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Rates: Cabin (11), Eastbound and Westbound.
ASCANIA \$52.50 up. Third Class Eastbound
\$32.75. Westbound, \$32.50.

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The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, October 21.—A limited amount of chartering was reported in the steamer market, with rates showing increasing strength and advances paid in one or two instances. The demand for boats for grain, coal and other cargo to trans-Atlantic destinations holds steady, and a limited inquiry comes for tonnage for West India and South America account. Freight in all long voyage trades are scarce. A small boat was closed for a trans-Atlantic trip on this charter at the full rate of 10s 6d, with delivery at a Scandinavian port, and a large carrier was closed for a grain cargo from Galveston or New Orleans to Marseilles or Genoa at 4s 8d for November delivery, an advance of 3d over the last rate paid yesterday. Prompt boats are scarce, and the offerings for November are limited at the rates indicated by charterers. Sailing vessel business of all kinds was exceedingly light, and the market is unchanged in all respects.

Charters—Grain—Swedish steamer Mergel, 25,000 quarters, from Philadelphia to Scandinavian ports, p.t. prompt.
British steamer Essex Baron, 30,000 quarters, from the Gulf to Marseilles, or Genoa, 4s 8d, November 1-20.
Lumber—Schooner Clara A. Phinney, 388 tons, from Mobile to Jucaro, \$7.25.
Coal—Dutch steamer Noordijk, 1,197 tons, from Norfolk to Bahia, 15s prompt.

Danish steamer Tyskland, 878 tons, from Baltimore to Havana, p.t. prompt.
Miscellaneous—Norwegian steamer Sigurn, 1,584 tons trans-Atlantic trade, one trip on time charter, basis 10s 6d, delivery north of Hatteras, re-delivery Scandinavia, November.

British steamer Strathcarron, 2,522 tons, same, one round trip, p.t. prompt.

British steamer Antar, 2,322 tons, from the Gulf to Liverpool, with general cargo 16s 6d, October-November.

ALLAN AND WHITE STAR LINES RESUME REGULAR SAILINGS

Boats Having Been Released by Government Two Lines Announce Sailings for Balance of Season.

Following the arrival of the Canadian contingent in Great Britain, the Allan Line and the White Star Dominion Line have received word that all their steamships used in that service are now released for the regular service which they keep up between Canada and the British Isles. Both lines have promptly arranged their sailings to and from Montreal for the balance of the season. Word has not been received by the Canadian Pacific Railway Steamship department or by Robert Reford and Company, agents for the Cunard, Donaldson and Thomson lines, that their boats have been liberated for the same service, but they are awaiting word daily that the transports have been unloaded and the vessels are at their service again.

Allan Line Sailings.

The Allan Line proposed sailings include the remainder of the 1914 season until the closing of navigation, and the first sailing from St. John, N.B., in the winter season. The Montreal-Quebec-Liverpool service will be maintained for the balance of the season by the Hesperian, leaving Montreal November 6th; the Granplan, leaving November 12th; and the Scotian, leaving on November 19th. The dates of sailing of these boats from Liverpool are as follows: Hesperian, October 23rd; Granplan, October 29th, and Scotian, November 6th. The sailings in the Montreal-Quebec-Glasgow service are as follows: From Montreal: Pretorian, October 24th; Numidian, November 7th; Scandinavian, November 14th; and the Pretorian, November 20, from Glasgow: Pretorian, October 10th; Numidian, October 24th; Scandinavian, October 31st; and Pretorian, November 6th. In the Montreal-Quebec-Havre-London service the steamer Sicilian will leave London on October 24th, coming direct to Montreal, where she will stay until the return trip to London, leaving here November 11th. On October 29th the steamer Corinthian will leave London, calling at Havre, which port she will leave on October 31st for Montreal, leaving this port again on November 16th. To the steamer Tunisian will fall the honor of inaugurating the winter service between St. John, N.B., and Liverpool. It will sail from Liverpool on November 14th for St. John, and it will leave St. John on Saturday, November 20th. The Pretorian is expected to arrive on Montreal between 8 and 9 o'clock to-night.

NEW HAVEN'S 1914 MAINTENANCE INCREASED \$1,726,764, OR 10 P.C.

Number of Ties and Rails Laid During the Fiscal Year Ended June Increased 14 Per Cent.

New Haven in the fiscal year ended June 30 last to a large extent sacrificed net earnings to maintenance. Traffic, transportation and general expenses were reduced in the aggregate \$438,752, but increased appropriations on maintenance of way and of equipment amounting to \$1,726,764 resulted in a \$1,288,010 advance in total operating expenses, which in conjunction with a \$1,995,810 falling off in gross, was responsible for the \$2,283,821 decline in net.

With the standard of upkeep on the same level as that of the previous year, the stockholders' balance would have been \$2,000,000 instead of \$268,000. In so far as the loss in net was due to better maintenance, the shareholders should derive encouragement, as the condition of their property is by this amount improved. On the other hand, it may be said that such expenditures as were made during the past year were needed to put the property in good shape physically. It is doubtful whether the New Haven has any considerable amount of "fat" in its maintenance accounts as yet.

Aggregate maintenance expenditure in the past year was \$19,220,522, an increase of \$1,726,765, or practically 10 per cent. The ratio of maintenance to gross revenues was 28.86 per cent., against 26.49 per cent. in the 1913 year, and 22 per cent. in 1912. Expenditures on way per mile of road were the largest ever, amounting to \$4,156, an increase of \$517, or 13 per cent. over 1913 figures. A four-year comparison of maintenance of way expenditure reduced to per mile of road and per mile of track follows:

	1914.	1913.	1912.	1911.
Maint. way . . .	\$8,149,288	\$7,238,113	\$6,211,285	\$6,398,854
Per mile of track . . .	4,156	3,639	3,122	3,215
Per mile of road . . .	1,853	1,625	1,415	1,467

New Haven in the past year laid more new ties and more new rails than in any previous year, the increase in each case being 14 per cent. over the amount laid in the 1913 year. Of the new rail laid 72 per cent. was 100 lb. compared with 52 per cent. the previous year. The 100 lb. rail is now used on all the main lines of the system.

Maintenance of equipment per unit reached record figures. Comparison with other roads has shown New Haven's expenditures in years past on upkeep per unit of rolling stock and motive power to be low, although reduced to a basis of per mile of service maintenance appeared to be liberal. There are several reasons why New Haven's maintenance per unit should be somewhat lower than that of other standard roads. Thus New Haven is primarily a passenger road with a preponderance of passenger train miles and upkeep of light passenger train engines is far less costly than of heavy freight motive power; the average freight train load is light in comparison with the trunk lines. Nevertheless, it is reassuring to see the increase which was made last year in the upkeep of freight car equipment, from \$55 per car to \$70, also in electric locomotives from \$3,817 to \$5,220.

A four-year comparison of per unit repairs of equipment, exclusive of depreciation and renewals is given below:

	1914.	1913.	1912.	1911.
Per steam locomotive . . .	\$2,453	\$2,424	\$2,197	\$2,046
Per electric locomotive . . .	5,220	3,817	4,072	3,658
Per passenger car . . .	569	538	402	417
Per freight car . . .	70	58	41	31

The annual report states that the freight car equipment is in no way too good condition, and that at the end of the last fiscal year there were 2,500 more bad order cars than should be. Repairs, however, are being made as rapidly as possible, and improvement in this respect is in progress. From the above table it will be seen that the scale of freight car maintenance last year was almost double that of four years ago.

The New Haven maintenance situation has been counts, in compliance with the Interstate Commerce Commission requirements, or 2 per cent. on locomotive and passenger cars, and 2 1/2 to 3 per cent. on freight cars.—Wall Street Journal.

WEATHER MAP.

Cotton Belt—Light to moderate rains in parts of Texas, Arkansas and Tennessee. Temperature 56 to 76.
Corn Belt—Some rains in Missouri. Temperature 50 to 60.
American Northwest—Clear, no moisture. Temperature 40 to 58.
Canadian Northwest—Partly cloudy. No moisture. Temperature 28 to 35.

C. N. R. INTEREST TO BUILD NIAGARA BRIDGE.

Buffalo, October 21.—Plans are under way, by interests connected with the Canadian Northern Railway, for the construction of a bridge across the Niagara River below the Whirlpool Rapids. The object is to give that road a connection with Buffalo over the Buffalo, Lockport and Rochester Electric Line. The project will go through as soon as authority for the construction of the bridge is obtained. The State Legislature has already granted a franchise and a congressional committee has inspected the site of the proposed bridge.

A preparatory move was the incorporation at Albany of the Niagara River and Eastern Railroad Company which is capitalized at \$1,500,000 for the purpose of building and operating the road and the necessary bridges.
E. G. Connett, president of the International Railway Company of Buffalo is one of the directors.

COPPER EXPORTS.

New York, October 21.—Exports of copper Tuesday were 1,950 tons, making total for month to date of 15,114 tons.

White Star-Dominion Sailings.

Following the advice given them that their steamers have been released from the transport service for which they were used by the Government, the White Star-Dominion Line has made immediate arrangements for weekly sailings in November until the end of the navigation season, and further sailings during December from winter ports. From Montreal the dates of sailing will be: Laurentic, November 7th; Canada, November 14th; and the Megantic, November 21st. The westbound dates of sailing from Liverpool for these steamers are as follows: Megantic, October 24th; Canada, October 31st; and the Laurentic, November 7th. The Christmas sailings are noteworthy in that they will be started by the Arctic, the largest one-cabin steamer afloat. This vessel is a new factor in the Canadian trade. The Christmas sailings are as follows: Arctic, December 2nd from Portland and December 3rd from Halifax; Canada, December 12th from Portland, and December 13th from Halifax.

Shipping and Transportation

WEDNESDAY, OCTOBER 21, 1914.

Moon's Phases.

New Moon—October 19.
First Quarter—October 25.
Sun Rises 6:2 a.m., sets 5:11 p.m.

High Water at Quebec To-morrow.
7:51 a.m.—Rise 16.5 feet.
7:51 p.m.—Rise 16.1 feet.

Lower Lakes, Georgian Bay, Upper St. Lawrence and Ottawa—Moderate southwesterly winds; fine and warm.
Lower St. Lawrence and Gulf—Moderate to fresh southwesterly winds; fair and a little warmer.
Maritime—Light winds; fair and a little warmer.
Superior—Moderate winds; fine and warm.
Western provinces—Fine and warm.

CANADIAN STEAMSHIP LINES, LIMITED.

Location of steamers at 5:10 p.m., October 20.
Freight Steamers.
Canadian—Down Port Huron 8:15 p.m., 19th, for Montreal.
Acadian—Colborne, loading flour.
Hamiltonian—Due Windsor to-night.
Calgarian—Montreal.
Fordingian—Montreal.
D. A. Gordon—Due up Port Huron to-night.
Glenella—Montreal.
Dundee—Montreal.
Lunell—Leaves Montreal to-day.
Strathcona—Port William.
Donnacona—Due down Colborne for Montreal.
Dorrie—Up Kingston 11 p.m. 19th for Colborne.
C. A. Jaques—Arrived Toronto 1:10 p.m.
Midland Queen—Due up Kingston for Colborne.
Sarnian—Port William.
A. E. Ames—Down Colborne 5 p.m., 19th for Montreal.

H. M. Pellatt—Due Montreal.
Rosedale—Due Montreal.
Neepawa—Due down Kingston for Montreal.
Wahoonah—Due out Dalhousie for Montreal.
Bleekerlike—Due up Kingston for Colborne.
Beaverton—Left Port William 6 p.m., 19th for Quebec.

Tagona—Arrived Cleveland 7 a.m.
Kenora—Due down Kingston for Montreal.
Bulk Freighters.
W. Grant Morden—Port William.
Emperor—Due Westport.
Midland Prince—Due down Soo.
Midland King—Due up Port Huron.
Martian—Colborne discharging.
Emperor Port William—Down Port Huron 10:20 a.m., from Colborne.

Emperor Midland—Due up Port Huron to-night for Soo.
Winop—Due down Kingston for Montreal.
Stadcom—Down Port Huron 9:30 a.m., for Colborne.
Stadcom—Down Port Huron 8:50 a.m., for Cleveland.

Scottish Hero—Goderich.
Turret Crown—Colborne discharging.
A. E. McKinstry—Due Montreal.
Renvoye—Due down Kingston for Quebec.
Saskatoon—Down Colborne 9 a.m., for Quebec.
Mapleton—Left Loran 4 p.m., from Montreal.
Haddington—Due up Kingston for Colborne.
Cadillac—Down Colborne 11 p.m. 19th for Montreal.

Natironce—Colborne, goes Erie, then Toronto.
Weather—Heavy fog in lower lakes and rivers.

SIGNAL SERVICE.

Department of Marine and Fisheries.

Shipping report, 9:30 a.m., Montreal, Oct. 21st.
L'Islet, 40—Clear, strong west.
Cape Salmon, 81—Smoky, strong southwest.
Father Point, 157—Cloudy, strong west.
Little Melis, 175—Raining, east.
Matane, 200—Raining, calm.
Cape Chatte, 234—Raining, calm.
Martin River, 260—Raining, calm.
C. Magdalen, 294—Raining, southwest.
Pame Point, 325—Cloudy, southwest.
Cape Rosier, 349—Raining, west.

ANTICOSTI—
West Point, 332—Raining, southeast.
St. John, 340—Cloudy, south.
South Point, 415—Foggy, calm.
Heath Point, 438—Raining, east.
Cape Despair—Cloudy, west.
Belle Isle, 734—Foggy, gale northwest.

Quebec to Montreal.
Longue Pointe, 5—Clear, west. In 5:30 a.m. Gladstone, 6:00 a.m. Quebec, 6:45 a.m. Blackheath, Vercheres, 19—Clear, southwest. Out 7:30 a.m. Wabana.

Sorel, 38—Clear, southwest. Left up 7:15 a.m. Prefontaine.
Three Rivers, 71—Cloudy, southwest.
P. Citrouille, 84—Cloudy, strong southwest. Out 8:30 a.m. Compton.

St. Jean, 94—Cloudy, strong southwest.
Grandines, 98—Cloudy, southwest.
Portneuf, 108—Light fog, calm. Out 8:05 a.m. Murray Bay.

St. John's, 127—Cloudy, southwest.
Bridge, 133—Cloudy, southwest.
Quebec, 139—Cloudy, southwest. Arrived down 12:49 a.m. McKinstry.

West of Montreal.
Lachine, 8—Clear, west. Eastward 3:05 a.m. Avon, 3:20 a.m. McVittie, 7:10 a.m. Windsor. Yesterday 8:25 a.m. Rosedale, 10:00 p.m. Jones.

Cascades, 21—Clear, west. Eastward 12:10 a.m. Honoriva, 1:50 a.m. Alexandria, 6:00 a.m. Rockferry. Yesterday 7:00 p.m. Rosemont, 9:20 p.m. India, 10:10 p.m. Querida, 11:00 p.m. Canobie.

C. Landing, 33—Clear, west. Eastward 1:50 a.m. Yorkton, 2:30 a.m. Neepawa, 3:30 a.m. Turret Court, 4:00 a.m. Renvoye, 5:40 a.m. Calgary. Yesterday 11:35 p.m. Windsor.

Gloire Canal, 28—Clear, southwest. Eastward 5:30 a.m. Mary P. Hall and tow, 5:45 a.m. Steadon, 5:45 a.m. Western, 6:15 a.m. Nicargua, 6:30 a.m. Holcomb, 6:45 a.m. Easton, 7:40 a.m. Wabonah, 7:45 a.m. Algonquin.

P. Dalhousie, 298—Eastward yesterday 5:15 p.m. Masaba, 6:00 p.m. Ames.
P. Colborne, 321—Eastward 7:00 a.m. Wallace, 7:30 a.m. Delton. Yesterday 8:50 a.m. Saskatoon, 11:40 a.m. Carleton, 2:00 p.m. Derbyshire, 4:00 p.m. Hamilton, 10:00 p.m. Waccamaw, 7:00 p.m. Donnacona.

L. and N. EARNINGS.

Louisville and Nashville, second week October, \$1,015,855; decrease \$22,136. From July 1st, \$16,213, 418; decrease \$1,790,995.

CASE OF BRINDILLA WORRIES AUTHORITIES

No Action Yet Taken by United States as Circumstances of Case Not Yet Clear

CONTRAVENED U.S. LAW

If Oil Steamer Was Property of Standard Oil Company That Organization Had Contravened Governmental Regulations—Cargo Intended For German Cruisers and Turkeys.

Washington, October 21.—Until the State Department ascertains officially the point upon which the British naval authorities base their seizure of the American tank steamer Brindilla, the United States Government will not know how to act in the case of that vessel.

The Brindilla, now owned by the Standard Oil Co., and flying the American flag under the new emergency registry law, is at Halifax waiting to be taken before a British Prize Court. The American Consul-General at Halifax, who was called upon yesterday for a special report in the case, had not given the facts to the State Department, nor had the British Embassy been able to enlighten Acting Secretary Lansing as to the point upon which the seizure is based.

The case of the Brindilla is expected to raise a novel and difficult problem of international law before the Prize Court at Halifax. According to the information in possession of the State Department, the Brindilla was bought by the Standard Oil Company in October from the Deutsch-Amerikanische Petroleum Gesellschaft. The State Department has been told that this company was a subsidiary of the Standard Oil Company. The federal report on the oil trust, submitted to President Roosevelt in May of 1907 by Herbert Knox Smith, the commissioner of corporations, stated that the Deutsch-Amerikanische Petroleum Gesellschaft (German-American Petroleum Company), a German company, was controlled by the Standard Oil Company of New Jersey.

So far as can be ascertained in Washington, this control still exists, and if this be true, it was suggested by an official here to-day, that the transfer of the Brindilla from German to American registry may have involved a change from the German to the American flag without a real change of ownership. The belief is growing in Washington that the point to be raised by the British naval authorities before the Prize Court at Halifax in the Brindilla case is whether the transfer of the vessel to American registry was bona fide or merely a change of flag to avoid the consequence of capture by British or French cruisers.

The British position with respect to the transfer of the enemy's merchant ships to neutral flags is that such an assignment during or in contemplation of hostilities is not valid if the "vendor retains any share in the ship, or if there is an agreement to reconvey her at the end of the war." The German-American Petroleum Company, having been controlled by the Standard Oil Company, the question may be raised at Halifax whether the former company retains any share in the Brindilla after the transfer.

May Retain Interest.
The British position on this question before the London Naval Conference in 1908 was that "the onus of providing that the transfer is genuine lies on the claimant, and the assignment must be complete, bona fide and for good consideration." This, it is believed, is what the British Government will ask the Standard Oil Company of New Jersey to prove before the Prize Court. The British Government's position is also that a vessel transferred to a neutral flag is therefore still liable to be condemned by the Prize Court if the circumstances of the transfer are attended with suspicion not removed by the claimant, as, for example, if the transferee has any control over the ship's reservation or profits, or power to revoke the assignment, or "if the ship is under the control of any enemy," or "if the master or other person in command is in the service of an enemy."

It was pointed out here last night that Professor Westlake, citing pertinent sentences from the case of the Baltic, which was passed upon by the British Privy Council some years ago, says of the transfer of a flag from the British point of view, that "a ship may have been transferred by the enemy to a friend with all the external completeness necessary by the laws of the neutral country for the granting of its flag, but the vendors may have retained an undisclosed interest, the apparent transaction being only a blind to avoid capture. In that case it is thought to be no want of respect to the flag as bears that it shall not protect her. Belligerents, considering themselves to have a right to all enemy property at sea, call the transaction a fraud on their right, and the honor of the neutral state is not thought to be engaged in the protection of fraud."

The action of the British Government in diverting the Brindilla to Halifax for trial before a Prize Court is said to be in harmony with the position of the British Government, which it has taken since it gave its instructions to its delegates in the London Naval Conference of 1908 covering transfer of flag. The position of Great Britain has been that the adoption of any rule excluding altogether the right of transfer after the commencement of war would be too serious a burden to impose on any country which carries on a large trade in building and selling ships.

The British Government's position has been that the equity of the case seems to demand that the "transfer" should be permissible, but that "the belligerent should be entitled to inquire closely as to the bona fide good faith of the transaction," and that the burden should be on "those concerned therein to establish that the transfer was complete and the transaction was genuine."

Oil Was For Germany.
London, October 21.—The Daily Express understands that the American steamer Brindilla, captured and taken into Halifax by the armed cruiser Caronia, is the property of the Deutsche Petroleum Gesellschaft, whose chief director is now the principal purchaser of oil for the German Government. When the war broke out, this vessel was turned over to the Standard Oil Company, so that she might fly the American flag.

"It will be remembered," says the Express, "that when the anti-trust law was passed in America, various subsidiary companies operating under the widespread name of the Standard Oil Company were obliged to pursue their activities by themselves."

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LITTLE HOPE FOR BETTER BUSINESS ON GREAT LAKES

American Shipbuilding Company Did Not Earn Enough to Pay Full Preferred Dividends Last Year.

A glimpse at the annual report of the American Shipbuilding Company for the year ended June 30, 1914, is sufficient to show that last year's operations brought the poorest results of any in the company's history. Net earnings for the year were \$712,813, a falling off from the previous year of \$137,813. However, this should not come as a disappointment to stockholders inasmuch as former President Wallace, in his report last year, expressed the opinion that marine affairs on the Great Lakes and prospects for an improvement during 1914 were both poor.

The big change shown in the income account is the heavy increase in the depreciation, maintenance and interest account, that item expanding from \$24,400 in 1913 to \$432,757 last year. This increase was no doubt occasioned by the numerous extensions and betterments to plant during the year. President Smith, in part of his annual statement to stockholders, said: "The condition of the property at the various plants has been maintained; and, necessary, but large expenditures have been made to change and enlarge the dry docks, which enlargement has been requisite owing to the increased size of the vessels constructed on the Great Lakes."

During the year only 3 1/2 per cent. in dividends were paid on the preferred stock instead of the usual 7 per cent. This meant that last year the usual \$654,000 was paid out in dividends compared with \$554,000 the previous year. It was only the suspension of dividends in the last six months of the year that made it possible for a surplus to be shown. Dividends came near consuming the entire balance after depreciation, as there remained but \$2,804 in the surplus account compared with \$53,474 last year, when the full 7 per cent. in preferred dividends were paid.

In the balance sheet cash on hand as of June 30 was \$587,579, a decline of \$369,703. This falling off, however, was offset by a new item, advances to subsidiary companies, which amounted to \$351,397. Last year apparently was one of cleaning up uncompleted contracts, as that figure at the close of the year was placed at \$4,959 compared with \$38,281 for the previous year. Accounts and notes receivable decreased from \$2,325,885 to \$1,484,925, while stocks and bonds held fell from \$611,576 to \$530,331.

On the liability side account and notes payable showed considerable falling off, as that item amounted to \$672,852 compared with \$3,226,065 last year. The reserve fund which amounted to \$787,718 in 1913 was not shown in this year's report.

But little hope is held by President Smith for an improvement in business during the current fiscal period over last year. In concluding his report, he says: "As to the outlook, every effort is being made to exercise the most rigid economy, as well as conditions improve, the prospects for business for the coming year are not encouraging."

CAPACITY STEADILY GROWING

Some of the New Grain Boats Now Carry Tremendous Cargoes.

(Wall Street Journal.)
"Capacity of the grain boats on the Great Lakes has been steadily growing," said a man who is largely interested in lake navigation. "Few people," he continued, "realize what tremendous cargoes some of the new grain boats carry."

"The W. Grant Morden, one of the new steamships of the Canada Interlake Lines, recently brought down from Port William a cargo of wheat such as few even of the largest ocean freighters have ever transported. The cargo consisted of 451,214 bushels of wheat weighing 13,530 tons. This cargo consisted of 214 bushels of wheat weighing 13,530 tons. This cargo represented the product of 22,560 acres of land at an average of 20 bushels to the acre or the production of 450 farms each with 50 acres of land in wheat. It would load 500 cars to their usual limit and would make ten trains of 50 cars to the train."

"The Canadian Northwest is growing so rapidly that new boats of larger and larger size are being constantly required and boats under Canadian registry are favored by the wheat shippers because of sentiment. The Canadian government is now spending millions of dollars in building new locks at the Welland canal to permit boats of the modern class to reach Montreal and Quebec where their cargoes would be trans-shipped for Europe. Financing of the new boats, however, has been largely done in the United States by the sale of steamship bonds and the Morden was built in this way, several large blocks of the bonds on her having been placed with New York investors."

PERSONALS

Mr. Armand Laverne, M.L.A., has been in from Quebec for a day or so.

Mr. Robert Henderson has returned from Br Columbia and is sailing this week for London.

Mr. G. M. Cape has returned from a visit to Mr. T. Morris Oliphant, in New York.

Mr. J. H. Webb and family returned to town week having closed "The Maples," his summer home, at Reimsfield.

Mr. James Thom arrived in town Monday, having just come from a month in England and Wales.

Mr. F. Orr Lewis has gone up to the Capital Hill Chateau Laurier for a short stay.

Mr. C. S. V. Branch, who spent the summer at Reimsfield, has returned to the city and is at Waterloo Apartments.

Mr. Leonard and Miss Margaret Willis, son and daughter of the late Judge Willis, of London, arrived yesterday from Quebec, B.C., and are staying on the Concord until they sail by the Missanabie.

AT THE HOTELS.

At the Queen's—E. A. LeSueur, Ottawa; A. O'Brien, Toronto; H. F. Schultz, New York; W. Wallace, Albany; Mr. and Mrs. G. M. Blandy, Toronto; R. C. Mr. and Mrs. J. F. Gibbons, Boston; A. J. Boyd, Sydney; W. G. Irwin, Stratford; Chas. Brown, Sherbrooke.