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SINKING OF MANCHESTER COMMERCE

Rate for Atlantic Voyages Jumped From Ten to Twenty Shillings on Receipt of News of Disaster.

London, October 30 .- A notice posted at Lloyd's, which caused considerable excitement, was to the effect that the coast guards at Malin Head on the north coast of Ireland, saw an unidentified battleship torn Avonmouth and Liverpool. and sunk by what was supposed to be a

There was apprehension at Lloyds vesterday when the news came of the sinking of the Manchester the Dominion on December 26, and the Georgic on , which vessel was on her way to Montreal struck a mine off Tory Island, not far from Malin Head. The premium on North Atlantic res had not been above ten shillings, but immediately that this report was forthcoming it jumped twenty shillings, and it hung at that point. The rwriters were also disturbed by the report that the Emden had sunk the Japanese passenger ship Kamasaka, Maru.

The opinion was expressed in shipping circles to day that the presence of the mine field in the direct route of the Atlantic liners from Liverpool and the Clyde to Canada and New York, the Germans were seeking to play havoc with the Canadian transports

PUBLICATION OF SHIP MANIFESTS.

New York, October 30 .- As a result of Secretary order prohibiting the publication of ship manifests, hundreds of merchants, who have relied on publication of manifests and other custom house export information, are reported to be protesting the ion on the ground that it was discriminatory inas much as it cut off all information of exports to parts of the world including South America and China not olved in the question of contraband trade.

The Charter Market

New York, October 30.—The full cargo steamer nes decidedly firm, and a good demand subject with a discussion of the 17-inch guns used subject with a discussion of the 17-inch guns used subject with a discussion of the 17-inch guns used by the Germans in Belgium, the existence of which, the said he doubted, its to protect important harbors from a direct attack by a hostile fleet. This has South America and West India trades continue light. boats were closed for general cargo oil freights in all directions are scarce. Rates con-tique strong, with higher tendencies, and in a few cases advances were paid.

period of six weeks on time charter at \$125 per day to a moving picture company and another was clos-ed for a cargo of lumber from Ingramport to the

is no noticeable improvement in the genera demand for sailing vessels, and rates remain abou quoted for some time past. There was a rumor in the market that a steamer had been closed for a cargo of cotton from the Gulf to Bremen, but no contion could be had of same

-Norwegian steamer Stigstad, 28. 000 quarters, from Baltimore to Norway, 5s 14d

Norwegian steamer Aagot, 25,000 quarters, same.

is \$8. to Buenos Ayres, November, tons, from New York to Australia and New Zealand,

rith general cargo, p.t., November. British steamer English Monarch, 3,207 tons, same British steamer St. Ursula, 3,816 tons, sar steamer Greyfevale, — tons, same, steamer Elswick Lodge, 2,300 tons, fro

w York to French Atlantic ports on time basis

Norwegian bark Glenora, 700 tons, time charter six weeks, \$125 per day, prompt.

"I like this quaint little mountain village of yours, alter. I suppose I can get plenty of oxygen here."
"No, sir; we've got local option."—Pittsburg Post. \$2,532,545. Net profit \$18,873.



JAMES CARRUTHERS

of the Canada Steamship Lines, whi furing the past season, it is said, did a much bette usiness than had been generally expected.

LINE REARRANGES SCHEDULE

Will Take Advantage of Opportunities Even in Face of Handicap Imposed by Commandeer ing of Vessels.

In order to meet the unprecedented opportunity of fered in the Canadian trade by the requisitioning by he Imperial Government of so many ocean liners belonging to companies operating between Canada and the United Kingdom, the White Star-Dominion line age 30th. has re-arranged its whole schedule of services so as to permit of the entrance into the trade of a numof large passenger and freight vessels, some of morning.) which have not hitherto been seen in the harbor of Montreal. Some such adjustment was felt to be freight. imperatively necessary by shippers in the port and importers throughout the country, so as to maintain to as great an extent as possible the condition of affairs aimed at in the motto: "Business as

The White Star-Dominion line has also had two essels requisitioned by the British Imperial Govment the Laurentic and the Canada, in addition o the Teutonic, which was taken over before. Its passenger service will be maintained, however, and ts freight fleet greatly increased. The Megantic will still sail, as announced, on November 7, but the Zeeland will take the sailing from here on November 14. The two freight boats, the Georgic on November 25 and the Englishman on November 28, will also help out the service to Liverpool.

In the Avonmouth service, the Manxman utilized, sailing on November 7, and the Georgic, noon). which in its sailing on November 25 goes both to

In the Christmas sailings from Portland and Halifax, the Arabic will sail from Portland on December 1, the Vaderland on December 5, the Zeeland on December 12. The freight boats, Cevic on December 19, January 2, are also in the Liverpool service. In the Portland-Avonmouth service, the Manxman

will sail on December 19 and the Englishman on January 9.

The Zeeland and Vaderland are not well known in the Canadian trade, but in New York, and the district tributary to it they are well known. They carry first, second and third-class passengers, and are of approximately 12,000 tons. They are up-to-date The Zeeland was engaged in carrying a por ships. tion of the Canadian contingent from Quebec. These vessels will greatly increase the available tonner from Canadian ports.

DEATH OF ST. JOHN SHIPPING MAN. St. John, October 30 .- Mr. Robert Thomson, her

of the shipping concern, R. Thomson and Co., died at the age of seventy-five.

HARBORS ARE WELL FORTIFIED

seeman Sherley Says That Only Two in States Are Amenable to Attack From Sea.

Louisville, Ky., October 30 .- "The United States in so well fortified, with the exception of two points, where work now is in progress, that an attack from the sea probably will never be made on any of these fortifications" said Representative Swager Sherley is chairman of the House Committee on Fortifications (Exclusive Leased Wire to The Journal of Commerce.) and is campaigning in the Fifth Kentucky district, seeking re-election to the House.

"The theory upon which the fortifications have been constructed," said Mr. Sherley, who led up to the sect with a disc ission of the 17-inch guns used from a direct attack by a hostile fleet. This has been done, except at San Pedro, Cal., where emplacements for guns are being built, and at the mouth of the Chesapeake, where land has been acquired and estimates shortly will be submitted, for ed in 8.00 a.m. Kronprins Olav. Arrived down 9.45 placing sixteen-inch guns along with other armament a.m. Beaverton, 8.45 a.m. Murray Bay. that should protect that entrance."

KROONLAND TO BE RELEASED.

New York, October 30 .- The S.S. Kroonland, of the Red Star Line, with copper shipped to Naples, which was detained at Gibraltar by the British authorities will be released, according to unofficial statements in

It is understood that the Italian Government will not permit this cargo to be shipped into Germany or Austria for use by ammunition firms and this will be satisfactory to the British Government.

WILL PUT BAN ON EXPORT FIGURES

New York, October 30 .- The order of Acting Secre or Norwegian bark Formica, 1,145 tons, from tary of State Lansing to withhold all manifests for Tagona. or to Buenos Ayres. La Plata, or Rosario, thirty days will have the effect of putting a ban on copper export figures previously obtained at the

WEATHER MAP.

Cotton Belt -Clear. Temperature 36 to 64 Corn Belt.-Clear, no precipitation of importance Temperature 34 to 48.

American Northwest—Clear. Temperature 26 to 38, November 3.

adian Northwest-Partly cloudy. Temperature 32 to 46, no precipitation

EARNINGS

Shipping and Transportation

Lower Lakes and Georgian Bay- Moderate to SHP BUILDING GOING ON FAST

Valley and Upper St. Lawrence-Mild and nowery in the morning, then clearing with moder Lower St. Lawrence and Gulf—Easterly and sou

therly winds; milder and showery.

Maritime—Moderate to fresh southerly winds;
fair and mild at first, then rain before night. -Moderate westerly winds; fair and m Western Provinces-Fine and mild.

Freight Steamers.

Location of steamers at 7.15 p.m. October 29, 1914: Canadian-Montreal discharging (light Saturday Acadian-Left Montreal 6 p.m. 28th for Colborns. Hamiltonian-Down Colborne 9.40 a.m for Montre Calgarian- St. Lawrence River eastbound for

Fordonian-Left Clevland 8 p.m. 28th for Port Ar

D. A. Gordon-Down Soo 7 p.m. 28th. Glenellah-Montreal discharging (light Friday iorning.) St. Lawrence River eastbound for Mon

Dunelm-Left Montreal 10 a.m. for Canal Strathcona-St. Lawrence River eastbound for

Montreal. Donnacona-Due up Kingston for Toronto. Doric-Due up Kingston for Colbo

C. A. Jaques—Up Soo 9.30 p.m. 28th. Midland Queen—Due up Soo. A. E. Ames-(28th report wrong) starts load pack-

Rosedale-Montreal discharging Neepawah-Welland Canal, loading pipe

Wahcondah-Toronto taking coal,

Bickerdike-Montreal laid up Beaverton-Arrived Montreal 1 p.m Tagona-Leaves Fort William to-day for Montreal Kenora-Arrived Montreal 5 a.m.

Bulk Freighters. W. Grant Morden-Colborne discharging

Emperor-Colborne discharging. Midand Prince-Colborne discharging. Midland King-Leaves Fort William to-day

Martian-Fort William discharging (light Monday

Emp. Fort Wm.-Up Soo 11 p.m. 28th. Emp. Midland-Due Fort William

Arabian-Arrived Montreal 6 a.m.

Winona-Arrived Soo 11 a.m. (discharging coal.) Stadacona-Fort William discharging (light Satur day a.m.) Scottish Hero-Due Tiffin to-night

Turret Court—Up Colborne 10 a.m. for Buffalo.
Turret Crown—Left Fort William 3 p.m. 28th for

A. E. McKinstry-Arrived Montreal 5 a.m. Renvoyle-Clarke City. Saskatoon-Up Montreal 6 p.m. 28th for Colborn Mapleton-Quebec discharging. Haddington-Montreal discharging (light to-night)

Cadillac-Erie loading comes Toronto Natironco-Toronto discharging. SIGNAL SERVICE. Department of Marine and Fisheries

Montreal, October 30, 1914 Crane Island, 32—Raining north east L'Islet, 40-Raining, east. Cape Salmon, 81-Cloudy, north east Father Point, 157-Cloudy, east. In 8.30 a.m. Wa-

usta. Out 6.00 a.m. Georgetown, 7.00 a.m. Stigstad Little Metis, 175-Cloudy, east. Cape Chatte, -Cloudy, east Martin River, 260-Cloudy, east C. Magdalen, 294—Cloudy, south. Out 6.00 a.m.

Synga. 7.00 a.m. Gaspesien. Fame Point, 325-Cloudy, south west Cape Rosler, 349-Cloudy, north. West Point, 332-Cloudy, east

Heath Point, 385-Cloudy, south east Belle Isle, 734-Cloudy, north. 1 berg. Quebec to Montreal. Longue Pointe, 5-Light fog, calm. In 6.55 a, r

Vercheres, 19-Raining, north east. Sin-Mac. 7.50 a.m. Dupre and tow. Sorel, 30-Raining, north east.

Three Rivers, 71-Light rain, north east uille, 84-Raining, strong north east St. Jean, 94-Raining, strong north east. Grondines, 98-Raining, strong north east, Portneuf, 108-Raining, north east St. Nicholas, 127-Heavy rain, strong north east. Bridge, 138-Heavy raining, strong north east Quebec, 139-Heavy rain, strong north east. Arriv

West of Montreal.

Lachine,-Cloudy, west. Eastward 1.40 a.m. Storount, 3.40 a.m. City of Hamilton, 4.10 a.m. Rosemount, 7.15 a.m. Steelton, 8.20 a.m. Strathcona. Yesterday 10.30 p.m. Jones, 11.30 p.m. Calgarian. C. Landing, 33-Raining, west. Eastward, 6.40 a.m. Thyra Menier.

ops Canal, 99-Raining, south west. Eastward 6.30 a.m. Easton, 7.30 a.m. Bryon Whitaker, Yester day 11.30 p.m. Bartlett and tow, 11.45 p.m. Canobie. P. Colborne, 321—Cloudy, west. Eastward 4.50 a.m. Dwyer. Yesterday 9.40 a.m. Hamiltonian, noon Cal-2.30 p.m. Yorkton, 7.00 p.m. Keywest

P. Dalhousie, 298—Eastward 1.35 a.m. Hamiltonia 2 20 am Howe, 4.25 a.m. Calgary, S. S. Marie, 820—Eastward. Yesterday 10.15 p.n.

Donaldson Line Movements.

The Donaldson liner Lakonia sailed from Glasgov

yesterday for St. John, N.B., and the Cassandra wi also sail on October 31 for Halifax. The Torrhea will leave Glasgow on November 2 for Montreal. The Letitia sails early Saturday morning from Montreal and the Athenia will arrive in Montreal about

STEAMSHIP ARRIVALS. New York, October 30 .- The White Star liner th

Cedric will dock about 11 a.m. She was at Quarantine at 9.22 a.m.

The Cunard liner the Lusitania, incoming t had not been reported at 10 a.m.

IN BRITAIN IN SPITE OF WAR

loyd's Register for Past Quarter Shows Tonnas ceding Quarter.

What has been the effect of the war on the ilding trade? The answer to this question is the ubject of an interesting editorial in the current mber of the Shipping World which says:

Lloyd's Register sends us its customary Shipbuild-ing Returns for the quarter just ended. They come us in attenuated guise. The familiar tables are here, with their aggregate totals revealing no se sational change, but several sets of statistics ar issing—temporarily atrophied as a direct con ence of the War. The Quarterly Shipbuilding Re urns ordinarily presents a complete and authoritative survey of the progress of the industry throughout the world during the three months which the over, as well as a precise statement of the positi at the end of that period in respect to both mercan ction. Such a survey is obviously possible over a quarter of which two-thirds have een passed in a state of war, and consequently the tegister confines its attention in the tables now beore us to merchant ships in course of constru in the United Kingdom, Well, even withi nthese limits the figures are extremely interesting, as they afford the best and most reliable index we can possibly find of the present state of the industry under the ab-

normal conditions of to-day.

If our enemy thinks he is likely to derive satis would be well to disabuse his mind at once. Here is mean total even in the piping times of peace. Exluding warships—a most important reservation the circumstances of the hour-and only taking into vessels of 100 tons and upwards, the construction of which has actually begun, there were 486 vessels of 1,7233,550 tons gross in course of build-ing in the United Kingdom at the end of September, practically all of them steel steamers. After two onths of war the shipbuilding industry in this country, taking into account only its mercantile side, is in as sound a position in quantity of work in hand as t was at the end of the June quarter. There is even a surprising increase in the tonnage under construc on-trifling, it is true, but still satisfactory. The output to-day in actual quantity was never surpass ed in the annals of the industry until the second uarter of 1912, so that at its present level it is still normously high. At the same time the Register provides us with a cautionary footnote, "While the tonnage now under construction in the United Kingdom." it observes. "Is about 1.400 tons higher than that which was in hand at the end of last quarter it will be understood that the rate of progress in perchant ship construction is much reduced in the circumstances, and that the immediate output will be correspondingly less than that which would be attained under normal conditions." Of ourse. Not only are shipowners in no particular hurry to take delivery of new tonnage in view of unsettled outlook, disturbed markets, indifferent freights, and more or less restricted routes; but shipbuilders also, for reasons too obvious to detail, are ncentrating on mercantile tonnage that energy and activity in construction which they are known to possess, and are now exercising in another direc-tion. It is certain that the full effects of the war are not yet apparent in the shipbuilding industry ontracts entered into before Aug. 4 are being completed, while not many new orders have since been ooked to follow them. But Admiralty work will naintain activity in construction at a high level in a number of the larger yards throughout the winter onths, while the mere passing of time, bringing in its wake the incessant wastage of the sea, will deand a constant replacement of mercantile tonnage

COPPER SHIPPERS PROTEST AGAINST BRITISH SEIZURES

Italian Line Gives Notice That it Will Refuse Ship ment Unless Guarantee is Given That Copper Will Not Be Re-exported From Italy— Business Threatened.

The Wall Street Journal calls attention to the fact hat American copper shippers are protesting to Secretary Bryan against the seizure of copper cargoes nesday by the American Smelting and Refining Co., the American Metal Co., the United Metals Selling Co.,

and the Consolidated Metals Co., says in part: Italian steamers San G have been seized by British authorities at Gibraltar because part of cargoes consist of copper from this ountry. The San Giovanni has 450 tons belonging to American Smelting and Refining Co. and consigned, in conformity with universal practice, to order of that mpany at Genoa. Regina D'Italia has 1,160 tons, of which 150 belong to American Smelting and Refining Co., 200 to American Metal Co., 410 to Consolidated Metals Co., and 400 to United Metals Selling Co. We are further advised that American line steamer Kroonland, flying American flag and having 800 tons of copper belonging to American Smelti and Refining Co., and 500 to United Metals Seiling Co. has also been detained at Gibraltar, the copper being

"We have been notified by New York agents of the Sicilian American Line that for reasons not be explained, it declines to ship any copper by its steamer San Giorgio and Lloyd Sabaudo and has given notice of refusal of shipment of copper and cancellation of contract unless name of an Italian nsignee be given, with guaranty that copper shall not be re-exported from Italy which guaranty it is stly impossible for American exporter to give. "These interferences with our commerce threaten to

op altogether exportation of copper to Europe, and this means practically stopping the entire export busisess in that metal, except to England and France, side of Europe. Stopping of export trade would afsastrously the copper mining industry through-

MONTREAL SOUTHERN COUNTIES.

ounties Railway Company has been set for No- with the spirit of one who takes a pride and pless vember 6th at the head office, 95 McGill Street.

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ROCK ISLAND DEPOSITS. New York, October 30 .- Deposits of Rock Island ollateral 4's with Protective Committee on Thursday totalled \$474,000, making amount to date in \$31,719,000, adding to this the \$7,000,000 de-

posited in Holland, the committee has control of the

RAILROADS SHOW EFFECT OF ADVANCES AND REFORMS

hose in the United States Assert That by Proposed Means They Will Add Only \$9,000,000 of the \$50,000,000 Needed.

Washington, October 30 .- In reference to the sugestion of the Interstate Commerce Commission that the carriers increase their revenues by other than general advance of 5 per cent, in freight rates (est mated by the carriers to yield perhaps \$50,000,000 i gross earnings), the railroads have presented to the nission an estimate as to the possible revenue which may result from advances and reforms allowed and suggested by the Commission in its opinon hand into effect

This statement shows that, assuming gro ness to remain as it was in the fiscal year 1914, th railroads in this territory will gain from these a vanced freight rates and reforms in practice re

mounting to approximately \$9,000,000. The Eric Railroad estimates that the 5 per cent. ance allowed in Central Freight Association to ory will yield to it \$79,000 per year in revenue as that the proposed advance in pas the Erie \$130,000.

that advances in commodity rates will yield \$401,000, eforms in practices \$170,000, and that increases in Central Freight Association territory which were ermitted to extend over into Trunk Line territor will yield \$106,000. The Baltimore & Ohio estimates a total increase

\$1,246,200, including the 5 per cent. advance in Cantral Freight Association territory, the advance commodities and reforms in practice.

The Pennsylvania lines west of Pittsburg esti that the increases allowed or suggested will amount to \$1,300,000 per annum, or 1½ per cent. of their gross

reight revenue.

CAR SHOPS TO CLOSE

American Foundry Company Will Cease Operations

Indefinitely After December St. Louis, October 30.—The St. Louis and Madison, Ill., plants of the American Car & Foundry Company will be closed indefinitely after December 1. This announcement was made by Herbert W. Wolff. was caused by lack of contracts for the construc-

tion of box and flat cars for rai He attributed the lack of orders to the railroads either having no money with which to buy new

ment or to their lack of business. The St. Louis plant has not been closed in many years, Mr. Wolff said, but the Madison plant was slosed for a brief time several years ago. During the busy season 3,000 men are em

BUILDING A TRANSCONTINENTAL

rintendent McCall, of the G. T. P., Has Deve Nine Years to Strenuous Task. In connection with the inauguration of the thr assenger service on the Grand Trunk Pacific Rail-

way, it is interesting to record the unique exper Superintendent McCall has had in connection with the building and operation of this new national highway He was associated with the first mixed and first parsenger services on the line from Portage is Prain westward in their various stages to Edmonton, the From Edson and Jasper Mr. McCall has handled a traffic east and west for the past three years, and

last month had the honor of supervising on his dis-sion the first through express trains between Edmos ton and Prince Rupert, and of accompanying the sale through his bailiwick. facts above set forth and such representations and action by our government as it may deem appropriate for relief of the critical situation."

In addition to supervising the operation of the west of Edmonton to Prince George, Mr. McCal like west of Edmonton to Prince George west of Edmonton to Prince Geor In addition to supervising the operation

and trim roadbed finished under his sup Mr. McColl has put in over nine years of streng work on the Grand Trunk Pacific, living mos The annual meeting of the Montreal Southern time in his car, and always leading and direction of the Montreal Southern time in his car, and always leading and plet

VOL. XXIX No. 149

REAL ESTATE

Joseph E. Robin sold to David De 67 and 1068 Cote Visitation, with Nos. 412 to for \$16,000.

TRAUBLE OVER INSURANCE CLAIMS IN DEATH OF SOLD

No Delay Likely.

s who left with Canada's first contingent in ing out life insurance policies, as some felt that in they were killed in action their body might no hel arise so that their d ients would never benefit by the insurance, Mr. Watson, Assistant Manager of the City Agency the Sun Life Assurance Company, stated this m was no need to worry along this s there was no ast Boer War. When the Government was satis was dead the claim was immedia that the man ssary to find if he was a prisone not after the war was over, and if the missing r was not among the prisoners transferred, he we no doubt be considered as dead by the Government

and the claim would be paid.

If a soldier was killed there was little chance his not being identified as his clothing was mar in many different places.

TWENTY FIREMEN ARE

OVERCOME BY SMO nishing Company, Proved Difficult Task for Firefighters, Owing to Smoke.

Twenty firemen, including five officers, were ov ome by smoke and nearly asphyxiated in the ba ment of a burning building at 454 St. Catherine

Montreal House Furnishing Company, and rapi pread to the ground floor, threatening seve blaze is supposed to be spontaneous combustion, from the furnace. The smoke was dense and pour ed from the doorways in thick clouds.

Man after man ran into the cellar, only to be over ome by the impenetrable smoke. As soon as the flames had been partly subdued. t scue of the unconscious men from the baseme was begun. Twenty firemen were brought out a eet, rendered first aid. Ambulances were calle and fourteen of the men whose conditions were ser

is, were rushed to the hospitals. Oxygen was a istered immediately, but in some cases the do tors had to work on the men for hours, before th Among those who were able to be treated at t ations or at their homes was District Chief Co thier, Chief Gauthier, who only assumed his dutha few weeks ago, was one of the first to enter 1) ning building at the head of the men from h ict. With Lieutenant Joduin, of No. 7 station

and J. Herbert, of the salvage corps; Chief Gar hier refuesd to go to the hospital, but returned his duties after he had received first aid. At the General Hospital were D. Rioux, E. Tur otte, A. Gavereau, Albert Brisebois, Arthur Duga xander Ouellette, Damas Herve, and Joseph Cla oleon Levesque, Albert Gauthier, Andre Volscar reman Dupont and Captain Charpentier, of No. on, were taken to the Notre Dame Hospita

aptain Groulx of No. 5 station; Captain Messett

f No. 7 station; Joseph Hiroux, of No. 7 station

aptain Charpentier being in a serious condition CITY OF TORONTO TRIES TO INSURE SOLDIERS' LIVE

-Chief Trouble is if Man is Reported Missing It Will be Hard to Prove Him Dead. The city of Toronto is endeavoring to devise ways neans to satisfactorily insure the lives of the n who are in the service in the great war. The plan has met with a number of obstacles apparentcause nobody has hit upon a scheme which wil rk out with satisfaction to everybody concerned. ic proposal is to insure

Laudable Attemi

every volunteer for

1,000. It is desired to so arrange this insurance to that the city can pay to dependents of the soldier mable amount for their support in case his disappears from the muster rolls. It is pointed out that all of the plans presented are osed by one big obstacle. sured is reported missing it will be hard to we him dead. He may have become detached from ommand, he may be a prisoner and there are ollities that he may never be identified. This

old prevent the payment of indemnity by the city s the insuran company were disposed to waive l proofs. er objection is that each soldier, regardle Among the volunteers are men whose dependents would not be in need of financial assistance in case of death. In other cases \$1,000 would not be enough. objection is that if the plan goes

pugh a great number of men who would naturally from other places would come to Toronto.

JAPANESE CRUISERS AFTER EMDEN. October 30.—It is learned that when Ger cruiser Emden, flying Japanese flag, or of Penang and sank the Russian

two officers and 84 seamen of the latter were had Japanese cruisers have reached Penang in unit of the Emden. The latter has more than days' start, however, and it is improbable they be able to overtake her.