

RECEIVED
JAN 8 1918
Int. Agr. Inst.

The Journal of Commerce

VOL. XLV. No. 1

MONTREAL, TUESDAY, JANUARY 1, 1918

Price, 10 CENTS

The Journal of Commerce

Devoted to
CANADIAN INDUSTRY, COMMERCE AND
FINANCE.

Published every Tuesday Morning by
The Journal of Commerce Publishing Company,
Limited.

Head Office: 35-45 St. Alexander Street, Montreal.
Telephone: Main 2662.

Toronto Office: 263 Adelaide St. West, Toronto.
Telephone: Adelaide 917.

HON. W. S. FIELDING,
President and Editor-in-Chief.

Subscription price, \$2.00 a year.
Advertising rates on application.

MONTREAL, TUESDAY, JANUARY 1, 1918

Special Articles

Standard Cloth for Britain
By E. S. Bates.

Are Indemnities Futile?
By W. W. Swanson, Ph.D.

The Victory Year.

Editorials:	Page.
Railway Rates	1
The Prevention of Political Hysteria	1
Australia and Canada	2
Will We Adopt the Minimum Price?	2
Camouflage at Brest-Litovsk	2
Middle Names	2
Are Indemnities Futile?	3
The Victory Year	4
Terms of Peace	4
Rate Increases for Railways in the Dominion	5
U. S. Government Takes Possession of all U. S. Railways	6
Standard Cloth for Britain	7
Mentioned in Despatches	8
Public Opinion	9
Among the Companies	10-11
A Little Nonsense Now and Then	14
Regulation of Package Cereals	15
The Business Year	17
News of the Week	18
Minimum Schedule	19
Shipping Losses	21
Commodity Markets	22-24

Railway Rates

INCREASE of railway charges is no more popular than increase of taxes or of the prices of commodities. Therefore there will be many to view with disfavor the decision of the Board of Railway Commissioners, handed down last week, allowing the railways of Canada a considerable increase of passenger and freight rates. Already some of the Western business organizations are proposing to appeal from the decision of the Board to the Government at Ottawa. At a time when the price of almost everything is going up, how can we with reason expect the price of railway accommodation to remain unchanged? The cost of every item of supplies for the railway service has increased largely. Labor, burdened by the increased cost of living, has demanded and received increased remuneration in recent years. The consequence has been that, though the volume of railway business has been large and the gross revenues correspondingly good, the cost of maintenance has outrun the receipts and the earnings of the railways is unprofitable. One effect of this condition has been to weaken the power of the railway companies to provide capital for improvements and equipment, and tends toward the deterioration of the roads. Some relief to the railways seems to be needed. Probably public opinion, while not happy over the increased rates, will have to accept them as one of the many things which war conditions render unavoidable.

The Prevention of Political Hysteria

IT WOULD have been a good thing, as we now see, if the Dominion Government, under the "Defence of the Realm Act"—which apparently is construed to admit of the enactment of almost any kind of measure—had directed that nobody should be permitted to comment on the results of the general election during a period of one month after the close of the polls. Perhaps even more than a month would have been required to enable some writers and speakers to attain that state of calm serenity that is of importance in the discussion of public questions.

Some of the good people who have been expressing themselves very freely will later regret that there was not an Act to protect them against their own indiscretion. Among these may be placed the esteemed citizens of Westmount who, on the evening of election day, seeking consolation for defeat suffered within their own electoral division, found it in the suggestion that a very prominent resident of that place, who had been elected to Parliament by the people of another district, should be drummed out of Westmount!

Such an Act as we have in mind would have

been beneficial also to some of our French Canadian contemporaries who are seeing in the general result throughout the Dominion a wicked purpose of inflicting a great injury upon the people of the Province of Quebec.

No less valuable would the suggested Act have been to those Ontario writers who are still damning the voters of Quebec and demanding that severe punishment in some form shall be administered to them.

And would not such an Act have been useful to the writers who, after pounding Sir Wilfrid Laurier for months, and warning the people of his dangerous character, are now proposing that he shall become a member of the Borden Government?

It is too late, of course, to have the Dominion get the benefit of such an Act as we have suggested as respects the situation of today. But if, out of the extraordinarily mixed political situation that now exists, another election becomes necessary while the war is on, such a measure might still be found useful and necessary.

Australia and Canada

FOR the second time a referendum in the Commonwealth of Australia has resulted in the defeat, by a considerable majority, of the Military Conscription Act. While the first returns indicated a majority of the home vote to be against the Act, there was some expectation that the soldiers' votes would change that result. It appears, however, from latest despatches that the soldiers also have voted largely against conscription and that the complete returns show the defeat of the Act. There will be wide regret in Canada for this result. The recent election here clearly shows that the majority of Canadian people, while they may not like the conscription system, regard it as necessary for the raising of the forces required to do our part in the war. Hence the conscription movement in Australia, so ably led by Mr. Hughes, will have a large degree of sympathy in Canada. In one respect, however, Canadians may learn a useful lesson from what has happened in Australia.

In the Commonwealth the question of conscription seems to have been regarded very generally as one of great importance, yet one on which good citizens might legitimately have a difference of opinion. A writer in the London Times, reviewing the Australian campaign, speaks of the contest as a mere clash of opinion, the result of which has no effect on the sentiment of the country, which is to see the war through to a victorious end.

Strange to say there has not been much evidence of the existence in Canada of the tolerant spirit that prevailed in Australia. If there should be a difference of national spirit between the two countries should we not have more liberality, more toleration, here? Aus-

tralia is a British country, as Canada is. It is also an English country, which Canada is not. The Australians are practically all natives of Great Britain or descendants of natives of the Mother Country. In Canada a very large section of our people are of French origin. It is hardly to be expected that these people will feel as English people feel on questions of an Imperial character. At all events, everybody knows that they do not so feel. In Australia, among the all English population, the question of conscription was regarded as one for legitimate difference of opinion. In Canada, with our mixed population, there was a very wide refusal to take this tolerant view of the question. That we should favor conscription and advise our neighbors to support it was right enough. But was it right to insist, as so many did, in the press, on the platform, and on the dead walls of our public places, that the man or woman who did not approve of conscription was against the winning of the war? If conscription was a subject for legitimate difference of opinion in Australia, why may it be not so in Canada? Must we go to Australia for lessons in the value of toleration of opinion and freedom of public discussion?

Will we Adopt a Minimum Price?

WITH a minimum price fixed on the stock exchanges in Montreal and Toronto brokers and others are wondering if the Government will extend this so as to include Victory Bonds. Arguments pro and con have been bandied about, those in favor of fixing a minimum price arguing that the credit of the country would be impaired if the bonds were allowed to sell below their par value, that tens of thousands of these were purchased by small investors who for the first time in their lives invested in a bond or any kind of Government security, that a drop in the market price of these securities would cause many to sell and shake confidence in future issues. They also argue that if minimum prices prevail for stocks they should for bonds.

On the other hand, those who favor an open market minus of restrictions argue that it is putting an artificial value upon these bonds and an undue strain upon the country's money markets. Such a restriction also prevents people realizing on the bonds, if for any unforeseen reason they find it necessary to sell. They assume that there would not be the same demand for bonds if they were arbitrarily held at par as if they were allowed to take their chances with the rest of the securities listed on our exchanges. In brief, it is a case of "You pays your money and you takes your choice." From all indications, however, it looks as if the Government would decide to place a minimum on the bonds.

In this connection it is interesting to note what the Wall Street Journal has to say in regard to placing a minimum on the recent Liberty Loan placed in the United States. The Wall Street Journal's editorial follows:

Under a complete misapprehension of the nature of investments, the needs of investors, the meaning of credit and the powers of government, Rep. Wood of Indiana, has introduced a resolution forbidding sale of Liberty bonds below par. At the same time a number of newspapers, of which the St. Louis Star is a fair example, assume it is the business of the government "to maintain the face value of the bonds."

When a state borrows money by selling its bonds in large quantities, and in this case in billions, the only obligation it can enter upon is to repurchase those bonds at their face value on maturity. Otherwise it would be obliged to have a standing buy-order in the market for its own bonds, which would count its borrowing power. But, when it sells its bonds, it guarantees the purchaser the right to realize in the open market if he needs

the money.

It does not seem to have occurred to these newspapers and this congressman that among the eight million subscribers to only one of the Liberty Loans there will be a percentage, which an actuary could estimate, of sickness and death, of marrying and giving in marriage, of babies and doctors' bills, of maturing mortgages not renewed, of unforeseen obligations to meet, which make it necessary that the bonds shall be salable at a price satisfactory to the seller. If Liberty bonds sell at 97, the credit of the government is not injured. When, in the freest market of the world, British consols, then a 2% per cent security, sold at 114, the British government's credit was no better than it was when 2% per cent consols sold at 85 after the Boer war. Only the money market had changed between 1896 and 1904.

A buyer of Liberty bonds does not bind himself to hold them until maturity, and is, in fact, exactly in the position of any other bond holder. He satisfies himself of the credit of the borrower and accepts his chance of market fluctuations. In this case he has always the possibility before him that the 4 per cent Loan will sell at 110 or better after the war. If he accepts this profit in realizing before maturity, he accepts also the loss his necessities may dictate when he sells under par.

It is surprising that Mr. McAdoo should declare it "unpatriotic" to sell the bonds of the war loan under par. He at least should know better. When the man of small means strains his resources to subscribe, knowing that he may have to sell at a loss during continuance of the war, while Mr. Rockefeller can easily hold for maturity, which is the better patriot? Either the government must agree to buy all bonds offering at par, which would convert the Liberty Loans into billions of fiat money of the worst kind; or it must prohibit sale under par for something which is at least temporarily not worth par, in which case a volume of secret liquidation would be inaugurated which would necessarily embarrass the entire banking community and do the gravest damage to public and private credit.

In fact, to fix the government credit at 4 per cent, regardless of the uncontrollable world's money market, is in principle like Mr. Bryan's proposal to fix the ratio of silver 16 to one, irrespective of the market for precious metals in other countries.

Camouflage at Brest Litovsk

THE somewhat over-worked word may very correctly be applied to the movements of the German representatives who have been conducting peace negotiations with the agents of the alleged Russian Government. No real peace can come from negotiations of that kind. The Bolshevik delegates may be disposed to go a long way towards meeting the wishes of the Germans, with whom their leaders have had relations of a suspicious character. But behind them stand the Russian people, who, riven and distracted though they are by internal strife, cannot have any real sympathy with the German autocracy, or any abiding faith in any assurances that may be offered by the German agents. It is doubtful if even the Bolshevik delegates will be willing to agree to the so-called terms of peace proposed by the German representatives. To satisfy the section of public opinion that they represent the men from Petrograd will probably be obliged to insist on explicit conditions that the German Kaiser will not agree to. And the Kaiser's Government know well that the group of men who are at the moment in power at Petrograd may at any time be turned out as their predecessors were, and that consequently any arrangement that might be made through the present negotiations would be liable to be repudiated. But the signing of an armistice and the conducting of these negotiations at Brest-Litovsk give the Germans time for the reorganization of their military plans and allow Germany to use Russia as an instrument to serve German interests in relation to the British Allies. Germany, the Russians are told, will make peace with Russia, but only on condition that Russia obtains the concurrence of the Allies and thus brings about a general peace. The British Allies, of course, will refuse to put faith in any promise that the German Government may make. Then Germany will claim that not she but the Allies stands in the way of peace!

It is, according to German ideas, a clever bit of diplomacy. It serves the German purpose

for the time, helps German interests in various ways. But it does not make for peace. Russia will probably find, when it is too late, that Germany only is likely to profit by such negotiations as those of Brest-Litovsk.

Middle Names

AN INTERESTING discussion is taking place in American journals over the value and place middle names have in history. The New York Sun shows that middle names are going out and backs up its argument with a lengthy list of prominent men in the country who are known as John Jones or John Smith, as the case may be, without any middle appendix.

Editorial writers, proofreaders, and others who handle the unpronounceable and unspellable Russian names would be glad indeed if not only middle names but surnames of Russians were eliminated. If the war has taught us anything it has given us more intimate knowledge of people and places. Even the most casual reader of a newspaper to-day must know where the important centres of the warring nations are located, the names of the political and military leaders and other particulars regarding the geographical, historical and economic significance of a particular man or place.

Names, however, may have a peculiar charm or abhorrence. One great merchant prince has gone on record as saying that a simple, easily pronounced, easily spelled, euphonious name is worth almost an untold amount to a merchant. Apparently there is a large measure of truth in that, as most of the great merchant princes possess short and simple names. Marshall Field is a name that is not hard to pronounce or spell. Timothy Eaton, another household name throughout Canada, is short and easily remembered. Another good example is the Bell Telephone Company. In this case the name is short, while the sign makes an added appeal to the memory. Looking back in history we find that very few of the great men have carried down middle names. Napoleon Bonaparte is known to the world but probably no one could say whether he had a middle name or not. The same is true of William Shakespeare, Julius Caesar, Robert Browning, Charles Dickens, Theodore Roosevelt, and many other men prominent in history, ancient or modern. Further than that, we do not remember for any great length of time that men had titles. Tennyson is known as Tennyson and not as Lord Tennyson. Byron is known as a poet and not as a lord. To mention Wellington recalls a general and great military leader, not a nobleman. To-day there seems to be an overwhelming desire on the part of people in this country and in Great Britain to get titles. If these people aspiring to titles were to look over the pages of history they would find that few great men are known through their titles. It all goes back in the last analysis to Shakespeare's query of "What's in a name? That which we call a rose by any other name would smell as sweet."

Chief Justice Hazen, of New Brunswick, will smile if he reads the latest issue of the New York Literary Digest, where he will find his portrait given as that of Canada's High Commissioner at Washington, accompanied by an article from the London Evening Standard, announcing the appointment of Mr. Hazen to such an office. Happily the Washington project, with which Mr. Hazen's name was for some days associated in the newspapers, seems to have been dropped, and Mr. Hazen has been placed in another position of honor.

Are Indemnities Futile?

It is safe to say that Germany will demand and take, if she is victorious, not only a large money indemnity but such territory as Lithuania, Courland, Poland, Belgium, Northern France, and Asiatic Turkey

By W. W. SWANSON, Ph.D.

Norman Angell, in the "Great Illusion," has much to say concerning the economic value of war to the conqueror, and the alleged futility of indemnities. Pacifists everywhere have seized upon his arguments and made them the basis of their contention that war can yield nothing of permanent value to either victor or vanquished. The essence of the argument is that cash indemnities are really paid in the products of labor, and that the defeated country is compelled to keep up its industrial life and organize its industries to meet the obligations imposed upon it. A stream of imports flowing to the victorious nation slows down economic activities within its borders; and, therefore, in the long run more is lost than gained through inflicting onerous burdens upon the vanquished. Even where territories and peoples are transferred, according to the same line of reasoning, there is neither loss to the defeated nation nor gain to the victor, as property remains in private hands and to the extent that tax-paying ability is increased national burdens increase also. There is a grain of truth in all this argument, but only a grain, inasmuch as it loses sight altogether of the spiritual effects of defeat upon a conquered people. If the defeat is crushing in nature, national life will become atrophied, and enterprise will die. That is the reason why ancient conquerors exacted tribute and despoiled cities but did not raze them to the ground.

INDEMNITIES.

It is assumed by the pacifists that those supporting the war do not understand that indemnities are, in the last analysis, paid in exports and not in credits or cash. Germany, at least, among the belligerents has shown no confusion of thought on this question. It has been widely advocated of late within the Fatherland that, as liquid capital for some time to come will be relatively scarce, indemnities imposed upon the Entente Powers shall be paid in goods and not in money. German militarists propose that a heavy tribute be wrung from their enemies, in the form of raw materials and other essential supplies for industry, a part of these goods to come from Europe and America and a greater part from the tropical and sub-tropical colonies and dependencies of the Allies. In other words, Germany is prepared to run the risk of having its markets flooded with economic goods from present belligerent nations at war with the Fatherland, especially if those goods are made up of basic raw materials to be used in the industrial process. From the German standpoint, the risk of receiving gold and credits on the one hand, or a supply of raw materials on the other, will be gladly run. It is no surprise, then, to find that President Wilson avers that his heart is with the pacifists in their desire for peace, but that his mind can scarcely comprehend their stupidity.

Our readers are well aware that in July, 1917, the German Reichstag passed a resolution in favor of peace in which the principle was laid down that hostilities should be brought to an end by negotiations rather than by force, and that no indemnities or annexations should be demanded by either group in the present struggle. The Chancellor joined his voice with the chorus in the Reichstag, as well as the Foreign Secretary and the Emperor of Austria-Hungary. The reason is plain—even he who runs may read. It is significant that when German arms achieve a local success, as in Serbia, Roumania, Galicia or Italy, strong demands are made for indemnities and annexations; but when the tide of battle turns against the Fatherland the peace formula of Kerensky and Lenin is hailed as the acme of political wisdom. From one example learn all. Hardly had the Italian armies been hurled back from the Isonzo to the line of the Piave, than King Carol, of Austria, explained to his jubilant people that the celebrated formula did not exclude certain rectifications of the Austro-Italian frontier. The formula, then, means for the Central Powers one thing in victory, and something quite other in the shadow of defeat.

GERMANY'S OBJECTS.

We are all in constant need of keeping in mind the spirit and the aims of this predatory combination

in Middle Europe. Recently there has been published the most comprehensive work, on the real objects that Germany seeks to attain in this war, that has appeared since the outbreak of hostilities in August, 1917. We refer to the book "Annexionist Germany," by M. Grunbach, originally published at Lausanne, but recently translated by Mr. Ellis Barker, under the title "Germany's Annexionist Aims," (London; John Murray, 3s. 6d. net.) The original work gives numerous illustrations of the extent to which an annexionist policy pervaded the whole of Germany until well on into 1916. More than that, documents from which excerpts alone have been printed, hitherto, outside of the Empire, are now available in their entirety to all readers of German. Mr. Barker has compressed the original work, it is true, into smaller compass, but has omitted little of essential value, and has added an illuminating preface. This book presents in full the celebrated demands of the Westphalian manufacturers, presented to the Chancellor in the summer of 1915 — demands in which Germany is to secure not only a huge cash indemnity from the Allies, but the whole of Belgium and Northern France as well as an open corridor from Berlin to the Persian Gulf. Since the United States entered the war, German annexionists have become even more inordinate in their demands. It will be recalled that in a speech, now famous, Hefferich, in the early days of the war, asserted that Germany's enemies would be compelled by blows of the mailed fist to pay all the expenses of the struggle, and to drag after them for decades and generations to come the burdens thrust on the Fatherland by their envy and spite. The German masses have thus been led to believe that the Allies must foot the bill of war expenses; and indeed Germany's financial policy has always been directed since the outbreak of hostilities with that end in view. Taxation has not been greatly increased within the Empire relatively to the taxes, at least, imposed on their people by the Western Powers. The German Press hailed with delight the entrance of the American Republic into the struggle, not only because the U-boats could be now unleashed, but much more because the United States would be compelled to pay to the Central Powers a staggering indemnity, coolly estimated by leading German publicists at \$17,500,000,000. It is safe to say that Germany will demand and take, if she is victorious, not only a large money indemnity supplemented by a levy on the material resources of the Allies, but such territory as Lithuania, Courland, Poland, Belgium, Northern France and Asiatic Turkey as well. Indeed, in the comprehensive work of M. Grunbach, to which reference has already been made, evidence in overwhelming volume is presented showing that powerful interests in the Fatherland hope to obtain, in addition to the above, Calais, Boulogne, Gibraltar, Cyprus, Aden, the Suez Canal, the Azores, and the Madeira Islands, British and French Central Africa, and also the Portuguese possessions in the Dark Continent. In truth, modest demands!

Pacifists contend, as has been said, that indemnities are futile and that the acquisition of territory merely plants the seeds for future wars. The subject is so important that it is well worth while to pass in brief review what has been done in the course of modern history with respect to the imposition of cash indemnities on conquered nations. The first illustration that comes to mind is the indemnity of 450,000,000 Hai-kwan taels (\$300,000,000) exacted from China by the European Great Powers and the United States at the close of the Boxer uprising. This was not a punitive indemnity, but reparative in nature. To the credit of the Great Republic, America returned the indemnity, so far as its share went, to China; and the proceeds were used by the Chinese Government to educate a contingent of their brightest boys in several universities in the United States. These young men, upon graduation, returned to the Celestial Empire as the heralds of "the new freedom." They put dynamite into the tottering fabric of effete China, and have pretty well blown it to atoms. The European Great Powers in the meantime, up to the outbreak of war, received two cash instalments on account; but at the entrance of the Chinese Republic into the war on the side of the Allies, the entire re-

maining sums were remitted. China itself in January of this year, upon severing diplomatic relations with Germany, repudiated all debts to that Empire. It is safe to predict that the Western Powers will lose nothing by this fair and just treatment of the Chinese Republic. The peaceful development of China, the opening up of its wonderful resources, the maintenance of "its open door" policy, and the preservation of the country's territory, will build up a market for European and American products that is destined to prove one of the greatest and most valuable in the world.

Punitive indemnities are far to seek in modern times. Aside from those laid by Germany upon France in 1871, and by Napoleon upon Italian States, princes, and other European potentates from 1796 onward, there are few examples of the punitive indemnity in recent history. It is quite other among ancient conquerors. Darius, Prince of Persia, not only imposed heavy taxes upon subject territories and peoples brought within the confines of the Persian Empire, but upon foreign notables as well. In the Middle Ages it was quite common to levy tribute upon conquered lords and dukes, as well as upon the princes of the Church; and England time and again bought off the Danes by paying a cash indemnity. It remained, however, for the cultured Germans to rehabilitate this barbarous mechanism for punishing and humiliating any nation that dared to cross its path. In 1871, when France laid prostrate at Germany's feet, this conqueror imposed a cash indemnity of 5,000,000,000 francs. Bismarck's purpose was to absolutely crush France economically, and to leave the country impoverished for a generation to come.

PAYMENTS.

Germany insisted upon garrisoning French cities and important frontier fortresses until the full bill of costs had been met. It was calculated by the German leaders that France could not possibly pay this huge fine within a shorter period than five years, and that thereafter the nation would be poverty-stricken and economically bankrupt. Notwithstanding the confusion and the sanguinary losses occasioned by the Commune, the Republic paid to Germany 500,000,000 francs in July, 1871, and one billion in September of the same year. In 1871, also, the Government asked the people of France for a loan of 2,000,000,000 francs; and 5,000,000,000 francs were subscribed. In the following year 3,500,000,000 francs were asked and the people subscribed 14,000,000,000. By September, 1873, the entire indemnity had been paid Germany, much to that country's surprise and great alarm. Bismarck planned a second war against France in 1875, hoping to crush the Republic before it became too strong, knowing full well that France could never be friendly to Germany until the Alsace-Lorraine problem had been settled. Alexander II, of Russia, intervened, and protected France for the moment, but all Europe realized that war had been merely postponed.

No indemnity was paid as a result of the Treaty of Portsmouth which terminated the war between Russia and Japan. Japanese publicists had openly demanded an indemnity of \$800,000,000, but nothing was gained by the Flowery Kingdom save territorial advantages. For this the United States was bitterly blamed by prominent Japanese, and it had much to do with creating hostility in Japan against the United States. As a matter of fact, Japan was in no position economically to continue the struggle, and owed the United States gratitude rather than censure for extricating it from its difficulties.

Modern war does not exhaust a nation financially to the extent commonly believed. In any event Germany, in common justice, must pay reparative if not punitive indemnities for the outrages committed on a world that desired to live with her in peace.

CANADIAN GOVERNMENT RAILWAYS.

Change in Prince Edward Island Service.

The Canadian Government Railways announce that commencing Wednesday, December 12th, the route to Prince Edward Island will be via Sackville to Tormentine and Ferry, Prince Edward Island to Port Borden. Train leaving Sackville at 1.00 p.m. permits connections with Maritime Express from Montreal. Ferry scheduled to leave Tormentine 3.00 p.m. arrive Port Borden at 4.00 p.m., connecting with train for Summerside arrive 5.50 p.m., Charlottetown 7.05 p.m., Tignish 9.15 p.m.

The Victory Year

That is the great hope, for,

"Every gift of noble origin

"Is breathed upon by Hope's perpetual breath."

Home and native land, life and liberty, are great gifts bestowed for high and noble purposes. To defend them must be just and righteous and justify the conviction that they are dowered by "Hope's perpetual breath."

Napoleon is credited with saying: "Providence is always on the side of the last reserve." In this war the reserves are manifold. Forty years' preparation by Germany meant much to overcome. At the Marne, near to the desired objective, the tide turned and Germany has been on the defensive ever since, on the Western front, the front believed to be the sphere of victory.

The peace overtures may be interpreted differently, but in the main they are signs of weakness. As records of humaneness, the Belgian atrocities put them out of court. Pressure from within Germany, economical more than political, grows apace. The conviction of many leading financial observers is that the pyramid of paper piled up by the various banks is such as to cause peace to be as much dreaded as war. German wars have been fed by indemnities. None are in sight to-day. Behind all is the deep sense across a world that Germany has outraged the highest and best interests of humanity and confidence in her integrity and honour have gone. Germany's place in the Sun to-day is under an over-shadowing eclipse. To change the figure, a great people have taken the wrong road and disaster is at the end. With the really dependent Allies growing strength comes with the days. To review the excellent position to-day, so palpably manifest to all careful observers is not needful. This noble saying sums up the certainty of victory: "The valour that is founded on Krupp's can never triumph over the valour that springs from the unconquerable"

It has been asked, what will posterity think of us and the great struggle? This answer has been given:

"We, who know, hope that what will strike a happy and unknowing posterity is not the glory of the coming victory, but the faithfulness unto death which is creating it, and the awful responsibility of those who bring upon the world such things as are happening to-day."

The last lap of any great effort loads the word faithful with a depth of meaning that only a high inspiration can fulfil.

Dangers are ahead. The Duke of Wellington said that there is nothing so terrible as a battle lost except a battle won. To hail the well won victory with the spirit and purpose of triumph alone becomes a wise and understanding people. For a great principle and its defence, the sword was unsheathed; that principle in its moral dignity should not suffer eclipse to mar the righteous victory.

Militarism, demonstrated to be the bane and curse of Europe, may or may not be a danger to this continent. The hope is that, as at the close of the American Civil War, so it will be at the close of this: "The nation waved her hand, and her army of more than a million sank back instantly into peaceful civil life as the soldiers of Roderick Dhu sank back into the heather."

With our many class interests the war, as in the United States on the close of the Civil War, may add another. There can be little doubt that both here and in Great Britain, the disbanding of the citizen army will mean a union for distinctive and special interests. Matthew Arnold's favorite dictum, "Sweet reasonableness," it is hoped may prevail.

Government of the people, by the people and for the people, the true ideal of Democracy, is still in evolution and many expect, as an outcome of the war, a higher, a fuller development, that the comradeship of the trenches will, beneath the smiles of peace, be still more fruitful, that with worthy aspirations will be broadening vision and a desire to "see things whole, and to see them as they are."

As we enter another year in good heart with steadfast purpose, to be and do the best, we cannot forget others:

To-day how many thousands will not hear.

There in their changeless timeless world of light.

The sad year's solemn passing in the night,

The silent coming of a happier year.

For this new year, though full of woe and fear,

Shall prove that Right has triumphed over Might.

Shall see an end of war's accursed blight.

And Peace among the Nations drawing near.

We cannot hear their voices, clasp their hands;

The faces that we loved no more we see;

But they whose names are bright on Honour's roll

In some far world shall know we reached their goal.

That nobler for their deed our Empire stands

Crowned with the Will that set all Europe free."

Terms of Peace

Central powers are ready to forego compulsory annexations and contributions

The Central Powers, through Count Czernin, the Austro-Hungarian Foreign Minister, stated their readiness to make an immediate general peace without compulsory annexations and without contributions, on Christmas Day at Brest-Litovsk. This is their answer to the Russian proposals, which they are ready to accept in most particulars as the basis of negotiations. They insist, however, that the Central Powers cannot bind themselves one-sidedly to such conditions without a guarantee that the allies of Russia will recognize and fulfil these conditions.

The Russian delegates asked for a ten-day recess in the negotiations in order to put the proposal before Russia's allies.

Count Czernin explained the position of the Central Powers in a statement which he read at the second session of the peace conference at ten o'clock Tuesday evening. His statement follows:

"The delegations of the allied (Teutonic) Powers, acting upon the clearly expressed will of their governments of the (Teutonic) Allies unswervingly have able a general peace. The delegations in complete accord with the repeatedly expressed view-point of their governments, think that the basic principles of the Russian delegation can be made the basis of such a peace.

"The delegations of the Quadruple Alliance are agreed immediately to conclude a general peace without forcible annexations and indemnities. They share the view of the Russian delegation, which condemns the continuation of the war purely for aims of conquest.

"The statesmen of the Allied (Teutonic) Governments in programmes and statements have emphasized time and again that for the sake of conquest

they will not prolong the war a single day. The Governments of the (Teutonic) Allies unswervingly have followed this view all the time. They solemnly declare their resolve immediately to sign terms of peace which will stop this war on the above terms, equally just to all belligerents without exception.

"It is necessary, however, to indicate most clearly that the proposals of the Russian delegation could be realized only in case all the powers participating in the war obligate themselves scrupulously to adhere to the terms in common with all peoples.

"The powers of the Quadruple Alliance, now negotiating with Russia cannot, of course, one-sidedly bind themselves to such terms, not having the guarantee that Russia's allies will recognize and carry out these terms honestly without reservation with regard to the Quadruple Alliance. Starting upon these principles, and regarding the six clauses proposed by the Russian delegation as a basis of negotiations, the following must be stated:

"Clause 1.—Forcible annexations of territories seized during the war does not enter into the intentions of the Allied (Teutonic) Powers. About troops now occupying seized territories, it must be stipulated in the peace treaty, if there is no agreement before, regarding the evacuation of these places.

"Clause 2.—It is not the intention of the (Teutonic) Allies to deprive the political independence of those nations which lost it during the war.

"Clause 3.—The question of subjection to that or the other country of those nationalities who have not political independence cannot, in the opinion of the powers of the Quadruple Alliance, be solved internationally. In this case it must be solved by each Government together with its peoples in a manner established by the constitution.

"Clause 4.—Likewise, in accordance with the declarations of statesmen of the Quadruple Alliance, the protection of the rights of minorities constitutes an essential component part of the constitutional rights of people to self determination. The Allied (Teutonic) Governments also grant validity to this principle everywhere, insofar as it is practically reasonable.

"Clause 5.—The Allied (Teutonic) Powers have frequently emphasized the possibility that both sides might renounce not only indemnification for war costs, but also indemnification for war damages. In these circumstances every belligerent power would have only to make indemnification for expenditures for its nationals who have become prisoners of war, as well as for damage done in its own territory by illegal acts of force committed against civilian nationals belonging to the enemy. The Russian Government's proposal for the creation of a special fund for this purpose could be taken into consideration only if the other belligerent powers were to join in the peace negotiations within a suitable period.

"Clause 6.—Of the four Allied Powers, Germany alone possesses colonies. On the part of the German delegation, in full accord with the Russian proposals regarding that, the following is declared:

"The return of colonial territories forcibly seized during the war constitutes an essential part of German demands, which Germany cannot renounce under any circumstances. Likewise, the Russian demand for immediate evacuation of territories occupied by an adversary conforms to German intentions. Having in view the nature of the colonial territories of Germany, the realization of the right of self-determination, beside the above outlined considerations, in the form proposed by the Russian delegation, is at present practically impossible.

"The circumstance that in the German colonies the natives, notwithstanding the greatest difficulties and the improbability of victory in a struggle against an adversary many times stronger, and who had the advantage of unlimited import by sea, remained in the gravest circumstances faithful to their German friends, may serve as proof of their attachment and their resolve by all means to preserve allegiance to Germany, proof which by its significance and weight is far superior to any expression of popular will.

"The principles of economic relations proposed by the Russian delegation in connection with the above six clauses are approved wholly by the delegations of the Allied Powers (Teutonic) who always have denied any economic restrictions, and who see in the re-establishment of regulated economic relations, which are in accord with the interests of all peoples concerned, one of the most important conditions for bringing about friendly relations between the powers now engaged in war."

Chairman Ioffe, of the Russian delegation, pointed out that the self-definition of peoples within the limits granted by constitutions, as stated by the German reply, was not complete.

"Renouncing the application of the right of the stronger nation with regard to territories occupied during the war," he said, "the powers of the Quadruple Alliance at the same time give all their opponents an immediate peace-ground. They affirm that the right of the stronger, after unprecedented bloodshed, shall be preserved with all its integrity within each of the countries, with no regard for little and oppressed nationalities.

"The war cannot end without the violated rights of those nationalities being re-established. The Russian delegation insists that those nationalities must in the very next peace treaty, establishing a general peace among all nationalities, receive, on the basis of international agreement, guarantees that their lawful rights will be protected. The lapse of time in no case legalizes the violation of one people by another."

Regarding compensation for the maintenance of prisoners of war, the Russian chairman said it might be construed as an indemnity. He insisted that an international fund be used to pay damages against private persons. He had no objection to Germany's request that her colonies be evacuated by Entente troops.

Russia's delegation, he stated in conclusion, notwithstanding differences of opinion, thought that the German declaration that Germany has no aggressive plans, offered the possibility of the immediate beginning of negotiations for a general peace among all belligerents. He proposed a ten-day recess until January 4th, "so that the peoples whose Governments have not yet joined in the negotiations for a general peace may have an opportunity of such a peace as now is being established."

"At the expiration of the indicated time," he declared, "the negotiations must be resumed, disregarding whether or not other belligerents have joined in the negotiations or how many."

Rate Increases for Railways in the Dominion

Approximately 15 P.C. in East and 10 P.C. in West.

Fifteen Cents a Ton on Coal.

Judgment on the application of the railways for an increase in freight rates to meet the increase in cost of fuel, material, equipment and labor was given by the Railway Commissioners at Ottawa on Wednesday, Dec. 26. Freight rates in general are permitted to be increased approximately ten per cent. in the West and fifteen per cent. in the East. With a view to lessening the disturbance as between the territories now established of western distributing centres and having also in mind the increase in the all rail rates already allowed, a ten per cent. increase west of Port Arthur, and a fifteen per cent. increase on the eastern balance of the through rates is permitted. On coal the increase is fifteen cents a ton and five cents per ton on clay, sand, gravel and crushed stone. On grain to Lake Superior ports an increase of two cents per hundred pounds is allowed, and on grain and grain products in the West other than for movement to Fort William and also on movement east of Fort William an increase of fifteen per cent. subject to the maximum of 2 cents per hundred pounds is permitted. There are also increases permitted on existing lumber rates both East and West and between points in Eastern Canada fifteen per cent. increase, which is a maximum of three cents. An increase in passenger rates of 15 per cent. is allowed, except in British Columbia, where the existing rate is now considerably higher than in other parts of Canada.

In permitting this increase, the Railway Commissioners maintain that "no greater profits will be obtained under the new schedule than in the past." It is stated that the increases will not equal the increase in cost of operation. The increase in cost of operation is due chiefly to wage increases and the present prices of coal, steel material and railway supplies, and these increases are not due to any fault of the railways.

Last year the Canadian Northern Railway Company made application on behalf of itself and all other railways in Canada that action be taken under the War Measures Act for a general advance in freight and passenger rates. Applications afterwards, largely similar in form, were made by all the other railway corporations, including the C.P.R. and Grand Trunk and Grand Trunk Pacific. The basis of the application was the necessity of efficiency in transportation facilities and that under the present revenues such efficiency could not be secured.

Public hearings were held by the Board in June at Victoria, Vancouver, Toronto, Nelson, Calgary, Edmonton, Saskatoon, Regina, Winnipeg, Fort William, Toronto and Montreal. Many of the trade associations admitted the necessity of increase in freight rates, others were willing to abide by the decision of the Railway Board, but the Vancouver Board of Trade, Kitchener Board of Trade, the United Farmers of Ontario, Winnipeg Board of Trade, Grain Growers' Association and Manitoba Government were decidedly opposed to the proposed increases. Many favored the increases when it was stated that they were for the war only. Those that objected did so on the ground that they were not required by the C. P. R., and therefore the Government should assist the other roads and keep the rates of the present basis. The authority of the Railway Board was also questioned, but the Commissioners maintained that under the War Measures Act they were empowered to deal with this question. It was also pointed out by the Railway Commission that the Interstate Commerce Board had granted a general increase in freight rates to the American railroads last June.

No mention is made in the decision of the date on which the increased rates will come into effect. This is because the railways will have to file new tariffs, based upon the decision, and these must receive the approval of the board. It is quite probable that several weeks will elapse before the higher scale of freight and passenger rates come into force.

A summary of the judgment reads as follows:

"Subject to the limitations of the Crow's Nest Pass agreement, and to the specific limitations contained in the judgment, freight rates are permitted to be increased, in general, approximately ten per cent. in the West, and fifteen per cent. in the East.

"While the Grand Trunk Pacific and the Canadian Northern Railways are not included in this agreement, they are to be treated as if included.

"With a view to lessening the disturbances as between the territories now established of Western distributing centres, and having also in mind the increase in the all-rail rate already allowed, a fifteen per cent. increase west of Port Arthur, and a ten per cent. increase on the eastern balance of the through rate, is permitted, but again subject to the limitations worked by the Crow's Nest Pass agreement.

"On coal, an increase of fifteen cents per ton is allowed, it being considered that this will bear less harmfully on the consumer than a percentage increase. In the Western hearings the evidence was that a flat increase was preferable to the percentage increase asked for by the railways.

"An increase of five cents per ton is permitted on clay, sand, gravel and crushed stone.

"On grain to Lake Superior ports an increase of two cents per hundred pounds is allowed; this is approximately ten per cent.

"Grain and grain products, etc., in the West, other than for movement to Fort William, and also on the movement of these from Fort William east, are permitted an increase of 15 per cent. subject to a maximum of two cents per hundred pounds.

"The existing lumber rate basis in the West has been built up by agreement between the mills and the railways, the important matter being the extent of the rate differences between different groups of producers. A percentage arrangement would create disparities. From British Columbia mills to the different groups, increases of from three to five cents, according to distance, are allowed. From northern Alberta and Saskatchewan spruce districts, 15 per cent. with a maximum of three to four cents, according to distance. From British Columbia to eastern Canada 10 per cent. From Lake of the Woods and Rainy River, three to four cents, according to distance. From Port Arthur west three to five cents, according to distance. Between points in eastern Canada a 15 per cent. increase, which works out a maximum of three cents.

"Trans-continental class rates may be increased 10 per cent. No increase allowed in trans-continental commodity rates.

"In British Columbia, an increase of 10 per cent. on freight rates is allowed; no rates to be lower than the prairie rates as increased."

"Railway tolls incidental to transportation, switching, demurrage, reconignment, sleeping or parlor car accommodation, weighing refrigeration heating car diversion or other special service are not allowed any increase.

"No increase in passenger rates is allowed in British Columbia. A 15 per cent. increase is allowed in the territory where the maximum rate is three cents. It is at the same time pointed out that it is in the public interest with a view to conserving coal, railway facilities and man-power that passenger travel should be as light as possible, so as to facilitate efficient freight movement.

NO GREATER PROFITS.

"It is set out that no greater profits will be obtained by the railways under the new rate schedule than in the past. The increased rates allowed will certainly not equal the increase in costs, to which the railways are subject. These increased costs are not in any way attributable to the railway management. They are very largely represented in wage increases, which have had the approval of the public at large. Public bodies and public sympathy have been with the men in the increases which they have obtained. No objection whatever has been made by any contestant on the ground that the railways have improvidently increased wages. The other items of cost increases are chiefly the result of to-day's prices of coal, steel material, and railway supplies. The railways suffer in this regard in common with other users of these necessities. The increased cost can certainly not be said to be the railway's fault.

"While there was difference of opinion among trade organizations, a considerable number held that reasonable increases within the discretion of the board were justifiable.

"As to the representations made regarding aid by loans, as well as change in ownership, the board has no right to express an opinion, as its powers are concerned with rate matters.

"Canadian Northern figures show a steadily declining net revenue. In September, 1917, the net

revenue was 41 per cent. less than in 1916. October, with 6 per cent. increase in gross, shows 51 per cent. decrease in net; maintenance charges have been cut down with a view to economy. As a result efficiency has decreased, and accumulated maintenance charges will have to be met later. At the same time, costs of labor, coal and materials have been increasing. In September the net of the Canadian Pacific decreased 23.3 per cent. In ten months, ending October, 1917, the gross revenue of the Grand Trunk increased 11 per cent., while expenses increased 22 per cent. In October gross increased less than 2 per cent., while net earnings decreased 40 per cent.

"It is found that there can be no question, in view of the actual results, that the railways require greater revenues, and must have them if proper efficiency is to be maintained, and the demands of the country for transportation at all adequately met."

STEEL SCHEDULE TO BE EXTENDED.

(New York Iron Age.)

In the closing days of 1917 the steel trade has the satisfaction of knowing that it will enter the New Year free from the fear that present price schedules may be overturned. The War Industries Board, after a conference on Saturday with the Federal Trade Commission, has recommended to the President the indefinite extension after January 1 of the prices promulgated late in September and those built upon them in the past three months.

It is expected that the President will issue a proclamation shortly extending the operation of the present schedule. Whether a definite period will be named remains to be seen, but it is believed that some readjustments will come within the next ninety days.

Recent rumors of a settlement in a part of the Federal Trade Commission in favor of some reduction in pig iron led to a meeting of merchant producers in New York December 20, at which a committee was appointed to present the case of the smaller furnaces. It was urged that a reduction in price would cause some of them to close down and only aggravate the existing famine in pig iron.

The Manufacturers' Committee on Steel and Steel Products made an important announcement of additional prices this week, putting forging ingots at \$73 per ton, splice bars and tie-plates at 3.25 cents per pound, rail steel bars at 3 cents, steel spokes at 3.90 cents, iron spikes at 4.50 cents, track bolts at 4.90 cents, and cut nails at \$4 per keg, and fixing schedules on steel castings and cast-iron pipe. Some of the above products had been gradually adjusting themselves to the new market basis, so that the formal announcement means no abrupt change. On cast-iron pipe the official \$49, Birmingham, and \$55.35, New York, for six-inch pipe, are but fractionally below the recent market.

"The committee's action on old material is an attempt to cope with one of the most difficult problems in the trade. In view of the developments that, with a fixed price, railroads and other sellers would deal with consumers direct in order to get the maximum, the committee recommends a commission of not to exceed 3½ per cent. to recognized scrap dealers or brokers. Various forms of scrap not regulated heretofore are added to the official list.

The precedent of a quiet holiday week in pig iron is broken, as the real effect of the fuel shortage is brought home to consumers. Steel production has been kept up this year by drawing on pig iron stocks. Now that these are gone, there is a scramble for iron that would by this time have sent prices skyward but for Government regulation. It is estimated that central western steel companies would now be buying fully 250,000 tons of basic iron to make up their shortages, if it could be had.

In the past week the steel plants of the Steel Corporation at Pittsburgh and in the two valleys made about an 85 per cent. output. Independent companies ran at from 50 to 75 per cent. of capacity. As an offset to the coke and coal shortage, some plants at Pittsburgh and Youngstown will be idle all of this week for repairs and stocktaking. Chicago reports the fuel situation unrelieved and causing much anxiety.

NO USE.

(From the Tattler.)

He was quite the "black sheep" of the regiment, and was up before his commanding officer for breach of discipline for about the fiftieth time. The Colonel glared at him fiercely. "Didn't I tell you the last time you were up in the orderly room," he said, "that I never wanted to see you again?" "That's quite right, sir," answered the culprit, "but the bloomin' sergeant wouldn't believe it."

U. S. GOVERNMENT TAKES POSSESSION OF ALL U. S. R. R.'S.

Government possession and operation of the nation's railroads for the war was proclaimed by President Wilson on Wednesday, and became effective at noon on Friday, December 28. William G. McAdoo, retaining his place in the Cabinet as Secretary of the Treasury, was placed in charge as Director-General of railroads.

Every railroad engaged in general transportation, with its appurtenances, including steamship lines, is taken over, and all systems will be operated as one under the Director-General.

In a statement accompanying his proclamation, the President announced that as soon as Congress re-assembles, he will recommend legislation guaranteeing pre-war earnings and maintenance of railroad properties in good repair, "pre-war" meaning prior to the entry of the United States into the European conflict.

Government backing will be given to new issues of railroad securities so that a ready market may be found.

The President's move although forecasted for weeks, came at this time as a great surprise to nearly everybody in Washington, including railroad officials. It had been generally believed he would await the re-assembling of Congress before taking any step. He acted through Secretary of War Baker, under authority conferred in the Army Appropriations Act. Direct management of the roads will remain in the hands of railroad officials, and the Railroad War Board, comprised of five railroad heads, will continue to direct actual operation under Secretary McAdoo's general supervision.

The chief practical effect of Government operation will be to permit a complete unification of all rail systems, impossible under private operation by reason of statutes prohibiting pooling of rail traffic and earnings. The roads themselves had gone as far as they dared in this direction, and it became known only to-day that they had been warned by Attorney-General Gregory that a violation of anti-pooling laws could not be permitted.

The situation was fully realized by President Wilson, who in his statement declared that the roads had gone as far as they could, and that already some systems were endangering their earnings in attempting unification.

Although the proclamation applies to all electric lines engaged in general transportation, local inter-urban systems are specifically exempted.

EARNINGS GUARANTEED.

Congress will be asked to guarantee earnings equivalent to the average net operating income of each railroad in the three year period ending June 30, 1917. Railroad experts estimate that this will cost the Government next year in the neighborhood of \$100,000,000, which can be raised in large part by increased freights if the Inter-State Commerce Commission grants the railroads' application for the 15 per cent rate increase now pending. Otherwise it will be paid largely out of the general Government funds.

The Inter-State Commerce Commission and other Government agencies which have to do with the railroads, will continue to perform their functions as heretofore, except that they will be subject to the orders of the Director of Railroads.

The President makes it clear that his decision was not made because of any failure on the part of any railroads to perform their whole duty insofar as they could while hampered as they were by legal restrictions.

"The committee of railroad executives," said his statement, "have done the utmost that it was possible for them to do, but there were difficulties they neither could escape nor neutralize. In mere fairness to them, the full authority of the Government must be substituted."

The plan of control, as outlined in the proclamation and statement, leaves much unsaid as to details, but the general scheme appears to follow closely the British system. In England, however, Government freight is carried free, and the guaranteed earnings require an enormous amount of money from Government funds, while in the United States the Government will pay for its freight as in the past, and will stand its part of increased freight tariffs if they are found to be necessary.

Apart from the President's statement, there was no comment in the capital on the Government's note. Secretary McAdoo declined to be quoted, and members of the Railroads War Board said they would have no statement to make until to-morrow.

SUGAR SHORTAGE EXPLAINED.

According to a pamphlet issued by the American Sugar Refining Company, 117 Wall street, the last five-years period, including the three years of the European war, has seen a decided increase in the consumption of sugar in the United States and also a decrease of 11 per cent in the world's supply of sugar.

The following table gives the world's production during the past five years, showing the proportionate production of beet and cane. The long ton of 2,240 pounds is used. The 1916-17 figures are estimates:

Year—	Cane.	Beet.	Total.
1912-13..	9,232,543	8,976,271	18,208,814
1913-14 ..	9,892,057	8,846,269	18,738,326
1915-4 ..	10,288,656	8,243,451	18,532,107
1915-16 ..	10,675,294	5,875,157	16,550,451
1916-17 ..	11,233,294	5,302,484	16,535,778

Further comments made in the pamphlet were: "It will be seen that whereas prior to the war the world's supply was divided almost equally between beet and cane, the beet production has declined since the outbreak of the war approximately 3,500,000 tons, or 37 1/2 per cent. Although the production of cane sugar has increased about 1,300,000 tons, or 12 per cent, the world's total production has decreased over 2,000,000 tons, or 11 per cent.

Reports indicate that Germany and Austria are now producing slightly more than one-half, France about one-fifth and Belgium somewhat more than one-half of its production of four years ago.

European countries would under normal conditions produce annually nearly 3,000,000 tons — the equivalent of the entire Cuban crop — in excess of their requirements, which would be available for export to foreign markets.

The United States buys practically no sugar from

Europe. Its sources of supply for the years 1915 and 1916 are shown by the following recapitulation, giving the figures in long tons:

	1915.	1916.
Cuba ..	1,841,602	1,668,548
Hawaii ..	509,263	533,969
Porto Rico ..	390,310	392,733
Louisiana, Texas and Arizona ..	224,768	224,973
Philippine Islands ..	120,202	111,182
U. S. Beet ..	769,257	700,256
Various sugars, including foreign refined, U. S. maple, etc.	36,129	28,941

Total consumption in United States .. 3,801,531 3,658,607

"From this it will be seen that Cuba supplied about one-half of the sugar for this country.

"The immediate effect of the declaration of war was to cut off from the world's market the sugar supply of the Central Powers. More than one-third of the world's total production formerly came from within the present battle lines of Europe, and the western battle line now passes through the sugar producing territory of France and Belgium.

"The most serious effect of this interruption to the supply was first felt in England. The British Isles produce practically no sugar. More than two-thirds of their supply came from Germany and Austria and ceased on declaration of the war, and any possible supplies from Russia, France and Belgium were unavailable.

"In five years previous to January 1, 1917, the imports into Great Britain from Cuba increased approximately 550,000 tons. From other statistics it appears that last year Cuba exported to Europe 730,000 tons, or approximately one-fourth of her entire crop. So far this year Cuba has exported to Europe close to 925,000 tons of raw sugar, or approximately 200,000 tons more than during all of 1916."

PRELIMINARY STATEMENT OF THE TRADE OF CANADA FOR NOVEMBER.

November makes the second month in 1917 in which Canada's trade has made a new high record in point of value as well as volume.

November exports amounted to the total of \$187,315,515, while imports totalled \$72,708,439. This represents an excess balance of exports over imports for the month of \$114,607,076. These figures compare with exports of \$109,558,000 in November of 1916, and imports of \$72,690,000, or an excess in that month of exports over imports of \$36,868,000.

Figures of July trade come next best. In that month exports amounted to \$177,366,148, while imports amounted to \$90,181,595, an excess of exports of \$87,184,553.

The current year's trade results become more and more impressive as the year draws to a close. For the eleven months to November 30th exports total \$1,399,018,936 and the excess of exports over imports to \$455,519,369, the latter comparing with \$262,957,000 for the same period in 1916, \$115,980,000 for the same period in 1915. In the same eleven months of 1912 there was a balance against Canada of \$281,123,000.

Figures for the eleven months to November 30th in each of the calendar years, compares as follows:—

	Month of November.		Twelve Months ending November.			
	1915.	1916.	1917.	1915.	1916.	1917.
Imports for Consumption.						
Dutiable goods ..	26,079,686	38,083,194	44,247,634	254,518,282	408,802,094	559,450,591
Free goods ..	19,187,873	34,496,311	28,460,805	180,731,684	336,469,605	451,949,511
Total imports (mdse.) ..	45,267,559	72,579,505	72,708,439	435,249,966	744,271,699	1,011,400,102
*Coin and bullion ..	4,705,933	1,411,478	941,944	12,908,570	46,170,398	15,288,446
Total imports ..	49,973,492	73,990,923	73,650,383	448,158,536	790,442,097	1,026,688,548
Duty collected ..	9,440,315	12,116,329	12,829,858	87,618,643	136,159,221	168,265,607
Exports.						
Canadian Produce—						
The mine ..	6,634,887	7,026,024	6,879,290	59,972,897	78,457,189	80,820,961
The fisheries ..	2,075,877	2,600,021	4,315,983	21,742,864	23,786,818	27,987,967
The forest ..	4,556,502	5,172,272	5,428,570	48,925,230	54,515,579	52,706,389
Animal produce ..	12,113,520	13,603,193	23,237,442	93,384,593	114,458,052	172,010,209
Agricultural products ..	53,926,837	36,789,632	77,961,781	193,543,711	366,781,913	487,297,263
Manufactures ..	13,231,022	44,119,094	68,947,268	137,702,849	408,026,574	703,147,168
Miscellaneous ..	383,271	248,714	535,181	3,879,908	7,814,506	5,136,051
Total Canadian produce ..	92,931,916	109,558,950	187,315,515	559,152,052	1,053,840,681	1,529,056,110
Foreign produce ..	1,504,177	2,243,423	7,442,979	89,589,854	19,664,969	46,176,896
Total exports (mdse.) ..	94,436,093	111,802,373	194,758,493	509,741,906	1,073,505,650	1,575,233,006
*Coin and bullion ..	9,865,896	161,709	132,687	128,316,291	196,422,615	3,261,872
Total exports ..	104,301,989	111,964,082	194,891,180	727,058,197	1,269,928,265	1,578,494,878
Aggregate Trade.						
Merchandise ..	139,653,652	184,381,818	367,466,932	1,038,991,872	1,817,797,299	2,586,633,108
Coin and bullion ..	14,571,829	1,573,187	1,074,631	141,224,861	242,593,013	18,550,288
Total trade ..	154,225,481	185,955,005	368,541,563	1,180,216,733	2,060,390,312	2,605,183,396

*NOTE.—It will be noted that the figures relating to the imports and exports of coin and bullion for the twelve months ending November, were: imports, 1915, \$12,908,570; 1916, \$46,170,398; 1917, \$15,288,446; and exports, 1915, \$128,316,291; 1916, \$196,422,615; 1917, \$3,261,872. Although it has been customary to include these figures in trade returns, the total trade figures are seriously disturbed by them in this instance, and they should not be taken as an indication of the trade of Canada.

The

One result of the world is now... The industrial... and increase... making, and... success obta... accomplished... ates overlapp... time and eff... is now receiv... authorities... roads appeal... shortage of... has shown th... ing of cheap... to railway r... staples in da... The latest a... decided upon... wear. The p... second impor... a warm and... Both can be... on industry... British people... Since the... wool has been... constitutes th... The outfitting... armies has r... world's wool... and productio... was insufficie... even before th... consumption... industry in th... invasion she... the Neutrals f... an uncertain... shortage and... country for G... able to the A... from self-sust... tion. It there... tralia and Ne... material to m... long to wipe... the British G... the situation... utilization of... fall of 1915... tended to the... which were pu... an established... ernment offic... and Australas... the control of... The control... been rigid and... been given pri... concerned, exp... then the dome... been meted ou... for military p... States have a... against contrac... quantities as... has exercised... ducer an equit... by eliminating... British and C... cheapest on the... years... Little British... and United Stat... respectively, of... America during... the cheapest w... fealty now pr... distance from... tonnage on the... tacle, and one-t... ous during 191... STANDA... The British... In the first p... ciation as to...

Standard Cloth for Britain

The lesson Canada must learn is standardization of her war effort

By E. S. BATES.

One result of the Great War in the lessons the world is now learning will undoubtedly be standardization, or in other words, concentration of energy. It has already been accomplished to a large extent in the industrial world in the promotion of efficiency and increased production. In ship-building, shell-making, and other lines of iron and steel much of the success obtained in increasing production has been accomplished through standardization which eliminates overlapping of effort and minimizes loss of time and effort in unnecessary changes. The lesson is now receiving the attention of transportation authorities. Standardization of equipment of railroads appeals as a means of alleviating the present shortage of rolling stock. The automobile industry has shown the value of standardization in the making of cheaper cars, so why not apply the methods to railway rolling stock. Also to thousands of other staples in daily demand by the majority of peoples. The latest announcement is that Great Britain has decided upon the standardization of cloth for civilian wear. The prime necessity is to save wool. The second important consideration is the provision of a warm and durable cloth at a reasonable price. Both can be obtained without any appreciable effect on industry, and without shocking the tastes of the British people.

Since the outbreak of the war the demand for wool has been continuous and insistent. Wool fibre constitutes the chief element of the soldier's uniform. The outfitting of the millions of men in the Allied armies has required the most unstinted use of the world's wool stocks, and has taxed available stocks and production to the limit. The Russian wool crop was insufficient even for her own needs. France, even before the war, imported over 50 per cent of her consumption of raw wool, and when her woollen industry in the North was destroyed by the German invasion she had preface to draw on her Allies, and the Neutrals for supplies. Argentine wools have been an uncertain factor owing to ocean transportation shortage and the large stocks of wool held in the country for German account and therefore not available to the Allies. United States and Canada are far from self-sustaining in the matter of wool production. It therefore devolved upon Great Britain, Australia and New Zealand to produce sufficient raw material to meet the war demands. It did not take long to wipe out the world's surplus stocks. Then the British Government realizing the seriousness of the situation took steps to control the sale and utilization of home-grown wools. This was in the fall of 1915. The next spring this control was extended to the Australian and New Zealand clips, which were purchased by the British Government at an established price and sold and controlled by Government officials. Since that time the entire British and Australasian wool production has been under the control of the British Army Council.

The control exercised by the Army Council has been rigid and equitable. Army requirements have been given priority. So far as the Home Trade is concerned, export business came next in importance, then the domestic civilian demand. Supplies have been meted out to France and Russia as required for military purposes, while Canada and United States have also been granted their requirements against contracts for army supplies, and such other quantities as could be spared. The Army Council has exercised rigid price control by giving the producer an equitable advance over pre-war prices and by eliminating speculation, with the result that British and Colonial wools have been by far the cheapest on the world's markets during the past two years.

Little British wool was exported in 1917. Canada and United States were granted 15,000 and 40,000 bales respectively, of Colonial wools which have come into America during the past three months, constituting the cheapest wools in these markets. A further difficulty now proving of serious import is the long distance from Australasia and the shortage of ocean tonnage on the Pacific. This has been a great obstacle, and one that is likely to prove even more serious during 1918.

STANDARD CLOTH FOR CIVILIANS.

The British woollen trade is under rigid control. In the first place, wool can only be obtained on declaration as to what materials it is going into, then

the Government has forbidden the manufacture of so many lines containing wool that the woollen industry is under absolute control. Naturally, civilian needs have suffered. Hence the necessity for definite action toward the production of standard cloth for civilian wear.

What has now been agreed upon is that cloth manufacturers are to devote part of their attention to the production of a standard cloth established by the Wool Control Board. The cloth is to be made of wool sorts and noils, containing no low grade woolstock or cotton. The manufacturers' price has been established at \$1.50 per yard, and fixed charges and profits have been set for the makers-up and retailers. These prices will be well advertised and thorough inspection of factories and shops will be made regularly. The result is, warm, durable clothing at a low price.

It is proposed to set up sample specifications covering weight, strength, widths, etc., but only essential points will be included. So long as their materials conform with the standard, manufacturers will be given unlimited scope in the matter of design and variety. This will greatly reduce the inevitable sameness, as the scope allowed designers in regard to color, structure, finish, etc., will enable them to make a large variety of attractive patterns. Thereby, any liability of the civilian population on the British Isles becoming a uniformed people, other than Khaki and Navy Blue will be obviated.

Such control has already been exercised to a large extent. Cloth for export has been standardized. Officers' uniform cloth is now made to a standard sample and sold at set prices. It is also proposed to extend the control to flannel. In this latest instance manufacturers will be given two months to submit their samples of standard cloth to the trade. Wool will be allotted to them on the expiration of that time on the basis of the orders they have received. Hence it behooves manufacturers to do all possible to make attractive designs.

LARGER SAVINGS DEPOSITS DURING NOVEMBER.

A resumption of the increase in savings deposits was the feature of the November statement of the Canadian chartered banks, and the even larger increase in demand deposits during the month places the country in a more favorable position for meeting the second instalment of the Victory Loan, due during the first two weeks of the new year. Notice deposits increased \$22,867,024 during November, contrasting with the decrease of slightly over \$2,000,000 in October. The change during the month just reported closely approximates that achieved in the same month of 1916. The recent gains bring time deposits up to the new high record figures of \$1,008,657,874, and total deposits reached new high ground at \$1,547,000,000.

Most interest attaches to the statement for reason that it shows preparations for meeting the next war loan payments. A sharp contraction is likely, how-

WOOL CONTROL IN CANADA.

Canadian authorities should take careful note of what is being done in England to conserve the wool supply. So far absolutely nothing has been done as regards control of the limited wool production of the Dominion. Last year when the Canadian clip came on the market it was sold at from 15 to 25c per pound above British prices for corresponding qualities. Seventy-five per cent of last year's production was exported to the United States, and that amount had to be substituted by Colonial wools imported from Australasia on which freight and duty had to be paid. It is reasonable to state that a price might be set for the control of the 1918 domestic wool clip which would be satisfactory to producer and consumer alike. The United States is rapidly tending towards such control because it is realized there that speculation in wool now rampant on American markets not only tends to make the wool prohibitive for army requirements, but encourages waste.

In this and many other similar ways Canada has scarcely begun to feel the effects of the Great War. "Business as Usual" as a slogan is a misnomer. Canada cannot expect to go ahead doing business as usual when the rest of the world is upset to the very marrow. The mandate given by the Canadian people on December 17th, is sufficient warrant of the fact that the people of this country are willing and ready to make the most unselfish sacrifices in order to "make the world safe for democracy." Families have given sons and brothers most unstintingly. Surely it is reasonable that they will willingly make the small sacrifices necessary to the efficient control of prices and the conservation of raw materials. The workingman of Canada, that is, the great majority of the Canadian people, are heart and soul in favor of such efficiency in the administration of Canada's participation in the war. It was the mandate from them that has made Union Government possible, and they now look for the leaders in that Government to listen to their voices and set politics aside. If never before, the sincerity of our public men will be tested. If their sincerity goes further than the political hustings nothing can prevent the continued prosperity of Canada, but to a large extent such prosperity depends upon the manner in which the sacrifices of the Canadian people are to be expended. Standard cloths are simply an instance. The standardization of all Canada's war effort must now be continually before the administrators of Canadian affairs.

over, after the beginning of the year, when the withdrawals are made on account of the Government loan. Industrial activity of a substantial nature is indicated by the gain in savings deposit figures. The virtual completion of the heavy movement of western grain to market during the month is prominently indicated by the heavy gain in the deposits.

The amount of call money outstanding in the United States was reduced by over \$11,000,000, representing the second substantial reduction in the last few months. Canadian call loans were practically stationary at \$72,178,000. Note circulation was increased to the extent of \$6,282,000, which is approximately half the gain shown in the preceding month. The total assets of Canadian banks again advanced to a high record at \$2,320,270,985.

The following statement shows the principal items of the November bank returns at the end of that month, the changes during November of this year, and the changes during the year ending November 30, and for the purpose of comparison, the changes which occurred in November of last year:—

	Nov., 1917.	Changes During Nov., 1917.	Changes D.C. Year Ending Nov., 1917.	Changes During Nov., 1916.
Reserve fund	\$114,046,753	+\$ 528,540	+\$ 753,735	+\$ 270,095
Note circulation	196,135,910	+ 6,282,903	+ 47,937,839	+ 3,166,304
Demand deposits	538,869,362	+ 43,810,913	+ 79,591,908	- 29,952,780
Notice deposits	1,099,657,874	+ 22,867,024	+ 172,064,605	+ 22,995,865
Total deposits in Canada	1,547,527,236	+ 66,677,937	+ 251,656,513	- 7,656,915
Deposits outside Canada	175,645,913	- 6,154,444	+ 13,427,766	- 3,993,681
Current coin	83,179,731	+ 8,228,824	+ 615,867	+ 15,303,280
Dominion notes	165,515,137	+ 27,864,651	+ 46,672,245	- 3,824,155
Deposits, central gold reserve	91,120,000	+ 10,350,000	+ 47,820,000	+ 7,640,000
Call loans in Canada	72,178,345	+ 524,626	- 17,217,025	- 1,016,653
Call loans outside Canada	139,332,552	- 11,186,195	- 43,417,837	- 6,195,827
Current loans in Canada	868,973,714	- 15,013,146	+ 55,181,767	+ 38,863,725
Current loans outside Canada	95,054,824	+ 2,132,659	+ 19,867,154	- 3,372,251
Total liabilities	2,078,101,230	+ 82,612,272	+ 361,836,810	- 6,484,075
Total assets	2,320,270,985	+ 75,392,931	+ 362,759,433	- 11,428,786

Mentioned in Despatches

PROF. C. H. McLEOD, vice dean of the faculty of Applied Science of McGill University, died suddenly a few days ago. The late Prof. McLeod was born in Cape Breton, N.S., and educated at McGill, from which he graduated in 1873. After graduating he took up railroad work in Newfoundland and various parts of the Maritime Provinces, returning to his Alma Mater as a professor in 1888. He was one of the best known scientists on the continent and did much to make McGill a recognized scientific centre.

THE HON. W. G. McADOO, Secretary of the United States Treasury, has been put in charge of the American railroads which have now been brought under Government control. McAdoo, who by the way is a son-in-law of President Wilson, is one of the ablest officials in the American Cabinet. He was born in Georgia in 1863, educated as a lawyer and practiced his profession for some years. His practice brought him into touch with railroads and eventually he became president of the Hudson and Manhattan Railroad, which built the first tunnels under New York City. His connection with railroads, finance and big business makes him an ideal man for the new post, and a good deal of praise is being bestowed upon President Wilson for his wise choice.

LT.-COL. G. ERIC McCUAIG, D.S.O., who was welcomed home a few days ago, is one of three brothers who went over with the first contingent as members of the 13th Battalion from Montreal. One brother, Major D. Rykert, was wounded and taken prisoner at the Battle of St. Julien in April, 1915. Lt.-Col. Eric, who is now home on sick leave, has spent over three years in France and Flanders. He was wounded at the Battle of St. Julien and a year later was again wounded in the attack on Hill 60. Many times during the years of fighting in France he specially distinguished himself, winning the D.S.O. Eric was formerly a member of the firm of McCuaig Brothers & Co., and is well and favorably known on the local "Street."

SIR JOHN JELlicoe, who has been retired from the post of First Sea Lord and elevated to the House of Lords, has had a distinguished career in the Navy. At the outbreak of hostilities he was admiral in charge of the Grand Fleet and held the post for nearly two and a half years, when he was appointed First Sea Lord. Jellicoe was in command of the British Fleet at the Battle of Jutland, but shortly after that was succeeded by Admiral Sir David Beatty. Jellicoe has spent over forty-five years on the sea, working his way up from a minor position to the head of the world's mightiest navy. He is a quiet, soft voiced, unassuming individual, but is a thorough master of every phase of naval warfare. Jellicoe served in the Egyptian War, where he won the Khedive's Star for bravery, and was wounded in China during the Boxer uprising. He was born in 1850.

VICE-ADMIRAL SIR ROSSLYN WEMYSS, who has been appointed First Sea Lord of the Admiralty in succession to Sir John Jellicoe, is a comparatively young man to hold such an important post, being born in Scotland in 1855. He entered the Navy in 1877, was a lieutenant ten years later, a commander in 1898, and a captain in 1901. Wemyss is said to represent the best traditions of the British Navy, and to be a remarkable judge of men and able to get the best out of them. He is an aggressive fighter of the first order and his appointment is probably due to a desire on the part of the Admiralty to assume a more vigorous offensive against the Germans. Wemyss was in command of the second battle squadron for two years, and during the attack on Gallipoli had charge of the squadron which protected the landing of the troops.

THE HON. RICHARD TURNER, who died in Quebec a few days ago, was not only a member of the Quebec Legislative Council, but was one of that city's foremost business men. The late Mr. Turner

was a director of the Imperial Bank of Canada, founder and president of the Whitehead & Turner Company, president of the Turner Lumber & Pulpwood Company and connected with a number of other Quebec corporations. He was also an ex-president of the Quebec Board of Trade, an alderman of the city and a former head of the Wholesale Grocers' Guild. One of his pet hobbies was the movement for the prevention of tuberculosis and to further this idea he established the Lake Edward Sanitarium. The late Mr. Turner was the father of General Sir R. W. Turner, V.C., now commanding the Canadian forces in England.

CANADA is not the only country where the pork packing industry is being investigated. In the United States the Federal authorities are now probing into the meat packing business in that country, and at the present time are finding out all they can about the operations of Armour & Company, the leading meat packing concern in the neighboring republic. At the head of the business is J. Ogden Armour, son of the late Phillip Armour, who established the business. The present owner was educated at Yale and then put into the business by his father to learn it from the bottom up. He is regarded as one of the shrewdest and most wide-awake of the younger business men in the United States, as he has not only carried on and enlarged his father's business, but is associated with many other big corporations.

THE CRUSADERS AND THE RECENT CAPTURE OF JERUSALEM.

Sir.—The newspapers of these recent times report that Mr. Lloyd George, the Prime Minister of England, has openly announced that in no case will the city of Jerusalem be restored again to the Turks. It will be strange, indeed, if it turns out that the aim of the Crusaders shall be accomplished, now at last after the lapse of so many centuries, by the English armies; and the Holy Sepulchre is to be recovered for the Christians. Because it must be remembered that the Christians have something of an interest in Jerusalem as well as other people.—M. Montreal, Christmas Eve, 1917.

The early circumstances of fifty successful Americans as described in B. C. Forbes' interesting book upon "the men who are making America" are thus summarized in "Forbes Magazine." The book itself is a Pantheon of American business and ought to be read by every one who believes that "lives of great men all remind us we can make our lives sublime." As we studied the list we found ourselves wondering how many of the men whose names it includes had the advantage of a college education. Perhaps Mr. Forbes will tell us. Here is his list:

Name.	Where Born.	Age 1917	Circumstances of parents.	Began:	Chief Success Won in:
Armour, J. Ogden	Milwaukee, Wis.	54	Rich	Packing Business	Meat Packing
Baker, George F.	Troy, N. Y.	77	Poor	Grocery Boy	Banking
Bedford, A. C.	Brooklyn, N. Y.	53	Moderate	Store Clerk	Oil
Bell, Alexander Graham	Edinburgh, Scot.	70	Poor	School Teacher	Telephone
Carnegie, Andrew	Dunfermline, Scot.	82	Poor	Bobbin Boy	Steel
Davison, H. P.	Troy, Pa.	50	Poor	Errand Boy	Banking
Dollar, Robert	Falkirk, Scot.	74	Poor	Cook's Boy	Lumber and Shipping
Douglas, W. L.	Plymouth, Mass.	72	Poor	Pegging Shoes	Shoes
Duke, James B.	Durham, N. C.	56	Poor	Peddling Tobacco	Tobacco
Du Pont, T. Coleman	Louisville, Ky.	54	Moderate	Coal Miner	Traction Cos. and Powder
Eastman, George	Waterville, N. Y.	63	Poor	Insurance Clerk	Cameras
Edison, Thomas A.	Milan, O.	70	Poor	Newsboy	Inventor
Farrell, James A.	New Haven, Conn.	54	Moderate	Laborer	Steel
Ford, Henry	Greenfield, Mich.	54	Poor	Machinist	Automobiles
Forgan, James B.	St. Andrews, Scot.	65	Moderate	Bank Clerk	Banking
Frick, Henry C.	West Overton, Pa.	67	Poor	Store Clerk	Coke and Steel
Gary, Elbert H.	Near Wheaton, Ill.	69	Moderate	Law Clerk	Steel
Gaston William A.	Boston, Mass.	58	Moderate	Law Office	Banking
Goethals, Geo. W.	Brooklyn, N. Y.	59	Poor	Errand Boy	Engineer
Guggenheim, Daniel	Philadelphia, Pa.	61	Rich	Lace Business	Mining
Hammond, John Hays	San Francisco, Cal.	62	Moderate	Engineer	Mining
Heckscher, August	Hamburg, Germany	69	Moderate	Coal Mining	Zinc and Real Estate
Hepburn, A. Barton	Colton, N. Y.	71	Moderate	Store Clerk	Banking
Insull, Samuel	London, Eng.	58	Poor	Clerk	Electricity
Kahn, Otto H.	Mannheim, Germany	50	Rich	Bank Clerk	Banking
Keith, Minor C.	Brooklyn, N. Y.	69	Moderate	Store Clerk	Fruit, Central America
Kingsley, Darwin P.	Albany, Vt.	69	Poor	Farm Hand	Insurance
McCormick, Cyrus H.	Washington, D. C.	58	Rich	Harvesting Business	Farm Machinery
Morgan, J. P.	New York, N. Y.	50	Rich	Bank Clerk	Banking
Nichols, William H.	Brooklyn, N. Y.	65	Moderate	Chemist	Chemicals and Copper
Patterson, John H.	Near Dayton, Ohio	72	Moderate	Toll Collector	Cash Registers
Perkins, George W.	Chicago, Ill.	55	Moderate	Office Boy	Banking
Reynolds, George M.	Panora, Ia.	52	Moderate	Store Clerk	Banking
Rockefeller, John D.	Richford, N. Y.	78	Poor	Office Clerk	Oil
Rosenwald, Julius	Springfield, Ill.	55	Poor	Clothing Clerk	Mail Order
Ryan, John D.	Hancock, Mich.	53	Moderate	Store Clerk	Copper
Schiff, Jacob H.	Frankfort, Germany	70	Moderate	Bank Clerk	Banking
Schwab, Charles M.	Williamsburg, Pa.	55	Poor	Grocery Boy	Steel
Shedd, John G.	Alstead, N. H.	67	Poor	Grocery Boy	Merchant
Simmons, E. C.	Frederick, Md.	78	Poor	Store Boy	Hardware
Speyer, James	New York, N. Y.	56	Rich	Bank Clerk	Banking
Stillman, James	Brownsville, Texas	67	Rich	Clerk	Banking
Vail, Theodore N.	Carroll Co., Ohio	72	Moderate	Telegraph Operator	Telephone
Vanderbilt, Cornelius	New York, N. Y.	44	Rich	Mechanical Engineer	Financier
Vanderlip, Frank A.	Aurora, Ill.	53	Poor	Machinist	Banking
Warburg, Paul M.	Hamburg, Germany	49	Rich	Clerk	Banking
Willys, John N.	Canadaigua, N. Y.	44	Poor	Laundryman	Automobiles
Thomas E.	London, Ont.	48	Poor	Railway Clerk	Meat Packing
Woolworth, F. W.	Redman, N. Y.	65	Poor	Farm Boy	Merchant
Archboid, John D.	Leesburg, Ohio	65	Poor	Grocery Boy	Oil

Public Opinion

QUEER THINGS.

(Commerce and Finance.)

Newspapers are queer things. They're always instructing the public and always acting as if they needed more instruction than the public.

HERE IS A TRUTHFUL MAN.

Thomas H. Swope, Kansas City multimillionaire, always declared he never earned a dollar of his millions.

"All I did," he used to say, "was to buy Kansas City real estate when people were anxious to sell, and sell it occasionally when they were anxious to buy, but I kept the most of it. I just sat back and loafed while the people of Kansas City worked for me, and built a great city and made me rich."

Such frankness is refreshing and illuminating.

HE KNEW.

(The Wall Street Journal.)

A man, who wanted to buy some shares of Pacific Mail stock, went to a Wall Street brokerage house. One of the members, a friend of his, advised against purchase of the stock, thinking it was due for a slump. However, the man was positive. "The stock is bound to rise," he said. "I know all about the company." A few days later the stock went up and the man came the following day to collect his money. While there he met his friend. After the member had congratulated him on his intuition and observation, the buyer inquired, "By the way, Mr. Brown, where does that road operate?"

DENOUNCING A HERESY.

(Chicago Post.)

Says General Pershing: "Tell them there is no ground for the heresy that Germany cannot be beaten. Germany can be beaten. Germany must be beaten. Germany will be beaten." That is not a patriot's rhetoric; it is a soldier's sober judgment of the task his country has set for him. It is not an impossible task. It is a task that must be done and will be done. What General Pershing calls heresy is one of the shrewdest of enemy propaganda that revives with every enemy success. It is the cry of the pro-German, the pacifist and the pessimist — Germany cannot be beaten. Nobody ever heard it from the lips of men who have been on the firing line. Germany can be beaten. That is the word to stimulate our activities; to intensify our spirit of sacrifice; to promote unity of aim and effort. Pershing counts on these things when he says "can" and "will." Germany can be beaten if we make victory the supreme aim of national life. And without victory there will be no aim in national life worth while.

PRODUCTION AND TRANSPORTATION.

(Florida Times-Union.)

The South produces more corn in proportion to population than the North. A vast amount of it is shipped to the big grain houses of Chicago and other northern cities, and by them shipped back to the South, paying freight both ways and requiring freight cars both ways. The South has nearly as many meat animals in proportion to population as the North. A vast number of them are shipped to the big packing houses of St. Louis, Chicago and Kansas City, and slaughtered and shipped back South, paying freight both ways and requiring the use of freight cars both ways. Pennsylvania coal is shipped to the South and Alabama coal shipped to the North. Florida oranges are shipped far west of the Mississippi River and California oranges shipped to the Atlantic seaboard. One hundred and fifty carloads of Pacific Coast firs are on their way to the Atlantic and as likely as not as many carloads of Atlantic Coast pine or cypress are being shipped to the Pacific Coast. There is a tendency everywhere to get things from as great a distance as possible, despite the fact that the railroads' supply of cars and engines is inadequate to the needs of transportation.

While we are systematizing things it would be a good idea to make an effort to systematize business so that each demand would be supplied from the nearest source of supply. In that way the business needs of the country could be supplied with half the mileage of freight cars. This would do all intents and purposes double the number of engines and freight cars at one sweep. Nearly every section of the country is self-sustaining in large part. Why not arrange so that each section will sustain itself to the extent that it can draw on more distant sections for the deficit and not for the whole supply?

THE KAISER'S DILEMMA.

(Boston News Bureau.)

In the long run, the whole Russian situation may prove a Teuton boomerang, — both in the regeneration of Russia and in reaction on Germany, along lines of the Wilson strategy of cleavage.

Why Teuton urgency now exists, first of all to make peace, and, failing that, perhaps incidentally to attempt final desperate blows in attack is clear enough. The answer is America.

But also it is America that furnishes irrefutable logic in words against a false peace, and inflexible will in deeds for victory in war.

The Kaiser could at will call on war; not so as to peace.

IN SOMEWISE GREAT.

(Southern Lumberman.)

Not in a military way, perhaps, but from several other viewpoints the capture of Jerusalem by British troops is one of the great events of the war. To the Christians it means the rescue of holy places from the curse of Moslem rule. To the Jews it has similar significance and holds out promise to the Zionists that they will realize their dream of a Jewish state in their ancient home. "To the Germans," says a well-informed writer, "the fall of Jerusalem implies the inability of the Kaiser to keep his promise of protection to three hundred million Moslems whom he designed to use as the instrument for extending Pan-Germany through western Asia and for destroying British power in India and Egypt."

THE WAR GARDENS.

(Popular Science Monthly.)

Station agents of many railroad companies have become war gardeners this year. There are one thousand and two hundred such war gardens on the vacant lands of the Pennsylvania Railroad. It is expected that the value of the crops raised in these gardens will be two hundred and fifty thousand dollars.

The crops tilled by the railroad employees average a little less than an acre. They are planted with potatoes, peas, beans, tomatoes, corn, and various other vegetables.

An agent on the New York Central, stationed at Chaumont, New York, has specialized in beans. He planted a plot one thousand five hundred feet long and twenty-five feet wide on the offside of the station platform.

A MERRY CHRISTMAS.

(The Wall Street Journal.)

Christmas spirit prevails at the New York Telephone Co., and any one who doubts, should note the following:

The company, some time ago, resolved to send Christmas kits to every one of its men in the service. It announced that employees could join in and contribute whatever they saw fit. The result, to the surprise of the company, was that its employees with their nickels, dimes and dollars, contributed about \$4,810 for the fund, which was \$10 more than the total cost of the kits. This left nothing for the company to do. Whereupon the company came forward with the announcement that all salaries were increased.

Not only did the young women of the company contribute with money, but saw to it that each package contained a note of cheer from the "office back home."

ACTION BETTER THAN WORDS.

(Los Angeles Tribune.)

The less Americans and foreign friends and admirers of America have to say about American "supremacy" in the war or in war councils, the better for America and for the great cause in which she is now fully enlisted. To begin with, no good thing is to be accomplished by this braggart talk. It is reasonably to be assumed that those who have borne the brunt of this great conflict for over three long years, at frightful cost, may be nettled at the suggestion that certain Americans who talk and write better than they shoot are claiming credit for "winning the war" in advance of their equal participation in its real sacrifices. Let's be modest. We do well to remember the sacrifices of our allies and to gratefully acknowledge their bravery on our behalf as well as their own. We of America will do well to measure our part in this war in actual achievement and in sacrifice. Work, not talk, will fix our right place in the record of this struggle.

ANCIENT PROPHECY FULFILLED.

(Ottawa Citizen.)

An ancient prophecy has been fulfilled with regard to the delivery of Jerusalem by a leader who would enter the city on foot. The kaiser posed as the deliverer in 1898 when he made a theatrical entry into Jerusalem on horseback, through a hole in the city wall. Of course, any deliverer could fulfill the ancient prophecy's requirement with regard to entering the city on foot; but the deliverer's name had to be the "prophet of God," — "alla" god, "nabi" prophet. General Allenby was the "alla-nabi" to the wondering people of Palestine this Christmas Day.

HOW THE "SHIP OF THE DESERT" IS ANCHORED.

(Popular Science Monthly.)

Because of its peculiar swaying motion in walking, the camel has been called the "ship of the desert." This title may also have some reference to the extreme stupidity and passivity of the animal, which submits to great loads, which it will often carry for days at a time without stopping for food or drink, with no more urging than a ship would require from the hands of its pilot.

The manner in which the drivers hobble the camels when they stop for a rest is interesting. They do not depend upon stakes driven in the deep, yielding sand, but simply double back and tie one of the fore-legs of the animal, so that it can lie down or rise up but cannot move from the spot.

THE FREEDOM OF THE SEAS.

(Southern Lumberman.)

From the beginning of time one of the most frequent causes of war has been the struggle of land-locked nations to reach salt water. Serbia was not the first nation to plead for a little window on the sea. But she will be the last — if the plans outlined by President Wilson ever reach the point of successful execution. This, however, is quite a big "if." The freedom-of-the-seas idea is a lofty conception. And the human race is still mighty close to the ground.

The yearning of nations for the sovereignty of the sea is part and parcel of the age-long struggle for existence. And the instinct which impels to the struggle for existence is older than any form of government — more ancient than mankind. The early maritime nations claimed sovereignty over certain seas either because of proximity to their shores or because they had cleared those waters of pirates. When a water-path was made safe for commerce, the nation that had made it safe took possession, by the ancient right of might, and opened or closed the water-gate at will. The time came when the Pontiffs at Rome believed that the sea was theirs to dispose of as they pleased.

At the time when Venice was at the height of her power, her supremacy on the sea was celebrated each year by the dropping of a ring into the sea. The custom had its origin in the year 1177, when the Pope gave a ring to his friend the Doge of Venice with these words: "Take this as a pledge of authority over the sea, and marry her every year, you and your successors forever, in order that all may know she is under your jurisdiction and that I have placed her under your dominion as a wife is under the dominion of her husband."

The annual celebration of this ceremony was one of the most brilliant ceremonies of the Middle Ages.

At a later date sovereignty over entire oceans were conferred by the Popes upon Spain. England first, then Holland, successfully ignored these claims. As the years passed and Great Britain's colonies and maritime commerce increased, she realized the need of a powerful navy to protect them and to keep sea communication open. In order to acquire naval supremacy, Britain acquired points commanding the ocean highways — such points as Gibraltar, Malta, Aden, Singapore, Hongkong and various islands — thousands of islands, besides 500 promontories and 2,000 rivers.

Because they ruled the shores, some nations claimed the right to levy tolls on ships passing through straits. Denmark did this, at the Sound. Turkey still closes the Dardanelles and Bosphorus at will.

The tolls at the Suez Canal are equal to all nations. In wartime Britain has used her full powers. Controlling so many highways, prudence probably imposed the moderation which made Britain guardian of the seas in peace times.

In 1856 a combination of nations, including the United States and Great Britain, paid Denmark a lump sum of \$20,000,000 as compensation for abolition of the Sound dues.

It is a long way from our day and time back to the plane of thought which made it possible for a pontiff to bestow a sea or an ocean upon a king.

AMONG THE COMPANIES

BROMPTON PAPER.



LT.-COL. G. ERIC McCUAIG, D.S.O.
Member of the firm of McCuaig Bros. & Co., who has returned from the front on leave.

FAILURES LAST WEEK.

Commercial failures last week as reported by R. G. Dun & Co., in Canada numbered 20, against 21 last week, 17 the preceding week, and 27 last year. Of failures last week in the United States, 89 were in the East, 43 South, 35 West, and 36 in the Pacific States, and 74 reported liabilities of \$5,000 or more, against 108 last week.

ALLOTMENT OF VICTORY LOAN.

Ottawa, December 28.

Sir Thomas White, Minister of Finance, has decided to make allotments to the Victory Loan subscribers as follows:

1. Subscriptions of five hundred thousand dollars and under, allotted in full.
2. Over five hundred thousand dollars and up to and including one million dollars, five hundred thousand in full and seventy-five per cent of balance.
3. Over a million dollars, same as (2) for first million and fifty per cent of amount in excess of one million dollars.

RAILWAY EARNINGS.

Traffic earnings of the Canadian Pacific Railway Company for the third week in December aggregated \$3,051,000, against \$2,979,000 for the corresponding week a year ago, an increase of \$72,000, or 2.4 per cent. That compares with a decrease of 6.4 per cent for the previous week.

Traffic earnings of the Grand Trunk Railroad for the third week in December aggregate \$1,355,105, against \$1,164,962 for the corresponding week a year ago, an increase of \$190,962, or 16.3 per cent, which compares with a decrease of 13.6 per cent for the previous week.

For the third week of December the company reports gross earnings of \$738,300 against \$805,700 a year ago, a decline of \$67,400.

AMERICAN LOCOMOTIVE CO.

American Locomotive in its current fiscal year is following closely in the footsteps of the 1916-17 year. The half yearly period ends December 31. During this six months the company has earned slightly better than \$11 per share for its \$25,000,000 common before excess profits taxes. On this basis the year as a whole would show perhaps \$18 per share for the common after taxes. The 1917 year to June 30 showed \$22 per share for the common.

Such a balance of profits would mean that in three fiscal years 1916, 1917 and 1918, American Locomotive had rolled up for its \$25,000,000 common stock a balance of \$76 per share after all charges for depreciation, writing off of war plant investment, Canadian and United States taxes.

This is \$27 per share — or more than 50 per cent — in excess of the present market price of the common

In its first annual report going out to shareholders the Brompton Pulp and Paper Co., Ltd., reports earnings of \$1,073,562 for the year ended October 31st last. The figures are given after the deduction of an unstated amount for the Business Profits War Tax, provision for which is included in an item of \$233,263 among current liabilities, the item representing pay roll and other charges accrued, as well as the reserve for the tax.

After deducting \$176,670, for depreciation, \$87,066 for bond interest and \$140,000 for preferred stock dividend, there was a net surplus of \$669,826 available for the common stock, an amount equal to 9.6 per cent earned on the \$7,000,000 issue. After distributing 5 per cent to shareholders for the year, a surplus of \$319,825 was carried forward to surplus account.

Current liabilities amount \$366,678, including \$133,415 in accounts payable and \$233,263 in pay roll, war tax, reserve, etc. With \$35,000 in preferred dividend and \$87,500 in common dividend payable after the close of the company's year, the total current liabilities footed up \$489,178. Against that the company had \$556,169 in accounts receivable, \$363,471 in cash and \$1,289,293 in inventories, a total of \$2,208,934. The net working capital was therefore \$1,719,756. Cash and receivables by themselves are approximately double the total of current liabilities.

F. N. McCrea, president, notes in his report to shareholders:

"Great difficulties have presented themselves during the past year owing to the abnormal conditions prevailing, which in some measure have mitigated against the operations of your plants.

"Your plants have been brought up to a high state of efficiency and the figures representing inventories are on a conservative basis. The outlook for the present year's operations is satisfactory."

The statement of assets and liabilities show the following:

Assets	
Property, plant, etc.	\$8,896,544
Inventories	1,289,293
Accts. receivable	556,169
Cash	363,471
Investments	149,277
Deferred charges	78,247
Total	\$11,333,004
Liabilities.	
Preferred stock	\$2,000,000
Common stock	7,000,000
Bonds	1,524,000
Accts. payable	133,415
Pay roll, tax, etc.	233,263
Dividends payable	122,500
Profit and Loss	319,825
Total	\$11,333,004

JAPAN SEIZES CHINESE TRADE.

The manner in which Japan has seized the opportunity presented to her by the international situation for expanding her commercial interests in China is shown by a recent statement of Mr. Yoshida of the Japanese Department of Commerce and Agriculture.

In the course of his remarks he showed that since the outbreak of hostilities in Europe Japanese trade with China has made remarkable progress. Japanese exports to China in 1913 amounted to 1,500,000,000 yen; but in 1916 the total increased to 1,900,000,000 yen, showing an increase of twenty-five per cent. Cotton goods, says Mr. Yoshida, are the most important articles of export to China, and these represent \$34,780,000 yen out of a total of 1,900,000,000 yen.

Before the war seventy per cent of the cotton goods imported into China were supplied by Europe and America, and the Japanese figures did not exceed twenty per cent. Since the commencement of the war, however, Japan's supply of cotton goods to China has greatly increased, owing to the stoppage of imports from foreign countries, but it is urged that there is considerable room for further increase. Mr. Yoshida urges the desirability of Japan consolidating her commercial positions in China, taking the utmost advantage of the present opportunity, anticipating that a fierce commercial war will be waged in China by foreign commercial competitors.



MR. T. B. MACAULAY,
President, Sun Life Assurance Company, whose annual report has been made public.

C. N. R. IN NOVEMBER.

Canadian Northern Railway reports a gain of \$327,900 in gross revenue, but a decline of \$495,300 in net revenue for the month of November. The decline in net, as a result of the sharp rise in operating expenses, was close to 40 per cent. November earnings this year and last compare as follows:

	1917.	1916.	Increase.
Gross	\$4,050,200	\$3,722,300	x\$327,900
Expenses	3,295,500	2,472,300	823,200
Net	\$754,700	\$1,250,000	x\$495,300

x—Decrease.

SUN LIFE MAKES NEW HIGH RECORDS.

The preliminary figures as to the results of the present year's business, issued from the head office, show that the Sun Life Assurance Company of Canada made new high records in business written for 1917. The company closed its books on December 24th.

The total of new business written throughout the company's territory was \$55,164,467, against \$48,177,600 in 1916, an increase of \$6,986,867, or in excess of 14 per cent. The total is not only a new record for the Sun Life, but is believed to represent the largest amount of new business ever written by a Canadian company.

The Montreal City Division of the company, under the management of Mr. J. C. Stanton, jr., contributed substantially to the fine showing by securing new business to the extent of \$4,557,750, against \$4,137,910 in 1916, an increase of \$419,840, or better than 10 per cent.

The Montreal figures reflect at once good business conditions in this district and energetic salesmanship on the part of the agency. The population of the territory included in the Montreal division is less than 1,000,000, practically all in Montreal, and the agency's record of \$4,557,750 new business is, in the circumstances, a very fine performance.

CANADA FOUNDRIES AND FORGINGS CO.

The end of the financial year of the Canada Foundries and Forgings Company is at hand, and it is stated in official quarters that the company has had another prosperous year. Superficially there is every evidence that this is the case. The company is still operating all its Welland plants to capacity, and operation at this rate has been kept up throughout the year. It would not be surprising to those who have watched the progress of the company if the output of the present year turned out to be even larger than that of a year ago.

Meantime the Delaney plant recently purchased by the company in Buffalo has been making a fine showing. It has received additional orders for ship forgings, and it is understood that the earnings have permitted the retirement already of \$100,000 bonds, reducing the outstanding issue to \$130,000.

NEW COMPANIES.

The following new companies are announced in the various gazettes:

FEDERAL CHARTERS.

- Bell Novelty and Fancy Goods Company, Ltd., Winnipeg, \$50,000.
- O'Connors, Limited, Montreal, \$100,000.
- Bellerose Securities Company, Ltd., Toronto, \$2,500,000.
- British Explosives, Ltd., Ottawa, \$50,000.
- Dominion Loose Leaf Company, Ltd., Ottawa, \$500,000.
- Douglas Bremner and Company, Ltd., Montreal, \$50,000.
- Electric Smelting Company of Brantford, Ltd., \$45,000.
- Beaver Trading and Transportation Company, Ltd., Toronto, \$3,000,000.
- Imperial Oil, Limited, \$50,000,000.
- R. W. Marshall's, Ltd., Montreal, \$40,000.
- Bond and Share Company, Ltd., Montreal, \$2,000,000.
- Regal Cutlery Company, Ltd., Toronto, \$50,000.

QUEBEC CHARTERS.

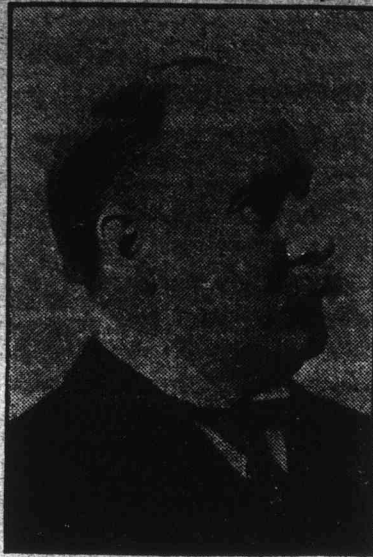
- Le Salon d'Optique Canadien, Ltd., Montreal, \$20,000.
- Realties, Ltd., Montreal, \$2,000,000.
- J. F. Guite, Ltd., Maria, \$49,000.

SASKATCHEWAN CHARTERS.

- Strong's Land and Irrigation Company, Ltd., East-end, \$10,000.
- Mitchell McKinnon Company, Ltd., Weyburn, \$50,000.
- J. M. Speers and Company, Ltd., Saskatoon, \$20,000.
- The Speers-Wash Farm Company, Ltd., Saskatoon, \$20,000.
- News Publishers, Ltd., Moose Jaw, \$30,000.
- North West Supplies, Ltd., Regina, \$100,000.
- Western Advertising Agency, Ltd., Regina, \$20,000.
- United Investors, Ltd., Regina, \$20,000.
- Belvoir Hall Company, Ltd., Belvoir, \$1,500.
- Hurburt-Taylor, Ltd., Aberdeen, \$20,000.
- Cecil Pool and Billiard Company, Limited, Moose Jaw, \$20,000.
- Lindsay and Saunders, Ltd., Moose Jaw, \$10,000.
- Mutual Brokers of Regina, Ltd., Regina, \$10,000.
- Fidelity Farming Company, Ltd., Weyburn, \$1,000.
- Connick Brothers and Cole, Ltd., Pine Coulee, \$26,000.
- Adanac Farming Company, Ltd., Regina, \$80,000.
- The Rastall Ranch, Ltd., Broadview, \$25,000.
- General Supplies, Ltd., Regina, \$25,000.

BRITISH COLUMBIA CHARTERS.

- Empire Grocery, Ltd., Vancouver, \$10,000.
- Hardwood Lumber Company, Ltd., Vancouver, \$10,000.
- Century Logging and Lumber Company, Ltd., Vancouver, \$10,000.
- British American Timber Company, Ltd., Vancouver, \$1,000,000.
- Northern Club and Cafe Company, Ltd., Fernie, \$10,000.
- Litchell-Foley Company, Ltd., Vancouver, \$150,000.
- British Columbia Woollen Mills, Ltd., Vancouver, \$100,000.
- Standard Engineering Company, Ltd., Vancouver, \$10,000.
- Richmond-Arts, Ltd., Vancouver, \$10,000.
- Merrill-Ring-Moore Company, Ltd., Victoria, \$150,000.



SIR JOHN AIRD,
General Manager Canadian Bank of Commerce.

C. P. R. IN NOVEMBER.

The gross earnings of the Canadian Pacific Railway in November exceeded by \$457,388 the largest total previously reported in any monthly statement of the company. October, when gross earnings were \$14,733,774, had established a new high mark in volume of business handled in a month. But with one operating day less, November yielded a total of \$15,191,162.

The expansion in gross earnings, as compared with November, 1916, was \$1,789,219, or 13.4 per cent. But working expenses rose \$2,095,286, or 26.7 per cent, and as a result net profits declined \$306,067, or 6.2 per cent.

In 1915, when the company was presumably operating on a fair scale of rates, gross earnings of \$1,840,000 less yielded \$1,097,000 more in net profits. Costs of an increase of \$1,840,000 in volume of business were \$2,937,000. The ratio of operating cost to gross earnings in November, 1915, was about 52.4 per cent; it had risen to 53.5 per cent in November a year ago, and now it is up to 55.4 per cent.

For the eleven months of the current year gross earnings show an increase of \$12,015,633, or 9.4 per cent, but net profits are down \$2,320,330, equal to a decline of 6.2 per cent. The gross total is the largest ever reported for eleven months; but the net total was exceeded in 1916. Indeed, because of the rise in working expenses, net for eleven months is but little higher than in 1913, when the company handled \$10,000,000 less in gross business.

The following is a statement of earnings and expenses for the month of November, 1917.

	1917.	1916.	Increase.
Gross earnings . . .	\$15,191,162	\$13,401,943	\$1,789,219
Working expenses . . .	9,933,270	7,837,983	2,095,286
Net profits . . .	\$5,257,892	\$5,563,960	*\$306,067

Gross earnings	from January 1 . . .	\$139,318,452	\$127,302,819	\$12,015,633
Net profits	from January 1 . . .	42,134,739	45,455,070	*2,320,330

*Decrease

SOUTHERN CANADA POWER.

The following are the gross and net earnings of the Southern Canada Power Company for the month of November, as compared with the same period of last year:

	Nov. 1917.	1916.	Inc.
Gross	\$37,944	\$39,498	\$8,445
Expenses	20,211	14,014	6,197
Net	\$17,732	\$15,484	\$2,248

RECORD FOR FISHERIES.

Ottawa, Dec. 27.

Owing to the greatly increased demand for fish and the higher prices prevailing, the total market value of Canadian fisheries for the last fiscal year constituted a record. It amounted to \$39,208,378, according to the annual report of the fisheries branch issued to-day. This was \$3,347,670 greater than the value for the previous year.

To the total value the sea fisheries contributed \$34,386,013, and the inland fisheries \$4,822,365. The British Columbia catch headed the list with a value of \$14,637,346, the figures for the rest being: Nova Scotia, \$10,092,902; New Brunswick, \$5,656,859; Quebec, \$2,991,624; Ontario, \$2,658,993; Manitoba \$1,344,179; Saskatchewan, \$231,946; Alberta, \$144,317, and Yukon \$60,210. As usual the salmon catch was more valuable than any other, amounting to \$10,882,431. Lobsters were caught to the value of \$5,508,054; cod, \$5,449,964; herring, \$3,050,421, and halibut \$2,283,573.

THE LONDON DIRECTORY

(PUBLISHED ANNUALLY)

Enables traders throughout the world to communicate direct with English

MANUFACTURERS AND DEALERS

In each class of goods. Besides being a complete commercial guide to London and its suburbs the Director contains lists of

EXPORT MERCHANTS

with the goods they ship, and the Colonial and Foreign markets they supply;

STEAMSHIP LINES

arranged under the ports to which they sail, and indicating the approximate sailings;

PROVINCIAL TRADE NOTICES.

of leading manufacturers, merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded freight paid, on receipt of Postal Order for \$6.25.

Dealers seeking agencies can advertise their trade cards for \$5.00 or larger advertisements from \$15.00.

THE LONDON DIRECTORY CO. LIMITED.

25 Abchurch Lane, London, E. C.

ESTABLISHED 1832

Paid-Up Capital
\$6,500,000



Reserve Fund
\$12,000,000

TOTAL ASSETS OVER \$110,000,000

The strong position of the Bank of Nova Scotia not only assures the safety of funds left on deposit with the Bank but also places it in a position where it can readily care for any legitimate business needs of its customers. We invite banking business of every description.

THE BANK OF NOVA SCOTIA

The Canadian Bank of Commerce

SIR EDMUND WALKER, C.V.O., LL.D., D.C.L.,
President.

SIR JOHN AIRD, General Manager.
H. V. F. JONES, Assistant General Manager.

Capital Paid Up, \$15,000,000

Reserve Fund, \$13,500,000

SAVINGS BANK BUSINESS

Security, convenience and courtesy are assured to all who deposit their savings with this Bank.

If it is not convenient for you to visit the Bank personally, you may open your account entirely by mail.

Victory Loan Securities

Will be accepted for safekeeping from subscribers for moderate amounts for one year, free of charge.

A special Savings Department has recently been opened. Deposits of \$1 and upwards received.

THE DOMINION BANK

160 St. James Street, - Montreal

C. A. BOGERT, General Manager

THE Dominion Savings AND Investment Society

Capital - - - \$1,000,000.00
Reserve - - - 250,000.00

Interest on Deposits, 3 1-2%
Interest on Debentures, 5%, payable half-yearly.

T. H. Purdom, K. C. Nathaniel Mills
President Managing Director

BANK OF HAMILTON

Head Office: HAMILTON

CAPITAL AUTHORIZED..... \$5,000,000
CAPITAL PAID UP..... 3,000,000
SURPLUS..... 3,500,000

AMERICAN BANK NOTE COMPANY

Incorporated by Act of the Parliament of Canada)
ENGRAVERS AND PRINTERS
BANK NOTES AND CHEQUES
CORPORATION BONDS
STOCK CERTIFICATES
MUNICIPAL DEBENTURES
and other MONETARY DOCUMENTS.
Head Office and Works: OTTAWA

Branches:—
MONTREAL, Bank of Ottawa Building.
TORONTO, 19 Melinda Street.
WINNIPEG, Union Bank Building.

BANK OF COMMERCE STATEMENT.

The total assets at \$344,000,000 for the year made November 30th, of the Canadian Bank of Commerce are the largest ever reported by the institution.

Net profits for the year are reported at \$2,637,555, which represented a gain of nearly \$200,000 over 1916, and a gain of \$285,000 over 1915. The comparative figures of profits and deductions for three years follow:

	1917.	1916.	1915.
Profits	\$2,637,555	\$2,439,415	\$2,352,035
Previous balance ..	802,319	461,892	1,117,763
Total	\$2,439,874	\$2,901,307	\$3,469,799
Less:—			
Dividend	\$1,800,000	\$1,800,000	\$1,800,000
War tax	150,000	147,288	122,906
Pension	85,000	80,000	80,000
Patriotic	50,000	50,000	.....
Red Cross, etc.	22,800	21,700	5,000
Dep. Res.....	.....	.....	1,000,000
Total	\$2,107,800	\$2,098,988	\$3,007,906
Balance	\$1,332,074	\$802,319	\$461,892

Profits represent 9.25 per cent on capital and rest, showing the return on the stockholders' total investment. Last year the ratio of net profits to capital and rest was 8.56 per cent, and two years ago it was 8.25. There has been a steady improvement since the first year of war, although it should be said, with respect to the Canadian banks generally, that the increase of their profits has not been commensurate with the great increase in amount of funds controlled by them.

Deposits show an increase of \$46,500,000 as compared with 1916—the aggregate being \$276,000,000, of which nearly \$190,000,000 represented the "notice" or interest-bearing deposits. Note circulation rose during the year from \$19,259,947 to \$23,995,204—the increase being \$4,700,000. These issues at the year-end stood nearly \$3,000,000 above the paid-up capital, which is the limit of the ordinary issue power; and to cover the excess issues, the bank has on deposit in the Central Gold Reserves, \$10,000,000.

Profits after deductions, and before providing for the dividends was \$2,329,755 this year, as against \$2,140,427 last year. After charging off the ten per cent regular dividend, and the two bonuses of one per cent, there remained a net surplus of \$529,755 this year as against the 1916 net surplus of \$340,427. As a result of the two years' accumulation in the profit and loss account, the balance there has risen from \$461,892 to \$1,332,074, thus providing a substantial reserve of profits available for meeting the contingencies of the war period. The contribution to officers' pension fund, \$85,000, is larger than shown for any preceding year; also the contribution to the various war and relief funds this year have attained a new high record—the total of such contributions, \$72,800, representing 1/2 per cent on capital stock. The Canadian Patriotic Funds received the bulk of this money, \$50,000; and there was a contribution of \$7,500 to the British Red Cross, and subscriptions to the British Sailors' Relief and other funds amounting to \$15,300. War tax on note circulation at \$15,000 also overtops previous records. As the note issues of the bank have been above the normal limit (paid-up capital) throughout the whole year, this means that the one per cent tax applies to the whole capital.

The bank's assets amounted to \$344,000,000 on

November 30, last, in excess of any previous total reported, but necessary for the enormously increased banking accommodation extended to the commercial community and the national exchequer. The Commerce being essentially a banker of Canadian business, shows an increase in its commercial credits of \$16,000,000, and thereby probably accurately gauges the expansion in industrial activity throughout Canada during the year. On November 30, the bank's commercial discounts in Canada was \$150,000,000, and its investments in British, Dominion, provincial and municipal securities were just under \$50,000,000, and showed an increase for the year of thirty millions. The growth in the two items of loans to the government and to the business community amounted to \$46,000,000. Current discounts at slightly less than \$150,000,000, represented 43 per cent of the total assets, indicating the extent of the services which the bank is performing for the business and agricultural interests, at a time when every nerve is being strained to increase our production of commodities.

Commercial credits in Canada are probably of a more liquid character just now than ever they were, and both these and the advances made by the banks generally to the government on short date notes in anticipation of the Victory Loan will probably be reduced early in the year, thus adding to the liquid position. In its cash assets the Commerce had at the end of November, \$22,697,000 in gold and silver coin, some \$22,000,000 of Dominion notes, and \$10,000,000 in the Central Gold Reserve, a total of \$54,697,000.

The total of quick assets at the end of the year was \$187,336,942, being over 53 per cent of the liabilities to the public.

VICTORY LOAN PAYMENTS.

Ottawa, Dec. 21.

For the convenience of subscribers to the Victory Loan, and of the banks handling the huge transaction, the Finance Department is to-day advertising that payments due on January 2nd may be made at any time up to and including January 11th.

The extension of time is given in order that subscribers may not be unduly detained waiting their turn in making their payments. It is particularly requested that subscribers will not wait until January 11th or a day or so before, and thus create the situation sought to be avoided. For the convenience of subscribers, banks will remain open on the evenings of Thursday and Friday, January 3rd and 4th, and on the afternoon of Saturday, January 5th. Evening hours from 7.30 to 9.30; Saturday afternoon from 2 until 6 o'clock.

RE HALIFAX SUBSCRIBERS.

It has been represented to the Minister of Finance that, owing to the catastrophe in the city of Halifax, there will be difficulty in making payment of some of the smaller Victory Loan subscriptions. In order that there may be no hardship in this connection, the Minister has authorized the statement that such cases will be dealt with fairly, either by cancellation of subscriptions where necessary, or by the granting of extensions of time where subscribers are able to and willing to complete their payments.

The Minister has wired G. S. Campbell, chairman of the Victory Loan committee for the Province of Nova Scotia, to take the matter up with the bankers of Halifax.

The Standard Bank of Canada.

Quarterly Dividend Notice No. 109.

Notice is hereby given that a Dividend at the rate of THIRTEEN PER CENT. PER ANNUM upon the Capital Stock of this Bank has this day been declared for the quarter ending 31st of January, 1918, and that the same will be payable at Head Office in this City, and at its branches on and after FRIDAY, the 1st day of February, to Shareholders of record of the 23rd of January, 1918.

The Annual General Meeting of the Shareholders will be held at the Head Office of the Bank in Toronto, on Wednesday, the 27th of February next, at 12 o'clock noon.

By Order of the Board,

C. H. EASSON,
General Manager.

Toronto, December 21st, 1917.

STATEMENT

The weekly statement of the following changes:
Total reserve... ..
Circulation... ..
Bullion... ..
Other securities... ..
Public deposits... ..
Other deposits... ..
Notes reserve... ..
Government securities... ..
The proportion of last week was 18.5 per cent, and this week was 18.66 per cent.

WEEK

The bank clearing for the week ending 27th, at twenty-four per cent, was \$216,300,251, an increase of \$21,000,000 over the corresponding week a year ago. The aggregate of \$6,255,000 down, and Toronto clearing for the week ending with an increase of \$1,000,000. Clearings for the preceding week were \$215,300,251.

Montreal
Toronto
Winnipeg
Vancouver
Calgary
Ottawa
Hamilton
Quebec
Edmonton
Regina
Halifax
London
Saskatoon
St. John
Moose Jaw
Fort William
Peterboro
Lethbridge
Brantford
Brandon
Sherbrooke
Kitchener
Medicine Hat
Fort William
New Westminster

Totals

U. S. B.

Clearings through the principal cities in the U. S. Review, amounted to \$1,000,000,000 per cent as compared with the corresponding week of 1916 is \$1,000,000,000, a loss of 13.6 per cent over two years ago. This is a conspicuous favor over every earlier year. As a rule, continue every previous corresponding week at all points. The same week last of two years ago. A notable improvement in Philadelphia, Cleveland, Orleans and San Francisco.

Average daily bank clearings are given below for

Dec. \$925
Nov. 958
Oct. 933
3d Quar. 865
2d Quar. 902
1st Quar. 827

STATEMENT OF BANK OF ENGLAND.

London, Dec. 27, 1917.
The weekly statement of the Bank of England shows the following changes:
Total reserve... Dec. £141,000
Circulation... Inc. 906,000
Bullion... Inc. 764,973
Other securities... Dec. 225,000
Public deposits... Inc. 5,083,000
Other deposits... Dec. 4,966,000
Notes reserve... Dec. 70,000
Government securities... Inc. 483,000
The proportion of the Bank's reserve to liability last week was 18.56 per cent; the previous week it was 18.66 per cent.

WEEKLY CLEARINGS.

The bank clearings for the week ending December 27th, at twenty-four Canadian cities aggregated \$216,300,251, an increase over the total for the corresponding week a year ago of \$6,153,428. The twelve eastern cities reporting showed a decrease in the aggregate of \$6,253,827, including Montreal, \$5,000,000 down, and Toronto, \$2,090,000. All the twelve western cities reporting showed increases, Winnipeg leading with an increase of \$6,000,000. Following are the clearings for the past week with those for the corresponding week of 1916:

	1917.	1916.
Montreal	\$68,158,793	\$73,085,107
Toronto	51,634,390	54,503,860
Winnipeg	44,622,147	38,459,841
Vancouver	8,248,519	6,230,692
Calgary	7,066,364	4,615,512
Ottawa	6,209,262	5,160,489
Hamilton	4,601,397	4,450,318
Quebec	3,851,199	3,623,111
Edmonton	3,600,389	2,453,818
Regina	3,415,739	2,843,086
Halifax	2,989,840	2,528,712
London	2,149,568	1,866,167
Saskatoon	1,811,414	1,742,257
St. John	1,701,264	1,736,274
Moose Jaw	1,424,882	1,094,996
Fort William	924,720	545,460
Peterboro	923,049	472,013
Lethbridge	795,866	767,277
Brandon	776,958	886,167
Brandon	660,729	613,423
Sherbrooke	650,617	633,517
Kitchener	508,603	145,876
Medicine Hat	567,256	471,228
Fort William	567,256	187,996
New Westminster	387,250	285,829
Totals	\$216,300,251	\$210,146,328

U. S. BANK CLEARINGS.

Clearings through the banks last week at the principal cities in the United States, according to Dun's Review, amounted to \$4,403,220,983, a decrease of 4.7 per cent as compared with the same week last year, but an increase of 18.6 per cent as contrasted with the corresponding week in 1915. The falling off compared with 1916 is almost entirely due to the contraction appearing at New York, that centre reporting a loss of 13.6 per cent. An increase, however, over two years ago is shown of 5.6 per cent, and a conspicuously favorable comparison is also made with every earlier year. The cities outside the metropolis, as a rule, continue to report satisfactory gains over every previous corresponding period, and the aggregate at all points is 15.1 per cent larger than for the same week last year and 49.4 per cent in excess of two years ago. Among the cities reporting noticeable improvement over both years are Boston, Philadelphia, Cleveland, Minneapolis, Kansas City, New Orleans and San Francisco.

Average daily bank exchanges for the year to date are given below for three years:

	1917.	1916.	1915.
Dec.	\$925,279,000	\$970,675,000	\$687,898,000
Nov.	958,710,000	984,367,000	734,310,000
Oct.	933,111,000	886,545,000	704,275,000
3d Quar.	865,553,000	711,328,000	510,310,000
2d Quar.	902,921,000	702,943,000	495,273,000
1st Quar.	827,235,000	698,970,000	460,832,000

\$4,000,000,000 TO ALLIES.

Credits to the Allies passed the four billion dollar mark Saturday, when Secretary McAdoo authorized additional loans of \$185,000,000 to Great Britain for January purchases in the United States; \$155,000,000 to France; \$7,500,000 to Belgium and \$1,000,000 to Serbia. Saturday's total was \$348,500,000, and the total credits to the Allies \$4,236,400,000.

INLAND REVENUE.

Receipts from inland revenue during November totalled \$3,000,407, as compared with 2,651,754 in November of last year.

Tobacco brought in the largest revenue, \$1,225,836; spirits came second with \$1,072,479. Cigars yielded \$78,069; malt liquor, \$7,009; malt, \$138,344, and war tax \$406,497. Of last month's inland revenue, excise was responsible for \$2,540,335.

PORTO RICO R.R.'s.

The Porto Rico Railways Company, Ltd.'s comparative statement of earnings for November, 1917, shows a gain of 13.3 per cent over the same months a year ago, but net earnings were 6.2 per cent lower.

	1916.	1917	Increase
For November—			
Gross	\$67,046	\$75,950	\$8,904
Net	33,679	31,591	*2,087
For eleven months—			
Gross	\$758,281	\$820,430	\$62,149
Net	373,765	363,978	*9,786

*Decrease.

STATEMENT OF THE BANK OF FRANCE.

The weekly statement of the Banks of France shows the following changes: Gold in hand increased 2,876,000 francs, silver in hand increased 246,000 francs, notes in circulation decreased 16,971,000 francs, Treasury deposits increased 96,742,000 francs, general deposits increased 19,512,000 francs, bills discounted increased 98,044,000 francs, advances increased 15,912,000 francs.

The detailed statement compares as follows in francs (000s omitted):

	1917.	1916.	1915.
Gold	5,351,471	5,074,913	5,015,188
Silver	248,966	300,425	352,066
Circulation	22,336,754	16,688,798	13,309,848
General deposits	2,940,682	2,968,210	1,844,201
Bills discounted	2,030,743	2,042,131	2,150,606
Treasury deposits	251,754	82,567	406,588
Advances	1,224,696	1,307,286	1,149,531

THE CALL TO PRAYER.

The text of the King's proclamation setting apart the first Sunday in January as a day of national prayer throughout the Empire is as follows:

"The world-wide struggle for the triumph of right and liberty is entering upon its last and most difficult phase. The enemy is striving by desperate assault and subtle intrigue to perpetuate the wrongs already committed and stem the tide of free civilization. We have yet to complete the great task to which, more than three years ago, we dedicated ourselves.

"At such a time I would call upon you to devote a special day to prayer that we may have the clear-sightedness and strength necessary to the victory of our cause.

"The victory will be gained only if we steadfastly remember the responsibility which rests upon us, and in a spirit of reverent obedience ask the blessing of Almighty God upon our endeavors. With hearts grateful for the Divine guidance which has led us so far towards our goal, let us seek to be enlightened in our understanding and fortified in our courage in facing the sacrifices we may yet have to make before our work is done.

"I therefore hereby appoint January 6, the first Sunday of the year, to be set aside as a special day of prayer and thanksgiving in all the churches throughout my Dominions, and require that this proclamation be read at the services held on that day."

THE Molsons Bank

Incorporated by Act of Parliament 1855.
Paid-up Capital - \$4,000,000
Reserve Fund - \$4,800,000

Head Office - Montreal

Besides its 98 Branches in Canada, the Molsons Bank has agencies or representatives in almost all the large cities in the different countries of the World, offering its clients every facility for promptly transacting business in every quarter of the Globe.

Edward C. Pratt, General Manager

THE Royal Bank of Canada

Incorporated 1869
Capital Authorized - \$25,000,000
Capital Paid up - \$12,911,700
Reserve Funds - \$14,324,000
Total Assets - \$300,000,000

HEAD OFFICE: MONTREAL
SIR HERBERT S. HOLT, President
E. L. FEASE, Vice-President and Managing Director
C. E. NEILL, General Manager

365 Branches in CANADA and NEWFOUNDLAND; 53 Branches in CUBA, PORTO RICO, DOMINICAN REPUBLIC, COSTA RICA, VENEZUELA and BRITISH WEST INDIES.

LONDON, ENGLAND
NEW YORK
Fitzroy Street, E. 2. Co. William and Coler Street

SAVINGS DEPARTMENTS at all Branches

BANK OF BRITISH NORTH AMERICA

ESTABLISHED IN 1836
Incorporated by Royal Charter in 1840.
THE
Paid-Up Capital, \$4,866,666.
Reserve Fund, \$3,017,333.

Head Office: 5 Gracechurch St., London, E.C. 3
Head Office in Canada: St. James St., Montreal.

H. B. MACKENZIE, General Manager.
Advisory Committee in Montreal:
SIR HERBERT S. AMES, M.P.
W. R. MILLER, Esq. W. R. MACINNES, Esq.

This Bank has Branches in all the principal Cities of Canada, including Dawson (Y.T.), and Agencies at New York and San Francisco in the United States. Agents and Correspondents in every part of the world.

Agents for the Colonial Bank, West Indies.
Drafts, Money Orders, Circular Letters of Credit and Travellers' Cheques issued negotiable in all parts of the world.

SAVINGS DEPARTMENT AT ALL BRANCHES
G. B. GERRARD, Manager, Montreal Branch.

THE Home Bank of Canada



Branches and Connections Throughout Canada.

Montreal Offices: Transportation Bldg. St. James Street.

Hochelaga Branch: Cor. Davidson and Ontario Streets.

Verdun Branch: 1318 Wellington Street.

Head Office and Eight Branches in Toronto.

Original Charter 1854.

NEW RECORDS

Results secured during the past year re-affirm the position of the Sun Life of Canada as the largest life assurance organization of the Dominion.

Fair-dealing and progressive business methods have given it leadership in annual New Business, Total Business in Force, Assets, Surplus Earnings, Net Surplus, Total Income, Premium Income and Payments to Policyholders.

**SUN LIFE ASSURANCE
COMPANY OF CANADA**
HEAD OFFICE—MONTREAL

AN IDEAL INCOME

can be secured to your Beneficiary with Absolute Security by Insuring in the

**Union Mutual Life Insurance Company
Portland, Maine**

on its

MONTHLY INCOME PLAN

Backed by a deposit of \$1,688,902.65 par value with the DOMINION GOVERNMENT in cream of Canadian Securities.

For full information regarding the most liberal Monthly Income Policy on the market write, stating age at nearest birthday, to

WALTER I. JOSEPH, Manager

Province of Quebec and Eastern Ontario.
Suite 502 MCGILL BLDG., MONTREAL, QUE.

Commercial Union Assurance Company, Limited. OF LONDON, ENGLAND.

The largest general insurance Company in the World.

Capital Fully Subscribed	\$ 14,750,000
Capital Paid Up	1,475,000
Life Fund and Special Trust Funds	76,591,535
Total Annual Income Exceeds	51,000,000
Total Funds Exceed	151,500,000
Total Fire Losses Paid	193,774,045
Deposit with Dominion Government	1,245,467

(As at 31st December, 1916.)
Head Office, Canadian Branch:
Commercial Union Bldgs., 232-236 St. James Street,
Montreal, Que.

Applications for Agencies solicited in unrepresented districts.

J. MCGREGOR - Manager Canadian Branch.
W. S. JOPLING - Assistant Manager.

A Free Course in "Salesmanship"

We have thought about the young man who sees no prospects ahead. Would you like to be in a business that will give you

A GOOD LIVING WAGE

A PROFITABLE FUTURE

A PROVISION FOR OLD AGE

We teach a man the Insurance Business, which offers permanent success, does not fluctuate, is a professional occupation, and has been truly named "The best paid hard work in the world."

This is done by a correspondence course and personal assistance, free of charge.

When he is fully prepared for the work, we place him in a position and help him to make good.

The first two lessons of the Company's correspondence course will be sent to anyone interested. It will pay young men who desire to get on in the world to look into this.

All correspondence strictly confidential.

**CANADA LIFE
ASSURANCE COMPANY**
Head Office, Toronto.



A WORD TO THE PROSPECT.

Life insurance avoids the uncertainty of leaving things to the neighbors. It is a business plan founded on the laws of mathematics to provide for those dependent upon us in case of death. Life insurance is no charity. Life insurance is a duty, and it is a privilege. Don't leave your loved ones to the care of the public or neighbors. The neighbors may have troubles of their own.—Elbert Hubbard.

FREE AIR RAID INSURANCE.

The British Government is now offering free insurance against air raid damage up to £500 of compensation. Where the property is worth more than £500, owners may buy insurance for the balance in the Government's Aircraft Insurance Department, or at any office that they wish. There is no red tape attached to the liberal offer; no fees to be paid, or payments to be made; the department asks only immediate notification of loss incurred. The plan was explained in the House of Commons not long ago by Bonar Law.

INSURANCE MERGER.

Underwriters were much interested in a cable despatch at the end of last week regarding the absorption by the London Assurance of the British Law Fire Insurance Company of London. This latter company, although having a volume of fire business comparatively small, say, \$600,000, as compared with the London's \$4,000,000, is, nevertheless, a desirable acquisition for the London, because the business of the British Law consists almost altogether of buildings understood to have been secured by their agents, who, as a rule, are the family lawyers representing the estate owning the buildings.

WHAT MORTALITY TABLES SHOW.

The arithmeticians are inclined to the belief that most reports of modern Methuselahs have a few extra years tacked on for good measure, particularly when the number of birthdays gets past the 110 mark. It is generally necessary to leave the actuarial compilations of insured persons for broader tables based on the entire population to find records of cases beyond the age of 103 or 104 years. But even these complete tabulations seldom pass the 110 point. Examination of records based on official census data showed that out of approximately 40,000,000 population in the eastern part of the United States there was only one report of life until 110, and that was in the case of a Negro woman. In her own little circle she was doubtless credited with being at least 120.

The actuaries have accepted the general rule that women outlive men. Their investigations and calculations have established this fact clearly. Comparison of sex mortality tables time and again shows the longer life to be on the woman's side. Taking that particular compilation wherein the Negroes of 110 "official years" led all comers, the nearest approach on the male side fell two years short. That was the case of a Negro.

A tabulation of whites reported one case of 107 years and another of 106. Again the elder was a woman. These two cases—and doubtless true ones—of unusual longevity were the only ones recorded in census figures dealing with millions of persons, thereby emphasizing the contention that bonafide cases even under 110 years are rarities. Since it is the practice to wind up all contracts, with the obvious exception of annuity policies, at the age of 96, the insurance companies do not maintain a detailed record showing the oldest policy. Since many of these which might run into record-breakers are wound up at 96, those tabulations that are kept are necessarily incomplete.

Mortality tables based on a large portion of population in the northeastern states showed that 104 years was the greatest age. For purposes of convenience these tables are put up in 100,000 form. In this particular record the age started at zero with 100,000 persons. The first year—infant mortality, which is ordinarily high—there were 12,581 deaths, but at the end of 12 years 78,549 were still living. The change in the next 90 years was not unusual, with 61,210 surviving, but by the time the three-quarter century mark was reached the tabulation showed that only 22,593 of the 100,000 were still alive. From that point on there was a steady decline until the last died at the age of 104.—Detroit Free Press.

"A Little Nonsense Now and Then"

Colonel (in London Opinion)—Think I'm getting fatter, Cutts? Tailor—Well sir, I'm afraid you 'ate slightly—ahem—extended your front lately!

Col. Bailey of the Houston Post defines "war-footing" as follows: "You are getting down to a war-footing when you have last winter's shoes half-soled and to a war-seating when the bosom of your trousers become so slick that you can't strike a match on it."

"You have a great many universities and colleges, but England has only two, or practically only two, Oxford and Cambridge," said Lord Reading at a dinner in New York. "Oxford and Cambridge are so drilled into the English schoolboy that, if you ask him what air is composed of, instead of answering that it is composed of oxygen and hydrogen he's apt to say: 'Oxygen and cambridgen.'"

A Southern member of an important committee at Washington not long ago nonplussed a reporter who was trying to get news about the war plans of the government, says the Outlook. "What is your opinion of the war?" "Well, sah," replied the courteous congressman, "I haven't thought of it much lately, but I've always been of the opinion, sah, that Lee should not have surrendered. Good evening, sah."

Mrs. Murphy was leaning against the door post of her house when her friend, Mrs. Carr, happened along bearing in her arms the twelfth child. "Arran, now, Miss Carr—and there you are up and around again with another little Carr." "Yes, Bridget, another little Carr it is—and as far as I am concerned, I pray the Lord it's the Caboose."—Everybody's.

Old farmer (to soldier son just returned from the front): Well, Dick, what be these tanks like that there's so much talk about?

Son: Why, they're just wobbling thingamabobs, full o' what-you-may-call-'ems, and they blaze away like billyo!

Old farmer: Ay, I heard they was wonderful things, but I never could get any details afore.—Tit-Bits.

A colored man entered an Ohio general store and complained to the merchant that a ham he had purchased had proved not to be good.

"The ham is all right, Joe," insisted the merchant.

"No, it ain't boss," insisted the other. "Dat ham's sure bad."

"How can that be," continued the proprietor, "when it was cured only last week?"

"Maybe it's done had a relapse."—Everybody's.

A major's job is sometimes regarded as a sinecure, and a humorous exchange hits off the idea by this story of an ambitious colored trooper: "I figgahs I'se goin' to get a majah's commission, soon," said he, "'cause I overheard de kunnel talkin' to de adjutant about somebody and sayin': 'He won't do foh a lieutenant, 'cause a lieutenant doan know nothin' and does everythin'; he won't do foh a captain, 'cause a captain knows everythin' and doan do nothin'; but he suttinly would make a majah, 'cause a majah doan do nothin' and doan know nothin.'"

He was an alderman who, when the city council had deliberated for some time upon placing a fleet of gondolas upon a large lake under municipal control, set the chamber in a roar with the words:

"Well, gentlemen, there's a lot of talk abaht putting ten or twelve o' these 'ere gondolas on t' laek; bue we've t' rates to consider. We mun economize! We've had a lot o' these fancy experiments afore, an' they've cost a lot o' brass, an' what's t' use o' getting a lot for a start? What we want to do is to get a pair on 'em an' let 'em breed!"

Mrs. Erwin was showing Selma, the new Swedish maid, "the ropes." "This," said Mrs. Erwin, "is my son's room. He is in Yale." "Ya?" Selma's face lit up with sympathetic understanding, relates Harpers. "My brudder bane there, too." "Is that so? What year?" "Ah!" he bane got no year! He bane punch a man in the eye, und the yooos say, "You, Axel, sixty days in jail!"

REGULATION OF PACKAGE CEREALS TRADE.

The Food Controller's Office.

Ottawa, December 27.

On and after New Year's Day licenses from the Food Controller will be required by all manufacturers or importers of breakfast or cereal foods if intended for sale in any part of Canada and in packages of less than 20 pounds each.

It is a business, the members of the committee say in their introductory remarks, "which has reached large proportions in the last few years. Its magnitude has given rise to the idea that the prices are extravagant and that fortunes have been made in this trade."

A glance at any grocer's shelves will convince one of the proportion of his trade in package cereals. Housewives, too, know the heavy share of the weekly food expenses that is taken up in package goods.

In the broadest understanding of "food control," therefore, the regulation of the package cereals trade is obviously important. It was also one of the most readily reached of our Canadian food supplies, because centred in comparatively few firms and makers. Nothing was done without due regard to the legitimate requirements of a trade which has, through extensive and sustained advertising, become well known to the public.

What, it will be asked, was the object of regulating the sale of package foods under 20 pounds in weight? Primarily, to keep down excessive profits on such packages, which naturally are bought in the smallest sizes by the poorer classes.

Measured by the difference in energy-giving units, the variation in brands was found to be as striking. For instance, a certain fairly well advertised mark of oats giving 1,000 "calories" or energy units, cost only 4.41 cents, while another breakfast food giving the same calories cost 21.93 cents.

With such considerations before them the Committee came to the conclusion that package cereals are not so cheap as cereals bought in bulk. Thanks to a peculiarity in the cereal package food trade their prices to-day certainly approximate more nearly to the bulk prices than ever.

With the licensing of the manufacture of these cereals a set of regulations has been drawn up which will enable the consumer to know precisely what quantity of food he or she is buying in the small package. The report specifically states that there is not the remotest idea of condemning the cereal package: it has served and still serves a definite part of the public but under the proposals of the committee a considerable step will have been taken to keep the consumption of wheat products down to the level of actual necessities.

with the armies and civil populations of Great Britain, France and Italy depending for their daily bread largely on this continent. Hence, the italicised recommendation of the committee that the sale of cereals should be under regulation if sold in packages of less than 20 pounds each.

Cooked cereals could not, the makers urged, be handled in bulk because of friability and their tendency to absorb moisture from the atmosphere, but the committee came to the conclusion that the regulations for all cereals if in small packages should be the same.

The onus of getting the license rests with the maker in Canada or the importer, if the factory is not in Canada. It will, therefore, be illegal after New Year for any firm to sell unlicensed goods.

Licenses will protect the public in what they buy through the operation of regulations, and which have to be complied with before a license can issue, that there must be printed on the package in easily read form: 1, the name of the article; 2, name and address of the manufacturer; 3, license number; and 4, net weight of contents in pounds and ounces.

To assure the carrying out of these regulations the manufacturer's books must be open to inspection, subject to the cancellation, at a month's notice, of his license. A fee from \$10 to \$50 and even upwards, based on yearly turnover, will be charged for licenses.

Another new and important departure in food control is contained under the scheme by the provision that the "license must agree, if so required, at once to make earnest endeavors to find substitutes for ingredients which, from time to time, may be necessary to conserve. Just at present there should be a saving of all the wheat possible.

Thus it will be seen, taking the extent of the cereal trade in the Dominion into account, that the Food Controller has by a simple expedient under his discretionary powers, already secured effective control of one of the food supplies of Canada.

RAILWAYS WILL ASK FOR FURTHER RELIEF.

Published statements by railway officials show that the companies are not satisfied with the judgment handed down by the Railway Commissioners increasing the freight and passenger rates by fifteen per cent, except in some parts of the West, where the increase is ten per cent.

The vice-president of the Grand Trunk in charge of traffic, J. E. Dalrymple, issued a statement last week in which he said that another application would have to be made for a further increase without delay. He pointed out that the increases in the expenses of operation had not been spasmodic. They were continuous and of a multiplying character so that the situation to-day, even after crediting the estimated additional revenue produced by the decision of the Board was probably even worse than at the time when the application was made last April.

CANADIAN vs. U. S. RAILROADS.

"The so-called government ownership of American railways is in reality no such a thing," said W. M. Neal, general secretary of the Canadian Railway War Board, in an interview published in the Saturday issue of the Montreal Gazette.

"How does the American situation differ from the situation in Canada?" Mr. Neal was asked.

"It differs in three things: First, the Canadian roads have been dealing with war conditions since August, 1914. The American for only a few months. Second, Canada's chief railways, unlike the American roads, are nation-wide in organization and operation. In dealing with nation-wide conditions, each Canadian transcontinental has unity of control over its own coast-to-coast traffic.

"Third, the fact that there are in the United States seven hundred railways, whereas in Canada there are only three large systems (and less than sixty roads, counting small and large as well) made the work of the American Railway War Board difficult of success, while, on the other hand, the work of the Canadian War Board has already been of marked service to the country. A war board that can co-ordinate the activities of three or four big lines, faces a very different proposition when the number of roads is raised by hundreds upon hundreds.

CANNY ANDY.

(Christian Register.)

Andrew Carnegie was once asked which he considered to be the most important factor in industry—labor, capital, or brains? The canny Scot replied with a merry twinkle in his eye, "Which is the most important leg of a three-legged stool?"

tory had increased in about the same proportion as elsewhere, and it was unfortunate that the full measure of the railway companies' application had not been granted, particularly in respect to class rates and rates on grain, the latter being, of course, the heaviest tonnage involved.

Mr. Dalrymple pointed out that the commissioners had admitted that the new schedule would not bring any greater profits to the railway companies, but yet they had assumed the responsibility of giving the companies less than they asked for.

The freight traffic manager of the C.P.R., W. R. MacInnis, said that if war continued and prices for all that entered into railway operation continued to increase, the Canadian railways would have to follow the course taken by the railroads in the United States, and go back to the Commission and ask for a further increase.

UNION ASSURANCE SOCIETY LIMITED

OF LONDON, ENGLAND

FIRE INSURANCE SINCE A.D. 1711

Canada Branch, Montreal:
T. L. MORRISEY, RESIDENT MANAGER.

North-West Branch, Winnipeg:
THOS. BRUCE, BRANCH MANAGER.

AGENCIES THROUGHOUT THE DOMINION

YOU LOOK FOR SECURITY

Whether with the intention of taking out insurance or associating yourself with some Company, you look for security.

The latest figures emphasize the unexcelled financial position of this Company.

Business in Force over - - - \$59,800,000
Assets over - - - - - 16,400,000
Net Surplus over - - - - - 2,600,000

These are reasons why the Company is known as "SOLID AS THE CONTINENT"

NORTH AMERICAN LIFE ASSURANCE COMPANY

HEAD OFFICE - - - - - TORONTO, CAN.

Founded in 1803

THE LAW UNION AND ROCK INSURANCE CO. LIMITED

OF LONDON

ASSETS EXCEED \$48,000,000.

OVER \$12,500,000 INVESTED IN CANADA.
FIRE & ACCIDENT RISKS ACCEPTED.

Canadian Head Office:

57 Beaver Hall Hill, MONTREAL

Agents wanted in unrepresented towns in Canada
J. E. E. DICKSON, Canadian Manager.
W. D. AIKEN, Superintendent Accident Dept.

The London & Lancashire Life and General Assurance Association, Limited

Offers Liberal Contracts to Capable Field Men

GOOD OPPORTUNITY FOR MEN TO BUILD
UP A PERMANENT CONNECTION

WE PARTICULARLY DESIRE REPRESENTATIVES
FOR CITY OF MONTREAL

Chief Office for Canada:
164 ST. JAMES STREET, MONTREAL.

ALEX. BISSETT - - - - - Manager for Canada

WESTERN ASSURANCE COMPANY

INCORPORATED 1851

Fire, Explosion, Ocean Marine
and Inland Marine Insurance.

Assets Over - - - - - \$4,000,000.00

Losses paid since organiza-
tion, over - - - - - 63,000,000.00

HEAD OFFICE - - - - - TORONTO, ONT.

W. R. BROCK, W. B. MEIKLE,
President. Vice-Pres. & Gen. Mgr.

QUEBEC PROVINCE BRANCH:
61 ST. PETER STREET, MONTREAL
ROBERT BICKERDIKE, Manager

The Independent Order of Foresters

Policies issued by the Society are for the protection of your family and cannot be bought, pledged or sold. Benefits are payable to the beneficiary in case of death, or to the member in case of his total disability, or to the member on attaining seventy years of age.

Policies Issued From \$500 to \$5,000.
TOTAL BENEFITS PAID (Over) - - - - - \$53,000,000

FRED. J. DARCH, W. H. HUNTER,
Secretary. President.

S. H. PIPE, F.A.S., A.I.A.,
Actuary.

Head Office - - - - - TORONTO.

PREFERRED BENEFICIARIES LEGISLATION.

Legislation in connection with preferred beneficiaries, said Mr. C. C. Ferguson, manager and actuary of the Great-West Life Assurance Company at the insurance superintendent's conference at Winnipeg, now exists in all the provinces. The general principle involved is that when a policy is issued or is declared to be in favor of a preferred beneficiary, a trust is thereby created and the ownership or control of the policy no longer exists solely in the assured. In other words the beneficiary becomes part-owner of the policy. A similar situation results when a house or other property is registered jointly in two names. There is this difference, however, that a man usually knows what he is doing when he puts his property in his wife's name. But when he names his wife as beneficiary in his policy, he does not always know that he is creating an irrevocable trust in her favor. There is no great difficulty in this, since where man and wife are living amicably together, as they ought to do, they can jointly deal with the policy as freely as the assured could in the case of a policy issued in favor of his estate. But trouble sometimes arises where family feuds arise or where the beneficiary is an infant since under those circumstances it occasionally proves impossible to obtain a loan or cash surrender value and the assured of course blames the insurance company for this impasse on the ground that he should have been warned against having his policy issued in that, to him, absurd way.

In the United States they do not have this legislation in favor of preferred beneficiaries, but the assured is asked to elect in his application whether or not he shall have the right to change the beneficiary. If he does not reserve the right to change, a trust is practically created, but if he reserved the right to change, he, of course, may freely do so. A point comes up here which is worth mentioning. If the assured has reserved the right to change, it has been decided that his creditors may force him to change so that the policy in that event is not secured against creditors during the life-time of the assured. In Manitoba alone among the provinces the act gives the assured the right to revoke the appointment of even a preferred beneficiary, and while so far as I am aware, there has been no legal decision on the subject it is possible that creditors may in Manitoba be competent to force a policyholder to reclaim his policy for the benefit of his estate, and if this is the case the purpose of the legislation would in large part rendered null.

The preferred beneficiary legislation is on the whole very desirable. It enables a man to make provision for his family which he knows will be theirs, no matter how involved his personal estate may be at his death and it protects his family against his own carelessness and possibly even his enmity in later life. A life insurance policy in favor of the wife would be an excellent adjunct to every marriage contract.

The legislation in the various provinces with respect to preferred beneficiaries is very similar in general principles, although there is a number of differences and inconsistencies which might well be eliminated.

In Nova Scotia, Ontario, Saskatchewan and Alberta the preferred beneficiaries are: Husband, wife, children, grandchildren and mother. In Quebec, the preferred beneficiaries are: Wife, children and step-children. In New Brunswick, the preferred beneficiaries are: Husband, wife, children, grandchildren, mother, father, brothers and sisters. In Manitoba, the preferred beneficiaries are: Husband, wife, children and step-children.

In British Columbia, the preferred beneficiaries were: Husband, wife and children. In Prince Edward Island the act originally included, husband, wife, children, grandchildren, mother, father, brothers and sisters, but the three last mentioned were cut out in an amendment to one section of the act, but unfortunately the amendment was not carried throughout the whole act, so that probably father, brothers and sisters should still be regarded as preferred beneficiaries in Prince Edward Island. This is a matter which might well receive the immediate attention of the legislature of the province.

RELATIVES IN PREFERRED CLASS.

So far as the life insurance companies are concerned it makes little difference to them how wide or narrow the preferred class may be, but it is perhaps unfair to creditors that father, brothers and sisters should be included as is the case in New Brunswick and Prince Edward Island. There should be no difficulty at a meeting of provincial superintendents of insurance of arriving at a unanimous agreement as to what relatives should be included in the preferred class. Not only would this remove a great

deal of inconvenience and possibility of a mistake, but it would also avoid a difficulty which is frequently experienced where a policyholder moves from one province to another and the question of what law governs comes up for consideration. The laws of Saskatchewan and Ontario are identical in phraseology with the exception of perhaps a word or two.

The act in Alberta is very similar in effect to the legislation of Saskatchewan and Ontario, but in it a certain independence in the matter of phraseology which while excellent with respect to literature generally is undesirable in matters of legislation.

Manitoba has a peculiar provision which seems to make it illegal for a man to insure his life in favor of a preferred beneficiary under an endowment policy for less than ten years or under a five-payment or single premium life policy. No doubt the intention was that the beneficiary under such a policy would not be regarded as preferred, but the wording has lamentably failed to express this idea. In Quebec, the situation is complicated by the fact that the intricacies of the civil law have to be taken into consideration. The preferred class of beneficiaries is protected as in Ontario and changes may be made subject to practically the same restrictions. But in the case of ordinary beneficiaries, an acceptance of the benefit by the beneficiary removes the policy from the exclusive control of the assured. The difficulty is that "acceptance" may be consummated in various ways and without necessarily coming to the attention of the company. The utmost care has thus to be exercised in recording any change of the ordinary beneficiary. In British Columbia, one section of the act stipulates that a policy may only be made payable to a trustee with his assent, while another section dispenses with this restriction. The restriction is unnecessary.

Mr. Ferguson said in conclusion that he thought uniformly with regard to the legislation referred to could best be secured by having the subject dealt with in the Dominion Insurance Act. "That act," he said, "does not now deal with beneficiaries, and under the British North America Act cannot deal with them. If the latter act were passed now, undoubtedly insurance, like banking, would be relegated to the exclusive jurisdiction of the Dominion. However, there is no use in discussing this point, as an amendment to the constitution of Canada could not be expected in the immediate future and the best omen of uniformity is the fact that the provincial superintendents are able to meet in conference as they are doing. These gentlemen will largely control the form of the insurance laws in their respective provinces and it will be extremely easy for them to co-ordinate their efforts with the work of the commissioners proposed by the Dominion Bar Association." Mr. Ferguson was delighted to observe that uniformity was the keynote of the convention from beginning to end, and congratulated the superintendents on their coming together and wished them every success in their laudable undertakings.

FIRE LOSSES.

The losses by fire in the United States and Canada during the month of November, as compiled from the records of the New York Journal of Commerce, reached a total of \$20,108,025, as compared with \$19,898,450 in November last year, and \$21,204,850 for the same month in 1915. The fire losses for the eleven months of 1917 aggregate \$241,200,340, or over thirty millions more than for the same months last year. The fires during the month of November this year were widely scattered throughout the country, but again as in the previous month plants occupied with war contracts contributed considerably to the total.

The following table gives a comparison of the losses by months for the first eleven months of this year with those of 1916 and 1915, together with the losses for the entire years 1916 and 1915:

	1915.	1916.	1917.
January	\$20,060,600	\$21,423,350	\$36,431,770
February	13,081,250	24,770,770	29,587,660
March	18,786,400	38,680,250	17,523,000
April	18,180,350	12,681,050	18,597,225
May	11,388,460	15,973,500	24,968,800
June	10,893,950	12,247,500	15,513,270
July	9,006,800	23,018,800	16,143,050
August	10,037,100	10,745,000	21,751,100
September	14,823,500	12,244,625	14,101,990
October	14,465,850	17,701,375	26,384,450
November	21,204,850	19,898,450	20,198,025
Total 11 mos.	\$161,959,100	\$209,379,670	\$241,200,340
December	20,877,100	22,063,327	.....
Total for year	\$182,836,200	\$231,442,997	.....

The Business Year

War Holds the Key of the Future

(Extracts from Bradstreet's Review of the Business Year.)

Nineteen hundred and seventeen will be memorable because the greatest of the world democracies, the United States of America—its foreign commerce forbidden, its merchant ships sunk and its citizens foully murdered—forsook the paths of neutrality and went forward to seek with the sword peace and reparation from a country which through two years preceding had broken its pledged word to us, had treacherously assailed us while professing friendship, and had drenched the world in blood.

By and through this act and the consequences growing out of America's absolutely necessary step, the war took on a new character, the irrepressible conflict between the world's two great systems of government became clearly defined, and this country, once sneered at as a mere collection of traders in the misfortunes of others, stood revealed as one willing to battle and suffer for ideals to which its enemies declared it was an absolute stranger. Naturally, the trade history of such a year as that just closed is a difficult one to write because old standards of living were perforce abandoned, new and strange problems presented themselves to be solved, and new rules of action and measures of attainment were set up. It is still, even nine months after our formal embarkation in the war, difficult to say what final success attended this country's efforts to adjust itself to war conditions, but it may at once be said that many of the steps taken and the progress made in transforming it from a peaceful neutral to a great military and naval power have been comforting to those who have believed not only in the desirability, but in the efficiency under strain, of a republican form of government.

Briefly stated, this country has been disclosed as capable of raising a great army and, allowing for natural differences of conditions, of building up an equally great navy, of providing food and munitions for its own millions and those of its Allies, of taking a fairly active part in war, at the same time permitting the pursuance of the necessary peaceful arts, and of acting as banker of the Allies and loaning unprecedented sums to further the war. In doing this it has had to impose taxes such as were never dream of by its own people, it has floated vast loans to unprecedented numbers of subscribers, it has requisitioned men and materials alike for war and peace purposes, has set up rules for buying and selling, eating and drinking, and has directed the growing and marketing of crops and the disposal of their surpluses among the nations. In a word, it has done most of the things thought necessary for the success of its policies, and, to the amazement alike of its friends and foes, has done all this with a minimum of apparent compulsion, and indeed with apparent anxiety on the part of its people simply to learn what was required and to do it with a promptitude and completeness unequalled in the world's history. In the doing of these things, and in preparation for other and greater undertakings, it has broken as many precedents of policy as it has records of production. Indeed, the big events occurring and the great basic changes made have been veritably kaleidoscopic in their number and character, and the words "record," "unprecedented," "enormous" and other adjectives have become time-worn and hackneyed from their constant iteration.

With the great war now moving through its fourth year, a bird's-eye view of the big happenings as they have affected ourselves might not be amiss. The closing months of 1914 found this country laboring to adapt itself to the new and strange conditions forced upon it in common with the rest of the world. Closed exchanges, disorganized industries, hundreds of thousands of workers idle and lack of confidence were the salient features. In 1915 liquidation of American stocks and bonds held abroad and feverish activity in supplying munitions and foods to our customers stood out as big features. In 1916 we assumed the position of a creditor nation, loaned freely to the entire world, bought heavily of belligerent securities, imported both gold and merchandise in unheard-of volume, and exported food, munitions and manufactures to a similar extent, while expanding old and establishing new industries as a hot-house develops plants. Efforts to bring about world peace undertaken by our President failed.

Nineteen hundred and seventeen saw us assert our right to life as a commercial nation, raise two enor-

mous popular loans for the prosecution of the war, lay the foundation for and rear upon this great military and naval forces, part of this voluntarily enlisted, and part a great popular army system, to get the latter 10,000,000 young men submitting themselves to conscription. The government followed the drafting of soldiers and civilians by a great conscription of wealth and industry, regulated outputs of and prices in all lines of basic production, commandeered shipping already building or contracted for and began construction of a vast fleet of merchant ships to make up for submarine sinkings, dispatched hundreds of thousands of soldiers and sailors to Europe, abolished speculation in many lines, and practically, if not in actuality, took over control of the country's railways. In fact, despite bureaucratic red tape, which delayed but did not entirely check progress, it took all the steps necessary to organize the country's forces for offense and defense, with, as it turned out, a minimum amount of disorganization of every-day business, which, though naturally affected by the diversion of millions of men and women from peaceful pursuits, continued of very large volume. In this connection it would be well to state that while economy campaigns, requisitions for the government use and the inevitable requirements for war have, without doubt, lessened civilian takings, and some non-essential industries have felt the effect of these efforts at national solidarity and provision, the output of industry and the volume of trade in the country as a whole broke all records in value. This latter condition has, of course, been rendered possible by reason of the immense demand for labor and the high prices paid for the same, which increased the purchasing power of the people as a whole, while record yields of many crops at unprecedented prices have raised earnings of the agricultural interest beyond all previous years. War prices have naturally ruled throughout, and their levels have been far above all hitherto recorded standards, placing a burden upon those engaged in non-warlike industries and occupations, which has been borne not entirely without complaint and criticism, but, after all, with an almost surprising cheerfulness, considering the imposts levied upon all in the shape of increased taxes. Indeed, with a comparatively few exceptions in our vast population, and these largely aliens in foreign pay, there has been a spirit of self-abnegation and the whole-hearted support of national organization and defense measures calculated alike to command and to deserve national success.

THE PRICE MOVEMENT.

Perhaps no single development of the year surpassed the record made by prices of commodities. The deficient food harvests of 1916, which fell one-fifth below those of 1915, were only partly responsible for the aeroplane-like flight of prices. Foreign demand, sharpened by lessened yields, especially of grain abroad, was very large, while our own or our Allies' calls for all sorts of war supplies—cotton and woolen cloth, leather, iron, steel, coal, copper, lumber, provisions of all kinds, chemicals and drugs—drove prices to unexampled heights. Nearly all civil war records of food prices were broken; wheat sold up to \$3.50 per bushel; corn to \$2.45; oats to 93 cents; flour, \$17 per barrel; hogs, \$20 per hundred pounds, live weight; lard, 29 cents per pound; pork, \$53 per barrel; refined sugar, 8.40 cents per hundred pounds; pig iron, \$55, and steel, \$100 per ton; lead, 12 cents; tin, 91 cents; copper, 34 cents; cotton, 31.25 cents, and print cloths, 8½ cents per yard; and, indeed, the list of articles advancing to dizzy heights was a virtual roll call of the products of farm, forest, mine and factory. Most of these peak points were reached in the fore part of the year, and food and fuel control undoubtedly held down prices later, still only three of the thirteen groups of commodities failed to reach peak points in 1917. Hence it was that the general price level as shown by Bradstreet's Index Numbers of Commodities went up steadily month by month throughout the year; that the advance from January to December was 29 per cent; that the advance over August 1, 1914, was 105 per cent, or more than doubling since the war began. In other words, the buying power of the dollar to-day is less than half what it was at the outbreak of the war, and only one-third what it was in the low-water-mark year 1896. The yearly index numbers, reflecting, as they do, the average for the entire year,

do not show as great a gain, but still the 1917 number is 75 per cent in advance of that of 1914.

THE CROPS.

The crop results of 1917 show that the balance lost by the unfavorable weather and short yields of 1916 was partly restored by the efforts of the agriculturist. This is true, at least, of most of the crops, though the loss of winter wheat in 1916-17 was not made up in spring wheat, and the bumper yields of corn, oats, rye, white and sweet potatoes and beans were the result rather of enlarged areas than of increased yields per acre. However, the yields of leading cereals—meat-animal feeds foremost—were over one-fifth larger than the year before, and potatoes, an important human food, were far in advance of any previous year. The plant-a-garden movement, first actively proposed in these columns early in March, was triumphantly vindicated and should see further expansion in 1918. The effort to plant a tremendous area in winter wheat in the fall of 1917 was checked by adverse weather (drought), but still a record area has been planted, though the condition of 79.3 is 6 points below a year ago, 10 points below the ten-year average, and is the lowest December condition on record. The comparatively moderate returns in a quantitative way in 1917 were, thanks to insistent demand, turned into a veritable gold mine in a money way, cereal crops gaining 62 per cent in value on a gain of only 21 per cent in quantity; the values of twenty-four leading crops were 50 per cent in excess of 1916, and all farm produce reached the sum of \$21,000,000,000, or about what will have been spent for all purposes by the United States government from January 1, 1917, to June 30, 1918.

LOOKING FORWARD.

Inasmuch as the war has been and is the great moving feature in this country's trade, as it is indeed in every other department of the world's activity, all views as to the future of finance, commerce and industry must inevitably hinge upon the course and outcome of that struggle. As a participant in, instead of a spectator of, the struggle as in the preceding three years, this country must naturally expect to show more effects of it the longer the conflict continues. If the experience of Great Britain through three years and of ourselves through nine months is to be accepted as a guide, the tendency will be to more and more subordinate all interests to the winning of the country's greatest fight. The course of the stock market, especially since the midyear, which has been quite steadily downward, is but repeating that of those abroad, and points to a further attraction of capital from all other activities to that of financing our immense expenditures. So, too, with our industries, a number of the so-called non-essential ones have already felt the effect of diversion of demand or of economies advocated or enforced by public interest. The drain on our man power—we have now nearly 1,600,000 men in the military and naval service—and the extension of the draft bid fair to draw other millions away from the farm, the factory, the office and the store. Providing for these must throw a greater burden upon those remaining at home and upon the women of the country also. "Business as usual" surely cannot apply to us any more than it has abroad. In Britain there are said to be 2,600,000 women taking the places of men who have gone to the front. The displacement of demand from civilian to military lines, noted as growing month by month through 1917, promises to become even more marked in 1918, and, coupled with the economies enforced by what looks like permanently higher prices for all commodities, point to effects upon general trade, which can be hinted at but not always forecasted or arranged for. There seems to be certain a further singling out of essential as opposed to non-essential lines which will allow of still closer concentration upon the supreme duty of the country—the winning of a safe and lasting peace. Compared with this much to be desired end, all other things are as dust in the balance, and for this the country has pledged its best blood, its practically limitless wealth, and its future fame as a proud and free people.

Increasing consumption of fish in all parts of the Dominion is shown by reports received by the Food Controller's Office from dealers and from other sources. Negotiations looking to the marketing of other varieties of Pacific Coast fish in Western Canada to make up the deficiency of halibut and salmon have progressed with every prospect of success.

Bank of Nova Scotia

Notice is hereby given that the Annual General Meeting of the Shareholders of this Bank will be held in the Banking House, Hollis Street, Halifax, on Wednesday, the 23rd January next, at Eleven o'clock a.m., for the purpose of receiving a statement of the affairs of the Bank, for the election of Directors and for other business.

By order of the Board,
H. A. RICHARDSON,
 General Manager.
 Halifax, N.S., December 14th, 1917.

PENMANS LIMITED.

DIVIDEND NOTICE.

Notice is hereby given that a Dividend of one and one-half per cent. has been declared on the Preferred Shares of the Capital Stock of this Company, for the quarter ending January 31st, 1918, payable February 1st, 1918, to Shareholders of record of January 21st, 1918; also a Dividend of one per cent. and bonus of one per cent. on the Common Shares for the quarter ending January 31st, 1918, payable February 15th, 1918, to Shareholders of record of February 5th, 1918.

By Order of the Board.
C. B. ROBINSON,
 Secretary-Treasurer.

PROFESSIONAL

THE SOCIETY FOR THE ADVANCEMENT OF INSTRUCTION IN THE LANGUAGES.—Instruction in the Languages and Mathematics. No. 91 Mance Street, or telephone East 7302 and ask for Mr. E. Kay.

HOWARD ROSS, K.C.	EUGENE R. ANGERS
ROSS & ANGERS	
BARRISTERS and SOLICITORS	
Cristine Building, 20 St. Nicholas St., Montreal	

BLACK DIAMOND FILE WORKS

Established 1863 Incorporated 1897
 Highest Awards at Twelve International Expositions. Special Prize, Gold Medal, Atlanta, 1893
G. & H. Barnett Co.
 PHILADELPHIA, Pa.

Owned and Operated by
 NICHOLSON FILE COMPANY

News of the Week

TUESDAY, DEC. 25.

General Allenby's forces are making steady progress in the conquest of Palestine and the subsequent march toward Aleppo, on the Constantinople-Bagdad Railway line.

British advance posts were driven in a short distance on a front of 700 yards in the neighborhood of the Ypres-Staden Railway.

On the Italian front only is there fighting of any consequence. Making another violent effort to gain access to the plain and escape from the rigors of winter in the mountains, the Austro-German forces, after elaborate preparation, launched an attack against the Italian positions on the Asiago Plateau. A slight advance was made here, but the defenders held the enemy from further gains, and counter-attacks were reported by the War Office at Rome to be proceeding satisfactorily. On the lower Piave River the Teutons effected a crossing, but were later driven back.

Quiet for the most part reigns in France. Only raiding operations are reported on the British front, while on the French front there has been considerable aerial activity.

There is no perceptible improvement in the Russian situation.

In a speech to the troops in the West the Kaiser admitted Germany was on the defensive.

WEDNESDAY, DEC. 26.

While Berlin and Vienna are sending out despatches recording their victory on the Asiago Plateau on Sunday, as a result of which they gained Col del Rosso and adjoining heights, and, according to them, some nine thousand prisoners, Rome counters with a report dealing with the fighting on Monday, as a result of which the Italians recovered much of the ground they had lost.

The city of Mannheim, on the Rhine, was bombarded by a British air squadron on Monday, a ton of bombs being dropped, starting a number of fires in various works and also in the town. One British machine did not return.

That the recall of General Sarrail from the Macedonian front means the abandonment of that sphere of warfare rather than renewed offensive there, is the view of the military expert of The New York Times and some other writers.

On the western front there has been a good deal of artillery activity and some raiding.

THURSDAY, DEC. 27.

Admiral Sir John Jellicoe, First Sea Lord of the Admiralty, has given place to Vice-Admiral Sir Rosslyn Wemyss.

Peace parleys between Germany and Russia have advanced to the stage where the Commission is now reported to have left the front for final discussions at Petrograd or some other large centre, possibly Stockholm.

Another plot against Canada was unearthed in San Francisco.

The American steamer Tuscarora, with all hands, was lost at sea north of Cape Breton Island.

Sir Frederick E. Smith, Attorney-General for Great Britain, outlined the plans for combing the United States for British soldiers.

FRIDAY, DEC. 28.

News comes from Tokio of a clash between Chinese and Bolshevik troops at Harbin, Manchuria, in which the Russians were defeated and forced to surrender, their victors occupying the garrison of Harbin.

On Wednesday the Allies triumphed in a great aerial battle over the town of Treviso, sixteen miles north of Venice. Nearly half of a fleet of twenty-five Austro-German airplanes was destroyed, and many of their crews were killed or wounded.

On the western front no infantry actions of any importance are reported. A spell of severe winter weather having settled over the war zone in France, only counter-battery work is possible.

An Amsterdam despatch says that the town of Roulers, in Belgium, was destroyed by explosion of a German ammunition train, caused by bombs dropped from a British airplane in a recent raid. The plane itself was brought down by the concussion.

Two German attacks on the Verdun front were broken up by the French.

A German conspiracy in southern Brazil was nipped just in time by Brazilian authorities.

Thirty Jewish men and women were executed by the Turkish army that surrendered Jerusalem to General Allenby.

SATURDAY, DEC. 29.

The British defeat the Turks in Palestine. After repulsing an enemy attack north and northwest of Jerusalem General Allenby's forces advanced on a front of nine miles to a depth of about two and one-half miles along the foe's right flank, inflicting heavy losses.

"Achievement of the purposes for which the Allies are fighting is essential to the future freedom and peace of mankind." This is the Allies' answer to the latest peace offer of the Central Powers as given by Premier Lloyd George in a letter to the National Labor Conference meeting in London.

A republic has been established in White Russia, and a Rada, or legislative body, has assembled at the town of Minsk to issue a proclamation and lay the foundations for the government of the New State.

Italy reports that a powerful squadron of Caproni airplanes bombarded large enemy forces in the Ronchi Valley with satisfactory results. Berlin reported increased artillery activity on the Asiago Plateau and the Tomba Ridge, on the Northern front. The Austrian War Office announced the repulse of Italian attacks west of Monte Asolone and east of Monte Solarolo. An Associated Press correspondent stated that the Allies' losses in the big aerial engagement over the town of Treviso, north of Venice, were very slight.

Denmark was declared to be strongly in favor of the allies.

Guatemala City was almost totally destroyed by an earthquake.

The sugar crisis in the United States was stated to

Shipbuilding in Canada

Some idea of the shipbuilding under way in Canada may be gained from a perusal of the following list, compiled by the Toronto Globe:

STEAMERS—ATLANTIC COAST.

	Gross tonnage.
Canadian Vickers, Limited, Montreal, Que., 2 cargo steamers, steel	9,400
1 dredge, steel	2,360
12 trawlers, steel	3,050
23 drifters, wood	3,450
Davie Shipbuilding Co., Levis, Que., 1 car ferry, steel	5,000
Nova Scotia Steel and Coal Co., Trenton, N. S., 2 cargo steamers, steel	3,000
Southern Salvage Co., Liverpool, N. S., 1 cargo steamer, wood	2,800
Grant and Horne, St. John, N. B., 1 cargo steamer, wood	2,800
Sincennes-McNaughton Lines, Sorel, Que., 1 tug, wood	420
Total number of boats, 44; total tonnage	32,280

GREAT LAKES.

Port Arthur Shipbuilding Co., Port Arthur, Ont., 7 cargo steamers, steel	14,737
6 trawlers, steel	1,530
Collingwood Shipbuilding Co., Collingwood, Ont., 2 cargo steamers, steel	4,800
Polson Iron Works, Toronto, Ont., 8 cargo steamers, steel	18,800
10 trawlers, steel	2,640
Thor Iron Works, Toronto, Ont., 2 cargo steamers, steel	4,874
2 trawlers, steel	540
Toronto Shipbuilding Co., Toronto, Ont., 2 cargo steamers, steel	6,000
Welland Shipbuilding Co., Welland, Ont., 2 cargo steamers, steel	4,700
Midland Dry Dock Co., Midland, Ont., 3 cargo steamers, steel	6,000
Georgian Bay Shipbuilding and Repairing Co., Midland, Ont., 1 tug, wood	40
Total number of boats, 45; total tonnage	64,521

STEAMERS—PACIFIC COAST.

J. Coughlan and Sons, Vancouver, B. C., 3 cargo steamers, steel	17,190
Wallace Shipyards, Limited, North Vancouver, B. C., 4 cargo steamers, steel	17,500
2 freight and passenger, steel	11,000
2 auxiliary schooners, motor engines, wood	3,000
Cameron-Genoa Mills, Limited, Vancouver, B. C., 2 auxiliary schooners, motor engines, wood	3,000
Yarrows, Limited, Esquimault, B. C., 1 stern wheeler, wood	400
Pacific Construction Co., Port Coquitlam, B. C., 2 cargo steamers, wood	5,600
British Yukon Navigation Co., Vancouver, B. C., 1 passenger and freight river steamer, wood	1,000
1 motor boat, wood	100
Total number of boats, 18; total tonnage	58,790

Atlantic Coast	44	32,280
Great Lakes	45	64,521
Pacific Coast	18	58,790
	107	155,591

SAILING VESSELS—ATLANTIC COAST.

	Gross tonnage.
J. W. Comeau, Comeauville, N. S., 1 schooner, wood	329
Dr. McDonald, Meteghan, N.S., 1 schooner, wood	544
John Deveau, Meteghan, N. S., schooner, wood	425
Innocent Comeau, Little Brook, N.S., 1 schooner, wood	250
Omer Blinn, Grosses Coques, N. S., 1 schooner, wood	375
J. N. Rafuse, Bridgewater, N. S., 3 schooners, wood	755
Leary and Sons, Bridgewater, N. S., 2 schooners, wood	265

(Continued on page 23.)

be almost past.

Allied newspaper comment showed solid opposition to the latest Teuton peace offer.

MONDAY, DEC. 31.

The Germans made an attack on a two-mile front south of Cambrai and succeeded in gaining a foothold at two points, but later were ejected by British counter-attacks.

Minimum Price Schedule

Minimum prices as fixed by the Montreal Stock Exchange and current prices:

	Minimum price.	Asked.	Bid.
Abtibi Power	48		
Do. pref.	80		
Ames Holden	15		
Do. pref.	47	47	
Asbestos Cor.	15		
*Do. pref.	44%		
Bell Telephone	130	130	
B.C. Fishing & P.	40		
Brazilian T. L. & P.	32	32	
*Brompton Paper	39	40	39
Can. Car. & F.	13%		
Do. pref.	49%		
Can. Cement	57	57	57
*Do. pref.	92	90	
*Can. Converters	43		
Can. Con. Rubber	90		
Do. pref.	97		
Can. Cottons	48%		
Do. pref.	76		
*Can. Forgings	143		
Can. Gen. Electric	102	102	
Can. Locomotive	61		
Do. pref.	84%		
Can. S.S. Lines	39%	39%	
Can. Voting Trust	39%		
Do. new vot. Trust	39%		
*Do. pref.	76	76	
Carr. Factories	15		
Do. pref.	58		
*Civic Investment	68%	68%	
C. Mining & Smelt	25	25	
Crown Reserve	23%		
Detroit U. Ry.	104%		
*Dom. Bridge	128		
Dom. Cannery	23%		
Dom. Coal, pref.	94%		
Do. Iron, pref.	88		
Do. Steel Corp.	52	52%	52%
Do. Textile	80%		
Do. pref.	100		
Gould M'fg.	100		100
Do. pref.	100		100
Goodwins, Ltd.	11		
Do. pref.	45		
Hillcrest Collieries	15		
*Howard Smith	65		
*Illinois Traction	35		
Do. pref.	80		
Laurentide	152	152	
Lake of the Woods	120%	120%	
Lyal Con.	62		
MacDonald	13%		
Maple L. Milling	99		
Mont. Cottons	50	50	
Do. pref.	99%		
Mont. Loan & Mortgage	152		
Mont. Telegraph	120		
*Mont. Tramways	150		
Do. Debentures	72%		
N. S. Steel & Coal	79%		
Ogilvie Milling	140	150	140
Ont. Steel Prod.	22%		
Ottawa L. H. & P.	77	69	
Paton M'fg.	130		
Penmans, Ltd.	65		
*Do. pref.	81%		
Price Bros.	120		
Quebec Ry. L. H. & P.	15	15	
Riordon Paper	117%	117%	
Do. pref.	92		
Shawington	107	107	
Sherwin Williams	60	60	
Do. pref.	99		
Smart Woods	53%		
Do. pref.	86		

Spanish River	13		
Do. pref.	50		
*Steel Co. of Canada	49%	49%	
*Do. pref.	85%		
Toronto Ry.	60		
Tooke Bros.	19		
Do. pref.	72%		
Tuckett's Tobacco	18%		
Do. pref.	80		
Wayagamack	59		
West India Elec.	77		
Winnipeg Ry.	48		
Banks—			
British North America	112		
Commerce	185		
Hochelaga	140		
*Merchants	167	167	
Molson's	179%	179%	
*Montreal	210		
*Nationale	148		
Nov. Scotia	248	248	
Ottawa	201	201	
Royal	208		
Union	136		
Bonds—			
Asbestos Corp.	72		
Pell Telep.	92%		
Can. Car. & Fdy.	97%		
Can. Cement	96%	96%	
Can. Converters	82		
Can. Cottons	81		
Can. Forgings	105		
Can. Locomotive	88		
Can. Con. Rubber	94		
Can. S.S. Deb.	78%		
Carriage Fact.	90		
Cedars Rapids	84		
Dom. Cannery	89%		
Dom. Coal	81		
Dom. Cotton	99%		
Dom. Iron & Steel	86%		
Dom. Textile A.	97%		
Do. B.	97%		
Do. C.	97%		
Do. D.			
Do., War Loan 1937		92%	92
Do. War Loan 1931		92%	92
D. War Loan 1925		95	95
Lake of Woods	99%		
Laurentide	101		
Lyal Cons.	93		
Mont. Power	82		
Mont. Street Ry.	97		
Mont. Tramways	95%		
Nat. Breweries	81	81	
N.S. Steel & Coal	82		
Ogilvie Milling	102%		
Do. Series B.	102%		
Do. Series C.	102%		
Ont. Steel Prod.	86%		
Penmans Ltd.	86		
Porto Rico	80		
Price Bros.	81%		
Quebec Ry.	60	62	
Riordon Paper	95		
Sherwin Williams	97		
Spanish River	81%		
Wayagamack	80		
West Kootenay	100		
Winnipeg Elec.	92		
Winnipeg St. Ry.	90		
Windsor Hotel	80		
United Securities.			
Dom. Glass	26		
Do. pref.	81%		
Laurentide Power	50		
Mont. Tram. Power	23		
*Ex-dividend.			

BRITISH SPINNERS HAVE GOOD YEAR.

"In spite of the war and the greatly increased cost, with an irregular production of yarn, cotton spinners have had a surprisingly good year, which has brought many within purview for paying duty on excess profits," says the Liverpool "Post." "The results clearly prove that it has been the most profitable earning period since 1908, and has enabled the controlling interests to increase their declared dividends by 1 5-9 per cent, namely, from 6 to 7 5-9 per cent. Many have also reduced their adverse balances brought forward and increased their credit balances in hand in addition to allowing for the unsettled liability for excess war profits.

"The varying or sudden fluctuations in value of raw materials has at times caused managements a deal of anxiety, and some have suffered slight setbacks. Still, taken all together, things have worked out well for the share capital employed. A pretty fair number have ceased to issue accounts to the outside public, and the review of these companies which still publish accounts have accordingly been reduced in number and occasionally fresh companies substituted. It must not by any means be assumed that the balance sheet publishing companies are the most up-to-date concerns. On the contrary, they mostly consist of the older type mills and not able to produce yarn as cheaply as others.

"An examination of the declaration of dividends by companies which do not reveal the state of their profit and loss accounts proves that dividends and bonuses have been declared and paid showing a mean average of 12% against 7% per cent paid by companies publishing accounts. Mill operatives are usually well informed as to profits of both classes, and nearly always base their claim for increased wages on the earnings of the best concerns.

"An analysis of ninety companies' accounts totals reduced to one huge mill gives the paid-up share capital as £3,601,735 working with the aid of loans and mortgages amounting to £2,250,000. The year's profits of eighty-seven units show, after charging revenue with wear and tear and interest on borrowed capital, the profits to be no less than £523,813. Three companies disclose losses to the extent of £7,293. This gives a net profit of £516,520 made by the ninety companies on the paid-up share capital. This works out to a percentage of £14 6s 7d. It is commonly held that the fairest way is to work out the profit earned by both share and loan capital.

"Assuming that an average interest of 4 1/2 per cent has been paid to loanholders on the £2,250,000, it gives the interest £101,250. This amount added to the net profit of £516,520 gives £617,770 earned by the combined share and loan capital. This sum earned by the combination of the share and loan capital of £5,851,735 works out to a percentage of £10 11s 1d earned on total capital employed.

"Although the profits earned by share capital alone works out to 14 1-3 per cent, the dividends declared and distributed to shareholders show only a mean average of 7 5-9 per cent, against that of 1916 of 6 per cent, or an increase of 1 5-9 per cent over the previous year. The amount paid away by way of dividends and bonuses distributed totals £270,230. In brief, the share capital of this concern reduced to one mill of ninety units has made a profit of £516,520, equal to 14 1-3 per cent, but share capital has only paid to the shareholders 7% per cent, leaving credit balances forward £633,223. The written-down present book value of land and buildings, motive power and machinery, stands at £4,739,874. The total spindles or yarn producing capacity number 68,499,660, which stand in books at 11s 2d per spindle.

"The outlook at the close of the year is very cheering, and the new year's audits will reveal further increased profits and dividends. This improvement came too late to be reflected in this review, but the situation is healthy for next year's retrospect. A glance at the table of thirty years' profits of the trade and the return to shareholders has not altogether been of the best nor can be classed as 'profiteering.' The shareholders have had several very lean years, with very few really satisfactory years. This view at first glance is not cheering, but the position improves when companies which do not publish their results are brought into account.

"The mean average dividend declared and paid by the 160 companies published with this review work out to 12% per cent. The two previous years' dividends were by no means bad, and were below the average of 1917."

SOLDIER AND SAILOR INSURANCE.

If a soldier or sailor is killed, and he has a wife and children, the Government will provide compensation for the wife, so long as she remains unmarried, and support for the children until they become eighteen years of age.

These payments range from \$25 for a widow alone to \$57.50 for a widow and four children. If a man

is totally disabled the Government will make a fixed monthly payment to him ranging from \$30 a month, if he is married \$75 a month, if he has a wife and three or more children. Should he be so helpless as to require a nurse or attendant he will be given up to \$20 additional. Should he lose both feet, both hands, or both eyes, or be permanently bedridden, he will be paid \$100 a month, whether he is a bachelor or married.

GUIDE TO INVESTORS

CANADIAN STOCKS

Quotations of Listed Securities on the Montreal Stock Exchange-

COMPANY	Shares par Value.	CAPITAL Issued.	DIVIDEND PER CENT. Present.	When payable.	1914.		1915.		1916.		1917.	
					High.	Low.	High.	Low.	High.	Low.	High.	Low.
Ames-Holden	100	\$3,500,000	16	16	16	6	23	7	35	19 1/2	23 1/2	14
Ames-Holden, pfd.	100	2,500,000	70 1/2	Last div. July, 1914	55	55	73 1/2	55	80	52	60	48
Asbestos Cor. of Can.	100	3,000,000	100	100	100	100	100	100	100	100	100	100
Asbestos Cor. of Can., pfd.	100	4,000,000	100	100	100	100	100	100	100	100	100	100
Bell Telephone	100	18,000,000	6	6	150	140	159	140	152	148	150	129
B. C. Fishing	100	4,187,400	2	2 h.y.	54	54	55	54 1/2	62 1/2	48	45	48
Braslian Traction	100	106,600,000	1 1/4	Div. Passed Apr. '17	92	54	59 1/2	54	62 1/2	48	47 1/2	32
Brompton Pulp	100	7,500,000	1 1/4	Feb. 7, May 7, '17	58	58	58	58	58	58	58	38
Calgary Power	100	260,000,000	2 1/2	171 1/2	171 1/2	193 1/2	142	152 1/2	155	155	152 1/2	121 1/2
Can. Pacific Ry.	100	4,225,000	2 1/2	last div. June, 1914	70	48	120	50	84	32	46 1/2	17
Can. Car & Fdy.	100	7,500,000	109 1/2	last div. July, 1914	98	126	98	101	63	89	49 1/2	17
Do., pfd.	100	13,500,000	1 1/2	Feb. & quarterly	28	28	48	28	72 1/2	37 1/2	69	57
Canada Cement	100	10,500,000	1 1/2	F. M. A. N.	98	88	92	90 1/2	98	90 1/2	95 1/2	90
Canada Cement, pfd.	100	1,733,500	1 p.c.	last div. Oct. 1914	91	81	84	84	100	91	41 1/2	40
Can. Converters	100	3,000,000	1 1/2	J. A. J. O.	97	101	100	97	97	97	97 1/2	96
Can. Con. Rubber	100	2,805,500	1 1/2	J. O. 1913, J. 1917	88	24	40	25	70	37	56	48 1/2
Do., pfd.	100	3,000,000	1 1/2	J. A. J. O.	92	70 1/2	77	71	82 1/2	75	80	75
Can. Cottons	100	2,715,500	1 1/2	Qly. May	248	65	227	175	205	150	150	84
Do., pfd.	100	2,715,500	1 1/2	F. M. A. N.	91	91	182	91	125 1/2	108 1/2	114 1/2	100
Can. Gen. Electric	100	8,000,000	1 1/2	J. A. J. O.	53	53	64 1/2	38	67 1/2	51	60	52 1/2
Can. Locomotive	100	2,000,000	1 1/2	J. A. J. O.	86	86	82	78	85	15 1/2	89 1/2	87
Do., pfd.	100	1,500,000	1 1/2	18	10	10	10	45	20	45	39 1/2	29 1/2
Canada Steamships	100	5,745,000	1 1/2	15	5	41 1/2	14	38 1/2	14	38 1/2	35	35
Do., Voting Trust	100	6,255,000	1 1/2	May qly.	75 1/2	59 1/2	76	59	95 1/2	70	93 1/2	75 1/2
Do., pfd.	100	13,500,000	1 1/2	15th F. M. A. N.	76	76	76	59	95 1/2	70	93 1/2	75 1/2
Civic Power	100	63,896,100	2 1/2	Jan. 1917	1.95	1.00	1.00	.32	45 1/2	28 1/2	35 1/2	25
Com. M. & Smel. 1916	25	10,534,750	2 1/2	last div. Apr. 1914	48	28	34 1/2	31	20	11	23	20
Crown Reserve	1	1,999,957	100	last div. Apr. 1915	92	85 1/2	92	85 1/2	92	85 1/2	92	85 1/2
Dom. Cannery	100	2,752,200	100	M. J. S. D.	62	73	73	62	128 1/2	69 1/2	128	104 1/2
Do., pfd.	100	2,752,200	100	F. M. A. N.	122 1/2	197	287	107	160	170	125	125
Detroit United Railway	100	12,500,000	3 1/2	Apr. Oct.	106	97 1/2	96	78	105	92	95	64 1/2
Dominion Bridge	100	6,500,000	3 1/2	A. J. A. J. O.	141 1/2	157 1/2	96	73	105	92	95	64 1/2
Dom. Coal, pfd.	100	3,000,000	3 1/2	J. A. J. O. 1915	125	120	52 1/2	20	82	42	71 1/2	52
Dom. Iron and Steel, pfd.	100	5,000,000	1	J. A. J. O.	64	77	64	60 1/2	74	60	60	70 1/2
Dominion Park	100	400,000	1	J. A. J. O.	105	107	107	105	100 1/2	105	99 1/2	99 1/2
Dominion Textile	100	5,000,000	1 1/2	last div. July, 1915	27 1/2	25	25	25	43 1/2	41	41	41
Dom. Textile, pfd.	100	1,925,975	1 1/2	last div. July, 1914	82	75	75	75	26	26	26	26
Duluth Superior	100	3,500,000	100	J. A. J. O.	169	169	169	169	169	169	169	169
Goodwins	100	1,750,000	100	J. A. J. O.	19.25	15.25	23.00	22.50	30.25	25.25	25	25
Goodwins, pfd.	100	1,250,000	100	J. A. J. O.	68 1/2	60	60	60	14 1/2	44	75	65
Hallfax Electric	100	1,400,000	100	F. M. A. N.	95	95	95	95	95	95	95	95
Hollinger	5	3,000,000	100	M. J. S. D.	135	127	120	128	115	115	115	115
Howard Smith	100	823,500	100	M. J. S. D.	150	115	120	120	176	176	196	120
Do., pfd.	100	475,000	100	J. A. J. O.	193 1/2	160	160	140	140	140	140	140
Illinois Traction	100	12,252,000	100	J. A. J. O.	70	65	70	65	122	96 1/2	144 1/2	96
Do., pfd.	100	7,135,500	100	J. A. J. O.	56	50	56	51	63	50	58 1/2	49
Lake Woods Mill	100	2,100,000	100	M. J. S. D.	103	97 1/2	99 1/2	99	102	99	102	100
Do., pfd.	100	1,500,000	100	F. M. A. N.	175	175	175	175	165	165	165	162 1/2
Laurentide	100	9,000,000	100	M. J. S. D.	140	134	140	136	135	135	135	115
Loyal Construction	100	1,750,000	100	J. A. J. O.	83	75	81 1/2	75	200	180	180	180
Mackay Co.	100	41,380,400	2 1/2	April, October	49 1/2	49 1/2	49 1/2	49 1/2	75	75	77	72
Do., pfd.	100	50,000,000	1	half-yearly	95	95	107 1/2	45 1/2	154 1/2	92	126	77 1/2
Maple Leaf Milling	100	2,500,000	1 1/2	J. A. J. O. 1914	120	110	125	110	115	110	112	105
Do., pfd.	100	2,500,000	1 1/2	J. A. J. O.	8	5.97	7.53	5.50	8.75	8.00	150	137
Mont. Loan and Mtg.	25	600,000	1 1/2 plus 25c	J. A. J. O.	123	107	144	107	152	128	150	137
Montreal Telegraph	40	2,000,000	1 1/2 plus 15c	M. J. S. D.	117	111 1/2	116 1/2	113	116	112	114	110
Montreal Tramway	100	4,000,000	1 1/2	Feb. 1914	74 1/2	72 1/2	74 1/2	72 1/2	80	78	84	78
Do., Tram cars	100	16,000,000	2 1/2	J. A. J. O.	171 1/2	139 1/2	123	120	120	93	95	69 1/2
National Breweries	100	2,254,300	3 1/2	F. M. A. N.	48	48	63	49	78	59 1/2	73	64
Do., pfd.	100	2,775,000	3 1/2	F. M. A. N.	78	78	82 1/2	82	86	82	82	80
N. S. Steel & Coal	100	7,500,000	1 1/2	last div. Oct. 1914	70	48	38	38	52	35	35	32
Do., pfd.	100	1,030,000	1 1/2	Initial Sept., 1916	60	50	60	50	131	80	120	115
Nipissing Mines	5	6,000,000	1 1/2	F. M. A. N.	18 1/2	10	20	9 1/2	45	13 1/2	35	14 1/2
Ogilvie Flour	100	2,500,000	100	M. J. S. D.	117	111 1/2	116 1/2	113	116	112	114	110
Do., pfd.	100	2,000,000	100	1918	74 1/2	72 1/2	74 1/2	72 1/2	80	78	84	78
Ont. Steel Products	100	750,000	1 1/2	J. A. J. O.	171 1/2	139 1/2	123	120	120	93	95	69 1/2
Ottawa Power	100	3,481,400	1 plus 1	F. M. A. N.	48	48	63	49	78	59 1/2	73	64
Penman's	100	2,150,600	1 1/2	F. M. A. N.	78	78	82 1/2	82	86	82	82	80
Do., pfd.	100	1,075,000	1 1/2	last div. Oct. 1914	70	48	38	38	52	35	35	32
Porto Rico Ry.	100	10,000,000	1 1/2	1916	60	50	60	50	131	80	120	115
Price Bros.	100	5,000,000	1 1/2	F. M. A. N.	18 1/2	10	20	9 1/2	45	13 1/2	35	14 1/2
Quebec Railway	100	9,099,500	1 1/2	M. J. S. D.	117	111 1/2	116 1/2	113	116	112	114	110
Riordon P. & P. com.	100	4,500,000	1 1/2	last div. Aug. 1913	74 1/2	72 1/2	74 1/2	72 1/2	80	78	84	78
Riordon P. & P. pfd.	100	1,000,000	1 1/2	last div. June, 1914	69	69	86 1/2	69	150	92 1/2	94	90
Russell Motor	100	800,000	100	J. A. J. O.	142 1/2	110	137 1/2	110	137 1/2	135	130 1/2	107
Do., pfd.	100	1,200,000	100	M. J. S. D.	60 1/2	53	65	55	59	54 1/2	59	56
Sawyer-Massey	100	1,500,000	1 1/2	D. M. J. S.	104 1/2	98	100	99	100	97 1/2	99	98
Do., pfd.	100	1,500,000	1 1/2	J. A. J. O.	20	20	45	28	57	33 1/2	55	43
Shawinigan	100	14,973,750	1 1/2	J. A. J. O.	9	9	7 1/2	3 1/2	88	34 1/2	84 1/2	80
Sherwin Williams	100	4,000,000	1 1/2	last div. July, 1913	50	31	31	31	69 1/2	25	53	47 1/2
Do., pfd.	100	3,000,000	1 1/2	carries div. Jy. 14	30	29	29	29	87 1/2	34 1/2	71 1/2	50
Smart Woods	100	1,718,600	1 plus 1/2	Jan-April, 1917	93 1/2	48	48	8 1/2	88	34 1/2	86	49 1/2
Do., pfd.	100	1,000,000	1 1/2	J. A. J. O.	108 1/2	93 1/2	93 1/2	93 1/2	107 1/2	86	100	85 1/2
Spanish River	100	1,046,500	1 1/2	J. A. J. O.	144 1/2	11	95	98 1/2	95	94	94	70 1/2
Spanish River, pfd.	100	3,000,000	1 1/2 plus 45	1 1/2 p.c. May, Inc. qly	2	2	2	2	112	74	97	80
Spanish River, pfd.	100	2,695,100	100	last div. Jan. 1916	211	189 1/2	80	97 1/2	92	81		

U. S. SHIPPING ESTIMATE.

Five million deadweight tons is the U. S. shipping board's estimate of America's 1918 output of shipping based on builders' reports that show the Government's programme of 8,246,308 tons is 18.2 per cent on its way to completion.

The forecast is a minimum estimate with a labor shift figured. Every effort will be made to put on two and four shifts in yards throughout the country, with the task of designing models out of the way, the whole problem now, according to shipping board officials, is that of obtaining labor and materials.

The reports disclose that the wooden programme is 9 per cent under way, the requisitioned steel ships 39 per cent, the composite ships, 20 per cent, and the contract steel ships 4 per cent on their way to completion.

C. P. R. BUILDS 10,000 BOX CARS HERE.

During the year the C. P. R. built over 10,000 box cars at the Angus Shops, not to speak of those it ordered from outside. Even with this the company could do with more cars. The business has simply quadrupled since the Government undertook to supply the Mother Country with foodstuffs and munitions. This made tremendous demands upon the cars — demands which could not be met in their entirety. There was no equipment to be obtained from outside — or none worth mentioning. The Canadian companies are thus driven to efforts to make better use of the cars at their disposal; that is the genesis of the Canadian railway war board — the necessity for getting every ounce of service out of the cars that could be counted on. Much has been done; and Mr. J. E. Dalrymple, vice-president of the Grand Trunk, says that the situation through the efforts of the board has been very considerably ameliorated.

COST OF MAKING IRON.

Already several conferences have been held in Washington between members of the American Iron and Steel Institute representing the producers and the Government authorities. Some interesting statistics were ready for Government use showing the outturn of the iron furnaces and steel mills in various producing sections in the U. S. during October and the cost per ton of output. The official figures were not developed, but a fair approximation of them is known. During October the steel companies who produce their own iron are credited with an outturn of 2,000,000 tons. This iron was of several grades varying in cost between \$16.50 and \$37 a ton. Of the high-priced iron, however, comparatively little was turned out. Of the 2,500,000 tons 180,000 was produced at a cost below \$27, and 85 per cent of the original total fell below a production cost of \$20. The latter figure, however, compares with a cost last June of \$16.

Northern iron furnaces, apart from the steel companies, produced 800,000 tons of iron of different grades during October. Of these basic iron was the lowest grade, the cost of which was reported at a fraction above \$15. The highest grade iron made in the North came close to a production cost of \$38. Not more than 10 per cent, however, averaged over \$27.50 per ton.

The Southern producers were responsible for an outturn during October of 137,000 tons, production costs ranging between \$13 and \$31 as compared with costs in June of \$12 to \$27. Of the October production 85 per cent represented a 15-cent increase over 85 per cent of the June product, or \$19.99 per ton.

For the steel mills it is known that fully integrated plants rolled blooms, billets and slabs in October at a cost of \$30 per ton as compared with a cost in June of \$22. These are the low estimates. The high-priced steel in October ran up to \$42, as against \$33 in May. Ninety per cent of the output came close to \$37. Sheared and universal plates were produced by the same kind of plants at \$36 per ton during

SHIPPING LOSSES.

London, December 26.

The losses to British shipping show a material decrease for the past week. According to the Admiralty report to-night, eleven British merchantmen of 1,600 tons or over were sunk during this period by mine or submarine, as well as one merchantman under that tonnage and one fishing vessel.

The summary follows:

Arrivals, 2,316; sailings, 2,460.

British merchantmen sunk by mine or submarine of 1,600 tons or over, 11.

Under 1,600 tons, one.

Fishing vessels, one.

British merchantmen unsuccessfully attacked, 12, including two previously.

For the week ended December 19, seventeen British merchantmen were sunk, fourteen of them of more than 1,600 tons. In the previous week, the losses were 21, fourteen of them of more than 1,600 tons.

ITALIAN LOSSES.

Rome, December 26.

The losses to Italian shipping during the past week from submarines were three steamers of more than 1,400 tons. In the previous week, the losses were three steamers of more than 1,600 tons, two sailing vessels of more than 100 tons and one sailing vessel of less than 100 tons, 2 steamers were damaged by torpedoes and were run ashore, while one sailing vessel was damaged, but was towed into port.

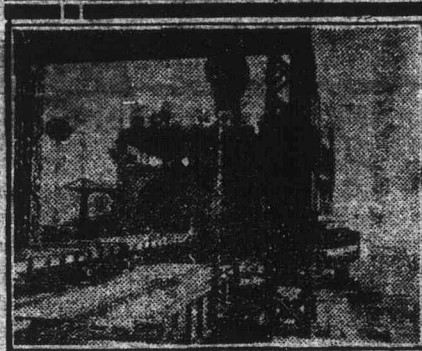
PENNSYLVANIA RAILROAD STOCK HOLDERS.

The number of Pennsylvania Railroad stockholders in October, compared with a year ago, increased 7,174 to 96,995. The average holding was 102.95 shares, an increase of 8.22 per cent.

The number of foreign holders was 1,857, a decrease of 1,635, and they held 2.13 per cent of 9,985,314 shares outstanding, a decrease of 1.58 per cent. The average holding abroad was 114 shares, an increase of 8.

In Pennsylvania there were 41,554 holders, an increase of 5,707, representing 33.81 per cent of stock outstanding; in New York, 17,723 holders, an increase of 858, representing 36.04 per cent of total stock. Women stockholders numbered 48,327, or nearly half the stockholders, an increase of 3,791, and holding 28.49 per cent of share capital.

October, which cost but \$34.50 in June. The October costs ran up as high as \$67, but 80 per cent fell under an average cost of \$49 per ton.

ALL RAIL ROUTE
to
Prince Edward Island

With the inauguration of the car ferry service between the two nearest points of land, Port Borden and Cape Tormentine, a distance of eleven miles, Prince Edward Island may virtually be said to be connected with the mainland by rail.

Heretofore freight, mails, and express have had to be unloaded from the train at Charlottetown and Summerside, transferred to the steamer, unloaded from the steamer at Pictou and Point du Chêne and reloaded on the train. It took about

four hours to load the vessel, from three to four hours to cross the Strait, and about the same time to unload. This at four points, and then only for eight months in the year.

At Port Borden a standard gauge track has been constructed alongside the Island track, so that freight can be conveniently transferred from the smaller Island cars to the larger ones operated on the Canadian Government Railways mainland lines, the latter having double the capacity. Thus there will be in actuality standard mainland freight cars loaded on the Island ready for the mainland rails. The car ferry, "Prince Edward Island," is capable of carrying twelve freight cars, which means freight will be landed from the Island on to the mainland without breaking bulk, and vice versa. In other words, a through freight service has been established between Prince Edward Island and the mainland railways. The twelve cars are capable of carrying a tonnage equal to one steamer load. The ferry is scheduled to cross the Strait in an hour, tranship its cars and be ready in less than an hour to recross the Strait again with a similar cargo. This at two points only and by a route which is confidently expected to be operated the year round.

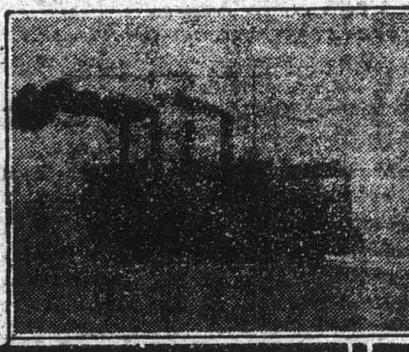
A refrigerator car service for perishable goods is to be established. Another important feature is that heavy freights, such as undressed lumber and coal which has up to the present been dependent upon sailing craft, can now be assured of through rail carriage. Special facilities are being provided for the unloading of coal shipments, and development may be expected along similar lines where commodities require special handling.

Express, mail and baggage will be transferred at Port Borden, but until the Island Railway gauge is standardized there will not be any necessity to ferry passenger cars. The "Prince Edward Island" provides a handsomely furnished first-class saloon, dining room, ladies' room, gentlemen's smoking room and second class accommodation, so that the comfort of the passengers while crossing on the ferry will be well looked after.

Under the winter passenger schedule the ferry will make one round trip a day.

The summer service contemplates two round trips of the ferry daily (Sunday excepted), which will mean that passengers from the Island will be able to arrive at Halifax much earlier in the evening, and also make connection with the two expresses, the "Ocean Limited" and the "Maritime Express," for the west. From the mainland there is to be connection with the two expresses from the west, and passengers from the east will arrive at their destinations on the Island much earlier.

So that with a passenger, mail and express daily service the year round, the saving in time and money of handling freights—one transshipment instead of four, and through one terminal instead of four, a frequent freight service with refrigerator facilities for perishable goods and without breaking bulk—the ferry making such extra trips as business warrants—rail shipments of heavy freights, connection in the open season with the two expresses for the west and the earlier arrivals on Prince Edward Island, the new route must lead to the greater development of the "Garden of the Gulf," a freer intercourse between its people and those on the mainland, and be a powerful factor in removing its feeling of isolation from the rest of the Dominion—an improvement of conditions in which Canada, and particularly Eastern Canada, will equally participate.



CUNARD LINE

PASSENGER SERVICE

BETWEEN

HALIFAX and BRISTOL

For particulars of sailings and rates apply to Local Agents or to The Robert Reford Co., Limited, General Agents, 20 Hospital Street, and 23-25 St. Sacramento Street, Montreal.

ANCHOR-LINE
DONALDSON LINE

PASSENGER SERVICE

BETWEEN

PORTLAND, ME. and GLASGOW

For information as to rates and sailings apply to Local Agents or The Robert Reford Co., Limited, General Agents, 20 Hospital Street and 23-25 St. Sacramento Street, Montreal.

DOMINION
COAL COMPANYDOMINION
and
SPRINGHILLBITUMINOUS
STEAM and
GAS COALSGENERAL SALES OFFICE
112 ST. JAMES ST. MONTREAL

COMMODITY MARKETS

Week's Wholesale Review

Bradstreet's Montreal Weekly Trade Report for December 29th, 1917, reads:—There has been very little activity in our wholesale trade during the past week. The retail trade, however, have done an enormous business, notwithstanding the prevailing high prices, on almost all articles offered for sale.

The new regulations regarding the liquor traffic in Canada was a heavy blow to the wholesale liquor and grocery houses. The Government passed an Order-in-Council prohibiting the importation of spirituous liquors from now until the end of the war, and twelve months thereafter. Dealers who have any stock on hand are given up to April next to dispose of same, but it is reported that there is not sufficient stock on hand to last till that time. Those who had any stock on hand immediately advanced their prices several dollars per dozen as to brand. It looks as if the Province of Quebec will soon be as "dry" as the other Provinces in the Dominion. It is also stated that the manufacture of liquor will also be prohibited here on and after a certain date to be named later. The express companies will also feel the brunt of this new order, as they did an enormous business with the different liquor houses.

There has been quite a reduction in the supplies of storage eggs and prices are firmer at an advance of fully one cent per dozen.

There has been no falling off in remittances, but city collections have been rather slow.

COUNTRY PRODUCE.

BUTTER.

Total receipts of butter for the past week are 238 packages smaller than for the corresponding week in 1916, while the season's receipts to date show a falling off of 146,773 packages, being 344,396, against 491,169 a year ago. The tone of the local market for the finest creamery continues strong, with no changes in prices. The sale of oleomargarine at 30c to 32c created a weak undertone on the market for the lower grades of butter.

We quote wholesale prices as follows:

Finest Sept. and Oct. creamery	0.45	0.45½
Fine Sept. and Oct. creamery	0.44	0.44½
Current receipts, creamery	0.43	0.43½
Finest dairy	0.38	0.39
Lower Grades	0.36	0.37

CHEESE.

Prices remain firm and all receipts of cheese are readily absorbed.

Commission is paying the following prices:

No. 1 cheese	21¼c
No. 2 cheese	21¼c
No. 3 cheese	20¾c

EGGS.

Receipts of eggs for the week totalled 2,366 cases against 899 for the corresponding week in 1916. Since May 1, the total receipts amounted to 300,407, as compared with 625,725 for the same season a year ago. Supplies on hand are very small and although short receipts have been somewhat counteracted by a decrease in exports the demand is hard to meet, and high prices are the result. New laid-eggs from country stores are not arriving freely, and are quoted at 60c, 65c and 70c. Many firms are quoting fall fresh eggs as their best quality at 52c to 54c per dozen.

We quote current prices as follows:

Strictly new laid eggs	0.65	0.70
Fresh eggs	0.55	0.60
Fall fresh eggs	0.52	0.54
Selected cold storage	0.46	
No. 1 cold storage	0.42	
No. 2 cold storage	0.38	0.39

POULTRY.

Turkeys are scarce, but geese and ducks are being bought in place of them. The demand for poultry continues brisk.

We quote prices as follows:

Turkeys, per lb.	0.34	0.35
Chickens, per lb.	0.25	0.28
Fowl, per lb.	0.21	0.23
Ducks, per lb.	0.26	0.27
Geese, per lb.	0.22	0.23
Live chickens, per lb.	0.18	0.25
Live ducks, per lb.	0.24	0.25
Live geese, per lb.	0.20	0.21

POTATOES.

The better quality potatoes have again advanced in price, and are now generally quoted at \$2.25 per bag of 90 lbs., not including bags, for Green Mountains, ex-store, and at \$1.90 to \$2 ex-track. There is a better demand for Ontario whites at \$1.95 to \$2.05 ex-store, and for Island Reds at \$1.90 per 80-lb. bag, not including bags. The continued cold weather is cutting down the supplies of sound potatoes as the arrivals are to a large degree touched by frost.

BEANS.

The market is quiet, and high prices continue to rule.

We quote prices as follows:

Can. 3-lb. pickers	8.00	8.25
Yellow eye beans	7.00	7.25
Can. 5-lb. pickers	7.50	7.75

HONEY.

The market continues quiet, and unchanged.

We quote prices as follows:

No. 1 White clover, in comb	21c.	to	22c.
No. 2 white clover, in comb	19c.	to	20c.
No. 1 brown clover, in comb	09c.	to	19c.
No. 2 brown clover, in comb	00c.	to	17c.
White extracted, in 30-lb. pails	17c.	to	18c.

LOCAL FLOUR.

There were no developments on the local flour market, as millers are short of supplies and the railroad situation is fairly impossible, they are not seeking orders.

MILLFEED.

The demand for millfeed is brisk but owing to the difficulty of getting supplies trade has not been active. Prices remain firm.

ROLLED OATS.

The demand for rolled oats continues to increase, but owing to the difficulty of getting supplies, millers have many unfilled orders. A good trade is passing, however.

We quote current prices as follows:

Flour:	per barrel.
First patents	11.60
Second patents	11.10
Strong clears	10.90
Cereals:	
Rolled oats, 90 lb. bag	5.30
Feed:	per ton.
Bran	35.00
Shorts	40.00
Middlings	48.00
Moullie, pure grain grades	61.00
Moullie, mixed	58.00

LOCAL GRAIN.

The grain trade has been very quiet during the holiday season. The undertone is unsteady and there is a feeling that prices have gone too high.

Fluctuations in grain on Saturday at Winnipeg were:—

Oats:	per bushel.
No. 2 C. W.	0.85%
Do., No. 3 C. W.	0.81%
Do., Extra No. 1 feed	0.81%
Do., No. 2 feed	0.75%
Barley:	
No. 3 C. W.	1.38
No. 4 C. W.	1.33
Rejected and Feed	1.17
Flax:	
No. 1 N.W.C.	3.18½
No. 2 C.W.	3.15
No. 3 C.W.	2.98
Rye	1.75

RECEIPTS OF GRAIN AND FLOUR.

The receipts of grain and flour in Montreal for the week ending December 29th, were:

Wheat, bushels	184,463
Oats	94,996
Barley, bushels	30,898
Buckwheat	
Peas	
Flax	

Flour, sacks	17,782
Meal	
Hay, bales	28,431
Straw, bales	35,337

RECEIPTS OF GRAIN IN WINNIPEG.

The receipts of grain in Winnipeg for the week ending December 28th, and the week previous were:

	W'k end. W'k end. date	
	Dec. 20.	Dec. 28. last y'r.
No. 1 Hard	4	9
No. 1 Northern	1,209	880
No. 2 Northern	544	401
No. 3 Northern	359	257
No. 4 Wheat	151	100
No. 5 Wheat	101	56
No. 6 Wheat	74	34
Feed Wheat	16	17
Rejected	64	55
No. Grade	90	75
Winter	3	8
Special		
Totals	2,619	1,956
Oats	662	512
Barley	188	160
Flax	130	98

SUGAR LOWER.

The Canada Sugar Refinery has reduced the price of sugar 30 cents per hundred pounds, and is now quoting on a basis of \$8.50 per cental for extra granulated in bags. This price compares with \$9 for the Acadia and the St. Lawrence, and 8.90 for the Atlantic.

Sugar quotations are as follows:

Extra granulated, bags 100 lbs.	\$8.80
Do., gunnies, 5-20's	8.05
Do., gunnies, 5-25's	
Do., gunnies, 10-10's	9.00
Do., cartons, 20-5's	
Do., cartons, 50-2's	9.10
No. 1 yellow, bags, 100 lbs.	8.40
No. 2 yellow, bags, 100 lbs.	8.30
No. 3 yellow, bags, 100 lbs.	8.20
Extra ground, barrels	9.00
Do., boxes, 50 lbs.	9.20
Do., boxes, 25 lbs.	9.40
Do., cartons, 50-1 lbs.	
Do., cartons, 20-1 lbs.	
Powdered, barrels	8.90
Do., boxes, 50 lbs.	9.10
Do., boxes, 25 lbs.	9.20
Do., cartons, 50-2 lbs.	
Do., cartons, 25-2 lbs.	
Tea blocks and assorted tea cubes, 1-2 brls. and boxes, 100 lbs.	9.50
Do., boxes, 50 lbs.	9.60
Do., boxes, 25 lbs.	9.80

Other refiners are quoting \$9.00 for extra granulated.

MANITOBA DAIRY OUTPUT.

During this year more than 7,500,000 pounds of creamery butter have been produced in Manitoba. This represents an increase of 951,846 over last year's output.

Cheese shows an increase of 213,159 pounds over last year, or a total of 1,093,887 pounds for 1917.

There was some decrease in dairy butter-making but the increased value of dairy products due to the increased output of creamery butter and cheese and the higher prices obtained, amounts to \$1,412,016. The total returns for the province from butter and cheese exceed \$4,700,000.

The increase in creamery butter-making has been general all over the province, but most notable between Lakes Winnipeg and Manitoba. During the year ninety carloads, or 2,000,000 pounds of butter have been exported. If this is compared with 1912 when fifty-five carloads of butter had to be imported into Manitoba to supply local needs, some idea of the progress of the dairy industry in the province is shown.

Empire Cotton Mills Welland, Ontario Limited

Manufacturers of

Textiles, Sail Duck, Bag Cloths

and

Seamless Bags

Write for Quotations

EGGS AND POULTRY.

Review of the Situation from Dominion Department of Agriculture.

December 26, 1917.

There is no evidence in the reports coming from country points in Ontario and the Maritime Provinces of any increase in production of eggs. Many of those arriving are stale held stock which are not wanted as they are not as good as the average cold storage stock. For really new laid specials the demand is very keen. On the farmers' markets, Toronto, Saturday 85c and 90c was the retail price. The middle West reports slight increase in new laid due to favorable weather conditions. British Columbia shows decided increase in pullets, and nearby United States points are shipping to Vancouver.

The storage situation is gradually clearing up throughout the East and West. Many of the smaller holders of stocks have sold out during the past week. One dealer reports he sold a few hundred cases he was carrying west of Toronto at 43c f.o.b. There has been no advance in prices, but there is a much firmer undertone. Toronto continues to be higher than Montreal.

The United States markets are about steady at the recent advance in storage, but apparently the edge is off for the present. Consumption is said to be extremely good and a favorable warehouse report is anticipated for the first of the year. The sentiment in the trade will be greatly influenced by weather conditions as the season advances. On the present basis of cost at Chicago storage eggs cannot be laid down here under 43c.

EXPORT.—EGGS.

A few eggs are still moving for export via St. John and Portland, some on previous contracts and others on consignment. The British market is reported to be improving, and it is expected by those shipping on consignment that when they reach the other side the market there will be still better. The latest quotation from Great Britain was around 23s per long hundred. On this basis it is figured they would net the shipper about 43c.

It is not likely many more will go forward this season as stocks in Canada are now reaching a point where home consumption will require what is left.

POULTRY.

The Christmas poultry market has been good. Very little if any stock will be carried over the holidays. This is a marked contrast with last year, when large blocks went into the freezers rather than take losses on original cost. Prices are exceptionally good. Turkeys were jobbing this week (Monday) at Toronto at 40c. Receipts of turkeys were very light, but other varieties were heavy. One dealer reported he had bought some of last year's frozen turkeys to meet the demand which he was unable to fill with fresh killed birds.

A Western Ontario shipper who shipped live birds to Buffalo reports receiving the following prices net:

	Live.
Chickens	22c to 26c
Fowl	19c to 20c
Cocks	18c

Ducks	25c
Geese	23c
Turkeys	30c

Another Western Ontario shipper who shipped to Toronto reports having received the following prices net:—

	Live.	Dressed.
Chickens	17c	25c
Fowl	15c	22c
Geese	24c	
Cocks	11c	18c to 20c
Turkeys		35c
Ducks	17c	27c

Reports from Buffalo this morning say that the market is practically cleaned up. No export business is passing.

EGG PRICES IN GREAT BRITAIN.

	Dec. 3, 1917.	Dec. 4, 1916.
Irish	33s to 35s	31s to 33s
Danish	34s to 36s	34s to 36s
Do. Pickled	26s to 28s	...
American	25s to 26s	21s to 22s
Canadian	...	23s to 24s
Do. re-packed	27s to 28s	...
Chinese	...	x17s to 20s
x Repacked and candled.		

UNITED STATES GOVERNMENT REPORT ON POULTRY STOCKS.

	Nov. 1, 1917.	Dec. 1, 1917.
	Lbs.	Lbs.
Broilers	4,892,364	5,725,862
Roasters	4,933,848	3,307,369
Fowls	3,158,204	6,703,811
Turkeys	6,399,075	2,019,048
Miscellaneous	8,104,946	7,816,416
Total	27,488,437	30,572,506

U. S. FOOD ADMINISTRATION RULING ON DISPOSAL OF STORAGE STOCKS OF POULTRY.

This ruling was made to allay uncertainty among packers as to the future policy of the Food Administration in regard to the handling of goods stored during the past summer and fall and to be stored in future:

The Administration has ruled that packers may store turkeys as usual without interference as to prices paid, or quantity put in the warehouses, provided 40 per cent shall be put on the markets before June 1st, 30 per cent between June 1st and August 31st, and the remaining 30 per cent before December 31st.

Broiling chickens stored during the past summer and fall must be marketed 50 per cent before June 1st next, and the balance before September 1st.

Other chickens stored since last summer and to be stored later must be marketed 50 per cent before May 1st, 25 per cent between May 1st and August 31st, and 25 per cent between September 1st and November 30th.

Old roosters, ducks and geese must be marketed 50 per cent, within six months of the date of storage, and the balance within 12 months.

Dealers will be permitted to store poultry for their reasonable future requirements under the same restrictions affecting the time of marketing.

NEW YORK STORAGE EGG STOCKS DEC. 19th.

The United States Bureau of Markets reports a reduction of about 42,000 cases of eggs in the holdings in New York warehouses during Monday, Tuesday and Wednesday (December 17, 18, 19), Saturday December 15th stocks on hand 418,732 cases, Wednesday night, December 19th, 376,727 cases.

ANILINE DYES AND U. S. SHIPPING.

The new classification used since the beginning of the current fiscal year by the United States Bureau of Foreign and Domestic Commerce, in its monthly statement of domestic exports, shows separately for the first time the item of aniline dyes. For the month of July the shipments of American-made aniline dyes from the United States to foreign countries amounted in value to \$497,106.

Of all the industries created or developed as a direct result of war conditions, none has shown more rapid progress than American dyestuffs. From only seven establishments, in which 528 people were engaged in producing 6,619,729 pounds of coal-tar colors, valued at \$1,126,699 in 1914, the industry has developed until now it not only supplies the domestic demand for colors, but has even invaded the foreign market in European neutral and allied countries, Canada, Mexico, Argentina, Brazil, British India and Japan, as the following table discloses:

	— July —	
	1916.	1917.
Dyes and dyestuffs	\$687,555	.....
Aniline dyes	.....	\$497,106
Logwood extract	.....	205,024
All other	.....	576,579
Total	\$687,555	\$1,278,709

Exported to—

France	\$ 30,139	\$203,691
Italy	29,662	66,854
Russia in Europe	56,876	.....
Spain	22,931	100,170
United Kingdom	128,758	363,527
Canada	138,442	80,551
Mexico	2,689	34,720
Argentina	22,696	43,610
Brazil	30,820	152,414
British India	.....	117,608
Japan	27,924	36,156
Other countries	200,518	79,939

No other article of commerce more vitally affects a greater number of industries than do coal-tar dyes, and very few articles rival them in complexity of manufacture. At the outbreak of the war the difficulties in the way of providing adequate domestic supplies seemed insurmountable; yet in the short space of three years scores of plants covering many acres of ground have been erected; numerous by-product coke ovens have been equipped to furnish the necessary raw materials; thousands of workmen have been trained; special machinery has been designed, built and installed; hundreds of chemists and chemical engineers have given their entire time to the unfamiliar work connected with color production; experimental research has been inaugurated for perfecting processes and machinery and the possible discovery of new colors; organization, consolidations and alliances have been effected within the industry to further increase output at decreased cost, and it is understood in the trade that plans are now under way for entering foreign markets on a large scale.

SHIPBUILDING IN CANADA.

(Continued from page 18.)

British troops make further advances in Palestine.	
L. E. Graham, Port Greville, N. S., 1 schooner, wood	360
Robar Brothers, Bridgewater, N. S., 1 schooner, wood	130
W. R. and C. A. Huntley, Parrboro, N. S., 2 schooners, wood	650
Wagstaff and Hatfield, Port Greville, N. S., 1 schooner	400
G. M. Cochrane, Fox River, N. S., 2 schooners, wood	850
T. K. Bentley, Advocate Harbor, N. S., 1 schooner, wood	449
Southern Salvage Co., Liverpool, N. S., 1 schooner, wood	150
W. K. McKean Co., Liverpool, N.S., 1 schooner, wood	400
Albert Parsons, Walton, N. S., 1 schooner, wood	400
W. C. McKay and Son, Shelburne, N. S., 3 schooners, wood	480
J. Ernst and Son, Mahone Bay, N. S., 1 schooner, wood	520
Smith and Rhuland, Lunenburg, N. S., 2 schooners, wood	225
Lewis Hardwood Co., Lewiston, N. S., 1 schooner, wood	670
J. A. Balcolm and Co., Margaretsville, N. S., 1 schooner, wood	409
Shelburne Shipbuilders, Ltd., Shelburne, N. S., 1 schooner, wood	350
Robert Rutledge, Sheet Harbour, N. S., 1 schooner, wood	300
J. W. Raymond, Port Maitland, N. S., 1 schooner, wood	375
Quebec Shipbuilding and Repair Company, St. Laurent, Que., 2 schooners, wood	2,600

The consumption of cane sugar in Canada has been reduced as a result of the measures taken by the Food Controller to control the trade and his appeals to the public to economise. Information has been received showing co-operation of many women's organizations and other bodies with the Food Controller in promoting such conservation.

A FAIR DISTRIBUTION OF FUEL.

Ottawa, December 28.

With the object of ensuring a fair distribution of coal amongst consumers, Mr. C. A. McGrath, Dominion Fuel Controller, has written to the mayors of all cities and towns throughout the Dominion, suggesting the appointment of an official to look after the interests of those who have been refused coal by dealers.

"I would suggest," says Mr. McGrath in his letter, "that you should appoint some one in your municipality, preferably one of your civic officials, whose business it will be to look into every application for coal by any householder which is refused by dealers, and if it appears to be a case of actual need and your officer is aware that there is enough available in the store of coal in the hands of any such dealers, such dealer shall forthwith be ordered to meet such emergency, irrespective of whether the applicant in question is a regular customer or not.

"This is a time when 'team work' is absolutely essential, and I am in hopes that if the situation is put squarely before the dealers in your town, they will be willing voluntarily to co-operate with you in order to relieve any such cases of emergency that may arise. I shall be obliged if you will indicate the name of any dealer who shows a disposition to disregard the public interest, and I will communicate with him direct from here."

WORLD'S WHEAT OUTPUT.

A cablegram from the International Institute of Agriculture gives the following estimates for 1917 crops:

Total production of wheat in Denmark, Spain, France, England, Ireland, Italy, Norway, Holland, Switzerland, Canada, United States, India, Japan, Algeria, Egypt and Tunis, is 1,864,124,000 bushels or 96.1 per cent of the production of the same countries in 1916, a decrease of 75,000,000, and 85.1 per cent of their average production during the five years 1911-15, a decrease of 325,000,000.

Production of rye in Denmark, Spain, France, Ireland, Italy, Norway, Holland, Sweden, Canada, and the United States is 160,306,000 bushels or 96.2 per cent of last year, a decrease of 7,000,000 and 91.7 per cent of the five years' average; a decrease of over 6,000,000.

Production of barley in the same countries, as for rye plus Great Britain, Japan, Algeria and Tunis is 610,699,000 bushels, or 100.1 per cent of last year and 95.9 per cent of the five years' average, a decrease of 27,000,000.

Production of oats in the same countries as for barley minus Japan and Egypt is 2,570,939,000 bushels or 112.1 per cent of last year, an increase of 275,000,000 and 113.4 per cent of the five years' average, an increase of 300,000,000.

Production of potatoes in England and Wales, Ireland, Italy, Luxembourg, Norway, Holland, Sweden, Switzerland, Canada, United States and Japan is 1,118,669,000 bushels, or 136.4 per cent of last year, an increase of 298,000,000 and 114.8 per cent of the five years' average, an increase of 143,000,000.

TO PREVENT DELAY IN UNLOADING CARS.

Ottawa, December 28.

An order-in-council has been passed, upon the recommendation of the Food Controller, to prevent unnecessary delay in the unloading or re-shipment of food or food products in freight cars. It provides that no freight car containing such products shall be allowed to remain under load at its destination for more than four days after notice of its arrival has been given by the railway company to the consignee. When any such car is detained for a longer period the railway company is required to notify the Food Controller.

Similarly, the Food Controller must be notified if any freight car containing food is held at any railway point for a furtherance order for more than one day after the arrival of the car.

If a car remains under load at its destination for more than four days, or has been held more than one day for a furtherance order, the Food Controller is authorized to give written notice requiring the unloading or issuance of a further order within two days. At the expiration of this period the food, if not unloaded or re-shipped, will be sold by the Food Controller.

The Food Controller is also authorized to forbid the acceptance by the railway companies, without his written permission, of food from any shipper whose goods have been seized and sold. For failure to comply with the provisions of the order a penalty is provided of a fine of up to \$50, or imprisonment

THE U.S. FOOTWEAR TRADE.

According to the report of R. G. Dun & Co., the boot and shoe market almost throughout the entire year 1917 was featured by the enormous purchases by the United States Government, with contracts placed estimated to have involved close to 28,000,000 pairs. Civilian trade, however, was irregular and men's lines were the first to feel the effects of the inactivity that characterized the situation following this nation's participation in the war, while later on the general wave of economy caused a material slackening in the demand for about everything. Salesmen found on their trips that it was extremely difficult to obtain orders for the higher-priced footwear, and as the year progressed business was confined mainly to the medium and lower-cost goods.

WAR HITS SPAIN'S RAISIN INDUSTRY.

According to the Spanish customs statistics, the exports of raisins from Spain during 1916 were 19,092 tons. Malaga's share of this was 8,893 metric tons, of which 2,875 tons went to France, 2,080 to Great Britain, 1,316 to Denmark, 523 to the United States, 508 to Cuba, 312 to Argentina, 282 to Italy, 239 to Holland, 238 to Sweden and 206 to Norway.

The raisin industry has declined greatly in comparison with what it was in the middle of the last century. One cause of this decrease was the substitution of fresh fruits for raisins as means of transportation improved, and another was the increasing cultivation of raisin grapes in other countries.

This year's raisin crop is a good one in both quality and quantity. There are said to be about 1,200,000 boxes available. Prices are ruling fairly high notwithstanding import restrictions in some of the belligerent countries and difficulties in shipping. The level of prices has been maintained chiefly because of the abnormal condition of exchange.

Shipments to Great Britain and France—which countries have hitherto been the largest markets—have been practically stopped by British import prohibitions and the difficulty of obtaining French permits. This means that the growers have 75 per cent of the crop left on their hands; but holders of fruit are looking forward to purchases for account of the British army.

For a term not exceeding six months, or both fine and imprisonment.

ARGENTINA
CHILE

Established 1891

URUGUAY
PARAGUAY**The Review of the River Plate**

ALL ABOUT

ARGENTINA*Its Wonderful Resources and Possibilities*

B. MITRE 427

PUBLISHED IN BUENOS AIRES

BUENOS AIRES

AGENTS:

LONDON

A. C. WOOLMER, 24 COLLEGE STREET, LONDON, E. C. WALTER WM. CHAPMAN, MOWBRAY HOUSE, NORFOLK STREET, STRAND, LONDON, (Agent for Breeders' advertisements).

NEW YORK

DONNELL AND PALMER, WHITEHALL BUILDING, 17 BATTERY PLACE, (Sole representatives for the U. S. of America).

ROSARIO.

BARNES & GROSS, GENERAL MITRE 665 ROSARIO.

MONTEVIDEO.

COATES & CO., SARANDI 469, MONTEVIDEO.

TERMS OF SUBSCRIPTION (POST FREE).

ARGENTINA (12 months)	\$20 m/n.
ELSEWHERE (12 months)	\$24 m/n.

ALL ORDERS TO BE ACCOMPANIED BY SUBSCRIPTIONS, WHICH ARE PAYABLE IN ADVANCE.

*European and North American Advertisers and Subscribers are requested to address their communications to the respective agents in London and New York.