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DON'T FIND FAULT AND SCOLD BUT WORK HARD AND SAVE

This the Gist of Speech Delivered by J. W. Flavell, of Toronto, as Far as its National Application Went.

"Instead of finding fault and scolding let us in Canada adopt the only remedy that will meet the present difficulties—that is that we produce more and spend less." This was the concluding advice given the Canadian Club yesterday at the first luncheon of their season at the Ritz-Carlton Hotel yesterday, by Mr. J. W. Flavell, of Toronto, on "Measures adopted in Great Britain to meet the War Emergency, and their application to Canada."

Mr. Flavell explained the operations of the credit system in trade, with the aid of the banks, and showed that this whole complex system of credits, both domestic and foreign, depended upon one thing—confidence. It was the sudden loss of general confidence which created such havoc immediately after Austria had sent her ultimatum to Serbia, long before the war had become general.

London, as the centre of foreign exchange, and the world's banker, became the centre of the trouble. The great difficulty was with foreign exchange brokers, who were carrying millions of pounds in exchange, and were suddenly faced with the impossible task of financing this paper themselves, with no less than \$1,000,000,000 of this international currency carried by them coming due at the rate of some \$20,000,000 daily.

"This," said Mr. Flavell, "was nothing less than a stroke of genius. The result has been that although Great Britain is at war with the second greatest naval power of the world we have never had a day when her ships have not gone unhindered to and from her ports trading with every port in the world, except hostile ports." (Applause.)

Mr. Flavell then dealt with the Moratorium, and the Government's refusal to suspend the Bank Act, with the issue of emergency currency to aid the banks in their emergency.

When the banks asked a suspension of gold payments this was refused, and the Chancellor of the Exchequer told the country there was gold enough to meet trade requirements, and it should be issued, but he warned people that they should not play the foreigners game, and not a single half sovereign should be issued to hoard.

There was an impression that the banks had plenty of money and only refused loans on good security from a desire to be nasty. (Laughter.) But the banks had not only to examine the soundness of the security, but also to assure themselves of the regularity of repayment when they took money from general use and loaned it for individual use.

Mr. Flavell said there had

CLEANED FROM MANY SOURCES

A whale killed by contact with a floating mine, drifted ashore at Margate, England.

Pennsylvania Railroad shops have completed an all-steel cabin car for use of freight train crews.

Russian railways will shortly place order for 400 freight cars with American manufacturers.

The San Antonio, Fredericks & Northern Railroad was placed in the hands of a receiver at Fredericksburg, Texas.

By practically unanimous vote the Fall River Car-men's Union refused the Bay State Street Railroad's offer of an advance of 1/2 cent an hour in wages.

Girls under 16 years of age are barred from golf tournaments conducted under the auspices of the Women's Western Golf Association.

George D. Roberts, of Fort Dodge, Ia., director of the American Mint, has resigned, his resignation to become effective when accepted by President Wilson.

A \$250,000 order for shoes for French army was received Friday by Roberts, Johnson & Rand, of St. Louis, for delivery as early as possible.

It is possible that New York bankers may before long supply Argentina with a considerable loan with a view to promoting trade with United States.

Adrian Iselin and his sister Georgine Iselin of New York, presented a modern fully equipped hospital, valued at \$165,000, to the county of Indiana, Pa.

The N. Y. Post financial quotes from a letter of a New York banker, that: "I have learned that there are several hundred millions of American securities in Europe for sale unconditionally."

Laden with gifts for Europe's "war children," the collier Jason (Santa Claus ship), will leave New York November 12, according to the plans of the Navy Department.

A N. Y. Stock Exchange governor states that bond dealings, under supervision of the committee, are passing through at rate of \$1,000,000 or more a day. Prices are at concessions from closing of July 30.

About 95 p.c. of all the land in Mexico, which has area of more than 767,000 square miles, is owned by 495 men. There are seven families of great land owners, and individual holdings in many cases surpass in extent some of the States of the United States. The Maderos own land more extensive by twice than the State of Rhode Island.

At first been some confusion, since our troubles demanded different remedies. He pointed out that Great Britain not only financed her own national debt, but also her own public utilities, and then loaned thousands of millions all over the world. On the other hand Canada had to borrow practically all its national, provincial and municipal debts from England, while the mortgage funds and other monies came from the same source. Last year she had to pay 27,000,000 pounds sterling in interest alone, and probably this year, between the balance of trade and interest there would be \$200,000,000 going out of the country. It was the duty of the banks to conserve money matters that confidence in Canadian finance would remain unshaken, and then they would be able to discharge her obligations.

There was a disposition to criticize the banks, and he admitted that at times they seemed unreasonable, but on the whole he thought they had honorably performed a great service to the country.

There was an impression that the banks had plenty of money and only refused loans on good security from a desire to be nasty. (Laughter.) But the banks had not only to examine the soundness of the security, but also to assure themselves of the regularity of repayment when they took money from general use and loaned it for individual use. He argued that the chief anxiety this year would not be commercial, but financial—we had to face the problem of living on what we had unless we could raise establish borrowings. At the moment practically no money was thus coming into Canada, where for years past it had been coming in at the rate of \$20,000,000 a month, and if this cessation continued it would mean very anxious times for bankers as well as merchants and manufacturers.

Must Not be Peer Lovers.

"In the past," concluded Mr. Flavell, "we have come by your money easily; we have prospered with a minimum of effort other than energy. If some have lost let us pay up without whining. There is grave danger of a mean spirit getting abroad, and that we shall think of our inconveniences and troubles. Instead of blaming ourselves, or someone else, it is hard to see your savings go, but the world will go on just the same, and the discipline may be good for the country in the long run, and we must not show ourselves poor losers. We must play the part of men, confronted as we are with conditions which are not temporary. There is a period of readjustment ahead that will tax all our best qualities for a year or more to come. Instead of scolding we must apply the remedy, and that is produce more and spend less." (Loud applause.)

Problems for Canada.

With regard to Canada Mr. Flavell said there had

NEWS OF WORLD TOLD IN BRIEF

Grand Vizier Apologizes But Allies Don't Consider Apology Sufficient

COUNT AS MEDICAL SUBJECT

Medical Faculty Allows A. M. C. Work to Count—Second Contingent Will Consist of an Army Division of Regular Strength—Marital Law in Egypt.

The Grand Vizier of Turkey has apologized for recent events in the Black Sea. The text of the Turkish apology was not announced. It had been intimated that Great Britain was delaying hostilities waiting for eleventh-hour amendments from the Porte. That this would be forthcoming was seriously doubted. Nevertheless, in the absence of a formal declaration of war, all hope had not been abandoned, even though the British press treated the situation as beyond repair.

The communication sent to the powers of the Triple Entente by Turkey, relating to the Black Sea incident, has not been made public in London. It is said, however, that any explanation would have to be forwarded by guarantees and reparation for the acts of war committed by Turkey.

Some time ago the Faculty of Arts of McGill University passed a resolution to the effect that a student in the final year who went to war could, upon application, receive his degree without examination. Yesterday the Medical Faculty passed a similar resolution in regard to its students accepted for active service in the Army Medical Corps.

The resolution states that a degree will be granted to fifth year men who pass a special examination in certain subjects in which they could not receive experience on the field.

Members of the fourth year who enlist in the Army Medical Corps will be given their standing in Medicine and Surgery and will receive special consideration upon their return and entrance into the fifth or final year. Presently all medical students will have opportunity to take a course in Army Medical work. In order to stimulate military drill the Medical Faculty has decided to cease class work at 4 o'clock.

Canada's second contingent will comprise an arm division of regular strength, or about 22,000 men. It will be composed of over 15,000 infantry, artillery, engineers and other complementary units to be sent from Canada and one brigade of Canadian infantry already in England, comprising the surplus over divisional strength of the first contingent, which, it will be recalled, amounted to almost 34,000 men. The second contingent will probably leave between January 1 and January 15.

A Central News despatch from Amsterdam says that German 42-centimetre guns have been placed on Borkum Island, in the North Sea.

Borkum Island is the most southerly of a string of islands that skirt the German coast from Cuxhaven to the mouth of the Ems. These, with several islands owned by the Netherlands, constitute the Frisian Group.

The strategic value of Borkum Island, which is six miles in length and two miles wide, lies in the fact that it commands the estuary of the Ems and might, perhaps, be used as a submarine base and also in the defence of East Friesland, the district of Prussia which forms the northwesternmost corner of Hanover and of the German Empire.

German submarines are known to be operating along the southern shores of the North Sea, and heavy guns placed on the German islands might be valuable in the defence of their base.

Marital law has been proclaimed by Great Britain throughout Egypt. An official notification by the British charge d'affaires at Cairo was delivered to American diplomatic agents there. On orders from London, the commander-in-chief of the British forces took command of the general situation, with orders to suppress all outbreaks.

Lloyds is quoting 60 guineas per cent. against the declaration of war by Italy against one of the great powers before November 30.

An English woman, just returned from Berlin, where she has been living since the outbreak of the war, says it is absolutely true that the Kaiser's hair has turned white since the war began.

The Daily Telegraph says it is reported in banking circles the Government intends issuing shortly a four per cent. loan of a thousand million dollars for purposes of war, redeemable in ten years.

AROUND THE CITY HALL

\$3,304,000 Collected in Property Tax at City Hall in Past Seven Days.—Injure Employees at Front.

When all the circumstances are considered the amount of property taxes collected yesterday at the City Hall was satisfactory, and while there was a falling off of \$165,000, as compared with the corresponding date of last year, Assistant City Treasurer Collins declared that the total taken in over the counters, amounting to \$1,348,806, was fully as much as was expected.

The revised figures given out late last evening by City Cashier Smith showed the collections yesterday amounted to \$1,348,806, while for the same date a year ago the amount was \$1,513,915. Of the sum paid into the city treasury yesterday \$1,232,990 was in cheques, and \$55,816 in cash.

During the past seven days the grand total collected amounted to the high figure of \$5,364,000. The amounts day by day beginning October 27, are as follows: \$156,644; \$164,483; \$191,518; \$294,497; \$463,513; \$628,947; and \$1,348,806.

When the Board of Control meets to-day, Controller Hobart will submit a project for insuring the lives of those city employees already serving at the front, or such as propose to go later. The cost to the corporation would be from \$6,000 to \$5,000 a year, depending on the number of those volunteering for active service.

KING'S COUNTY ELECTRIC.

New York, November 3.—King's County Electric Light and Power Company declared its regular quarterly dividend of 2 per cent, payable December 1st, to stock of record November 29.

THE CANADIAN GOVERNMENT AND WARTIME GRAIN SHIPMENTS

Author of "Sixty Years of Protection in Canada," Shows What Great Help Canada Can Be to Empire in Time of Stress.

(By Edward Porritt, in The Independent.) Mr. Porritt is an English-born journalist and historical writer of long experience. His books include several titles on Canadian and British politics and a study of "Sixty Years of Protection in Canada."—The Editor.

Should the war be prolonged into next year and supplies of wheat and oats in the British Islands run short, the Government of the Dominion of Canada is in a magnificent position to afford help in buying and storing grain and in transporting it to Montreal, Quebec, Halifax and St. John. It is in this strategic position owing to five or six helpful conditions, none of which was developed in anticipation of a great war.

To begin with, there were more than fourteen million acres under grain in 1914 in the provinces of Manitoba, Saskatchewan and Alberta, exclusive of the area in Ontario and Quebec that was this year under oats. The Dominion Government owns and operates the Intercolonial Railway—the line that connects Montreal with Sydney, Halifax, St. John and the other ports of the Maritime Provinces—over which much grain from the west can be shipped when the St. Lawrence ports are closed by ice. In the next place, in the grain year 1914-1915—the year that began on September 1st, when new grain began to come down the lakes from Port Arthur and Fort William to Montreal—of the elevator capacity on the national grain route from the prairie provinces to the seaboard, in all 164,785,000 bushels, nearly one-quarter was directly or indirectly controlled by the government at Ottawa, or by the governments of Manitoba, Saskatchewan and Alberta, which are working in close association with the Dominion Government, in meeting the many problems with which the war has so suddenly confronted the largest and most important of Great Britain's overseas possessions.

Indescribable as is the value to the Dominion, at this crisis in the history of the British Empire, of the ownership or control of 450 elevators in the west and at grain transfer or shipping points in Eastern Canada, this is by no means the whole of the advantage enjoyed by the Canadian Government. Since 1912 it has had in power, which it can exercise by order-in-council, to take over any grain elevator anywhere in Canada—to take over its staff, and to operate the elevator as a public utility. Moreover, since 1912—the year when the government at Ottawa first embarked in the grain handling business west of the Great Lakes—the Canada Grain Commission has been organized and established at Fort William, with important and well-staffed outposts at Winnipeg, Moose Jaw, and Calgary.

The Canada Grain Commission, like the Railway Commission, can exercise quite wide powers. It is equally democratic in its procedure. It is an open court for all grain growers and grain merchants, and in the country beyond the Great Lakes, where everything depends on the grain crop and the grain trade, the Grain Commission is quite as much trusted and quite as much respected as the Railway Commission. Its functions are the supervision of all departments of the grain trade. At this crisis it has a new and unexpected importance for the Dominion and for the Empire; for at Fort William, Winnipeg, Moose Jaw and Calgary it has large staffs of exceptionally well-trained grain experts. These officials of the Government, working under the Canada Grain Commission, which in its turn is a subdivision of the Department of Trade and Commerce, are also thoroughly familiar with rail, lake, canal and ocean transport; and if need be, these men, or as many of them as conditions may demand, can be drafted into an emergency corps to purchase grain—oats for horses, wheat for the people of England, or of Canada—and superintend its transportation to tidewater at Montreal, Quebec, Halifax and St. John.

Three transcontinental railways—the Canadian Pacific, the Canadian Northern, and the Grand Trunk Pacific—now carry grain from Alberta, Saskatchewan and Manitoba to the twenty-three elevators at Fort William and Port Arthur, elevators of which the aggregate storage capacity is forty-two and a half million bushels. Grain is received at 1135 stations on the C. P. R., the C. N. and the G. T. P. In the three grain-growing provinces, for shipment to Fort William and Port Arthur; and at 444 of these stations there are country elevators of a capacity of from 20,000 to 45,000 bushels that are owned or controlled by the governments at Winnipeg, Regina and Edmonton.

Government ownership in Saskatchewan and Alberta has been a distinct success. It has ended many of the grievances of which grain growers had continuously complained since as far back as 1857, when the prairies first became studded with country elevators to which the grain growers draw their crop.

Government ownership of both country and terminal elevators is extremely popular with grain growers in the prairie provinces. The grain growers' associations, which have an aggregate membership of 42,000, have been working continuously for government ownership and operation of these public utilities since 1901. There was a demand for the enlargement of the government elevator at Port Arthur before the outbreak of war. With the first shipment down the lakes of oats for British army horses—a shipment that went from the Government elevator under the supervision of the staff of the Canada Grain Commission—the demand for the enlargement of the elevator was revived; and before the next grain year opens in September, 1915, the storage capacity of the first of the Dominion Government elevators west of the lakes will be brought up to seven million bushels.

The Dominion Government elevator at Port Colborne is at present of two million bushels' capacity. There are three great elevators at Montreal—one owned by the G. T. R.; and two owned and operated by the Harbor Commissioners, who are nominated by the Dominion Government, and whose loans for port improvement and port equipment since 1888 have been obtained through the Treasury Department at Ottawa. At no port in the old or the new world are there elevators that can be compared with those of the Harbor Commissioners of Montreal.

At Quebec, where the Harbor Commissioners are also nominated by the Dominion Government, there is a quite new elevator of one million bushels' capacity, which went into service at the opening of navigation on the St. Lawrence last April. The relations of the Harbor Commissioners at Quebec with the Dominion Government are similar to those of the Montreal Commission; so that the Dominion Government can, at any moment be in complete control of the two elevators at Montreal, and of the new elevator at Quebec, as it is of those at Port Arthur and Port Colborne, or of those at Halifax and St. John, each of which are of the equipment of the Intercolonial Railway at these Maritime Province ports.

At the outbreak of the war the Ottawa Government

HAPPENINGS IN THE WORLD OF SPORT

Freddie Welsh Won Decision Over Ex-Champion, Ad. Wolgast, in New York

HAWKINS WAS CLEVERER

Black Bill's Accident Saved Him From Good Training—Hockey Players and Salaries—Yale's Great Support.

In New York last night Freddie Welsh won a decision over Ad. Wolgast, ex-light weight champion of the world. Wolgast threw up the sponge at the end of the eighth round when he announced that his arm was broken. He had been trying hard for a knock-out all night, and while he succeeded in joining the Welshman once or twice, Freddie's speed and wonderful covering was too much for him. The Michigan wild-cat's heart was probably as seriously affected as his arm.

In Montreal one Black Bill was scheduled to fight ten rounds with Clive Hawkins. The first five rounds showed the latter to be a much better man. Bill was sent to the boards twice, while Hawkins was knocked off his pins once, but the latter did most of the leading and on points undoubtedly have won the decision. At the end of the fight, however, Bill claimed that his thumb was broken. A doctor confirmed the fact, and Bill is now nursing a sore hand instead of the sore head he would have had but the bout gone the limit.

Players and managers in the N.H.A. have commenced their skrimishing over the salary question. Contracts for \$800 have been sent out and returned by the next mail. Now the management have raised the figure to \$900, but still the players refuse to see in this sufficient return for their services. Too many of them have been reading those Walter Johnson stories. When the Washington Thunderbolt can draw down \$700 a game, local hockey players scorn to accept a mere hundred more for a season. They will come to terms after a lot of dickering, for if the truth were known most of the would rather play hockey for nothing than sit around watching other fellows have the fun. There are probably a few men who play for the money and the money only, but the great majority play the game because they like it and play for money because they need it.

Thomas W. Murphy, who will winter his string of light harness racers at the Hudson Driving Park, Poughkeepsie, heads the list of successful drivers this year with winnings for horses he himself has driven, aggregating more than \$100,000 for the season just closed. Mr. Murphy campaigned on the Grand Circuit only, his victories in stakes and purses in races driven over those tracks aggregated nearly \$96,000, his chief winners being Peter Voio, 2:03 1/2, and Anna Bradford, 2:00 1/2.

As to the total is added the \$6,150, their share of the Stallion Stakes at Lexington—which were divided by agreement instead of being raced for—and the value of a score of gold and silver cups he won with them and others, Mr. Murphy's winnings in the sulky will reach several thousands over the \$100,000 mark.

This is a new record of winnings for a driver in races, the previous high mark having been Murphy's winnings in 1911, when he had \$86,000 to his credit. He also led the list of winning drivers in 1909, 1912 and 1913. Horses in Murphy's string driven by an assistant would add nearly \$5,000 to his score if the amounts they won were added to those of the horses he personally piloted.

The Carpet ball season has opened and the same old argument will be threshed out in the editorial office as to whether the social editor or the sporting editor should "cover" the games. This and the annual carry show are two assignments that are hard to assign.

Yale gets a fearful trimming from a minor college team and yet get 70,000 applications for seats for the Harvard contest. With such spirit as that to support them is it any wonder Old El, even with a weak team, frequently takes the measure of the Crimson crew? Incidentally let it be just possible that the alleged superiority of the American game over the Canadian brand is more in the enthusiasm of the spectators than the efficiency of the players? That Motors-Gill-Varsity game last year, splendid as it was, would have been three times as imposing of spectacular if there had been 50,000 enthusiastic fans present.

OIL CONTRABAND OF WAR.

OIL CITY, Pa., November 3.—An officer of the South Pennsylvania Oil Company, commenting upon the action of England in placing illuminating oil on the list of absolute contraband of war, says: "I cannot see why England's ruling on oil as contraband of war should affect the United States seriously, as shipments to Germany have been prohibited ever since the war commenced."

Norway has fourth largest fleet of merchantmen in the world and expects to sell many ships to the United States.

was thus in direct or indirect control of seven elevators—five of them of the most modern construction and equipment; and all built since 1904. There were also in building west of the Great Lakes, three great storage elevators and two tidewater port elevators for the Dominion Government, to be operated by the Canada Grain Commission.

It was the persistent and well-organized agitation of the Grain Growers' Associations from 1905 to 1913 that compelled both the Laurier and the Borden governments to commit themselves to the ownership and operation of storage, terminal and port elevators in the prairie provinces and in British Columbia.

All over the Dominion there is an intense feeling of satisfaction that the Ottawa Government controls so much of the elaborate machinery of the grain trade.

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WEATHER: GOLDEN

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ALLIES ARE ASSUMING OFFENSIVE ALONG THEIR ENTIRE LINE

Violent Fighting is Reported From Seven Separate Zones—Over 3,000 Taken Prisoners Near Royas.

Paris, November 4.—Taking advantage of the discomfiture of the Germans, the Allies are assuming the offensive along the entire line and vigorously fighting is reported from seven separate zones. Roughly, the regions of battle are as follows:

1.—North and South of Ypres. In this region the Allies claim to have gained ground.

2.—In district lying along the Lys River, near Lille and North of Arras, the German attacks have failed and the Allies turned on the invaders with a series of three counter-attacks.

3.—Near Reims, where the lines have been hotly contested for more than a fortnight.

4.—Along the Valley of the Aisne, especially in the territory around Vailly, where the Germans have given the French considerable trouble. It was in this region that the French being attacked unexpectantly, were driven southward, across the Aisne River.

5.—In the Argonne, where the artillery is playing an important part in the hostilities.

6.—In the Meuse Valley, on the Verdun, Toul line, where the Germans have struggled in vain against the strong forces of the French.

7.—In the Moselle Valley, especially in the region of Pont-à-Mousson, southwest of Metz, where the French are pressing forward with the utmost vigor.

The Allies have lost some prisoners near Royas. They fought until their ammunition gave out and being surrounded, could not retreat. The exact number of men lost is not known, but is probably more than 5,000.

Five German cruisers defeated four British ships in a light off Coronel, Chile, Tuesday. The British cruiser Monmouth was sunk, the Good Hope badly damaged, probably destroyed, and the Glasgow forced to take refuge in the harbor of Coronel. The German ships uninjured.

German abandoned positions along Yser River between Dinand and Berlin admitting the retirement says it was due to flooding of the country.

German claims flooding in attacks on Ypres and also announces successful attacks along Aisne, east of Sedan.

A British-French squadron bombarded the Dardanelles. Reported Austria is seeking separate peace with Russia.

London bears that eight large German ships have put to sea from Kiel.

On East Prussian front Germans everywhere have taken the offensive.

GERMAN TRAWLER SUNK. Copenhagen, November 4.—A German trawler is reported to have been sunk in the Baltic Sea near Langeland Island by striking a mine.

MAPPIN CANADA St. Catherine St. : A