and wherever possipportioned not according to salary, but to ent in which each individual has helped to en ofits. An earning statement will be publis the early part of January. World Film Corporation has a capital stock

000,000. of which \$1,500,000 is outstanding. P

BUYING NEW EQUIPMENT.

New York, December 21 .- Last week saw 70 ught, 500 tank cars by Union Tank Line with \$ ard Steel Car Company and 200 steel gondola pers by Westmoreland Coal Company with bria Steel Company.

The railroads bought about 3,000 tons of rai neveral thousand tons of bridge steel. The Illinois Central has \$5,000,000 to spend in

ight cars, 75 passenger cars and fifty locome but has not put out its inquiries on the lot as ye

REDUCED RATES ON ANTHRACITE.

New York, December 21 .- While the decision Pennsylavania Public Service Commission re the rates on the anthracite from the coal fields , State only to Philadelphia, (the local market) and not affect the coal carried to that city for t still the cut is a drastic one and affe stantial tonnage for certain anthracite carri Rate on prepared sizes is reduced 40 cents a he rates oredered would be \$1.30 to \$1 ton, depending on location of the mine. This reduction of from 19 to 23 per cent. Rate or and smaller sizes is reduced 25 cents a ton It is understood that an appeal from the ruling taken by the carriers to the State courts.

CALL MONEY RATE. New York, December 21 .- Call money lending

CHRISTMAS AND NEW YEAR HOLIDAYS. mber 28: also

outhern and Mobile & Ohio. of all United States railroads reporting to date fo How chartering rates are advancing on the Pacione week in December and the loss as compared fic coast is shown in the advices received by shipping with the earnngs of the same roads for the corres ponding period a year ago; also for the roads that reported for the two preceding months, together with he percentages of loss compared with last year: Dec., 1 week \$6,935,871 Loss \$804,038 10.4 Loss 1,080,549 11.6 Oct., 1 week 7,001,447 Loss 801,684 10.3

PERE MARQUETTE RAILWAY. Washington, D.C., December 21 .- The financial op

GRAND TRUNK SYSTEM DOUBLE TRACE ALL THE WAY Montreal - - Toronto - - Chicago

The overdue French Line steamer Floride came in- Hamilton and Dayton in 1909. to New York Friday after a stormy voyage from

Havre The Floride reported her position by wireless 1904, the Cincinnati, Hamilton and Dayton was under yesterday morning, relieving the anxiety concerning the control of M. D. Woodford and Henry F. St

the road paid regular dividends on its \$8,000,000 of

houses here. The British steamer Cape Finisterre was taken a month ago from San Francisco to Lon rith Castle, which has just been fixed for the same The Osaka Shosen Kaisha is constructing two reight steamers of about 10,000 register tons each, Nov., 1 week 8,257,655

The Arrevican tank steamer Brindilla has sailed iton and Dayton railroads during the reorganization from St. Michaels, Azores, for Copenhagen, with a cargo of 1,600,000 gallons of petroleum and henzine, Frederick W. Stevens, of New York, at the reopening which had been transshipped from the German stea- of the Interstate Commerce Commission's investiga-

mer Excelsior, which sought shelter at St. Michaels tion into the financial affairs of the carriers. Stevens was a partner in the firm of J. P. Morgan cargo, are the property of the Standard Oil Co. and Co. and has been a director in the Marquette road The eil is consigned to the Danish since 1907, and a director in the Cincinnati, Hamilto Petroleum Co of Copenhagen controlled by the Stan- and Dayton since 1909. He said he participated per-

1907 and in the reorganization of the Cincinnat

her safety. She was 24 days en route here on a ker and that from its organization in 1885 until 1904 Leaves Montreal 11.00 p.m., arrives Torent the road paid regular dividends on its \$8,000,000 of preferred stock. In 1903, it paid 2 per cent on its ment Sleeping Car, Montreal to Toronto daily

INTERNATIONAL LIMITED. Canada's Train of Superior Service Montreal 9.00 a.m., arrives Toronto 430 p.m. Detroit 9.55 p.m., Chicago 8.00 a.m., daily IMPROVED NIGHT SERVICE - 30 a.m.

per cent.

for their trans-Pacific service. The vessels will be named Manila Maru and Hawaii Maru, and will be placed in sarvice next August. The vessels are building at Japanese yards. dend of three per cent., payable January 2, 1915, to at the outbreak of the war. Both ships, as well as

trade, will receive 47 shillings.

Department

ed.

of toothpicks at first class hotels and restaurants is now considered not quite the thing.

The New York Commercial says:-Conditions in Canada are distinctly brighter, according to a Cana-dian Pacific official, who has been visiting in New York, and the prospects for the coming year are ex-cellent. The acrease under arbitration it to provide the prospects of the coming year are ex-cellent. The acrease under arbitration it to provide the prospects for the coming year are ex-cellent. The acrease under arbitration it to provide the prospects for the coming year are ex-cellent. The acrease under arbitration it to provide the prospects for the coming year are ex-cellent. The acrease under arbitration it to provide the prospective of the pro York, and the prospects for the coming year are ex-cellent. The acreage under arbitration in the West-ern provinces has been increased by about 20 per cent, in anticipation of continued high prices for grain crops, while the weather during the past few months was exceptionally favorable for breaking up new land and for fall ploughing. Canadian Pacific officials say that there is reason to anticipate a pronounced forward movement early next year. In the meanwhile, substantial orders, it is steed here. bstantial orders, it is stated, have come to Canadian industrial firms from the French and are wanted. ritish Governments, and there is less unemployment than might have been anticipated. The recruiting for the various Canadian contingents has taken considerable surplus labor from the market in the cities.

MERCHANT SERVICE GUIDE MARKED FOR VALUABLE SERVICES RENDERED. Guif to Marseilles Ss 6d, option Genoa or Naples 8s of forty men.

 For VALUABLE SERVICES RENDERED.
 Guif to Marseilles 35 5d, option Genoa or Naples 35
 Guing to Marseilles 35 5d, option Genoa or Naples 35
 Guing the Marseilles 35 5d, option Genoa or Naples 35

 London, Eng., December 21.—Captain F. Littlehales, agent in London of the Imperial Merchant Service
 Guif to Marseilles 35 5d, option Genoa or Naples 35
 MR. SCHWAB RETURNING.

 Guild is now about to take up an important Admiral gapoint with the rank of Lieut.-Commander, RSNR.
 Guing to Can British Schoore Annie Marcia, 271 tons. from
 New York, December 21.—Except for firmness in Bethlehem Steel and Equipment issues the market became rather heavy towards the end of the first hour.
 Special rates to New Brunswick and Nova Scotia.

 Quite recently the chief assistant secretary of the
 Coal—British schoore Annie Marcia, 271 tons. from
 The volums of business was light, and trading was
 Parlor car will be attached to train leaving Place

the recently the chief assistant secretary of the New York to Halifax, p.t. Guild, Mr. D. H. Bernard, received a commission of similar rank and is in active service under the New York to Christiania and Copenhagen, with gen-

Through the medium of the headquarters and agen-cies of the Guild at the different shipping districts, a very large number of their members have been granted commissions in the Royal Naval Reserve since ted commissions in the Royal Naval Reserve since outbreak of the war and in the case of officers inse-sweeping duties some forty were nominated the Guild at the request of the Admiralty, these incloses being duty accepted. In Lorde Commissioners have caused their thanks conveyed to the Guild for "valuable services" Reference of the State St

voyage usually made in 15 days.

the decrease in gross. New and somewhat 'ower rates for passage December earnings make betetr comparison becaus through the Cape Cod canal have been put into ef-fect by the Boston, Cape Cod & New York Canal Co. month the coal movement showed a loss of between These new rates are designed to meet the needs of \$200,000 and \$300,000.

Illinois Central probably will announce crude material carriers, a toll being assessed when passing through the canal loaded, the vessel then stantial equipment orders within a few days . XMAS AND NEW YEAR HOLIDAYS.

returning empty. The Canadian Pacific Railway will put the follow-Th American-Hawalian freighter Isthmian, bound ing rates into effect, and will operate the undermen from San Pedro for the Panama Canal, struck the rocks of San Benito Island near San Diego, and is vide for travel during the Christmas and New Year

reported headed northward with 26 feet of water in balldave her forward compartments. The cruiser West Vir-ginia and the torpedo boat destroyer Perry, have been Going Dec. 24 and 25. Return limit. Dec Going Dec. 24 and 25. Return limit, Dec. 26th. Going Dec. 31 aud Jan. 1. Return limit, Jan. 2.

sent to her assistance. The Isthmian carried a crew FARE AND ONE-THIRD FOR THE ROUND TRIP:

ta-Steamer Cacique, 4.543 tons, from There were a few stocks. Mr. Schwab, it was predicted, might have good news

eral cargo, p.t., prompit. British steamer Hermia, 1,806 tons (previously), from Wilmington, N.C., to Liverpool, with cotton 558

December. British steamer Myra Fell, 1919 tons, trans-Atlan Washington, December 21.-No important railroad lecisions were rendered by the Supreme Court to-1.

confined to a few stocks. n There were a few sales of Bethelhem Steel at 41%. - compared with 41% at Saturday's last sale.

Friday, December 25.

Friday, January 1: Lv. Calumet 7.20 p.m., arrive Place Viger 10.15 p.m. Lv. Place Viger 9.15 a.m. for St Lin Lv. St, Lin 8.00 p.m. for Place Viger,

Lv. St. Eustache 8.15 p.m. for Montreal. The Detroit River Tunnel company declared the usual semi-annual dividend of 3 per cent, payable Jan, 15 to holders of record Jan. 5. Ly. Ste. Agathe 480 p.m. for Place Viger, Lv. Labelle 500 p.m. all stations to St. Jerome for

Place Viger.

122 St. James St., cor. Francois Xavier _____Phone Main 6905 -Phone Up. 118 -Main 822 Windsor Hotel Bonaventure Station

CANADIAN NORTHERN

CHRISTMAS AND NEW YEAR EXCURSIONS. SINGLE FARE. mber 24th and 25th. Return limit December 26th, 1914. Going December 31st, 1914, and January 1st, 1915. Return limit January 2nd, 1915. FARE AND, ONE-THIRD.

FARE AND, ONE-THIRD. Going December 22nd, 23rd, 24th and 25th. Return imit 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 6570.

REDUCTION OF ANTHRACITE RATES WILL NOT EFFECT READING.

New York, December 21.—The reduction in rates for the transportation of anthracite ordered by the Pennsylvania Public Service Commission will not affect Reading's earnings to any appreciable degre The reduction of rates will benefit the Philadelphi and Read Coal and Iron Company all of whose stock is owned by the Reading Company, which also owned all the stook of the Philadelphia and Reading Rail road. What will be lost by the railroad will be gained by the coal company and the position of holding com-pany will remain the same.

ONTARIO COMPENSATION ACT ASSESSMENT RATES ISSI

For First Year Rates Necessarily Experimental, Lower Than in Force in United States.

ces of the workmen's compensation act ass ent in Ontario, a number of which have been de red to Toronto employers, indicate that the rates many cases lower than those in New York, Wa ngton, Michigan and Ohio.

the first year the assessments are necessa nental character, and in some cases an experir ents will be made next year.

Early notices which have been despatched po following rates on the 1915 payroll having be arrived at in the cases mentioned: Carpenteri oricklaying, stonecutting, etc., \$2.50 per cent.; lu ring, \$2 per cent.; foundry work, about \$2 per cen te work, laying pavements, etc., \$1.50 per cer ing and plastering, \$2; painting, decorating, st ork, \$1.20; away from shop, \$2; making cloth m

erial, 40er: printing, 50c. As indicative of hazardous employment it is not forthy that in the case of work in the demolition ings the assessment is understood to be \$7 p

It is pointed out that the amount is payable with freen days from the mailing of the notice, "but or as to the exceptional industrial conditions now pr alling you are given the option of paying half the teen at the rate of 6 per cent. per annum (witho other hotice), on June 30, 1915.

FRED W. G. JOHNSON Teleph

run as far as Ste. Agathe. Parlor car will not be operated on train leaving Place Viger 4.00 p.m. December 25 and Jan. I. SPECIAL TRAIN SERVICE: Lv. Calumet 7.20 p.m., arrive Place Viger 10.15 p.m.