

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. Steerage Branch, 23 St. Sacrament 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. Steerage Branch, 23 St. Sacrament Street. Uptown Agency, 530 St. Catherine Street West.

WHITE STAR DOMINION LINE

MONTRÉAL - QUÉBEC - LIVERPOOL
S.S. Zealand - November 14th
Tues. Serv. 12.01 P.M.

PORTLAND - HALIFAX - LIVERPOOL
S.S. Arctic, 15,000 Tons Dec. 1 Dec. 3
S.S. Magnific, 15,000 Tons " 5 " 6
S.S. Zealand, 12,000 Tons " 12 " 13
Apply Local Agents for full particulars or Office, 118 Notre Dame Street W., Montreal, Que.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, November 18.—The steamer market was quiet in all departments and very little was accomplished in the chartering line, owing to the scarcity of November and December boats.

There is a steady demand for grain, cotton, coal and general cargo carriers to trans-Atlantic ports, and tonnage is also in urgent demand for the transportation of horses from North Atlantic and Gulf ports to France.

Long voyage and South African freights also offer steadily, but the light offerings of tonnage for all kinds of business, combined with the advance in rates demanded by owners, serve to limit trading in all departments. No fixtures of any kind were reported in the sail tonnage market, and the demands from all sources are exceptionally light. Rates remain about as quoted for some time past, and the supply of handy tonnage is sufficient for all known requirements.

Charters—Grain: British steamer (Runciman boat), 20,000 quarters, (previously), from New York to West Coast Italy \$8 64, December 27th.

British steamer Bagdale, 22,000 quarters, (previously), from the Gulf to West Coast of the United Kingdom, or London, 48 6d, option East Coast United Kingdom 48 9d, Havre \$8 1/4d, or Marseilles, Genoa or Naples, \$8 7/4d, December-January.

Coal—Norwegian steamer Sangstad, 1,459 tons, from Baltimore to Preston and Banes, p.t. prompt.

Miscellaneous—Steamer Missourian, 5,077 tons, trans-Atlantic trade, three round trips at or about \$40,000 per month, prompt.

Norwegian steamer Orn, 920 tons, from Philadelphia to Rotterdam, with general cargo, p.t., November.

Steamer Lassell, 1,225 tons, coastwise trade, one round Gulf trip, p.t., prompt.

C. P. R. DECREASE SLIGHTLY LESS THAN IN PREVIOUS WEEK.

The earnings of the C. P. R. for the second week in November showed a decrease from a year ago of 39.9 per cent., against 40.5 per cent. in the first week of the month and 43 per cent. in the last ten days of October.

The returns for the first two weeks of November this year and last compare as follows:

	1914.	1913.	Decrease.
First	\$1,998,000	\$3,204,000	\$1,206,000
Second	1,878,000	3,124,000	1,246,000
	\$3,786,000	\$6,328,000	\$2,542,000

SEABOARD HAS SURPLUS.

New York, November 18.—With the final figures for the past month yet to come in, the Seaboard Air Line officials estimate that interest on the adjustment mortgage 5 per cent. bonds for the six months ended October 31st will be earned with a surplus of \$112,000 over.

SUBSTANTIAL DECREASE FOR C. N. R.

The gross earnings of the Canadian Northern Railway Company for the week ended November 14, were \$370,600, a decrease of \$272,900, or 42.4 per cent., as compared with the corresponding week last year.

Gross earnings since July 1st total \$7,722,100, a decrease of \$1,997,600, or 20.3 per cent.

STARTS LAYING MAINS.

Hamilton, Ont., November 18.—Work has been started by the National Gas Company on the laying of its pipe line from Blackheath to Hamilton. The contract calls for the work to be completed by December 15. Altogether about sixteen miles of pipe will be laid, which means that the work will have to be rushed.

WEATHER MAP.

Cotton Belt—Partly cloudy, scattered rain in Texas, Temperature 22 to 26.

Corn Belt—Partly cloudy, no moisture. Temperature 24 to 34.

American Northwest—Partly cloudy. No moisture. Temperature 19 to 20.

WASHINGTON FIRM FAILS.

New York, November 18.—The following notice has been posted on the New York Stock Exchange: Notice was received this day from Lewis, Johnson and Company, of Washington, D.C., of their inability to meet their contracts.

WALES IS HARD HIT.

Swansea, Wales, via London, November 18.—The result of the exportation of tin plate to Denmark, Holland and Sweden will mean the closing down of 25 mills and will directly affect 1,700 men.

SHIPPING NOTES

Until Saturday morning there will be a large passenger steamer leaving Montreal every day to cross the ocean. This morning the Allan liner *Grampian* cast loose, her passengers having gone on board last night. The passengers of the *Corinthian*, Allan line steamer, will embark to-night, as that vessel sails to-morrow morning. The Canadian Pacific steamship Company's liner *Missanibi* will leave Friday morning instead of Thursday morning, as advertised. The day's delay in arriving has caused a similar postponement in sailing. Thursday night all the passengers except those that board her at Quebec are expected to be on board. The Donaldson liner *Cassandra* sailed from Halifax on Sunday at 5 o'clock in the afternoon.

The Swedish steamer *Andrew* struck a mine in the North Sea yesterday, and sank. Eighteen survivors, including two women, after having drifted about in boats for twelve hours, were rescued by a liner and landed at Hull.

It was officially announced in Christians that the disarmament of the German cruiser *Berlin*, which had put in at Trondheim, a seaport of Norway, had been commenced.

The *Berlin* appeared off Trondheim, which is on the northwestern coast of Norway, and well outside of the North Sea, yesterday. It was then reported that she was endeavoring to escape from the North Sea to act as a commerce raider in the Atlantic, very much as the cruiser *Emden* did in the Indian Ocean.

The *Berlin*, with a crew of 450 men, arrived at Trondheim yesterday. Her commander was given the choice of putting to sea within 24 hours, or of submitting to disarmament. He chose the latter, apparently preferring to have his ship disarmed rather than risk going out to sea.

The war between the ship building plants in New York continues, but no further reductions in the rate for dry docking vessels has been made. A representative of one of the Brooklyn plants said on Saturday that the present rates would remain in force, but that there were little prospects of the end of the rate war.

Steamship *Agamemnon*, which was placed at the disposal of the Rockefeller Foundation, will sail from New York Nov. 25, with food supplies for Belgium. The steamer will load the gift cargo at Bush Terminal docks. It is expected that the total value of the food and miscellaneous supplies she will carry from this country will be worth about \$200,000.

Total collections of tolls for passage through the Panama Canal since its opening, and to November 1 amounted to \$735,182. In addition, \$11,610 were collected for passage of barges through the canal, before it was opened to general traffic on August 15. From August 15, to August 31, \$38,333 was collected; September yielded \$259,753, while October brought in \$277,086, an increase of 40 per cent. over September.

It is understood that the Cunard Line will soon start a bi-monthly service between Boston and Liverpool. Several steamers have been chartered to make up for the Cunard vessels that have been requisitioned by the British Admiralty. The *Tunisian* will sail from Boston on November 24 and will be followed by the *Etonian* on December 5 and the *Dunstable* on December 19.

The attention of shippers to the possibilities of the Panama Canal as a means of transporting merchandise from the Atlantic to the Pacific coast has been directed by the changes made in transcontinental freight rates which went into effect November 15. The railroads have cancelled a large number of commodity rates to the Pacific coast, and this action is attributable to an effort to avoid the reduction of inter-mountain points, which were ordered by the Interstate Commerce Commission.

The ship repair yards in New York, Philadelphia and Baltimore are actively competing for the business that has developed in connection with the transport of horses from this country to France. About thirty steamers will be required to accommodate the horses that are now en route to the seaboard from the west. The cost of overhauling a steamer and erecting stalls runs from \$3,000 to \$8,000. The agents of the ship yards are keeping close track of all charters for the movement of horses.

It is learned that the owners of the American steamer *Ruby* have secured permission from the insurance companies to make a voyage to Copenhagen with a cargo of grain. From Copenhagen the *Ruby* will proceed to Rotterdam and, if arrangements can be perfected, will load a cargo of dyestuffs. This will make the third cargo of colors to come here. The *Matanzas* has arrived, while the steamer *Sun* was to leave Rotterdam early this month with a cargo of dyes.

The New York Board of Trade and Transportation at its meeting passed a resolution urging upon Congress the passage of Senator Root's bill providing for a more direct route for the Harlem Ship Canal, cutting through the upper end of a long and narrow neck of land at Spuyten Duyvil, known as Johnson's Neck.

This is said to be of the utmost importance to Brooklyn, as nearly all the East River barge canal traffic will come through the Harlem River.

The city of Gothenburg has decided to take shares to the value of 2,000,000 kroner (about \$555,000) in the Swedish-American Passenger Line, which it is now practically arranged, is to start business, the whole capital having been found.

It is proposed, with the permission of England, to buy some German steamers of suitable capacity now interned in American ports.

The U. S. Bureau of Navigation reports 100 sailing, steam and unrigged vessels of 21,224 gross tons built in the United States and officially numbered during the month of October. The wooden boats numbered 52 of a gross tonnage of 6,682 and the metal boats numbered five of a gross tonnage of 13,787.

The largest metal vessels covered in these figures was the "Great Northern," 3,255 gross tons, built at Philadelphia and the "Gulfstream," of 5,188 gross tons, built at Camden, N.C. 08 gross tons were added to the American merchant marine under the recent legislation of Congress.

Three British cruisers, *Berwick*, *Lanester* and *Buf-folk*, are outside Colon, and are expected to pass through the Panama Canal to join the Pacific squadron of British cruisers. If these ships go through the canal, it will be the first time that the waterway has been used in actual warfare. Passage through the waterway will be granted under the regulations to belligerent warships, only on the written permission of the canal authorities. They will not be permitted to take any more stores than are absolutely necessary and troops, munitions of

Shipping and Transportation

ADMIRALTY ISSUES STATEMENT CONCERNING BATTLE OFF CHILE

Lakes and Ocean Bay—Moderate to fresh winds; mostly west and southwest; fair and cold.

Ottawa Valley and Upper St. Lawrence—Fair and cold.

Lower St. Lawrence, Gulf and Maritime—Fresh to strong westerly winds; local snow flurries, but mostly fair and cold.

Superior—Moderate to fresh winds, mostly west and southwest, fair and not quite so cold.

Manitoba and Saskatchewan—Fair and milder.

Alberta—Fair; not much change in temperature.

SIGNAL SERVICE.
Department of Marine and Fisheries

Crane Island, 22—Clear, north west.

L'Islet, 40—Clear, calm.

Cape Salmon, 81—Clear, west.

Father Point, 157—Clear, gale north west.

Little Metis, 175—Clear, gale west.

Martin River, 280—Clear, gale north west.

C. Magdalen, 294—Heavy snow, strong north west.

Cape Rosier, 349—Clear, north west. In 3.00 a. m. Lady of Gaspé.

ANTICOSTI—

West Point, 332—Cloudy, gale, west.

S. W. Point, 360—Snowing, gale, north west.

South Point, 415—Cloudy, gale, north west.

Heath Point, 438—Cloudy, north west.

Flat Point, 575—Cloudy, west.

Belle Isle, 734—Clear, calm.

Longue Pointe, 5—Clear, light west.

Vercheres, 19—Clear, light west.

Sorel, 39—Clear, west.

Three Rivers, 71—Clear, west. Out 8.45 a. m. Senator Derbyshire.

P. Citrouville, 84—Clear, west.

St. Jean, 94—Clear, west.

Grondines, 98—Clear, west.

Portneuf, 108—Clear, west.

St. Nicholas, 127—Clear, west.

Bridge, 133—Clear, west.

Quebec, 139—Clear, west. Arrived down 9.00 a. m. Querida, 8.00 a. m. Murray Bay.

West of Montreal.

Cascades, 21—Clear, west. Eastward 7.10 a. m. Alexandra. Yesterday 7.00 p. m. Dakota, 8.10 p. m. Hilda. P. Dalhousie, 298—Clear, south west. Eastward yesterday 11.10 p. m. Corinna.

London, November 18.—The Admiralty issued last night the report of Captain John Luce, of the British light cruiser *Glasgow*, of the battle with the German squadron on November 1, off the Chilean coast.

The *Glasgow*, which left Corral on the morning of that day, was advised by Rear-Admiral Sir Christopher Cradock, commander of the British Squadron, that the enemy's ships were to the northwest. Towards evening the *Glasgow* sighted smoke, and reported to Rear-Admiral Cradock, and the British fleet formed in line ahead, the *Good Hope* leading, with the *Monmouth*, *Glasgow* and *Otranto* following.

The enemy had turned south and was also in single line ahead, the *Scharnhorst* and *Gneisenau* leading. Admiral Cradock signalled the *Canopus*: "I am going to attack the enemy."

"The enemy was at that time 15,000 yards away," says the report, "and maintained this range, at the same time jamming the wireless signals. The sun was setting immediately behind the British ships, and while it remained above the horizon the British had the advantage in light, but the range was too great.

"When the sun had set and visibility conditions were altered, the British ships were allotted against the afternoon, and the falling light made the enemy difficult to see.

"The Germans opened fire at seven o'clock at 12,000 yards, followed in quick succession by the British. The growing darkness and heavy spray of the head sea made firing difficult, particularly for the main deck guns of the *Good Hope* and *Monmouth*.

Good Hope in Flames.

"The enemy, firing salvoes, both the range quickly, and their third salvo caused an outbreak of fire on the forepart of both ships, which were constantly on fire until 7.45 in the evening. At 7.50 an immense explosion occurred on the *Good Hope* amidships, the flames reaching 200 feet high. Total destruction must have followed.

"It was now quite dark. Both sides continued firing at the flashes of the opposing guns. The *Monmouth* was badly down by the bow and turned away to get her stern to the sea, signalling the *Glasgow* to that effect.

"At 8.30 the *Glasgow* signalled to the *Monmouth*: 'The enemy is following us, but go no reply.'

"Under the rising moon, the enemy's ships could be seen approaching, and as the *Glasgow* could render the *Monmouth* no assistance, she proceeded at full speed to avoid destruction. At 8.50 we lost sight of the enemy. At 9.30 we observed flashes of fire, which were doubtless the final attack on the *Monmouth*.

"Nothing could have been more admirable than the conduct of the officers and men throughout, although it was most trying to receive a great volume of fire without a chance of adequately returning it. All kept perfectly cool; there was no wild firing and discipline was the same as at battle practice. When the target ceased to be visible, the gun-layers spontaneously ceased fire.

"The serious reverse sustained has entirely failed to impair the spirit of the officers and the ship's company, and it is our unanimous wish to meet the enemy again as soon as possible."

FURNACE LINER COMMANDEERED

(Special Correspondence.)

St. John, November 18.—The Furness Line agents here have been notified that three more steamships of this line had been taken by the Imperial Government, the *Rappahannock*, the *Kanawha*, and the *Shenandoah*. The *Rappahannock* is loaded here ready to sail for England. Their places have been filled for the company's regular business.

NEW YORK CENTRAL NOTES.

New York, November 18.—J. P. Morgan & Company announce that the price of unpaid portion of the \$20,000,000 New York Central notes, maturing in April has been advanced to 99.80 with interest, or a 5 1/2 per cent. basis, and that the price of the unpaid portion of the \$20,000,000 notes, maturing in October, has been advanced to 99.15, or a 6 per cent. basis.

Notes were brought out as of October 1st last at the price of 98 1/2 for the year notes and 99 1/2 for six months notes. Subsequently the price for the year or October notes was advanced to 98 1/2, and for six months or April notes to 99 1/2.

C. AND O. MEETING THURSDAY.

New York, November 18.—The directors of Chesapeake and Ohio meet on Thursday, and will decide whether or not a dividend will be paid at this time. At the August meeting action on the dividend was deferred. It was officially stated until the November meeting, the directors having in mind the feasibility of a semi-annual payment.

Either no dividend will be declared or one per cent representing the semi-annual payment will be ordered. It would cause no surprise if the first plan were decided upon.

ERIE EXECUTES MORTGAGE.

New York, November 18.—The Erie Railroad stockholders, at a special meeting, approved and authorized the execution of \$200,000,000 refunding and improvement mortgage.

This will cover refunding of all outstanding obligations as they mature, and will provide approximately \$30,000,000 par value of bonds available for sale to cover future improvements and betterments. The directors are authorized to determine the rate of interest which each series of the new issue will bear.

IMPROVEMENT IN STEEL OUTPUT EXPECTED SOON.

New York, November 18.—Inquiries for steel are more numerous than for several months, and this gives rise to the hope that before long there will be a good improvement in the output. Inquiries for a large amount have not developed into orders as yet, but future bookings are more promising.

New York Central's inquiry for 350,000 tons of rails for delivery next year and 3,000 tons booked by the Pennsylvania have helped improve the sentiment. Rail orders have been scarce for months past and buying by two large eastern roads may be followed by other orders.

IN MARKET FOR RAILS.

New York, November 18.—New York Central Railroad is in the market for 25,000 tons steel rails.

RAILROADS

CANADIAN PACIFIC

Toronto-Chicago Express

Lv. Windsor 8:— 8.45 a. m. 10.00 p. m.

Ar. Toronto (Union)— 5.40 p. m. 7.35 a. m.

Ar. Chicago— 7.45 a. m. 8.05 a. m.

Toronto (Yonge St.)

Lv. Windsor St. 10.50 p. m.

Ar. Toronto 8.00 a. m.

Day train: Cafe, Observation, Parlor and Dining. Night train: Observation, Compartment and Standard Sleepers.

TICKET OFFICES.
44-45 St. James Street Phone Main 4121
Windsor Hotel, Place Viger and Windsor Street Station, Phone Main 1213

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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 9.55 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. Francis, Toronto, Phone Main 279.
Windsor Hotel, Phone 1111.
Bonaventure Station, Phone 1213.

RAILROAD NOTES

The United States Bureau of Railway Economics furnishes railway earnings on 22,181 miles of road in August. The operating revenue amounted to \$266,928,165, which includes revenue from freight and passenger traffic, from carrying mail and express, and from miscellaneous sources connected with rail and auxiliary operations. Compared with August, 1913, these operating revenues show a decrease of \$12,496,358. Total operating revenues per mile averaged \$11.75 in August, 1914, and \$12.41 in August, 1913, a decrease of \$0.66, or 5.5 per cent.

Operating expenses amounted to \$178,943,858. This was \$12,989,650 less than for August, 1913. These operating expenses per mile of line averaged \$7.99 in August, 1914, and \$8.56 in August, 1913, a decrease of \$0.57 per mile, or 7.8 per cent.

Net operating revenue, that is, total operating revenues of rail and auxiliary operations, less operating expenses, amounted to \$87,984,307, which was \$483,292 more than for August, 1913, but that this increase is due to increase in influence is shown by the fact that net operating revenue per mile decreased. Net operating revenue per mile of line averaged \$3.86 in August, 1914, and \$3.85 in August, 1913, a decrease of \$0.01 per mile, or 0.6 per cent. Taxes for the month of August amounted to \$11,283,351, or \$50 per mile, an increase of 0.7 per cent. over August, 1913.

Operating income, which is net revenue from rail and auxiliary operations, less taxes averaged \$326 per mile of line, and in August, 1913, \$329, thus decreasing \$3, or 0.8 per cent. Operating income for each mile of line for each day in August averaged \$10.85, and in August, 1913, \$10.83. Operating income is that proportion of their operating receipts which remains available to the railways for rentals, interest on bonds, appropriations for betterments, improvements, new construction and for dividends.

The Eastern district lines show a decrease in total operating revenues per mile of line as compared with August, 1913, of 6.4 per cent., the railways of the Southern district a decrease of 2.3 per cent., and the railways of the Western district a decrease of 3.1 per cent. Operating expenses per mile decreased 10.9 per cent. in the East, decreased 2.3 per cent. in the South, and decreased 6.7 per cent. in the West. Net operating revenue per mile increased 2.9 per cent. in the East, decreased 2.2 per cent. in the South, and the West. Taxes per mile show an increase of 1.0 per cent. in the East, an increase of 2.1 per cent. in the South, and an increase of 0.5 per cent. in the West. Operating income per mile increased 2.1 per cent. in the East, decreased 2.1 per cent. in the South, and decreased 2.7 per cent. in the West.

HAVE FORMED PROTECTIVE COMMITTEE.

Philadelphia, November 18.—Holders of the first mortgage sinking fund 5 per cent. gold bonds of the International Mercantile Marine Company anticipate that the company will default on the interest due February 1st, 1915, and have formed a protective committee.

The French Government has awarded the Bethlehem Steel Company an order for 900 field guns at \$27,000 each to be delivered during the next 18 months.

BANK CLEARINGS.

New York clearings \$233,766,925; decrease \$57,711,711.

Boston clearings \$25,161,707; decrease \$2,278,243.

Philadelphia clearings \$27,671,385; decrease \$4,246,688.

KRUPP'S CUT DIVIDEND.

Berlin, November 18.—The capital of the Krupp company, which manufactures big guns for Germany, is to be increased from 70,000,000 to 250,000,000 marks.

The directors have declared a 12 per cent. annual dividend against 14 per cent. declared last year.

New York, November 18.—Handy and Harman quoted Canadian silver 22 1/2-160. New York silver 49 1/2.

PERSONALS

Mr. and Mrs. J. B. Abbott have returned to Toronto from Stoneyville, and have taken No. 74, the Regent, to Amesbury Avenue for the winter.

Mr. and Mrs. G. W. Parmelee and Miss Parmelee, who spent the week-end in town at the Windsor Hotel, have returned to their home in Stoneyville.

Mr. and Mrs. Frank Scott, with Mr. F. G. Reed and Mrs. Reed, have been visiting Mrs. J. M. Eastwood, who has been in Toronto, and will return to Stoneyville on Monday.

Mr. and Mrs. George W. Sadler have left to spend the week in New York.

Mr. C. A. Wilson, K.C. M.P., and Mrs. Wilson, who have been in Toronto, will return to Stoneyville on Monday.

Miss F. J. R. Case are in Quebec at the Chateau Frontenac.

Mr. and Mrs. J. R. Case are in Quebec at the Chateau Frontenac.

Mr. Herbert F. Hunt, of Quebec, and family, are returning to Montreal to spend the winter.

Mr. W. K. Hamilton and Mrs. Hamilton, formerly Miss Lillian Bacon, of Sherbrooke, arrived home from England last week, and have been visiting Mr. and Mrs. Abney Bacon in Westmount. They expect to visit Mrs. Hamilton's sister, Mrs. Wm. Reed, of Quebec, and spend a few days in Sherbrooke, on their way to Newport, where Captain Hamilton is attached to the United States Coast Artillery.

Visitors at Caledonia Springs Hotel over the last week-end included Miss Davidson, Mr. A. Stuart Evans, Mr. P. R. Walters, Mr. Duncan McCormick, Mr. S. Perry, Mr. W. G. Kennedy and Mr. Anson C. B. Allardice, from Montreal; Mr. J. J. McNulty, Concord, N.H.; Mrs. McDowell, of London, Eng.; and ex-Governor and Mrs. Prouty, from New York.

AT THE HOTELS.

At the Place Viger—M. J. Marsh, Quebec; C. F. Ross, Boston; L. St. Laurent, Quebec; J. B. Ross, Quebec; L. V. Barry, New York; W. H. Howard, New York; W. E. Casey, Winnipeg; M. P. Murphy, Toronto; A. E. Edmonds, Detroit; G. Chovan, Kingsport; L. A. Hinkley, Grand Mere; Mr. and Mrs. H. Price, Asbury Park, N.J.

At the Windsor—J. J. Wall, Hamilton; J. P. Gross, Montreal; G. M. McKee, Quebec; Miss J. Reynolds, Detroit; Duncan McEachern, Ormatown; Norman Smith, Ottawa; W. H. McConnell, Boston; G. W. Muller, Boston.

At the Fitz Carlin—Hy. J. Gross, Worcester; C. F. Knight, Washington, D.C.; Mrs. Roderick, Cambridge and daughter, New York; Mr. and Mrs. Snow, Ottawa; Madame A. J. Major and Miss Genet, Chatham; G. Montague Black, Winnipeg.

FINDLAY HOWARD CASE.

Montreal real estate transactions in St. John, N.B., found the subject of evidence in the suit of S. P. Howard vs. John Findlay, in the Superior Court yesterday. Dr. Goran, of St. John, was summoned to testify as to subdivisions which had been made, but he did not appear. His examination was still unfinished in the afternoon.

Mr. C. R. Black, director of several companies with which Messrs. Findlay and Howard had been connected, was called and testified as to the companies. He had called meetings, dismissed Messrs. Findlay and Howard and appointed Mr. Findlay.

TENNESSEE LEFT AT REQUEST OF AMBASSADOR.

Washington, November 18.—Secretary Daniels in a statement says:

"Captain B. C. Decker, in command of the Tennessee, wired Secretary Daniels this morning that, while proceeding from Vourlah to Smyrna, to make office calls, the boat was fired at. The Consul is anxious for the safety of the Consulate.

"The Tennessee proceeded to and left Vourlah at the request of the Ambassador, and is now anchored at the harbor of Chios, from which Captain Decker's telegram was sent.

"Secretary Daniels wired for fuller information."

N. Y. METAL PRICES.

New York, November 18.—The Metal Exchange reported tin dull and easy, 5 ton lots \$32.00 to \$32.62 1/2. 10 ton lots \$31.75 to \$32.75. Lead \$3.65 to \$3.75. Spelter \$3.15 to \$3.25.

BETHELM STEEL RECEIVES ORDER.

Cleveland, November 18.—The Iron Trade Review says: "There has been some increase in the plan for finishing mills will be kept busy for orders in the night, for finished materials are not of large proportions.

"The French Government has awarded the Bethlehem Steel Company an order for 900 field guns at \$27,000 each to be delivered during the next 18 months.

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WESTERN ASSURANCE COMPANY

FIRE and MARINE Incorporated 1851
Assets Over \$3,500,000.00
Losses Paid since Organization Over \$87,000,000.00
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W. B. MEIKLE, Vice-President and General Manager
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