

**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. Catherine St., Uptown Agency, 530 St. Catherine Street West.

**DONALDSON LINE**

**CHRISTMAS SAILING.**

From Glasgow. From St. John, N.B. Nov. 29. T.S.S. LETITIA. Dec. 12

Passage Rates—Cabin (1st) Eastbound and Westbound, \$52.50 up. Third-class, Eastbound and Westbound, \$37.75.

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

**WHITE STAR DOMINION LINE**

**MONTREAL - QUEBEC - LIVERPOOL**

S.S. Zealand - November 14th  
Twin Screw, 12,817 Tons

**PORTLAND - HALIFAX - LIVERPOOL**

Next Sailing: From Halifax, Nov. 11, 12, 13  
S.S. Arabis, 15,800 Tons  
S.S. Neptunia, 15,800 Tons  
S.S. Zealand, 12,800 Tons

Apply Local Agents for full particulars or Office, 118 Notre Dame Street W., Montreal, Que.

**The Charter Market**

(Exclusive Leased Wires to The Journal of Commerce)

New York, November 9.—An active business was reported in steamer chartering and a steady demand was encountered for additional tonnage in position to make delivery at the leading ports during November and December. The bulk of the demand continues to come from shippers of grain and other cargo to open European ports and is mostly for fairly prompt loading. There is also a good demand for tonnage for coal to South American ports, with shippers showing a decided preference for neutral boats. There is no improvement in the demand for boats for West India business, and the requirements of long voyage charterers are confined largely to general cargo carriers to Australia and New Zealand.

The supply of available unchartered boats is light, which tends to restrict chartering to some extent and also to strengthen rates. Rates have advanced rapidly during the past few days and owners are decidedly firm in their views of the matter. In the sail tonnage market a slightly increased business was reported, but the general demand continues light and rates have not moved.

**Charterers:**—Grain: Swedish steamer Ovidia, 17,500 quarters oats, from Philadelphia to Gothenburg and (or) Stockholm, p.t. prompt.

British steamer Hillhouse (previously), 19,000 quarters from the Gulf to picked ports United Kingdom, 45 option, French Atlantic 45 60 or Marseilles or Genoa 55 114, November.

British steamer Dorothy T. Short (previously), 30,000 quarters from the Gulf to Barcelona, Valencia or Tarragona, 45 104, November.

Coal—Dutch steamer Hercules, 1,372 tons (re-charter), from Baltimore to the River Plate, p.t. prompt.

British steamer Royal Scot, 2,435 tons, from Philadelphia to Rio Janeiro, p.t. November.

Norwegian steamer Ragnarok, 685 tons, from Philadelphia to Cardenas, p.t. prompt.

Norwegian steamer Vittala, 723 tons, from Philadelphia to Mansanillo (prompt).

Clark Bruce Hawkins, 540 tons, from Philadelphia to Christianstad, St. Croix, p.t.

Lumber—Schooner Alice Lord, 291 tons, from Brunswick to Cape Verde Islands, \$10 and back with fertilizer \$3.00.

Schooner Millie R. Bohanan, 579 tons, from Sailla to Philadelphia, \$1.75.

Schooner Thomas Winsmore, 381 tons, from Charleston to Baltimore, \$4.25, option Philadelphia \$4.50, or New York \$5.00.

Miscellaneous—British Naimeira, 3,679 tons, from New York to Australia and New Zealand with general cargo, p.t. December.

British steamer Surrey, 3,842 tons, same.

Dutch steamer Sirius, 2,594 tons, from New York to Amsterdam or Rotterdam, with general cargo, p.t. prompt.

**MORATORIUM IN BRAZIL HAS AFFECTED FISHING.**

Halifax, N.S., November 9.—The moratorium in Brazil affects the fishing interests of Nova Scotia as well as those of Newfoundland. Large quantities of cod are in first hands here because exporters decline to pay the price demanded by the fishermen in view of the condition of the foreign markets. The price asked by the Lunenburg fishermen at present is somewhat nominal and the exporters are looking to Newfoundland for lower buying terms. In Northern Brazil the fishing trade is in strong hands, and it is said that general industrial conditions have been favorably affected by the war. The news from other quarters in that country is that money is scarce, and that the consumption of fish as well as of other commodities has declined considerably. A moratorium was declared in Southern Brazil for thirty days from August 15, and this has been extended for 90 days.

**ALLAN LINER SS. NUMIDIAN.**

The Allan Line SS. Numidian arrived in port 7 a.m. Saturday. The late arrival will delay her sailing, and she will not leave this port until Wednesday, the 11th instant. Passengers will embark on the evening of the 10th.

**CANADIAN RAILROADS' GROSS.**

Gross earnings of all Canadian railroads reporting to date for October show a decrease of 30.3 per cent., as compared with the earnings of the same roads for the corresponding month a year ago.

**STATE DEPARTMENT RECEIVES WORD KROONLAND RELEASED CARGO HELD**

Copper and Rubber Taken Off Steamer and Prize Court is to Determine Whether It May be Confiscated or Not.

Washington, November 9.—The State Department has received notice that the American liner Kroonland, which had been detained by the British authorities at Gibraltar, has been released and is on her way to Naples.

The copper and rubber on the Kroonland, however, were taken off by the British authorities and a prize court is to determine whether the goods are to be confiscated. While the United States Government will probably have a representative at the prize court proceedings as an observer, the burden of defending the copper and rubber taken from the Kroonland lies upon the ship-owners and the owners of the goods.

Should the Prize Court declare the goods prizes of war and order them confiscated as contraband destined for the enemy, it is expected the owners will appeal to the State Department, which will then take up the case diplomatically. This case seems likely to be the first test of the British policy of making the ultimate destination of contraband of war the determining factor as to whether it shall be seized or not.

The British contend this copper and rubber, consigned to Naples, were really destined for points in Germany.

Ambassador Spring-Rice brought to the State Department to-day an informal communication he had received from the British Foreign Office setting forth some of the evidence in possession of the British which has led them to interfere with trade in contraband with neutral countries adjoining Germany.

Further consideration will be given the case of the American liner, who yesterday protested against the regulations adopted by the Netherlands Government to control flour importations, when they send to the State Department a written statement of their grievances and the action they would like this Government to take. This is expected next week.

**GERMAN SHIP EVADES CAPTURE**

Skipper's Good Luck and Steady Nerve Carried Him a Long Way to Safety.

New York, November 9.—After buffeting the wind and waves for 160 days on a voyage of fourteen thousand miles from Taltal, Chile, round Cape Horn to the Irish coast and across the Atlantic to New York, the German full rigged steel ship Indra anchored in safety off Stapleton, S.I., this afternoon with a cargo of 2,820 tons of nitrate of soda, worth about \$500,000.

Captain Karstadt, the master of the Indra, said that his ship was so near to British warships off the Irish coast in a fog that he could hear the boat's masts piping the watch to muster. The cargo was consigned to an English firm in Dunkirk, he said, but he considered it contraband of war and intended to hold on to it until the extra expenses he had incurred by crossing to New York were paid.

**NEW HAVEN EARNINGS.**

New Haven System—New Haven September gross, \$5,802,378; decrease \$250,361. Net after tax, \$1,779,697; increase \$59,202. Total income \$2,011,784; increase \$142,350. Surplus after charges \$483,484; increase \$86,859. Three months' gross, \$17,314,921; decrease \$350,041. Net after tax, \$4,578,472; decrease \$66,784. Total income \$5,725,697; increase, \$23,187. Surplus after charges, \$1,228,376; increase, \$1,526.

Central New England—September surplus after charges \$24,664; decrease \$44,628. Three months' surplus after charges, \$144,445; decrease \$294,298.

Ontario and Western—September surplus after charges \$58,458; decrease \$31,939. Three months' surplus after charges \$329,195; decrease \$29,225.

New England Steamship—September surplus after charges, \$34,802; decrease \$17,952. Three months' surplus after charges \$250,922; decrease \$100,478.

Connecticut Company—Surplus after charges \$94,570; decrease \$16,425. Three months' surplus after charges \$399,941; decrease \$197,896.

Rhode Island Company—September surplus after charges \$12,195; decrease \$5,257. Three months' surplus after charges \$145,494; decrease \$102,562.

New York, Wester Chester and Boston—September surplus after charges \$12,916; decrease \$9,181. Three months' deficit after charges \$40,061; decrease \$24,947.

**GRAND TRUNK EARNINGS.**

Grand Trunk System—Grand Trunk Railway of Canada, pound sterling: September gross 788,700; decrease 41,000. Net 238,700; increase 2,450. Nine months gross 6,576,900; decrease 600,500. Net 1,736,200; decrease 26,850.

Grand Trunk, western—September gross 125,600; decrease 400. Net 11,900; decrease 3,600. Nine months gross 1,109,150; decrease 42,550. Net \$3,650; decrease 66,300.

Detroit, Grand Haven and Milwaukee—September gross, 45,600; increase, 500. Deficit 2,450; increase, 7,050. Nine months' gross 380,250; increase, 10,600. Deficit, 41,600; increase, 11,750.

Boston, November 9.—Dr. Milton J. Rosenau, of Harvard Medical School, who has had wide experience in treatment of hoof and mouth disease says: "Press reports regarding seriousness of this disease are greatly over-exaggerated. Its percentage of mortality is small, not over 3 per cent, and the danger to the public very slight. Number of animals it is proposed to kill is entirely unnecessary, as same result would be reached by segregation of the animals. Under medical treatment they would subsequently recover their health."

**FOOT AND MOUTH DISEASE IN NEW JERSEY.**

Trenton, N.J., November 9.—The foot and mouth disease has made its appearance in New Jersey. Fifty head of cattle have been quarantined at North Bergen.

**FACTORIES WORK OVERTIME.**

Berlin, Ont., November 9.—The rubber factories are working two shifts a day to turn out orders for the Canadian and British governments for winter equipment.

All shoe and leather manufacturing firms are also working full time, and in some cases overtime, to turn out orders.

**Shipping and Transportation**

**SMALL IMPROVEMENT NOTED IN EARNINGS OF RAILWAYS**

New York, November 9.—Only a few of the United States railroads making weekly returns to Dun's Review have so far reported for October, but the total to date, which amounts to \$2,482,886, shows a decrease of 12.7 per cent., as compared with the earnings of the same roads last year.

In fact, there is little indication of improvement, practically every road reporting more or less falling off, but it can still be noted that considerably more contraction occurs in the earnings of the Southern roads than other sections.

As yet there is little indication of improvement, the returns reflect an improving tendency as the losses on a number of important systems are not nearly so pronounced as a short time ago.

In the following table are given the gross earnings of all United States railroads reporting to date for October, and the loss as compared with the earnings of the same roads for the corresponding month a year ago; also for the roads that reported for the two preceding months, together with the percentage of loss compared with last year:

| Road      | 1914         | 1913        | Per Cent. |
|-----------|--------------|-------------|-----------|
| October   | \$28,482,886 | \$5,271,724 | 12.7      |
| September | \$7,472,442  | \$2,604,088 | 6.4       |
| August    | \$7,254,254  | \$1,934,896 | 4.9       |

**STEARSHIP MOVEMENTS.**

Delayed by stormy weather, the Allan liner Numidian did not arrive in Montreal until seven o'clock Saturday morning. As a result the return voyage to Glasgow will not therefore take place until Wednesday, the 11th instant, the passengers embarking on the evening of the 10th. The passengers arriving Saturday morning reported an uneventful voyage coming over, except for the stormy weather that delayed the arrival. This vessel came north of Ireland before the warning of the British Admiralty was issued as to the danger in so doing, but nothing out of the way was seen by any of the passengers or the crew.

Vessels sailing since that time have been passing to the south of Ireland in order to avoid possible misfortune. The passengers were mainly returning Canadians and Americans, with a few Britishers on business. In the steerage there were a number destined for the Canadian West, and having with them a large amount of settlers' effects.

Three vessels expected in the early part of the present week are the Canadian Northern steamer Principello, which is expected in Montreal this morning; the Allan liner Scandinavian, which has not been reported but which is due to sail next Thursday; and the White Star steamship Zealand, which is due to sail from Montreal on her return trip next Saturday. The Furness liner Gladiana arrived in Montreal over the week-end and will go on the return voyage to Hull. The tramp steamer Longcar also arrived yesterday. The Manchester liner Manchester Citizen, from Montreal, arrived at Manchester on Friday.

**CANADA STEAMSHIP LINES, LIMITED.**

Location of steamers at 6 p.m., Saturday, Nov. 7. Freight Steamers.

Canadian—Up Kingston 5 p.m. for head of the lakes (direct).

Acadian—Montreal discharging.

Hamiltonian—Leaves Montreal to-night for Toronto.

Calgarian—Left Colborne noon to-day for Toronto.

Forontian—Leaves Fort William to-day.

A. D. Gordon—Montreal.

Glennah—Due Montreal.

Dundee—Due Cleveland to-morrow morning.

Dunelm—Montreal discharging.

Donnacona—Up Soo 3 p.m.

Doris—Montreal.

C. A. Jaques—Down Colborne 7 p.m., 6th for Montreal.

Midland Queen—Down Port Huron 4 a.m.

Sarnian—Left Owen Sound 3:30 p.m. for Fort William.

A. E. Ames—Up Soo 5 a.m.

J. H. Plummer—Arrived Fort William 5 p.m.

Neepawa—Leaves Fort William to-morrow.

Beaverton—Left Toronto 3:30 p.m., for Hamilton.

Tagona—Montreal discharging.

Kenora—Due Montreal.

Arabian—Due down Kingston for Montreal.

Bulk Freighters.

W. Grant Morden—Arrived Fort William 6 a.m., 6th (light Monday).

Empereur—Up Port Huron 2 p.m.

Midland Prince—Arrived Fort William 9 a.m.

Midland King—Left Cleveland 10 a.m.

Marian—Left Fort William 6 p.m., 6th for Port McNicholl.

Empereur Fort William—Left Goderich 3 p.m., for Fort William.

Empereur Midland—Sandusky loading.

Winona—Laid up at Goderich.

Stadacona—Buffalo discharging.

Scottish Hero—Arrived Goderich 10 p.m., 6th, leaves to-night.

Turret Court—Leaves Fort William to-day.

Turret Crown—Arrived Tiffin 10 p.m., 6th; leaves to-night.

A. E. McKinstry—Arrived Erie 1 p.m., leaves to-night.

Renoyle—Up Princeton 6 a.m., for Erie.

Saskatoon—Montreal discharging.

Mapleton—Due down Kingston for Montreal.

Haddington—Montreal discharging.

Cadillac—Due up Colborne to-night for Milwaukee.

Natronco—Montreal discharging.

**NORTHERN PACIFIC RAILWAY.**

New York, November 9.—The Northern Pacific Railway announces that it is prepared to receive temporary certificates for their refunding and improvement mortgage 4 1/2 per cent bond series "A" for exchange for definite coupon bonds upon presentation of said temporary certificates at their office 24 Nassau Street, New York City.

**FIRE ON BRITISH STEAMER.**

Tokio, November 9.—The British steamer Shirley has been abandoned in the Pacific owing to fire on board. The captain and part of the crew arrived at Kobe to-day. One boat containing 17 men is missing.

**TURKISH CRUISER ATTACKS POTI.**

Petrograd, November 9.—An official report at Tiflis, made public by the Admiralty, says: "This morning (Saturday), an enemy's cruiser of the Breslau type arrived at Poti and opened fire on town port and light house station. After firing from 120 to 150 rounds, the cruiser came close to the break-water and opened fire with machine guns on the Russian troops, who replied with artillery and rifles. The first shot taking effect the cruiser made off. We had lost three in the engagement."

**CARRANZA ULTIMATUM EXPIRES TO-MORROW.**

Agua Calientes, Mexico, November 9.—Thirty-six hours will determine whether war or peace shall prevail in Mexico. Indications at present are that it will be war. Up to mid-night no reply had been received from General Carranza to the ultimatum sent by the conference here demanding that he retire from the office of Provisional President. The time limit set by the ultimatum will expire at noon to-morrow. If he does not retire before that time troops will be ordered to march on Mexico City and seize the government.

Conference will re-assemble this afternoon to make its final plans.

**STOCKYARDS TO RE-OPEN.**

Boston, November 9.—An official of the Chicago Stock Yards says the yards will reopen Thursday.

**RAY CONSOLIDATED COPPER REPORT.**

New York, November 9.—Ray Consolidated Copper report for quarter ended September 30th, compares with June 30 quarter as follows:—  
Net operating profit, \$461,422; decrease \$536,459.  
Total income \$468,550; decrease \$539,525.  
Surplus after charges \$420,922; decrease \$538,572.  
Dividends bank; decrease \$645,358.  
Surplus \$420,922; increase \$5,780.  
Production (pounds) 12,475,152; decrease 6,373,190.  
Earnings are based on price of 12.48¢ cents per pound for copper compared with 12.91¢ cents previous quarter.

**RAILROADS**

**CANADIAN PACIFIC**

**Toronto-Chicago Express**

Lv. Windsor St.— 7.45 a.m., 9.05 p.m.  
Ar. Toronto (Union)— 6.40 p.m., 7.35 a.m.  
Ar. Chicago— 7.45 a.m., 9.05 a.m.

**Toronto (Yonge St.)**

Lv. Windsor St. .... 10.00 p.m.  
Ar. Toronto .... 8.00 a.m.

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

**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 9.55 p.m., Chicago 8.00 a.m., daily.

**IMPROVED NIGHT SERVICE.**  
Leaves Montreal 11.00 p.m., arrives Toronto 1.20 a.m., Detroit 1.45 p.m., Chicago 8.40 p.m. Club Compartment Sleeping Car, Montreal to Toronto, daily.

**G.T.R. APPRENTICES TAUGHT BY CORRESPONDENCE SYSTEM**

Educational System Has Been Improved by Addition of Innovation—All Boys in System in Touch With Headquarters.

A correspondence course is to be one of the most advantages enjoyed by Grand Trunk apprentices for the first time this winter.

Mr. W. D. Robb, the General Superintendent of Motive Power, has some six hundred apprentices in his department of the railway's work, the young fellows being trained in the various locomotive shops of the company at Montreal, Stratford, Battle Creek and other points. The benefits of this training are such that boys are sent from Europe to take their apprenticeship here, if they pass their entrance examination they are given a trial of from two to three months in the shops, and if satisfactory are asked to sign indenture papers binding them for the period their trade calls for—mechanics for five years patternmakers and boilermakers for four years.

During this apprenticeship the boys have attended classes arranged by the company, and are taught mechanical drawing and practical mechanics.

Examinations are held periodically to test the knowledge of the boys, and at the end of the term a final examination is arranged for the whole system, the marks being compiled and the station having the highest percentage receiving a cash prize donated by the company. Individual prizes are also given to the boys.

This year it has been decided to improve the opportunities of the apprentices at small stations where it has not been possible to keep instructors. Correspondence courses, mapped out along the most improved lines, have been adopted for this purpose, and the boys will be in touch in their theoretical studies with headquarters in Montreal. Text books have been compiled by the company both in drawing and mechanics suitable to the requirements, and these practical work may line up with the theory taught.

The quality of the work done by the apprentices was shown this fall when apprentices from the Stratford shops obtained one first and three seconds in mechanical drawing competitions at the Canadian National Exhibition, at Toronto, while the Montreal boys took two first prizes.

**WAR RISK INSURANCE RATES CAN'T GO MUCH LOWER**

Mr. Robert Bickerdike Considers 1 Per Cent. Rate Going to Great Britain a Fair Rate, Citing Petition Has Driven Rate Down to 3/4 of 1 Per Cent.

I don't think the war risk insurance rate in Britain can go any lower said Mr. Robert Bickerdike, manager of the Western Assurance Company, in an interview with a representative of the Journal of Commerce this morning. The rate in now 3/4 per cent to 1 per cent, and this is as low as possible under the circumstances. Mr. Bickerdike said that he considered 1 per cent, a fair rate competition had driven the rate down to 3/4. He said that he was one of the few who had not had rates had gone up on vessels off the coast of the United States. He also went on to say that the engagement off the coast of Chile, in those waters the vessel was the risk was the less, and that the rate was correspondingly lower, as was the case with steamers.

**ATTEND TO YOUR LIFE ASSURANCE.**

It is never agreed to think about death. Life Insurance is independent. It is ever so much agreeable to think that one's life will jog along as usual year of years in the old, sweet, familiar way. But there is always that incalculable chance in the midst of our comfortable dreams we receive our final summons to leave our life work unfinished and confused as it is, and is numbered in the great majority. This is a liability that we never shake off no matter how carefully we stick to life. It follows us like our shadow, valuing our most gay and optimistic moods as a ghost of Bannoo invaded the guest room of a both. But such is our inborn confidence that we never think the lightning will strike us until it actually does so.

There is much anxiety about the crown prince of Germany for fear he will manage to avoid the light to be coming to him—Life.

**OBITUARIES**

**A NOTABLE FIGURE.**

The death of Mr. John Ward, founder and head of the Ward Commercial Agency, removed from Montreal a notable figure. "John" as he was familiarly known, was as honest as the Sun. He believed in the soundest religion of the Universe "To do no harm to others." The manager of the banks, like Mr. Ward, Toronto and others which could be named, all on John Ward a great deal more than an expert knew John. He was trusted for confidence reports on certain firms which if requested from one of the larger agencies would have aroused suspicion for long over a quarter of a century Mr. Ward a familiar figure on St. James Street. He used to have a dingy old office in the Ottawa building. His friends urged him to get "big" by forming a stock company. He did this and moved to suit his business and never premises in the Sun Annex building. The personality of this strong, kindly man, born in London, England, sixty-eight years ago, it can be readily that he was not at the age to learn "new" business methods. He often told how he was taken the late King Edward and indeed his large blue and aquiline nose, with similar beard gave him pronounced resemblance to the great sovereign. Latterly, English-like Mr. Ward had taken a small farm at Ahuntsic, where he owned a nice property. Kind and true to his friends; always willing to do any man a good turn and extremely optimistic at all times it was always a pleasure to meet and draw, he will be remembered as a character worth emulation and that the world was better for having lived. Mrs. Ward will have the sterling sympathy of a wide circle of acquaintances in Montreal and elsewhere.

**IMPROVE VANCOUVER HARBOR**

Over \$10,000,000 to be Expended for Increase in Commerce at Western Canadian Port.

Vancouver, November 9.—The opening of the Panama Canal was an event of special interest to the ocean transportation companies of Vancouver, and preparations are being made to handle the large increase in business expected by the opening of the new route. This is especially true in regard to important improvements being made now in the harbor and increased facilities for handling extra traffic. One of the most important of these improvements is that now under way in the first narrows, or entrance to the harbor, which is being widened from 400 to 1,600 feet, and dredged to a minimum depth of 22 feet, at an approximate cost of \$15,000,000.

Another important work for improvement of the shipping facilities of the port is a Dominion Government pier 800 feet long by 300 feet wide, with concrete walls and piers rock filled, which is being constructed at a cost of \$1,500,000, and will be completed about the middle of next year.

The Canadian Pacific Railway has completed new piers and warehouses this year at a cost of \$750,000 and the Great Northern Railway at a cost of \$1,000,000, and the expense of over half a million dollars. The Canadian Pacific is filling in tide flats which will be available on the north shore of the harbor; the building of a floating dry dock, partly subsidized by the Dominion Government, at a cost of \$4,000,000, which is already the Fraser River, costing \$2,000,000, which is already so far completed that the ships from the sea; and as far as Pitt River, twenty miles from the sea, a 9,000,000, for harbor improvements at New Westminster.

These activities and heavy expenditures in the improvement of the principal port of British Columbia indicate the importance placed upon the preparation for handling the heavy ocean-carrying trade from the northern Pacific coast by way of the canal.

**MR. JAMES A. WRIGHT.**

The death of Mr. James A. Wright, of Lyman, N.S., announced in a Vancouver despatch, came as a great shock to his wide circle of friends in Montreal. Mr. Wright was one of the best known commercial travelers in Canada, and was regarded as one of the ablest and most successful men connected with the Canadian drug trade. The first intimation of Mr. Wright's illness came on Thursday last, and his wife immediately left for the coast. Early reports were not alarming, but he suffered a severe relapse Friday, and on Friday night, Mrs. Wright was met by friends in Winnipeg, and was there informed of his death. Mr. Wright lived on Clarke Avenue, Westmount, and survived by his widow, two children and a brother, the Rev. J. J. Wright, of Point Levis, Quebec. Mr. Wright was born about fifty years ago at Peterborough, Ont., but has lived in Montreal most of his life, and has been connected with Lyman, Limited for many years.