

**STEAMSHIPS**

**CUNARD LINE**

**CANADIAN SERVICE**

Sailing dates will be announced when arranged. For information apply to

**THE ROBERT REFORM CO., LIMITED.**  
General Agents, 20 Hospital Street. Storage Branch, 23 St. Catherine St., Uptown Agency, 530 St. Catherine Street West.

**DONALDSON LINE**

Sailing dates will be announced when arranged. For information apply to

**THE ROBERT REFORM CO., LIMITED.**  
General Agents, 20 Hospital Street. Storage Branch, 23 St. Catherine Street. Uptown Agency, 530 St. Catherine Street West.

**WHITE STAR DOMINION LINE**

**MONTREAL - QUEBEC - LIVERPOOL**

S.S. Zealand - November 14th  
Two Servs. 12,917 Tons

**PORTLAND - HALIFAX - LIVERPOOL**

Xmas Sailing from Montreal  
S.S. Arctic, 15,000 Tons Dec. 3  
S.S. Magdalen, 15,000 Tons " 5 - 6  
S.S. Zealand, 15,000 Tons " 12 - 13

Apply Local Agents for full particulars or write, 125 Bora Street W., Montreal, Que.

**The Charter Market**

(Exclusive Leased Wire to The Journal of Commerce.)

New York, November 20.—A limited business was reported in steamer chartering, almost all of which was for European account and a steady demand continues for additional tonnage for November and December delivery.

There is an urgent demand for tonnage for cotton from South Atlantic and Gulf ports to Bremen, but as only American boats are wanted, shippers are experiencing great difficulty in securing carriers. Grain, coal and general cargo freights also offer steadily and there are a limited number of inquiries for boats for long voyage and South American business. West India freights of all kinds are scarce. Steamers in position to make deliveries during November and December continue to offer sparingly at the rates bid by charterers, although the terms named are equal or better than the figures recently quoted.

The sailing vessel market continues dull and the only fixtures of interest were those of two Italian vessels for coal to West Coast of Italy at rates said to be about 18s. There is no noticeable improvement in the general demand for tonnage and no changes in rates.

Charters—Grain—British steamer, 30,000 quarters, from New York, or Philadelphia to the West Coast of Italy, 5s. 9d., November.

Norwegian steamer Casloppia, 9,000 quarters, from Baltimore to Scandinavian ports, 6s. 7 1/2 d., December.

Danish steamer Caledonia (previously), 11,000 quarters, same, p.t. prompt.

Coal—Brazilian steamer Tibagy, 1,552 tons, from Virginia to Rio Janeiro, p.t., December.

Italian bark Zilia, 1,095 tons, from Virginia to West Coast of Italy, p.t., December.

Miscellaneous—Norwegian steamer Ida Cuneo, 57 tons, from New York to a Scandinavian port, with oil cake, p.t. prompt.

Schooner Marjorie A. Spencer, 336 tons, from New York, to Savannah, with coal, \$1.00, thence to San Juan with lumber, etc., \$1.80; thence San Andreas to Baltimore with cocoa nuts, p.t.

Schooner Gladys, 645 tons, from Turks Island to Baltimore, with salt.

**NORTHERN OHIO IN SEPTEMBER.**  
Much larger operating expenses in September rendered the net of the Northern Ohio Traction Company less than it was a year ago, although the gross was larger.

For the nine months, however, there is an increase in both gross and net.

The figures are as follows:—

Sept.	1914.	1913.	Inc.
Gross	\$311,556	\$289,022	\$22,534
Expenses	195,367	169,229	26,138
Net	116,289	119,802	3,512
Surplus	64,862	72,271	7,409

Nine months.

Gross	\$2,728,558	\$2,444,488	\$284,070
Expenses	1,863,917	1,471,085	392,832
Net	455,246	973,662	518,416
Surplus	610,295	569,465	40,830

—Decrease.

**ATLANTIC COAST LINE EARNS 16.7 PER CENT. ON ITS COMMON.**

New York, November 20.—The report of the Atlantic Coast Line for the year ended June 30, 1914, shows that the surplus available for dividends was equal to 16.7 per cent. earned on the outstanding \$68,568,200 common stock, after allowing 5 per cent. on the preferred outstanding, as compared with 11.49 per cent. earned on \$68,567,200 common stock the year before.

Gross operating revenues were \$36,832,780, against \$36,122,072, with net revenues of \$9,049,982, as compared with \$10,036,063. Total income was \$13,105,934, against \$12,757,971, with a surplus for the stock amounting to \$7,329,008, as compared with \$7,883,203. The surplus for the year amounted to \$2,529,051, against \$3,293,041.

**STANDARD OIL OF OHIO.**

Cleveland, November 20.—Standard Oil Company of Ohio declared regular quarterly dividend of 3 per cent. and an extra dividend of 3 per cent. (the same as has been declared for three previous quarters this year).

Dividends are payable January 1st to stock of record December 24th. This brings the company's total payments for 1914 up to 24 per cent., as compared with 20 per cent. in 1913.

**RAILWAYS HAVE SENT LARGE NUMBER OF EMPLOYEES TO WAR**

Signal Engineer Morkill Becomes a Lieutenant—General Freight Agent English Has Also Enlisted in the Army.

Among those associated with the Grand Trunk Railway System who have enlisted for active service is Mr. R. F. Morkill, Signal Engineer, who was gassed a Lieutenant. Word has been received at Montreal that Mr. Morkill is already engaged in important work in Europe for the Imperial authorities.

Another of the Grand Trunk's officers who has enlisted, it has been announced, is Mr. F. G. English, General Agent, Freight Department, with headquarters in London, England, while the railway has supplied a large number of men to both the first and second Canadian contingents.

According to information received at Grand Trunk headquarters in Montreal, yesterday, practically 10 per cent. of all railway employees in England, Ireland and Scotland have joined the colors. Partial returns available show that 54,276 men had left the British railways to enter army or navy, but of a total of 643,135 employees on all roads.

On the London and North-Western alone 9,400 men have left, while the Great Western is second, with 7,600; the Midland, third, with 6,700, and the North-Eastern next with 5,900.

From the employes of British railways special corps of railway troops have been recruited to assist in restoring and maintaining rail communications in France with the allied armies at the front. These consist of maintenance men, linemen, telegraphers and other similar, while two companies consist of engine drivers, signal men, guards and switchmen, to assist a body of fifteen thousand French railway men already organized for railway work of a military nature.

**PREMIER FLEMING ABSOLVED OF ONE CHARGE, GUILTY ON ANOTHER**

Royal Commission, Finding in Investigation Started by Dugal Charges Was Made Public Last Night—Second Judgment Thought to be Peculiar.

St. John, N.B., November 20.—The report of the Royal Commission appointed to investigate the charges made by L. A. Dugal, M.L.A. for the County of Madawaska, against Hon. J. K. Fleming, premier of New Brunswick, and Hon. H. G. McLeod, formerly provincial secretary for this province, but later the member for York in the House of Commons, and now commanding the New Brunswick battalion of the first Canadian contingent at Salisbury Plain, was given to the press last night by Governor Wood.

There are two reports, one dealing with the charge that Mr. Fleming, through the agency of W. H. Berry, extorted monies from timber limit holders in the province to the extent of \$15 per mille of their holdings, or about \$75,000 in all, and the other that Mr. Fleming and Mr. McLeod extorted money from contractors engaged in the construction of the Valley Railway.

In the timber report the commission finds that while Berry collected money from the lumber men, presumably for the purposes of a campaign fund, and while the fact that this collection was known to Mr. Fleming, it was not undertaken under his direction or at his request, and therefore he is not guilty as charged.

In the Valley Railway report Mr. McLeod is exonerated and Mr. Fleming found guilty of compelling a contractor to pay the sum of \$2,000. In this case, the judgment is regarded as peculiar. The commissioners hold that Mr. Fleming made no threats to the contractor; that the conversation having to do with the payment of money took place after the contract had been awarded and before he (the contractor) had any thought of obtaining a second contract, which he subsequently did obtain. But they declare compulsion can have its rise in the relation of the parties concerned; just as well as in actual threats; and the fact that Mr. Fleming was premier of the province and the contractor who was found to have paid the money working on a provincial undertaking was sufficient to constitute a hint from Mr. Fleming that a contribution to an election fund would be acceptable into a compulsion to pay. It was admitted that the amount of money was not mentioned and that it had nothing to do with the obtaining of a second contract by the same man.

The commissioners also found and reported strongly that there was absolutely no evidence to show that other members of the Government were concerned in the collection of the fund from the lumbermen, and in the Valley Railway case that Hon. Mr. McLeod had been exonerated.

**BRITISH COLUMBIA PORTS BENEFIT BY OPENING OF PANAMA CANAL.**

That the Canadian Railways operating in Western Canada intend to make use of the new water route placed at their disposal by the completion of the Panama Canal, is the opinion of Mr. R. E. Mansfield, the United States Consul at Vancouver, B.C.

An official report filed at Washington, refers to the great harbor and dock improvements that are being carried out at Prince Rupert. He states that many millions of dollars have already been expended there, or the expenditure provided for, so that the harbor facilities may be as ample and satisfactory as any on the Pacific Coast. Prince Rupert being the western terminal of the Grand Trunk Pacific Railway, tapping the new and rich country of the north.

British Columbia, Mr. Mansfield thinks, will make considerable use of the canal for its European trade. It will be able to ship, without breaking cargoes, to any part of the world, and the almost untouched natural resources of British Columbia, it is said, will find a market abroad for many years to come.

**ADRIATIC TO DOCK TO-DAY.**

New York, November 20.—White Star liner Adriatic is expected to dock at 6 p.m. to-day. Among the passengers aboard is Chas. M. Schwab.

**VESSELS WASHED ASHORE.**

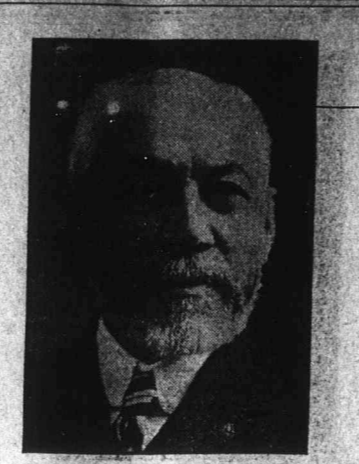
Portland, Maine, November 20.—The four-masted schooner Major Pickens, several fishing schooners and a big power craft went ashore in the harbor during the heavy storm early to-day.

**GERMAN MERCHANT SHIP SUNK.**

London, November 20.—German merchant ship Ekbatana has been sunk in the Persian Gulf by a British man-of-war, according to a despatch received by the Daily News.

**TERRIFIC STORM ON ADRIATIC.**

Ancona, Italy, November 20.—A terrific storm on the Adriatic Sea has compelled the Allies' fleet to abandon the blockade of the Austrian coast and stand out to sea to avoid being driven on rocks.



MR. DAVID McNICOLL.  
Mr. McNicoll has resigned his position as senior vice-president of the Canadian Pacific Railway system. His successor is Mr. George Bury, of Winnipeg.

**SIGNAL SERVICE.**

(Department of Marine and Fisheries.)  
Crane Island 32—Snowstorm gale, north east.  
L'Islet, 40—Snowstorm gale, north east.  
Cape Salmon, 91—Snowstorm gale, north east.  
Father Point, 157—Snowstorm gale, strong east.  
Little Meis, 175—Snowstorm gale, strong east.  
Matane, 200—Snowing, south east.  
C. Magdalen, 294—Snowing, strong east.  
Fame Point, 325—Snowing, strong east. In 1.00 a. m. a steamer, 8.30 a. m. a steamer. Out 4.30 a. m. Lingan.

**ANTICOSTI—**

West Point, 332—Cloudy east.  
S. W. Point, 360—Heavy snow south east.  
South Point, 415—Heavy snow, south east.  
Heath Point, 438—Dense fog coming on, strong north.

P. Escuminac, 462—Snowstorm gale, east.  
Quebec to Montreal.

Longue Pointe, 5—Stormy, very strong east.  
Vercheres, 19—Stormy, strong north.  
Sorel, 39—Snowing, strong north east.  
Three Rivers, 71—Blinding snowstorm, strong north east.

P. Citrouille, 81—Stormy, strong north.  
St. Jean, 94—Stormy, strong east.  
Grandines, 98—Heavy snow, strong north east.  
Portneuf, 108—Heavy snow, strong north east.  
St. Nicholas, 127—Blinding snowstorm, strong north east.

Bridge, 133—Blinding snow storm, strong north east.  
Quebec, 139—Blinding snowstorm, strong north east.

**West of Montreal.**  
Cascades, 21—Snowing north east. Eastward 2.30 a. m. Corunna.  
P. Colborne, 321—Clear, north east. Eastward 7.30 a. m. Keywest.

**CANADA STEAMSHIP LINES, LIMITED.**

Location of steamers at 6 p.m., November 19th.

**Freight Steamers.**  
Canadian—Due down Soo.  
Acadian—Left Cleveland 11.30 a.m., for Port Arthur.

Hamiltonian—(No report of having passed up Soo).  
Calgarian—Leaves Montreal to-night for Cénail.  
Fordonian—Montreal loading package freight.  
D. A. Gordon—(No report of having passed up Soo).

Glenellah—Due river to-night to load.  
Dundee—Due Fort William.  
Dunelm—Due Cleveland this p.m.  
Donnacona—Left Dalhousie 4 p.m., eastbound, for Montreal.

Doric—Due up Soo.  
C. A. Jaques—Arrived Toronto noon to-day, goes Hamilton.

Midland Queen—Due Hamilton to-morrow morning.  
Sarmian—(No report of having passed down Soo).  
A. E. Ames—Due Montreal.

J. H. Plummer—Arrived Montreal 10 a.m., 18th.  
Neepawa—Due Montreal this p.m.  
Beaverton—Due Fort William.  
Tacona—(No report of having passed up Soo).  
Kenora—Due up Colborne midnight to-night for River.

**Bulk Freighters.**

W. Grant Morden—(No report of having passed up Soo).  
Emperor—Down Soo 3.30 p.m., 18th, for Tiffin.  
A. E. Ames—Due Montreal.

Midland Prince—Left Colborne 9 p.m., 18th for Cleveland.  
Midland King—Leaves Fort William to-day for Buffalo.

Meridian—Due up Soo.  
Emperor Fort William—(No report of having passed down Soo).  
Emperor Midland—(No report of having passed down Soo).

Stadacona—Leaves Escanaba to-night for Duluth.  
Scottish Hero—Due Tiffin.  
Turret Court—Fort William—Goes Duluth.  
A. E. McKinstry—Due Cheticamp.

Renvoye—Due up Kingston to-night for Canal.  
Saakatoon—Due up Port Huron for Port Arthur.  
Mapleton—Leaves Buffalo to-day for Port Arthur.  
Haddington—Down Colborne midnight last night for Quebec.

Cadillac—Leaves South Chicago to-day for Oswego.

**LONDON, ONT., MAY TRY PUBLIC OWNERSHIP OF TRAMWAY SYSTEM.**

London, Ont., November 20.—It is understood that the London Street Railway Company is ready to sell out to the city, and that the proposal may go to the ratepayers in January. The company's franchise does not expire for ten years. City debentures, it is said, would be acceptable to the company as payment.

A written proposition on the subject may be forthcoming in a few days.

**NEW L. & P. S. R. DEPOT.**

London, Ont., November 20.—The London and Port Stanley Commission will settle the question of a depot and right-of-way to Richmond street shortly. It is understood that a conference with the Grand Trunk Railway officials will be held within a week or two, and the whole matter finally disposed of. There is every reason to believe that the station will be located at the corner of Richmond and Bathurst streets.

**ROCK ISLAND BONDS.**

New York, November 20.—The Rock Island Bonds deposited Thursday, amounted to \$1,250,000, making the total to date \$46,537,000, which, with \$7,600,000 deposited in Holland, makes the total number of bonds deposited with the committee \$54,137,000. This is over 75 per cent. of the entire issue.

**MR. McNICOLL LEAVES C.P.R. VICE-PRESIDENCY**

Sir Thomas Shaughnessy Made Official Announcement of Important Executive Change Yesterday

**MR. GEO. BURY SUCCESSOR**

Manager of Western Lines Will Fill Vacancy Made by Mr. McNicoll's Resignation—This Will Mean Another Change in the Winnipeg Office.

Yesterday afternoon the Journal of Commerce announced that there were several changes impending among the executive heads of the Canadian Pacific Railway System. Shortly after this statement was given the street, the official announcement was made by Sir Thomas Shaughnessy, that the senior Vice-President, Mr. David McNicoll, had resigned.

The official statement follows:  
"Mr. David McNicoll, Vice-President of the Canadian Pacific Railway Company, who has been connected with the company and one of its acquired lines, the Toronto, Grey and Bruce Railway, for upwards of forty years, has signified his desire to be relieved from the very arduous duties of his position, in order that he may enjoy such a long period of rest and recuperation as his present condition of health makes desirable and he has therefore resigned, to take effect January 1st next.

"He will remain on the Board of Directors, and when his health permits it is expected that he will be asked to accept another important post in connection with the company's affairs.

"He retires with the esteem and, indeed, affection of the directors, officials and employees of the company.

"Vice-President George Bury, now in charge of the company's interests west of Lake Superior, will be Mr. McNicoll's successor."

**Mr. McNicoll's Career.**

Mr. David McNicoll is only in his 62nd year, having been born at Arbroath, Scotland, in April, 1852. He started his life career as a railroad boy, fourteen years old, with the North British Railway of Scotland, after which he entered the service of the Midland Railway of England in 1873, where he served for a year.

In 1874, Mr. McNicoll came to Canada, and at once resumed his railway work. He was appointed billing clerk on the Northern Railway of Canada, being stationed at Meaford and Collingwood, and in less than a year became chief clerk, and was removed to the general offices of the Toronto, Grey and Bruce Railway at Toronto. He remained in this position until 1881, when he became general freight and passenger agent of the same railway, and also general traffic agent of the Owen Sound Steamship Line, trading on the upper lakes.

In 1883, Mr. McNicoll was appointed general passenger agent of the Credit Valley, Toronto, Grey and Bruce and Ontario and Quebec Railways, and held this position until these lines were absorbed by the Canadian Pacific Railway. He was then appointed general passenger agent of the Eastern and Ontario divisions of the C. P. R., and at once won recognition as one of the coming men on the transcontinental line. In 1899, Mr. McNicoll was appointed passenger traffic manager, which office he held until the following year, when he was appointed assistant general manager. Almost immediately afterwards Mr. McNicoll was appointed second vice-president and general manager. After holding this office some years, Mr. McNicoll was appointed senior vice-president and elected a director of the company.

While a few years ago the arrangement of the company was changed so that all vice-presidents were placed on an equal basis, each in charge of a special department, Mr. McNicoll, in charge of the traffic department, was always recognized as the senior vice-president, and as such he has exercised a powerful influence on the progress of the system.

When the C. P. R. a few years ago established its new harbor on the Georgian Bay as the eastern terminus of its lake steamship system, it honored its senior vice-president by bestowing upon the new town and harbor the name of Fort McNicoll.

**New Senior Vice-President.**

Mr. George J. Bury, who succeeds Mr. McNicoll, is a Montrealer. He was born here in 1866, and was educated at the Montreal College. His whole career has been spent in the service of the C. P. R. He started work in 1883 as a clerk in the purchasing department of the C. P. R. Since then he has made a steady progression upward, as clerk in the general managers' office in 1884. He became secretary to the vice-president, now Sir Thomas Shaughnessy and president, Sir William Van Horne, successively, in 1887, and acting superintendent of the sleeping car service in 1889. Then successively assistant superintendent of the Chalk River division and superintendent of the North Bay Division. From there Mr. Bury went as divisional superintendent successively at Fort William and Cranbrook, B.C. Then he became assistant general superintendent of the Lake Superior division, and in 1902 was appointed general superintendent of the Central division of the C. P. R. at Winnipeg, and continued in that office some time. Since then Mr. Bury has always been engaged in the western work of the Canadian Pacific, and when a few years ago the late Sir William Whyte retired from the Western executive office, Mr. Bury was appointed to succeed him as vice-president. Since that time Mr. Bury has been in charge of the western interests of the C. P. R., and has taken an active part in public affairs, especially with the upbuilding of the new western provinces, and the carrying out of the proposals for the introduction of mixed farming in the west.

During much of his career, Mr. Bury has worked in close touch with Sir Thomas Shaughnessy, Sir William Van Horne, and Mr. David McNicoll, and is fully imbued with the progressive C. P. R. spirit. It is expected that Mr. Bury will return to Montreal within a short time to take up his residence here and assume his new duties at the headquarters of the C. P. R.

**RAW SUGARS UNCHANGED.**

New York, November 20.—All refiners quote standard granulated on basis of 5.10 cents. Raw sugars are unchanged at 4.01 cents.

**WEATHER MAP.**

Cotton Belt—Partly cloudy. Scattered precipitation in the Carolinas. Temperature 16 to 42.  
Winter Wheat Belt—Generally clear, some snow in the Lake region. Temperature 8 to 24.  
American Northwest—Generally clear, no moisture. Temperature 16 to 44.

**RAILROADS**

**CANADIAN PACIFIC**

**Montreal-Toronto-Chicago**

Lv. Windsor St.— 8.45 a.m., 10.00 p.m.  
Ar. Toronto (Union)— 8.40 p.m., 7.85 a.m.  
Ar. Chicago— 7.45 a.m., 10.05 p.m.

Lv. Windsor St. .... 7.45 a.m., 10.05 p.m.  
Ar. Toronto (Yonge St.) ..... 8.00 p.m.  
Day train: Cafe, Observation, Parlor and Dining.  
Night trains: Observation, Compartment and Standard Sleepers.

TICKET OFFICES:  
743-125 St. James Street. Phone Main 8121  
Windsor Hotel, Place Viger and Windsor Street Station

**GRAND TRUNK RAILWAY SYSTEM**

**DOUBLE TRACK ALL THE WAY**

**Montreal - Toronto - Chicago**

**INTERNATIONAL LIMITED.**  
Canada's Train of Superior Service.  
Leaves Montreal 9.00 a.m., arrives Toronto 4.30 p.m., Detroit 3.65 p.m., Chicago 8.00 a.m., daily.

**IMPROVED NIGHT SERVICE.**  
Leaves Montreal 11.00 p.m., arrives Toronto 7.30 a.m., Detroit 1.45 p.m., Chicago 8.40 p.m. Club Compartment Sleeping Car, Montreal to Toronto, daily.

CITY TICKET OFFICES:  
122 St. James St. cor. Front Street  
Windsor Hotel, Place Viger and Windsor Street Station

**SHIPPING NOTES**

A Swedish steamer Andrew struck a mine in the North Sea and sank. Eighteen survivors were rescued by a liner and landed at Hull, after they had drifted about in small open boats for twelve hours. The incident will doubtless be taken up as an additional motive to the agitation going on in the Scandinavian countries for action by neutral countries to restrict mine laying in open waters.

Steamship Penrith Castle, the first steamer to carry a full cargo through the Panama Canal from Galveston to Yokohama, is likely to be the forerunner of an important traffic development in the Orient, according to the Canal Record. The Record estimates that the steamship saved 5,770 miles and about \$1,533 by taking the canal route instead of the route via Magellan Straits.

Wireless apparatus designed to help ships, lost in fog, determine their positions will be installed shortly by the Navy Department at Cape Cod. With the instrument it is possible to locate an inquiring ship by measurement of the radio waves by the points of the compass. The apparatus is of foreign origin and has been perfected by American naval officers.

Reports from Christiania state that the German cruiser Berlin has been interned at Tromsø. The Berlin is a sister ship of the Leipzig, is of 3,200 tons and carries an armament of ten 4.1-inch guns.

The North German Lloyd, according to a dispatch received by Oelrichs & Co., agents for the line at New York, has turned over to the German military Red Cross authorities its recently completed buildings at Emden. At the outbreak of the war, the company gave over its new buildings at Bremen to the Red Cross.

**INLAND REVENUE REDUCED.**

Ottawa, November 20.—Inland revenue for October totalled \$1,728,197, as against \$2,041,921 in the corresponding month of last year. This is an indication that the consumption of liquors, beer and cigars is falling off because of war conditions.

**CURB MARKET PRICES.**

New York, November 20.—Curb market was steady:

Willis Overland	Bid.	Asked.
Preferred	75	75
Marconi	214	214
Brit. Amn. Tob.	14	14 1/2
Goldfields	58	63
Kelly Springfield Tire	75	80
1st Preferred	90	95
2nd Preferred	11-16	12-16
La Rose	14 1/2	14 1/2
Maxwell Motor	17	19
1st Preferred	13	15
2nd Preferred	17	19
Nipissing	106	110
Pud. Product	200	150
Preferred	80	85