URGE TAKING OVER AND IMPROVING

Continued from Page One

anchor in Victoria lake in the City of Kitchener.

In testimony whereof, we have hereunto set our hands and the official seal of our Association this 16th day of October, 1917."

G. M. DeBus, Sec. K.M.A. E. C. Kabel, Pres. Krua.
Countersigned, J. J. A. Weir, Keeper of Records.

The captain was in stentorious tones commanded to kneel, which he did, "on the left knee with the right hand uplifted" and the Provost drew from a large paper bag a new admiral's hat and placed it on the lowered head.

"Hicka! hocka! ho! Rise crowned Admiral. Cheers; drum fare, music."

Best Port on the Lakes

Elevated to the top of the packing box, the gigantic skipper proclaimed Port Dover the best natural port on the lakes, with the best country inland on either side, and best facilities for commerce to a good port opposite. Natural shelter, freedom from shifting sand, and bed rock just below, sufficient depth of water, were points of pre-eminence.

As if Among Ancient Druids

"Billy" Weichel, go down and meet the High Priest," called the Provost, and William descended to the main pier, where the ancient Druid in robes stepped off the deck of the Viglant, preceded and led by a guide, through tiers of common mortals, was assisted to the rostrum and from a ponderous book held before him, and in most majestic and solemn tones proclaimed; "All hail! all hail! Brethren, you will now assemble for the last time on the docks of th old Chenanigan.

"Organist, you will play the opening hymn and the brethren will sing All Hail, All Hail, All Hail!

Brethren, dear brethren, behold the ruins left by time and age, of the great steam caravan of our forefathers, known in past days as the steam railroad. Behold, brethren, the old dilapidated has-been.

Dear brethren, we are here assembled for the last time to do honor to, and to cast our sad eyes on, these ruins of the great steam age, originated by Robert Louis Stevenson. And on this occasion, I cannot help but use the words of that great good man, Billy Shakespeare, as he says in his "Pilgrim's Progress," "A man's a man for a' that."

Dear brethren, all hail! all hail! We are here also to proclaim to Western Ontario the advent of a new and promising order of things.

Behold brethren, the rising star; the new Ontario, thanks to Dan Detweiler, Thos. Edison, Vic. McIntyre, Adam Beck, Martin Todd and Faraday, a new and brighter era has opened up and a new order of things has arisen.

Brethren, you see the sparkling water, the water that contains the fish that we have got to eat, the water that floats the commerce of the seven seas into this port. Follow this water, brethren, as it travels in its course, gently eastward. To-morrow it will generate that mysterious invisible power of Niagara, which gives us the light, the heat and the power for the Lake Erie and Northern, and dear brethren, when this power is not for some mysterious reason shut off, it furnishes juice to over 140 municipalities in Western Ontario. G-r-e-a-t!

Dear Brethren, as the time has now come for a fitting farewell to the old docks that are no more, let us pay a last and solemn respect by the proper hailing sign. "All hands down and all-together brethren we will say these words, "pue hus, pue hue, skidoo."

All hail, all hail, all hail, dear brethren, now since the docks are no more, let us all with due respect turn our backs on these remains of a former age, let us face towards the east, and give this sign. Raise hands above head, and together say: "All hail the sun, all hail the new Port Dover Docks."

By the sign you have just made a superstructure will be forced out of the earth, and of the government of this country, which will make Port Dover the Tarsus of the west, the gem of the Great Lakes.

In order that the brethren of this new illustrious order may be properly recognized and separated from the ordinary dubs of this country, I will now instruct you in the sign and the pass-word. Brethren altogether. Place your both hands over your left knee, and bring them slowly across the body, using these words, Port Dover.

This sign and these words as here given, shall forever and ever, remain the solemn pass-ward of those that know how to work the government so that the new Port Dover docks may be finished by next spring, with through trains from Kitchener, Port Dover to Cleveland. I now therefore by virtue of the "Great I Am" declare Port Dover the whole darn cheese.

Brethren we will now close by singing the closing hymn. Organist you will kindly attend to the music. And "Nobody knows how dry I am" was sung lustily—chorus only—right, over a lake of sparkling blue water, playing under a blue sky spattered with woolly clouds. The day was well ushered in and the weather fine. A long line of autos in waiting at the foot of Main street took the visitors, some of them, for a trip about town, while the band marched off in another direction, and all assembled at twelve-thirty for an excellent Fish Dinner in the Town Hall, provided by the Board of Trade and the Town Council, and served by a little army of Dover's ladies, long renowned for proficiency in the culinary art. More than four hundred sat down to a most appetizing fish dinner and the supply of viands seemed inexhaustible. And the band played, or a minstrel sang.

The real business of the day began when John S. Martin, president of the Board of Trade arose and delivered

A Scathing Castigation of the G.T.R.

John S. Martin Scores G.T.R.

John S. Martin of the Port Dover Board of Trade.

Gentlemen:

As chairman of the Board of Trade and as a citizen of Port Dover, I wish to voice what I know to be the sentiment of all classes in this community, namely, a warm and hearty welcome to you to-day. It is a pleasure to me to meet you here for several reasons. In the first place it is a genuine pleasure to extend hospitality. We also deem it an honor and privilege to entertain such a distinguished body of men because we realize that the splendid growth and advancement of your several towns and cities has been due, wholly, to your individual and united efforts, but, while these may be considered altruistic reasons, there is underlying it all, I must confess, another reason of a more practical and selfish nature. Namely, this—we wish to see united all the business men, all the boards of trade, and all the varied manufacturing interests of this section of the country in order to promote a certain object—that object being the development of an alternative coal carrying line, so that the manufacturers and large users of coal in the counties of Norfolk, Brant and Waterloo shall no longer be at the mercy of one railway corporation. Competition is the life of trade. Competition in the carrying of coal will give us that indispensable commodity at a reasonable rate.

We, in this community, have fought for the development of a coal route by water for many years, but our efforts have not been crowned with success and to-day our harbor and piers are rotting away, and, if not soon rebuilt, it will only be a question of time when they will be entirely submerged.

How the Coal Ferries Were Suppressed.

Gentlemen, twenty years ago we had two large coal ferries plying between Port Dover and American ports. Why are they not running to-day?

The whole blame we must place on the Grand Trunk Railway, and, if twenty years ago we had had the Dominion Railway Board, the Grand Trunk would never have been able to drive the ferry company from our port.

Railway Company Owns Harbor.

The Grand Trunk Railway Company owns our harbor, and to understand the history of this ownership I will take you back to 1877. At that time our harbor was sold by the Government to the Port Dover and Lake Huron Railway Co. for the sum of $6,200. This road was built by private capital and enterprise, for the purpose of providing water competition in the carrying of freight to a broad section of country inland.

Large coal chutes were erected at Port Dover and large quantities of coal were brought in by water for shipment inland. This, however, did not suit the G.T.R., and the road proceeded at once to acquire control of the P. D. and L. H. Railway and applied the closure to our port.

The coal chutes were torn down as no longer useful and the timber in them sold for the sum of $100.

This gave the Grand Trunk Railway the higher rate and the longer haul via Buffalo. This also gave them control of the harbor.

Railway to Maintain Harbor and Piers

When the harbor was transferred to the P. D. and L. E. Railway, an agreement was drawn up. It is on file at Ottawa. I have here a copy of it. I will menetion a few points in the agreement. Purchase price, $6,200. Two of the eleven clauses are these; No. 1., requiring the company to keep the harbor free from obstruction and the docks and piers in repair. 2nd; In default of compliance with above conditions, the property was to revert to the Crown and the company to forfeit its purchase money.

Company Failed to Maintain Harbor

Gentlemen, the Grand Trunk people have never made any pretense towards carrying out their part of the agreement. Some years later, the Pittsburg, Shenango and Lake Erie operating lines of railway from Conneaut, Ohio, to Pittsburg, Pa., also another line to Erie, planned to establish a car ferry line across the line to Port Dover. A working arrangement was made with the Grand Trunk Co., and the government made grants amounting to $40,000 to deepen the harbor. Two large car ferries were purchased by the Shenango Company, at a cost of $350,000 and by the time the ferry got into operation, it represented a total expenditure of over $600,000, including grants made by the Canadian and United States governments. The boats began running in August, 1895 and in December that year the two boats made 64 round trips, representing 1,186 cars which carried over 2,300 tons of coal. I might say right here that the American company was so enthusiastic that they unfortunately made a rather bad agreement with the Grand Trunk. At any rate, the Grand Trunk began to apply the screws in the shape of excessive harbor dues, which amounted to 20 cts. per ton on coal, while in Toronto, I am told, the rate is 3 cents. In addition to this, they made a charge of $5 for drawing each car off the Schenango and 90 cents per ton for hauling to Simcoe, exactly the charge for the haul from Buffalo to Simcoe.

This put a stop to the coal business, and since that time the condition of our harbor has been going from bad to worse.

The railway people have not carried out their agreement to keep the harbor in repair, refusing to spend a single dollar. Finally, conditions got so bad that in 1903 they actually had the nerve to fence off the pier with wire, preventing traffic entirely.

The then government urged for the necessary repairs. The company refused. (The letter to the department requesting the government to take over the docks, was here read).

The government spent considerable money on the piers and again urged the company to complete the transfer papers passing the property to the government.

A Most Astonishing Reply

now came from the company, dated July 2nd, 1906, stating that railway was now ready to maintain the harbor and pier, and continue ownership. In other words, the repairs having been made by the government, the company desired to resume and continue collecting fees.

Instead of being a blessing, the G. T. R. has, in many ways, been a

Blight to Prosperity and Development

of our town, and if the experience of other places with the railway has been similar to our own, I am not surprised that the railway commission appointed by our government some time ago, recommended that it be taken out of the hands of those at present managing it, and be administered as a government road. They have never proved to us that they knew what the term "square deal" means.

Is it any wonder, gentlemen, that we were willing and ready to do anything to promote the coming of the L. E. and N., because it meant the end of Grand Trunk bondage.

Natural Harbor Advantages

I shall say little of our harbor advantages; they are well known to you all. We have, without question, the safest harbor on the lake, entirely sheltered from the prevailing westerly winds. I would just call your attention to the chart showing our proximity to leading American ports.

A Pull Altogether

In conclusion, I wish to say that we have done all we could in the past but we have not been successful. Perhaps our efforts have been too individual and local. However if we can get this powerful influence of Brantford, Paris, Galt, Kitchener and other adjoining towns and cities, we are certain that something will be done.

We bring this matter to your attention, because you stand to gain as much as, if not more than, we.

Port Dover is your natural outlet to the water, and is your harbor as well as ours. Unity is strength, and a long pull together will accomplish wonders.

The condition of Dover, naturally a good port with good shelter, good rock bottom, easily reached and practically no expense by way of dredges to keep the channel clear, every natural facility here, when compared with ports across the lake, should put any people to shame. It is a shame and a disgrace to have such a condition. He hoped for a square deal when the concrete case is put before the Government. We should get clear data as to the revenue the Government derives from the district concerned and compare it with the amount appropriated to us. The time for an appeal is at present opportune. There is a shortage of cars, why not shorten the coal route to all this district.

Continuous applause followed Mr. Martin's address and greeted the next speaker.

Senator McCall of Simcoe

The Senator, with characteristic brevity and point said, under two administrations and four governments, he had urged government development at Port Dover docks. With a union government and unity of effort among all concerned, we ought, he thought, to make progress. He suggested the compiling of extensive and accurate data of the tonnage of coal, brick, stone and other materials which might comprise the custom of the proposed route and with this definite information, an approach to the government should be made by a strong representation. He counselled the passing of a resolution at the meeting and concluded that he would like to see in the near future, and at least in his day, the fruits of his long efforts on behalf of Port Dover. He intimated that whatever others to the right or left might have ahead of them, he and Senator Fisher, if spared, would return to Ottawa with the union government.

Senator Fisher

acknowledge with emphasis the hearty reception and splendid spread given to and provided for the excursionists. He criticized the map before him, in that Kitchener was big out of proportion.

Mr. Weichel: "We are the big noise."

Senator Fisher: It is not necessary to say that. (Laughter). Paris looks there like a tail to Kitchener. I trust that some day the tail will wag the dog. We may have a hard time getting something from a union government, absolutely independent of us. When here on a previous occasion, I promised to do my best regarding the harbour here. I did, with others, and but for the war today, a new Port Dover harbor would be an established fact. We waited on Hon. Robert Rogers who, despite the abuse of his enemies, is one of the best men Canada ever had in public service. He promised it and had a preliminary estimate of $50,000 in the estimates when war came on. We can make up so strong a case that the government will act. With such a deputation as this of to-day we could impress the government. I profess to have some persuasive power, for I have managed to keep Messrs. Weichel and Scott straight down at the House.

Mr. Weichel—Do you anticipate any difficulty with the Grand Trunk, over the question of ownership?

Senator Fisher—Not the least. The former minister of railways assured us regarding the G.T.R.

Stewart Scott, M.L.A., South Waterloo, was next called.

The manufacture of munitions in Canada for the past two years, was a boon to Canada, financially, and splendid backing of the Empire's effort. It was possible for Ontario to respond to the call for shells promptly only because of Hydro Electric power. We could never have achieved so much so quickly, had we been compelled to resort to steam. We owe a tribute to the late Martin Todd. His work will go on.

Two Things Essential

1. We must persuade ourselves and then the government, that our proposed expenditure is a good fair business proposition, and I am persuaded that it is, else the C.P.R. would never have shoved its lines of steel through Waterloo, Brant and Dover without seeing business in the offing.

2. We must master the financial difficulty. All we want is opportunity. We must not accept conditions as they are; we must make them what they should be. We want business and we want trade. I am not here to justify war, but we remember the years of influx of wealth and people to Canada after the Boer war. I believe we will have a much greater expansion after the present struggle. And this war cannot always continue. We can, if we will, lift the consequent financial burden as the United States did theirs after the Civil War.

Reaching Out North

Wm. Weichel, M.P., hailing from the town of king's platers, as he said, and "booze" as a voice added, complained that Waterloo was not on the map. The line should run that far at least, and he dotted on to Elmira, for Elmira, he said, had a goodly representation out. He proposed a silent toast to the memory of the late Martin N. Todd, and it was drunk. He promised his continued adherance to the cause before the meeting, and thought that the captains of industry all along the line, backed up by Adam Beck, ought to be able to effect something.

J. T. Ham, M.L.A., South Brant—It is more likely that a union government will vote the necessary funds for our project. In the past too much has been given for party ends rather than on the merits of the case.

Moved by L. W. Waterous, seconded by D. M. Detweiler, that, whereas, the important agricultural and industrial counties of Norfolk, Brant and Waterloo are now provided with an electric service by the Lake Erie and Northern Railway Company, operating from Waterloo and Kitchener via Galt and Brantford to Port Dover, the best protected harbor on the north shore of Lake Erie.

And, whereas, a car ferry service across Lake Erie to Port Dover operated in connection with that railway is assured and would open up a new route from the coal fields of the United States, greatly reducing the present long all rail haul, not only ensuring a considerable reduction in coal rates to the points mentioned, so essential to the life of the district, but it would also avoid the congested terminal points on the all-rail routes, which have proved so inadequate to the needs of this Province.

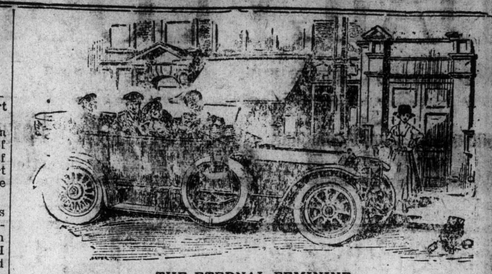
And, whereas, there has formerly been a car ferry service across the lake operated by the Shenango Ferry Company, which was discontinued about twelve years ago, and we are assured of a ferry service, if the harbor facilities practically abandoned are restored, which could easily, cheaply and quickly be made available for service in connection with the Lake Erie and Northern Railway, a matter of but a few months time, and at a very low cost.

And, whereas, there has already been expended on the said harbor the sum of $50,000.

Therefore, this meeting of representatives from Port Dover, Waterford, Simcoe, Brantford, Paris, Galt, Preston Hespeler, Kitchener, Waterloo and Elmira respectfully urge upon the Dominion Government the necessity of improving the present slip for docking facilities at Port Dover, to be ready for the opening of navigation in the spring of 1918, for a car ferry coal service.

The following committee to forward the movement was then appointed by resolution; D. B. Detweiler, E. C. Kable, of Kitchener; G. E. Fisher, Galt; G. D. Forbes, G. A. Hall, Hespeler; W. Mullen, C. G. Robertson, Preston; L. M. Waterous, W. J. Verity, Brantford; O. Vogt, W. G. Cleghorn, Elmira; John Harold, John Patterson, Paris; O. H. Duncombe, P. G. Pearce, Waterford, Mayor Geo. Williamson, W. L. Innes, Simcoe; C. W. Barwell, Wm. Walker, Port Dover; All heads of

(Continued on Page Three)

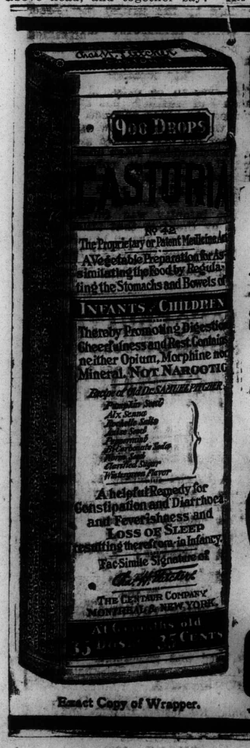


THE ETERNAL FEMININE

Important Staff Officer (on urgent business): "Why have you stopped? There's a clear road!"

Chauffeuse: "There's such a dear little cat in the way, sir."

—Passing Show



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Cooler Weather is Here
Warmer Bedding is Needed

WHITE FLEECE BLANKETS AT $4.95 PAIR

These cosy, warm White Blankets are of good large size, 66x84 finished, with a fine Silkette binding, with blue or pink borders, will wash perfect worth $5.50 pair, Sale price **$4.95**

WEAR-WELL BLANKETS AT $7.95 PAIR

These Blankets are of fine White Wool, with a little Cotton, with either pink or blue borders, and have a full lofty napping, size 66x84, worth $9.50 pair, Sale price, pair **$7.95**

HEMMED PILLOW CASES 25 CENTS EACH

Hemmed Pillow Case of fine quality of Cotton, all sizes, worth 35c each, Sale price, each **25c**

HEMMED PILLOW CASES 30 CENTS EACH

8 doz. Pillow Cases, extra heavy quality of Cotton, all sizes, worth 40c, on sale, price, each **30c**

HEMSTITCHED PILLOW CASES

Fine Hemstitched Pillow Cases, made from best quality of circular tubing, all sizes, at each, *50c and* **65c**

INITIAL PILLOW CASES

Initial Pillow Cases, 45 in size all letters, special at, pair .. **$1.50**

HEMMED SHEETS $1.15 EA.

White Cotton Sheets, ready-hemmed, size 72x90, special **$1.15**

PLAID BLANKETS $4.95 PR.

Plaid Blankets, made from fine wool finished Cotton yarns, throughly cleaned and scoured, in pink, blue and grey, size 66x80, and worth $6.00 pair, Sale price, pair **$4.95**

CIRCULAR PILLOW COTTON 35c YARD

Circular Pillow Cotton extra fine quality round, even thread, special prices are:

40 inch width, yard *35c*
42 inch width, yard *38c*
44 inch width, yard *40c*

McLINTOCHS EIDERDOWN COMFORTERS $7.50 EA.

Pretty Reversible Comforters, filled with best purified Down Covering of fine Down Proof Sateen, in light and dark shadings, special.. **$7.50**

SATIN COMFORTERS $12.50 EACH

Beautiful Satin Comforters, in two styles of panels, throughly ventilated, well filled with best purified Down Special price, each **$12.50**

DOWN COMFORTERS $5.50 EACH

Fine Down Comforters, covered with Down Proof Cambric, size 60x72 inches, green, cardinal and blues, extra special value at, each ... **$5.50**

8-4 SHEETING AT 40c YARD

Fine Quality of 8-4 White Sheeting, special at, yard **40c**

9-4 SHEETING 45c YARD

White Sheeting, 2-4 yards wide special value at, yard **45c**

TEDDY BEAR BLANKETS

Children's Teddy Bear Blankets, in plush or blue, special at 75c each and **$1.00**

HEMMED SHEETS $1.35 EA.

Hemmed Sheets, good heavy quality of English Sheeting, size 72x90, special at, each **$1.35**

MAISH "LAMINATED" COTTON COMFORTERS

Maish Cotton Comforters, in light Silkoleen covers, at each **$3.50**
Maish Cotton Comforters, in dark Sateen Covers, special **$4.50**

FINE SILK COVERED COMFORTERS $6.25 EA.

These Beautiful Comforters are made of Silk Mull, in dainty floral designs, size 72x72, special each **$6.25**

JACQUARD SANITARY COMFORTER

The Jacquard Blanket Comforter is Sanitary as well as pretty, made from fine wool, finished Cotton yarns, easily washed and very durable for constant wear, size 72x90, special at *$5.50* and, each **$6.00**

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Eating for Health and Strength calls for intelligent food selection. It is easy to keep in top-notch vigor of mind and body at low cost if you know **Shredded Wheat Biscuit.** It is 100 per cent. whole wheat—nothing wasted, nothing thrown away — contains more real body-building nutriment than meat, eggs or potatoes and costs much less. Full of nutriment, tasty and toothsome. Most people like the nutty aroma of the baked wheat, especially when served with hot milk. Delicious with sliced peaches, bananas and other fresh fruits.

Made in Canada.

UNRESERVE

Auction

Of Farm Stock, Imp Feed, Etc.

On Monday, October his farm, situated on th of Town line between B Oakland Township, two of Mt. Vernon; sale at 1

1 pair of heavy farm class workers; 1 good and foal, from Perchero

Cattle—Two choice d pure bred Durham; oth grade Durham; one pure calf, 8 months old; on grade Durham heifer ca old, both still sucking c cattle are a first class l

Poultry—About thirty some spring chickens rocks.

Feed—About 7 acres oats in the sheaf; about barley in sheaf; a quant hay, mostly timothy; a well cured yellow corn one half acre of splendid ground; a patch of Swe ground.

Implements —Massey-er, 6 ft. cut; Massey-Ha 1 new lumber wagon; 1 wagon; two seated dem as new; pair of bob-s make; 1 cupper; 1 St ler; Wisner drill; disc set iron harrows; one w Advance; 1 fanning m double harness; 1 root slicer; two-furrowed g forks; chains; shovels; e

Terms— Eleven month approved joint notes, o over ten dollars. Sums u lars, cash. Five per cent note for cash.

Positively no reserve; will be sold.

Wm. McIlwraith, Proprietor. W.

RETIRING FROM B

Auction

Of Hunt and Colter's Liv

In the City of Brantfo day and Tuesday, Octobe commencing at 10 o'clo lowing; Everything in fir dition. One of the best in Canada that has ever der the hammer.

Horses — Darras Las mare, by Barney Stinson dam Darra by Surrento dam of Johnny 2.12 1-4 ams Junior 2.12 1-2. D gelding, trotter, by Lloy 08 1-4, first dam Dr. J by Hewitt, 3rd by Clear bay colt by Mattallas Kin dam by Ringling Chime by Little Hamilton. One 1 bike sulky; blankets; harness, complete, every taining to a training stat One pair blacks, hears pair blacks, hearse team pair cob mares; 1 pair ch ings; 1 pair brown mare grey geldings; 1 pair br roadsters; 1 bay gelding suitable for coupe; 1 b (Mike), suitable for coup gelding, (Billy); 1 bla (Bob); 1 brown mare (roadster; 1 brown geldin 1 brown gelding (Joe); ing, pacer, (Barney); 1 (Toronto); 1 bay mare chestnut mare (Queen); (Maud); 1 gray mare (farm mare; 1 grey mare tra good road mare; 1 g (Gabe); 1 bay mare (F pective buyers will do w and look these over, the hard to beat in this coun

Carriages—One hack, 1 hacks, rubber tires; 2 rubber tire; 2 funeral c ber tire; 1 vis-vis rubber torias, steel tire; 2 Victo tire; 1 coupe, steel tire; rubber tire; 1 surrey, st surries, rubber tire; 3 ph ber tire; 3 top buggies, 3 top buggies, rubber tir Standhopes, rubber tir abouts, rubber tire; 1 run tire; 1 dog cart, basket transfer wagons with to lorry; 1 light spring wa rigs are all in good repa by the best manufacture sleigh, 3-seater; 12 open top cutter; 2 Gladstone surrey sleighs; two 3-se 1 coupe sleigh; 3 hack pair transfer sleighs; 2 s sleighs; 1 drag sleigh, w persons.

Harness—One set lig harness, double; 10 sets harness; 1 set light brite double; 15 sets single ha brass mounted single ha

Rugs, Robes, Etc.—Tw ters; 20 Fall robes; 5 g fafo robes; 2 dog robes, 10 cowhide robes; hors bells; carriage whips; c buggy poles; neckyokes; wardrobe; stoves; coachm silk hats; fur busbys and a host of articles kept in livery barn.

Terms—All sums of $ der, cash; over that months' credit on approv A discount of 6 per cent. on articles entitled to c

Parties not personally with the proprietors, pl bank references.

The above articles are class condition, and ever be sold without reserve.

The sale of horses, ca other vehicles will be s the two days.

Hunt & Colter, Proprietors. Welt

JEWELLER ROB

By Courier Leased Wire.

Montreal, Oct. 17—S. whose jewelry store on Catharine street was rob day by thugs who beat h ously had not recovered in the Royal Victoria H state the extent of the is thought that jewelry about $1,000, or $1,500