...... BETTER INTERNATIONAL RELATIONS WILL RESULT FROM WORLD WAR

Great and Primary Lesson for United States is Therough Understanding That This War Was Caused By Tariffs.

The concluding portion of Mr. C. W. Barron's sixteenth article, which was inadvertenly omitted from Monday's issue of the Journal of Commerce, dealing eranian at Glasgow; the Scandinavian at Liverpool; with "The Lessons for America," arising out of "The the Verona at Naples, and the La Touraine at Havre Audacious War." reads as follows:

Out of this war must arise better international of peace, but closer relations to international transand international credit.

No Financial Independence.

While many people are looking for a financial in indence between nations, the United States taking back from Europe in the next three years the larger part of the \$6,000,000,000 of American securities owned abroad, and England and America both to stand isolated; each nation keeping its credit and financial resources within its own borders; it is quite possible that the opposite will take place; a greater relation, not only in credits but in investments.

If nations are to be more closer knit together hereafter, it will be not alone in alliances of peace, but in financial alliances in security ownership.

It is far better for both Europe and America that instead of Europe selling its American securities America should buy European securities-first acceptances, making a basis for credits and international purchases in connection with the war, and later American investment in the funds of foreign nations It may be that before this war is over many European nations will have to apeal to America with their loans.

Europe May Borrow in America.

If France could see its way clear to put out a long term loan at five per cent, instead of short term loans at this rate, there should be a good investment field in America.

Russia is an unconquerable country, and its securities at a good rate should be attractive for some American capital.

There is no reason why the three per cent bonds of Germany should not soon be investigated for investment purposes in America. The German dept is very small and however long the war may continue German bonds will be ultimately paid. They are quoted now at about 70, and with the discount on exchange, they may be purchased from America at early 60, or to get five per cent on the investment to say nothing of possible appreciation toward par in the future.

One may well believe the Germans to be misled in this war, and yet properly await opportunity to at the right time their outstanding nation al bonds when they can be purchased so much more advantageously toward the end of the war than in the beginning of the era of peace, which must in time follow. It is not just as neutral to purchase German bonds from the Germans as to purchase ships or our own railroad shares from Germany?

Tariffs As War Causes

A great and primary lesson for the United States is in a thorough understanding that this war was caused by tariffs. The United States is the home of protective tariffs. The sentiment under a proteclive tariff is national selfishness. England has bought in other markets wherever she could buy cheapest and has kept her ports open to the cheapest markets.

This may be her selfishness.

If may, however, remain for the United States while maintaining a protective tariff, to look to lar ger international relations and admit reciprocal trade relations. There is a wide field for study here in connection with this war, for the same spirit-the wresting of commercial advantages by tariffs without regard to the fellow nation-is in many countrie

Boycotting American Goods.

We aim in this country to boycott foreign manufac tures with the declaration that we should give all the advantages to labor in this country, and keep our money at home. But what do we think when we find that Germany has for years run a boycot against every American enterprise?

America's great International Harvester Company which has made and promoted the great agricultural inventions of the world; the Singer Sewing Machine that spreads its manufacturers over the earth, and brings back the returns to the United States; all American motor car companies; all American tobacco interests; and in fact, all foreign comnamies are boycotted or harred or worked against throughout Germany. Placards in shop windows say, "Don't buy foreign goods. Keep the money in Ger

The horrors of backing such a policy by a war mad hine, that would impose German goods upon other countries and keep the products of those countries out of Germany, is something to contemplate, but the deepest lesson from it is in America which has the tariffs and not even a defensive war machine. Are We In a Fool's Paradise?

With the Monroe Doctrine, so interpreted that no European government can enforce security for its payable in gold, or the property of its citizens in Mexico, and with a protective tariff, under which we can invite countries to send us goods for a series of years and then suddenly bar them out, the United States litary and economic point of view.

A united Europe cannot be expected to lay down there is a better understanding of the Monroe Doctrine and European relations to Mexico.

ere is only one safety for America, and that is the rule of right and of reason. Tariffs should be dents of Shenago Valley to prepare for flood worse rly; life and property made secure wherever than that of March, 1913. the United States casts its sphere of influence; and arbitration should take the place of all wars.

indeed, the United States, from every standpo is the one nation in the world to be the promoter of ional righteousness and national safety.

in the next and concluding article.

WINS BRADY MEDAL FOR

New York, February 2 .- The highest honor prob ably ever bestowed upon any workman in the United line and drotted large percentage is owned outright by customers.

States was accorded to Henry Vinnton Neal, a mechanic in the shops of the Boston Elevated Railway England is the largest foreign holder of United Gothenburg, 165s, February-March. Association, when President Arthur Williams red, representing 14.82 per cent., and 4.92 per cent. reAmerican Museum of Safety, announced the spectively.

British steamer Jevenington, 1,739 tons, from the spectively.

British steamer Jevenington, 1,739 tons, from the spectively. vinner of the Anthony N. Brady Memorial Medals for

Partly as a result of Neal's efforts a complete safe-

SHIPPING NOTES

from Manchester for Hallfax, N.S., on January 30th

Italian steamers are not accepting American good

for shipments to Switzerland. The Franconia has arrived at New York; the Pom

The German government has accepted the alterna relations and they comprise not alone the relations tive offered the United States in the case of the prize collier K. D.-3, formerly the British collier Farn, and on, both as respects ships, international money, has consented to her internment for the war, with her

> United States Collectors of Customs have been re quested by the Department of Commerce, to notify all American ships sailing for the continent with cotton, to be sure that the officers and crews are all American citizens, to avoid delay by the hands of German war vessels.

Some of the Canadian steamship companies engaged in the trans-Atlantic trade have proffered their services in connection with supplying fruit and vegetables to the men of the British Navy. The Allan and C. P. R. lines have taken the matter up, and offer a ecial reduced freight rate in this connection.

The United States Federal Government has filed suit in Admiralty, in the Federal District Court, to recover the sum of \$10,000 from the North German Lloyd Steamship Company, which it cost to repair a submarine cable connecting forts Wadsworth and Hamilton in New York harbor. It is alleged that the North German Lloyd liner Kronprinzessin Cecelie. while anchored off Quarantine in May 1909 in some manner entangled its mudhooks in the

The Tokomaru, which was torpedoed by a Germa submarine on Sunday, was one of the boats of the New Zealand Shipping 'Company, Limited, and 'has been a visitor to Montreal. The Tokomaru, which was of 3,912 tons, arrived in Montreal on August 27th, 1913. with Captain V. J. Bosdet in charge, and stayed here Rifles. for ten days before leaving for Australia and New Zealand ports. It was taken in and out of the river by Pilot O. Hamelin.

The announcement that the former Hamburg-American Line steamship Dacia has sailed from Galveston with a cargo of cotton for Germany caused much comment in London, where it was generally believed hat the Dacia incitient had been closed. Granting that the Dacia tries to reach Rotterdam she unquestionably will be taken by British warships into an English port, where her cargo of cotton immediately will be releaded on a waiting vessel. It will then be ent promptly to Rotterdam at the expense of the British Government, thus preventing loss to her owners. It is the general impression in London that the Dacia is certain to go into a prize court to test the validity of her transfer from German to American re-

BRITISH TRAMWAY BUSINESS EQUALS 74 TIMES ESTIMATED POPULATION.

London, February 2.—An official return just issued this yearing details of capital and traffic for 1913-14 of history. ramways and light railways and trackless trolley un rtakings, shows that the number of passenger joureys was equal to about 74 times the estimated popu ation of the United Kingdom.

Since the year 1878 the route length of tramways nd light railways on public roads open for traffic in the United Kingdom has increased from 269 miles to .703 miles, the capital expenditure from £4,207,350 to £80,977,838, the number of passengers carried from clare that he has practically admitted his guilt. £ 230.956 to £5,628,321. In 1912-13 the route mileage worked by electric traction was 2.546 miles out of a 171 belonged to local authorities, and 108 to companies other parties.

The net receipts of local authorities who work ramway undertakings belonging to them or leased from other local authorities amounted to £4 071 610 on the year's traffic; £1,218,299 was required to pay rates, while £711,217 was carried to reserve and re- poor workmanship. ewal funds. In the cases of three local authorities and five companies the returns show an excess of orking expenditure over gross receipts.

STORM DELAYS PAYMENTS.

'New York, February 2.-Owing to the storm many payments for up-State member banks, on account of the second instalment of the capital of the New York New York, February 2.—Full cargo steamers con-Federal Reserve Banks, which are due to-day, will be delayed. About \$3,000,000 is due on this installment,

MUCH DANGER FROM OHIO FLOODS

Pittsburg, February 2.- Danger from flood is increasing. The Ohio River at the junction of Allemay be dwelling in a fool's paradise from the political, geneny and Monongalhelia Rivers, had reached the neight of 26 feet this morning, and with steady rainfall it is said that the crest of 28 or 30 feet will be its arms, while arms are international arbiters, until reached at midnight. The river is at present four feet above the flood level, and higher than at any period since the spring of 1913.

State Engineer Haslan has issued warnings to resi-

SMALL AMOUNT OF "STEEL" CHANGING HANDS.

New York, February 2.— Since the passing of the to Marseilles, 10s, option oats, 9s, February. peace, and to assist in its enforcement. There is no common dividend, the amount of the United States Norwegian ship West Lothian, 1,735 tons, from Balother policy for us from the standpoint both of natomparatively small. Taking the entire common stock But this subject is so large that I must present it of the United States Steel, the statement that one- (previously), trans-Atlantic trade, one round trip on half is held by investors, and the other by bankers, time charter basis 11s 6d, delivery Oran, re-delivery and brokers would not be far from correct. As to the U. K., via the Gulf, prompt. DEVISING SAFETY SYSTEM. cent. or the total in the hands of investors.

It is estimated that close to 25 per cent, of the total February. common capitalization of \$508,302,50 0is held by bank-ling and brokerage houses in New York. However, a ruary.

Co., at the annual dinner of the American Electric States Steel, with 753,232 common and 177,147 prefer-

INDEPENDENT OIL SECURES CUSHING.



H. R. H. THE DUKE OF CONNAUGHT. Who has been made Hon. Colonel of the 3rd Victoria

PRESIDENT WILSON WILL NOT

Washington, February 2.- There is a strong and growing hope throughout the world for European ace. President Wilson told his callers to-day. He said, however, that he could see no prospect fo ng a peace plan at present, and declined to go into the matter further.

AMERICAN CAN COMPANY YEAR

New York, February 2.— Although the report of the American Can Company for the year ended December 31st, 1914, was disappointing to the street in have been for last several months. It is estimated that er in Michigan Central affairs. the earnings since the early fall of last year have been running at the rate of more than 7 per cent. on common stock. The first half year's contracts have been made with customers, and current estimates place this year's earnings at the highest in the company's

GERMAN OFFICER ADMITS

HE BLEW UP C. P. R. BRIDGE. Portland, Maine, February 2.—It is reported here Its elimination would conserve the cost of using Illinois Central no liquor is sold. Licenses are still hat a German officer named Horn has be connection with the blowing up of the railway bridge over the St. Croix River at Vanceboro early to-day and officials of the Maine Central Railroad de-

AMERICAN EXPRESS CO.

all states, will therefore be removed to that point from Denver.

POOR SHOES FOR SOLDIERS.

London, Ont., February 2. - The local military auth orities have turned over to London factories for renterest or dividends on capital, and £120,039 for rent nailing and other repairs 2.500 pairs of military shoes, of leased lines; £1,371,263 was applied toward the re-luction of tramway debt, and £589,886 in relief of The shoes were found to be unserviceable through

The Charter Market

livery, and the exceedingly light offerings of same continue to greatly restrict chartering. Rates continue exceedingly strong in all trades,

particularly for prompt boats, and in some instances the tendency is higher. Sailing vessels are also in good demand, especially

continue to advance. In all other trades the demand is limited but rates are firm and higher

Charters: Grain-British steamer Tweedale, (previously), 32,000 quarters, grain from the Atlantic as a result are disenfranchised, e to Avonmouth 7s 6d, option barley, 7s, prompt. British steamer Gresham, 26,000 quarters, same, to

Marseilles, 10s, option oats, 9s, February. British steamer Wakefield, (previously), 27,000 quarters, from the Gulf to W. C. Italy, 10s 6d, Febru-

British steamer Wentworth, 26,000 quarters, same

Norwegian ship West Lothian, 1,735 tons, from Bal-Miscellaneous-British steamer Archbank, 2,455 tons

British steamer Pelham, 2,260 tons (previously) from Savannah to Liverpol with cotton, 107s 7d, exchange 4 per cent. bonds of the consolidated com-

Spanish steamer -----, --- tons, same, 110s, Feb-Norwegian steamer Carmelina, 1,050 tons, same to

British steamer Jevenington, 1.739 tons from Gala ciding in favor of the road British steamer Linkmoor, 2,746 tons (previously), DULUTH STREET RAILWAY

same 150s, February. Schooner Chas. G. Endicott, 751 tons, from New Chicago, February 2.—Independen Oil Interests hear York to Rio Janeiro, with cement, \$650 and loaded

RAILROAD NOTES

The B. & O. is preparing to invade the eastern field of Kentucky and become an active co

Notice has been given by the railroads that no sleeping cars will be parked in either San Diego or San Francisco during the expositions in those cities.

will be commenced immediately.

under the present system of operation. Complaint has been made by the commercial ex change of Philadelphia against the charge of \$2 for

poration requires that the Erie remove 15 grade cross ings in Newark as soon as possible. Final hearing in the matter will be held in Newark on Feb. 5.

output and overcome the competition by eastern canners in Montana markets.

on hardwood lumber now under suspension by the Interstate Commerce Commission and does not anticlpate making any reductions under any conditions.

"Human life must be placed above convenience, practicability and economy,"was the principle underlying a decision of Judge Bledsoe in favor of the government and against the Santa Fe in a case in which the railroad company was accused of endangering the lives of employes by not keeping a certain freight car properly repaired.

be passed passenger rates in that State would be based upon sworn statements of earnings per mile URGE PEACE JUST NOW. filed with the State railroad commission. The author, Senator Kelly, contends that it would mean protection for struggling roads by allowing them to make increases in rates and denving the privilege to roads showing a profit at the lower rates.

District Court for the appointment of a receiver for the Michigan Central Lines. It is alleged that business is being diverted from the Michigan Central by the New York Central Railroad for the benefit of oththe New York Central Railroad for the benefit of the reads, controlled by the New York Central. The PALLPOADS BAN ON ALCOHOLIC petitions also ask, that an injunction be granted repetitions also ask, that an injunction be granted regeneral, the report does not reflect earnings, as they straining the New York Central's use of voting pow

If the state will pay a share of the cost the New York Central will rebuild its main line tracks in Barnot dictate to patrons regarding personal habits, but tavia for a distance of nearly 15 miles, doing away their ban upon alcoholic drinks has extended widely their ban upon alcoholic drinks has extended widely ings, as well as what is known as the Byron grade, the steepest on the line with the exception of the big of "booze." Their motto is: "When in doubt, don't." hill west of Albany. This grade has for years been In the three terminal. een arrested pushing engines and equal the interest on capitalization of \$500,000.

and the Lake Shore is to be removed from Buffalo Salt Lake City, Utah, February 2.-Salt Lake has to Cleveland, as a result of the merger of the two total of 2.662, while in the year under review it was been selected as the operating centre for all lines of roads, and the change will deprive Buffalo of 100 or total of 2,662, while in the year under review it was been selected as the operating centre for all lines of the Missouri and 200 men who have figured in its population. It will be American Express Co., west of the Missouri and 200 men who have figured in its population. It will by the City of Jacksonville, Ill., has been appealed to of the total length of line. Of the 279 undertakings, the headquarters of the Pacific department, embracing not, however be a positive gain for Cleveland, because the Supreme Court, and will affect every dry city in employes of the car accounting department there have the chaice of going to New York or losing their the state jobs, as all the work of the department is to be concentrated in the latter city.

> To employes of the Buffalo, Rochester & Pittsburgh completed regotiations for the United Fruit Comnew code of operating rules has been issued by the pany's steamer Saramacca, which sails from New management which reminds them of the close rela- York Saturday for Euchos Aires tionship sought to be established and the desire not only that they shall be safe and reliable railroad men, sailed last Sunday for Buenos Aires has also been but valuable and valued citizens of their respective chartered. times, as well as to do their duty to the best of their garded by the management as in line for promotion, country. preferment depending wholly upon himself.

> amendment in the election act, to enable them to exercise their franchise to better advantage, than they can at present. They recently interviewed the freight rates to American points, which were to have a company to five year and the canadian manu-Provincial Attorney-General, Hon. J. B. Lucas and Hon. F. G. McDiarmid, the Minister of Public Works, at Toronto, asking them to consider the question at those suitable for trans-Atlantic, long voyage and South American business, and rates for the same the following to consider the question at the Board. either the day before or after the specified date of election, inasmuch as many railway men are away from their places of residence on election day, and

> > Continental Securities Company in favor of the New York Central Railroad. Venner entered suit to prevent the New York Cen

tral from carrying out the bargain which it had made with the Lake Shore collateral 31/2 per cent. ondholders prior to the consolidation of that company with the Central which was effected on th first of the year.

Venner did not attempt to upset the consolidation but tried to stop the carrying out of the bargain to pany for the collateral 31/2's which was made to gain the consent of the collateral bondholders to the consolidation.

Venner secured a temporary injunction and the matter was tried upon its merits, Justice Keogh de-

New York, February 2.—The Minnesota Supreme

the has been adopted in the machine shops, that the Standard Oil secured large amounts of Cush ing Oil at 48 to 45 cents a harrel, and plans to withing the past year accidents have been reduced from the market. Contracts are understood to per cent.

Contracts near to the Standard Oil secured large amounts of Cush prompt, ing Oil at 48 to 45 cents a harrel, and plans to withing the past year accidents have been reduced draw from the market. Contracts are understood to per cent.

Court has handed down a decision affirming the decision of District Court in holding the franchise of the Duluth Street Railway Company to be valid as granted in 1881 and continuing in effect until October 17, 1931.

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A large freight warehouse at Port Stanley, in con

The Pere Marquette Railroad has substituted motcars for passenger trains, in branches, where it has been unable to meet the expenses of passenger traffic

diverting in Trunk Line Association territory carload shipments of hay, grain, feed and other commodities, An order from the New Jersey Public Service Cor- CANADIAN PACIFIC

Utah canners will endeavor to get better freight rates than they have now, in order that they may have more markets for their product, increase their

According to an official of the Illinois Central, that oad has no intention of withdrawing the new rates

A petition has been presented to the United States

tained for taking care of proportions of freight rates and ticket sales as between the New York Central and the Lee Short sales are the New York Central sections of the courts and the Lee Short sales as between the New York Central sections of the courts and the Lee Short sales are the New York Central sections of the courts and the Lee Short sales are the New York Central sections of the courts and the Lee Short sales are the New York Central sections of the courts and the Lee Short sales are the New York Central sections of the courts and the Lee Short sales are the New York Central sections of the Central sections of the courts and the Lee Short sales are the New York Central sections of the Central sections of th

NEW YORK CENTRAL CAN CARRY OUT BARGAIN WITH SOUTH SHORE.

White Plains, N.Y., February 2 .- Justice Keogh rendered a decision against Clarence Venner and the

FRANCHISE IS VALID

Court has handed down a decision affirming the de-cision of District Court in holding the franchise of

STEAMSHIPS.

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Sailings from Halifax to Liverpool:

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ALAUNIA (13,400 tons) Feb. 5th 1. a.m Orduna (15,500 tons)Feb. 15. after 1 am.
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For information apply to THE ROBERT REFORD CO., LIMITED, General Agents, 23 St. Sacrament St. 20 Hospital Street, Steerage Branch. Uptown Agency, 530 St. Catherine

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OTTAWA. *9.05 a.m. †4.00 p.m. \$7.35 p.m *9.00 p.m. *9.45 p.m. *9.00 p.m. Carries Local Sleeper.

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*8.25 a.m. / †4.10 p.m., Daily. †Daily, ex. Sun. †Daily ex. Sat. \$Sun. only.

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DRINK IS WIDELY EXTENDED

with the necessity for overhead or underground crossto their dining cars, stations and their premises generally. They are also very careful about shipments a source of endless delay and other trouble for trains. Western here, and in the Park Row station of the used in other stations, but the tendency is to le them expire without renewals. The Pennsylvania system is now regarded as practically "dry." No lique

> in moist or wet territory. It is a commercial and precautionary proposition.

NEGOTIATING FOR STEAMERS. New York, February 2. -Sulzberger and Sons have

The steamer Suriname, of the

It is not unlikely that additional boats will be ne-

These boats will be used by Sulzberger and Sons Assurance is also given that everyone is re- to insure transportation of Argentine beef for this

DEFER INCREASED FREIGHT RATES. ony Com-

Ottawa, February 2 .- The mission has deferred the five per cent, increase in come into force yesterday, until the Canadian manu facturers have been heard in opposition. A day will be fixed for both sides to argue the case before

MODERATE WAGE ADVANCED. Chicago, February 2.-The Chicago and Alton has granted a moderate wage advance to trainmen with

the exception of conductors, effective February 1st. ANOTHER FURNACE STARTED Pittsburg, February 2.—Another Edgar Thomson

TABABAN MANANAN MANAN

YOUNG MAN!

furnace at Braddock was started to-day. It is re-

READ Journal of Commerce

If you desire a newspaper that will cultivate your judgment and give authority for your statements.

OL XXIX No. 226 USTIC BILL PREPARED

of Canada and the States

The bill provides that any person, shall be liable for all loss, ex sed by any fire, resulting from, the negligence of such per e or lawful regulation or requ municipal authority. able for any expense incurred by

her sovernmental agency in exting ing to extinguish any fire so ca in all actions against any person, c tion for the recovery of damages my loss to any property real er pers ty the fact that such fire was so iall be sufficient evidence to charge the property in which the fire origingence and place the burden of prop-

STATUE TO SIR JAMES WH Toronto, Ont., February 2.—A statue in Queen's Park, by the Ontario G memory of the late Sir James Whit MR. NICHOL IN CALIFOR

W. C. Nichol, proprietor and publish ouver (B. C.), Daily Province, is win GOLDFIELD MERGER MINI New York, February 2.—Goldfield Company and the Deep Mines Company ngton corporations owning and opera vada were thrown into receivers' ha n United States District Court on appli nes a shareholder in the company

TEXTILE INDUSTE

(Centinued From Page ceive her share. In fact the Imperial king much interest in Canada and or lions laid down by them is that both nd machinery used in the manufacture st without exception be of Canadi if manufacturers secure new machiner; ithe United States, this fact must b

the authorities. icially, no trouble is being exper rders for Government account receive ment. Banks realizing this show not hesitency in providing manufacturers w At the time of writing, there had b

unt of the British Imperial Govern their Canadian buying agents, orde clothing to the extent of \$1,250,000, and emplation, valued at \$4,000,000, an by the War Office direct, \$1,000,000 and dered by the Canadian Militla Departr nating \$250,000. The orders total \$6,5 Knit goods have received equally as on and both increased operations a roduction are the features to be noted. he Dominion, mills have been running pacity, in some cases as high as 20 the rule. This inflation is almost en ers amounting to about \$6,000,00 gular channels during the last qua oreover, certain lines to the value of al

nerly imported from Germany and cotton hosiery and underwear, etc., nanufactured in this country. Janadian blanket manufacturers have mething like \$1,500,000 from the wa order was offered Canadian mills rth of blankets for the French Gov amount, they were only able to ta palance of the order, \$400,000 being nited States. This was due to the fac lian mills did not have the facilities of he quantity wanted in the required is, on the portion of the order which v enty-eight mills have been busily

ome time. Sundry smaller orders have m both the British and Ca ents. Factories have been working mum, although their regular business ha ement over last year.

Firms capable of manufacturing the itish service cap, have received large co ogvernments valued at something With the orders for uniforms for the land has been created for kit bags and out necessary articles to an army in the and other such articles have also been contracts have practically all been have been the means of keeping these fa ning at capacity to date and it is probab continue so for some time to com incidently, the tremendous export of odstuffs which have been made in re-cluding the gifts of Canada and her F the Motherland have been the means of unprecedented demand for cotton and inufacturers report that an increased cent, has been noted during the ths, orders having been received from

an and British Governments. From the aforementioned figures, it mig estimated that through the textile and about \$16,00,000 has been broug atry. Much of this business hereafte nt nature.

Probably the two factors which have anadians to a very considerable exter carcity of suitable wools and the deploage of dyestuffe, used in the manufactu loths. Both these questions have bee solved for the time being, at least, how A few of the firms which have been, or A few of the firms which have been, or et upon textile and woolen contracts place the British or Canadian Governments, to stanford Manufacturing Company; M man and Company, Limited; Monarch Kni man and Company, Limited; Monarch Kni San Reliance Knitting Company; Renfre Company; Datton's Company; Watter Blun pany; Bates and Innes; C. Turnbull Kni pany and others.