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Patriotism and the Job

Carlyle says, "The heart of good citizenship is the job." He is speaking of poverty. He proclaims the palpable, but persistently forgotten fact, that any class of population not engaged in self-respecting, self-supporting industry is a public danger. Criminals, paupers, the unemployed among the poor and the idle among the rich are to be classed together as enemies of society. Every nation's strength is in its earners, not in its thieves, beggars or spenders.

But there is another sense in which the same words are true. Every patriot needs to set his patriotism to work. Any man's loyalty to the community is in danger of wilting unless he serves the community. There is a perennial conscription in the very nature of nationhood, "calling its manhood and womanhood to effort and sacrifice on its behalf. National security is found in each man being a willing brick. National progress is the accumulated cheerful activity of each man as a citizen.

To illustrate by the converse, the fundamental reason for the misgovernment of Canadian cities is that very few citizens do anything for their city. If they served it they would cherish it. But a city is an unloved thing. No exile imprecates his cunning right hand if he should see Montreal or Winnipeg no more. The mass of the citizens, being unemployed in any civic service, become irresponsible, remain ignorant of its needs and problems, and speedily grow hypercritical of its government. They become a mob of fault-finders. They pay their taxes reluctantly, and, for the rest, nag and ridicule the mayor and aldermen. The result often is that men of capacity and self-respect decline nomination to office. Thus the evils of misgovernment feed themselves, and the last state of that city is worse than the first.

To learn from our enemies, the acknowledged superior tone of administration and loyalty found in German cities is not due to the mayor being a permanent and appointed official, but to the fact that hundreds of German citizens hold some authority and responsibility, often only a small office and unpaid, for one Canadian citizen who lifts a finger for his city. Democracy has not broken down. It has not been tried.

It is a law of human nature that affection is born of service. "It is easier for one mother to support seven sons than it is for seven sons to support one mother." Why? Because she has had the education and they have not. She has learned to love them by serving them. She has gradually, patiently, with incredible self-forgetfulness and sacrifice, brought herself to that pitch of affection. She has made it impossible for her to calculate what it costs to do either the smallest or the greatest things for her sons. Such a devotion does not come easily; it is the creation of hardship and toil and pain.

It is also a law of human nature that a man's creed comes from his deeds. Tell us what a man works at and we will tell you what his opinions are. All business associations are founded upon this law. Bankers, stockmen, manufacturers, grain growers, stock brokers, bricklayers—what you will—can unite on common platforms only because their tasks are similar. The banker is out of place among the stockmen. Let a manufacturer or a bricklayer retire from business, and he soon becomes useless to the Manufacturers' Association or the Bricklayers' Union. Faith without works is dead. If our political convictions are to be vigorous they must be exercised. Many Canadians love party better than country simply because once in five years they do something for the party. Whereas they never do anything for Canada.

There are 30,000 Imperialists on Salisbury Plain. Those of them who return will never again be mere Colonials. The sorely-needed organization of the Empire will get a great start forward in all the Dominions by reason of the return of the veterans of the great war. They will have learned in trenches dug in the soil of France or Belgium imperialistic convictions and loyalty which will never perish or fade. Geography will be against them. But it is not geography which counts, but effort.

Canada Shipping United States
Wheat

Trade returns for the month of August show an increase in exports of products of agriculture over August, 1913, amounting to \$3,752,394. Exports of products of agriculture for the five months ending August, 1914, amounted to \$17,962,869, compared with \$16,721,258, so that it will be noted that up till August exports of these products were about equal to last year's for the same period, the increase being during August, which was the first month of the war. Barley, oats, wheat, flour and cereal foods made up nearly 94 per cent. of the total classified under this heading for August, and of these about 79 per cent. of the exports were to Great Britain. Our exports of barley to Great Britain for the month were 807,626 bushels, compared with 542,934 bushels during August, 1913; of oats, 1,299,371 bushels compared with 1,023,418 bushels; of wheat, 11,604,733 bushels, compared with 4,730,533 bushels; of flour, 955,268 barrels, compared with 656,163 barrels, and of cereal foods, \$253,539, compared with \$175,514, the total increase in value being \$6,588,168. The difference between these figures and those of the increase in total exports being accounted for by the falling off in exports of other products, and to other countries.

The outstanding feature of these heavy exports to Great Britain during August is the large proportion of goods, not the produce of Canada. In the case of barley, this amounted to 248,436; compared with 25,000 bushels during August, 1913; of oats, 225,758 bushels, compared with none last year, and of wheat, 8,635,639 bushels, or nearly 73 per cent. of the exports, compared with 498,253 bushels last year. Shipments of United States grain through

Montreal have been much heavier than usual this year owing to the excellent accommodation provided by this port. The August returns account for a big proportion of the foreign exports of these commodities. This can be accounted for by the unprecedented heavy domestic demand for flour during August, in conjunction with the war demand from Great Britain. Our milling concerns were taxed to the utmost, and all available stocks of Canadian grain were held by them, so that exporters were forced to look to the United States in order to meet the demands from Great Britain. It will be interesting to study the September returns, to see how Canada is meeting the demand from Great Britain and her allies for food stuffs during this crisis.

The Suez Canal

Turkey's threat to destroy the Suez Canal has aroused fresh interest in this great highway of commerce and also brought to light the fact that there is a lot of loose and uninformed talk regarding the ownership of the canal. The general impression abroad is that Great Britain owns the Suez Canal, and that she allows her own ships to use it free of duty. Nothing is further from the truth.

The Suez Canal is controlled by an Egyptian Company authorized by the Khedive on March 19th, 1866, and is controlled in Paris. The directorate consists of thirty-two members, and constitute what is called the London Committee. Of this, however, twenty-one are French, ten English, and one Egyptian. The manager and secretary, the president and even the manager of the London office are French. The British Government does not own the Canal, but ranks as a private shareholder, having purchased 176,292 shares from the Khedive in 1875. The capital authorized and issued is £1,000,000, in 40,000 shares, of which 23,231 shares of 500 francs full value are now taken up. Each year a certain number of shares are redeemable at par through a system of drawings. At the end of 1911 some 21,769 shares had been redeemed in this way.

During recent years, the business of the Suez Canal has so increased as to warrant the directors in reducing the charges for tolls and, at the same time, the profits enable them to increase the dividends. In the past three years the tariff has been reduced by twenty per cent., while the dividend has increased from 158 francs to 165 francs. In the past ten years the tollage increase has been twenty-nine per cent., while the average time of passage through the Canal decreased to seventeen hours one minute. All ships using the Canal, no matter what their nationality, are treated exactly alike. On an average nearly five thousand vessels a year pass through the Canal. Anything which would interfere with this great trade route would be disastrous to shipping between the Orient and Europe. It is not likely, however, that Lord Kitchener left the Suez Canal unprotected.

Co-operation in Grain Selling

Elsewhere in this issue is published an interesting article from the pen of A. W. Ashby on "Grain Selling." This article appeared in "Co-operation," the British house organ of the Co-operative Societies. Mr. Ashby writes interestingly of the successes achieved by the grain growers of Saskatchewan in the matter of selling their grain. He points out that last year there were 1,424 elevators and seven warehouses at 599 stations in the Province. As over 73 per cent. of the grain sold by the farmers goes through the elevators, this question of elevator control is one of the most vital problems confronting the western farmers. The commonest complaint lodged against the elevator companies was that they depreciated the grades of grain. For example, an elevator would buy grain as No. 3 and sell it as No. 2. The result of these and many other complaints led to the establishment of the Co-operative Elevator Company. The story of the organization, growth and results achieved by this organization is truly remarkable, and will open the eyes of people who are accustomed to think that co-operation cannot be a success in this country.

It is now nearly sixteen weeks since war was declared by Germany upon Russia. It is a safe bet to say that if the Kaiser could move back the hands of the clock and were given a second chance, he would not be so ready with his declarations of war.

One of the finest results of the present war is the tightening of the bonds which unite the United States to Great Britain and the rest of the English-speaking nations. Except for a few German papers published in the neighboring Republic, the spirit of the American press has been unmistakably and cordially on the side of the Allies. Blood is thicker than water.

It is now but little over five weeks to Christmas, but from expressions heard on the Street there is not much of the spirit of Christmas abroad this year. Possibly the terrible war waging in Europe has dampened our ardor for the celebration of the birth of the Prince of Peace. As a nation we should not overlook opportunities to help the suffering Belgians nor our brave defenders who are fighting our battles on sea and land. The real spirit of Christmas can be best shown by giving to those in need.

Possibly the death of Lord Roberts, under circumstances which will focus upon it the attention of the public, will do more to stimulate recruiting among the young men of Great Britain than any number of oral appeals which he might have made. As is well known, Lord Roberts advocated a certain form of conscription for the purpose of securing a standing army somewhat on a par with those of the continental nations. His appeal fell on unheeding ears, and undoubtedly the warnings which he uttered in regard to Germany will be indelibly impressed on the minds of the British people.

The part played by airmen in the present war is the outstanding feature of the struggle. In the first six weeks of the war the British airmen accompanying the troops at the front spent 1,400 hours in the air and flew over 87,000 miles. For scouting purposes, directing gun firing and bringing advice regarding the enemy's movements of troops, the airmen have proved invaluable. Just what the Zeppelin airships will be capable of doing remains to be seen, but the bi-plane and the mono-plane have more than justified their existence as auxiliaries to the fighting forces.

The Wall Street Journal points out that Germany is hard driven to feed her own populations, and that the 250,000 prisoners which she is said to have taken "are a liability and not an asset." These men mean so many more mouths to feed at a time when foodstuffs are scarce.

THE THIN KHAKI LINE HOLDS.

It was not the British troops that were forced back when the Germans captured Dixmude on Tuesday. Where the British are, the line holds, and the fiercest onslaughts are made on the British line, too.—Hamilton Herald.

LATEST WIRELESS WONDER.

Professor Domenico Argentieri, the Italian priest whose recent claim of having invented a small portable wireless telegraphy apparatus capable of receiving messages from high-power stations at a distance of 1,250 miles raised a storm of controversy in Italy, has triumphantly demonstrated the genuineness of his invention.

At the British Embassy in Rome, in the presence of a large gathering of public men and scientific experts, including Sir Rennell Rodd, he gave a series of astonishing experiments without bobbing, receiving poles or the other stock in trade connected with radio-telegraphy. A simple switch attached to an ordinary domestic electrocord to his pocket apparatus was what he used for interrupting wireless communications transmitted by the London Foreign Office. He also picked up others from Paris and from war vessels out at sea. Some of the messages were in cypher and their accuracy has been rigidly verified.

French, Russian and Japanese military and naval attaches also witnessed the experiments.—Evening Wisconsin.

THE KAISER'S TROUBLES.

We fear there will be no iron crosses for the defenders of Taiting Tau. No doubt they did the best they could and fought bravely and well, but they have achieved no place in the sum of the Kaiser's crowning countenance.

The Kaiser has been kicked out of Asia. Wait and see his cultured ally, the Turk, cuffed out of Europe.—Victoria Times.

"A LITTLE NONSENSE NOW AND THEN"

The ability of the Prince of Monaco to pay \$500,000 to the German war fund shows that the American tourist travel in Europe is not entirely shut off.

Considering the price of Turkey, and the purchased "patriots" of South Africa, to say nothing of the Amer of Afghanistan, Germany seems to be the world's market for gold bricks.—Wall Street Journal.

The Turks are at last in the fray, but they have a hard row to hoe if they hope to gain any prominence in their justly celebrated specialty of committing atrocities.—Southern Lumberman.

Ontario Statistics for 1913 show that 52 ladies of 70 years or over became brides during the year. What will happen in an open season—leap year?—Ottawa Citizen.

Thomas A. Edison's works from sixteen to twenty hours a day. We can guess the janitor's opinion of him.—Minneapolis Journal.

General De Wet does not appear to have opened the dikes yet.—Little Arthur Echo.

First Tramp—"Strange how few of our youthful dreams come true?"

Second Tramp—"Oh, I don't know; I remember how I once yearned to wear long trousers, and now I guess I wear them longer than any one in the country."

A Pennsylvania couple fell out because they could not agree upon who should start the furnace. Not only for the promotion of peace between yokemates, but for other reasons as well, somebody ought to invest a self-starter for furnaces.—Louisville Courier-Journal.

Nurse Girl—"Oh, ma'am, what shall I do? The twins have fallen down the well!"
"Find 'em!" Parent—"Dear me! How annoying! Just go into the library and get the last number of the Modern Mother's Magazine; it contains an article on 'How to Bring Up Children.'"

General Phil Sheridan was at one time asked at what little incident he had laughed the most. "Well," he said, "I do not know; but I always laugh when I think of the Irishman and the army mule. I was riding down the line one day, when I saw an Irishman mounted on a mule, which was kicking its legs rather freely. The mule finally got its hoof caught in the stirrup, when, in the excitement, the Irishman remarked: 'Well, begorra, if you're going to git off, I'll git off.'"

He was a good little boy, and very thoughtful. It was during a long spell of dry weather and he had heard of the great scarcity of water throughout the country.

He came to his mother and slipped his hand into hers.

"Mamma," he said, "is it true that in some places the little boys and girls have scarcely enough water to drink?"

"That is what the papers say, my dear."

"Mamma," he said in his earnest way, "as long as the water is so very, very scarce, I think I ought to give up bein' washed."

THE COLORS OF THE FLAG.

What is the blue in our flag, boys?
The waves of the boundless sea.
Where our vessels ride in their timeless pride,
And the feet of the winds are free;
From the sun and smiles of the coral isles
To the ice of the south and north,
With dauntless tread through tempests dread
The guardian ships go forth.

What is the white on our flag, boys?
The honor of our land,
Which burns in our sight like a beacon light,
And stands while the hills shall stand.
Yes, dearer than fame is our land's great name,
And we fight wherever we be,
For the mothers and wives that pray for the lives
Of the brave hearts over the sea.

What is the red on the flag, boys?
'Tis the blood of our heroes slain
On the burning sands, in the wild waste lands,
And the froth of the purple main;
And it cries to God from the crimson sod
And the crest of the waves outrolled,
That he send us men to fight again
As our fathers fought of old.

We'll stand by the dear old flag, boys,
Whatever be said or done;
Though the shots come fast, as we face the blast,
And the foe be ten to one—
Though our only reward be the thrust of the sword,
And a bullet in heart of brain,
What matters one gone if the flag floats on,
And Britain be lord of the main.

EXCUSES WITHOUT A REASON.

Not because it is different from others received by this paper from Germany, but because all letters of the kind bear a striking family resemblance, the following is quoted from a letter by Eduard Gans of Berlin. It starts with the usual compliment to the paper, and proceeds to tell us that we do not know evidence when we see it:

"The Germans are well aware that, owing to the destruction of the German cable by English cruisers, it was very difficult for America to get the full truth. Besides, there seem to be a good many people who do not know the German language.

"What the Germans want, and what they are entitled to, that is a fair and impartial consideration of all information (German and Austrian, as well as French, Russian and English), by the neutral states."

Doubtless communication was interrupted for ten days or so, but Germany since then has poured into this country a flood of explanations which do not explain, excuses which are not reasons, and charges (only excuses) upon the failure of the previous argument to justify herself for violating the neutrality of Belgium. None of the belligerents, or indeed all of them put together, has used anything like the same degree of publicity to put their cases before neutrals.

Yet, in the face of this, the condemnation of the invasion of Belgium by Germany, from Argentina to Spain, from Portugal to Holland and the Scandinavian states, and from thence to India and China, has been virtually unanimous. The facts of the case were settled beyond argument when the German Chancellor admitted that Belgium was being wronged and his only argument was military necessity.

It is impossible to argue with people who do not follow the rules of reason. The statements of the German case are mutually destructive. Even the claim of military necessity does not jibe with succeeding events and German claims in other directions. The argument was that France was too strong to attack directly from the German frontier because of the fortifications at Toul, Belfort, Verdun, and other points. But almost in the same breath Germany tried to strike terror into her enemies by boasting of her new guns, against which no fortifications could stand. This boast at least made good in the rapid reduction of Namur and Antwerp.

Therefore, there was no military necessity to enter France except by a way which would have kept Great Britain, Japan and Portugal out of the struggle, to say nothing of Turkey, whose entry was a wrong only second the monumental crime of the century—the devastation of Belgium.

Annexation and utter indifference to the desperate needs of these inoffensive people prove that without a shadow of right, and in defiance of her own treaties and guarantees of neutrality, Germany wanted Belgium for its own sake. The Kaiser himself, in his last bombastic letter to his troops says that "Belgium has been added to the glorious provinces of Germany." Was not this the intention long before the war? Is there in all history such an outrage upon a free, peaceful and prosperous neighbor so atrociously carried out, and so cynically defended?

Argument on the question is closed. The act was indefensible. Even if the plea of military necessity had been valid, it is no better than the plea of the burglar who robs your house because he needs the money, and claims his possession of a gun where you have none justifies the act. As Chesterton says, to discuss this is like pointing out to a little child the wrong of an action, and the reason why it is wrong, only to meet the final answer, "But I want to." America, with its conceptions of freedom, will never get the German "case." There is none.—Wall Street Journal.

GERMAN PAPER ADMITS DANGER.

Now and then a German newspaper is suppressed for a day or a week because of what is officially described as indiscretion. This fate has overtaken the Socialist Berlin Vorwarts, which has again begun its daily appearances. There is a hint in Socialist circles outside Germany that the Vorwarts is under the strict censorship of the general staff still. We find it saying, none the less, in a recent editorial:

"Although the position of the German armies is better than one might have dared, perhaps, to hope, it is well not to overestimate the prospect that the war will be short. It may last a long time.

With regard to food, one or two years do not matter; but the supply of raw materials for our industry is not a thing to be regarded lightly. Unemployment is already afflicting hundreds of thousands—nay, millions. The Kreis-Zeitung has already coined the expression: 'the internal danger.' If we do not succeed in mitigating the consequences of the unemployment, especially among the masses of the people, and saving those who have not gone to the front from the horrors of starvation, this will be of a no less serious importance than would be the defeat of our armies. We have by the aid of public subscription taken up arms against the specter of unemployment. But the result hitherto has been disappointing. This is the most vulnerable point in our armor now visible to us. We must, therefore, utter a warning against the self-confidence which is showing itself here and there and which professes a boastful contempt for our adversaries and for all the opposition we may still have to expect. This contempt is especially dangerous in the case of those who are devising all kinds of revenge upon the enemy, who revel in cruelties upon the foe, and who hastily demand the incorporation of the enemy's territory within our own."

MONEY.

Money talks. It is beginning to shout now. The British rate of exchange is about normal, but that of Germany has gone down rapidly, and because, according to the New York Sun, of fears for "the future of Germany under a possible war indemnity." Bankers and financiers are not fools; they can generally judge which way the cat is going to jump, as well as "the dogs of war."—Kingston Standard.

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WAR'S COST TO CANADA.

In the enthusiasm with which Canada has come to the aid of the Mother Country in this time of stress, probably few of her patriotic citizens have stopped to count the cost to their land. With the lavishness common to a new country of boundless, untested, resources, where frugality is a crime, Canada is paying the men volunteering for the military service the sum of \$1 a day. She has already proposed to raise, furnish and equip 15,000 men. To pay alone of these men means \$55,000 a day, not allowing for the higher pay for the officers. For month of thirty days that runs up to \$1,650,000 year's service—and there are many opinions that several years of war are ahead of the allies—would cost the cost of that small army up to \$20,000,000.

The probability is that a protracted war will see efforts to place a quarter of a million Canadian troops on the firing line. In that event the payroll of the army will be staggering. Then Canada's troops, armed with the Ross rifle, a Canadian weapon, placing upon that country the responsibility of supplying every cartridge fired by her men. That will mean a great expense in manufacture and transportation.

In addition the Dominion has already furnished \$3,000,000 worth of flour to Great Britain, and has voted \$50,000 for the relief of the Belgian sufferers. The provinces, too, are making their little contribution to the cause in coal, horses, feed and food supplies. Her citizens are donating to Red Cross and other funds. Counties, cities and towns are contributing individual amounts in equipping troops, providing for the families of men going to the front, and furnishing comforts to the troops that the War Department cannot undertake to supply. Above all the loss of her young manhood, whose toll is free almost every hamlet. For a scrap of paper assured Canada is nobly setting out to do her part.—The Ottawa Journal.

TELEPHONE ETHICS.

Several interesting and important questions, none of them easily answered, are created by the people who, though they have telephones, refuse to have their "numbers" in the company's directory and to close them only to a selected and carefully restricted group of friends and associates. There are a great many such people, and their evident purpose—when they attain—is to get for themselves all the advantages of the telephone service and to elude all the annoyances which others endure as a part of the price for the enormous convenience and economy of time and money which this invention has made possible.

From one point of view, therefore, the subscriber who keeps his name out of the book is guilty of selfish, a-social conduct. If he were limited by a majority of the subscribers it is obvious that the value of the telephone would be decreased in exact proportion to the size of the majority, and if they all did it the service would become, if not quite worthless, not far from it.

Of course, there are moments when each of us is revolted against what has just been called our "slavery" to the telephone, when we resent the ease of access to our attention which it gives to people who have no claim on our time and would not be allowed to pass the doors of our homes or offices. But most of us, most of the time, more or less philosophically accept these little troubles and continue to let ourselves be "called up" by anybody as only fair return for exercising the same privilege.—New York Times.

HORSES FOR THE WAR.

Profits of \$650,000 were realized on one consignment of 10,000 horses recently shipped to Europe for army purposes. The profit per head for purchasing and rounding up the animals was \$15. The contract for delivering the horses at their European destination called for the payment of \$100 per head, but actual delivery was effected, including ocean transportation, at a cost of \$50 a head. This contract, therefore, netted its holder \$500,000, which in conjunction with the purchaser's commission, showed a total profit of \$650,000 and was made by two persons who engineered the trade.—Boston News Bureau.

THE "DRY" STATES.

Four States, Washington, Oregon, Colorado and Arizona, all western, where the untamed lawless and spectacularly intoxicated people of fiction live, have been added to the long list of dry States.

The wild West and the barbarous South have joined fortunes in abolishing the saloon, making a total of 14 dry States, in addition to the innumerable counties in other States. Denver, Seattle and Spokane, town, Arizona, are without "licker."—Detroit Journal.

AGAINST INCREASE IN MILEAGE B

Individual Commercial Travelers Urged to Put in Protest to the States

SHOW CRUDE SELFISHNESS

While Users of Mileage Are Permitted to Wholesale, Transportation They Use Out by Railroads at Retail

Under the caption "Cutting off their own noses," the Wall Street Journal says:

Few arguments against the proposed increase in eastern freight rates have been urged with as much persistence or emphasis as the ones on their passenger service and the error of making up such loss by raising rates. In accordance with the pointed suggestions of the Commerce Commission, the railroads of the Mississippi River have made an increase of one mile and proposed a general increase of single and round-trip fares to a basis of a half cent.

With peculiar short-sightedness, the Illinois Commercial Men's Association is engaged in prodding members to protest, as individual commercial travelers, against the increase in the price of mileage. "No objection," says the association's "to the raise in passenger rates on single-trip fares," but it denounces the advance in the rate as an outrage, for the sole reason that it is a travel chieftain on that form of ticket.

Disregarding the fact that railroad fares for commercial travelers are paid in one way or another by their employers, this protest is simply an act of crude selfishness. If the railroads cannot carry passengers under average modern conditions at two cents a mile, as the Commerce Commission evidently convinced they cannot, there is no slight reason why they should be expected to carry commercial travelers at that rate.

The point is frequently made that commercial travelers, who probably use the bulk of the books sold, are wholesale consumers of transportation and are therefore entitled to a wholesale price. The principle of sale in quantity is being recited the fact that the railroads are advancing books only to two and a quarter cents a mile, other rates, except commutation, it is proposed to two and a half cents.

But, as a matter of fact, the use of miles permitted to buy at wholesale, the transportation use has to be turned out by the railroads. Commercial travelers do not move in train regular hours, over fixed routes, as commuters do, nor do they ordinarily move even in carload place to place in their own good time and at advance notice, at their individual cost just as other travelers do.

Finally, if inadequate revenues prevent the from spending money as freely as they should the upkeep of their properties and from raising capital for the construction of additional commercial travelers are among the chief sufferers from the industrial depression to which such action of the railroads largely contributes. The Illinois Association is doubtless willing that railroads should be allowed to do their part in better business conditions, so long as they are assured their mileage at the old rate. words, they are demanding rank discrimination in their favor.

CARANZA'S TERMS OF RETIREMENT

Washington, November 17.—General Caranza made known to Provisional President Gutierrez conditions under which he will retire and accept the State Department from Congress.

This paves the way for clearing of situation in Mexico.

ATLANTIC REFINING FEATURED.

New York, November 17.—Atlantic Refining Co. has announced the Standard Oil stocks, selling points to 530. South Penna. Oil quoted 240. S. O. N. Y. 188 to 190; S. O. N. Y. 370 to 373; Signal, common 165 to 175; Atlantic Refining 140; S. O. Ind. 455 to 465; Prairie 370 to 373; Oil 172 to 174; S. O. Calif., ex-div. 284 to 287; Oil 180 to 185.

PRESENT POLITICAL STATE OF CHINA WOULD PRECLUDE

New York, November 17.—A prominent banker asked regarding the report that two emissaries of the Chinese Government were in this country, a loan, said that while he noted their arrival, he had heard nothing from them. He was considering the present political state of China and would be fully to make such a loan at this time that he thought there would be opportunity for far more advantageous than a Chinese loan.

VIOLENT ARTILLERY DUEL.

Paris, November 17.—It is officially announced a violent artillery duel is proceeding all along in Belgium at Nieupoort before Dixmude and Ypres.

NEW YORK COTTON.

New York, Cotton—Oct., new, 8.25, off 10; Dec. 7.41, off 8; Jan., new, 7.51, off 7; March, new, off 7; May, new, 7.58, off 10.

DIRECTORS LIABLE FOR WAGES.

Toronto, Ont., November 17.—John Darragh, to realize on a wage judgment against the St. Silver Mines, sued the directors, and Mr. Lennox gives Darragh judgment for \$649.16. T. J. Wright, and for \$45 against John McLaren, sides, Wright and McLaren are held jointly liable \$221.64.

NATIONAL TRANSIT DIVIDEND.

New York, November 17.—The National Company declared its regular quarterly dividend of 15 cents a share, payable December 15th to stockholders of record November 30th.

LEAD 3.70.

New York, November 17.—American Smelting and Refining Company advanced the price of lead to 32.7