CANADIAN SERVICE

Sailing dates will be announced when arranged For information apply to

THE ROBERT REFORD CO., LIMITED, General Agents, 20 Hospital Street. Steerage Branch. 23 St. Sacrament St., Uptown Agency, 530 St. Cath-

DONALDSON LINE

From St. John, N.B

Passage Rates-Cabin (IL) Eastbound and Westbound, \$52.50 up. Third-class, Eastbound and West-

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



The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.) the Committee.

New York, November 6.-Steamer rates show furtrades, and there are also several urgent orders these birds. conditions

anean, 5s 41/2d, November.

Spanish steamer Jata Mendi, 28,000 quarters, same, Campbell.

58 3d. to 58 41/2d, quick despatch guaranteed at port of discharge, November. m Philadelphia to Rockland, 90 cents.

Misecllaneous-Steamer Edward Pierce, 7,000 ton dw New York and Scandinavian trade, one round

York to Havre, with sugar, 25s, prompt. Steamer El Paso, 2,568 tons, from the Gulf to Gothenburg, with cotton, p.t., November.

British steamer Novington, 2,100 tons, from the Gulf to Liverpool, berthed, cotton at 53 cents, Novem-

NEW RAILWAY ISSUE.

of record November 15.

ILLINOIS CENTRAL IN OCTOBER.

Chicago, Nofember 6.-The earnings of the Illicompany's history.

FINAL WORK ON C.N.R.

work on the construction of the main line of the Canadian Northern Railway is being vigorously prosecuted. Not a single laborer has been removed fro the construction gangs. Grading has been complet before the end of the year.

At the present time there are two gaps to be steeled of about fifty miles each in British Columbia

at the Back River, at the crossing of the Chat River above Ottawa, and the third in British Columbia but the whole three are now receiving their super are and will be completed as soon as the spike is already to be driven either up in the Rockies or on the banks of the Fraser.

NORFOLK EARNINGS.

ber operating rev-Norfolk and Western—Septembe ue, \$4,096,891 increase \$20,548.; ber operating income, \$1,340,484; increase

months operating revenue, \$11,831,019; de-

Operating income, \$3,729,114; increase, \$173,973.

CONSERVATION COMMISSION ISSUES FIFTH ANNUAL REPORT

Annual Statement.

tinct progress during the past year is clearly indicated in the "Fifth Annual Report" of the Commis sion of Conservation, which has just been iss In his annual address, the chairman of the Comnission, Hon, Clifford Sifton, covered the Commis sion's activities with respect to waters and water powers, minerals, public health, agriculture, fisheries and fur-bearing animals, and forests, indicating clearly and succinctly a number of the problems that had ben made in their solution

With respect to water-powers, lengthy reports are vater-power surveys carried out in Western Can da. Two volumes will be issued later giving the reults of these surveys and will prove of great value to those who are interested in the development of the water-powers of Canada.

The Commission's Committee on Minerals has further strengthened by selecting as chairman, Dr. Frank D. Adams, of McGill University. Dr. Adams is an outstanding authority on the minerals of Can ada, and his assistance will be of great value to the Commission. The report contains an excellent review by Mr. W. J. Dick, mining engineer of the Com- Welland. mission, on the "importance of Bore-hole Records and the Capping of Gas Wells."

Tenand.

Dunelm—St. Lawrence River, eastbound for Montreal.

Several aspects of the problems of public health are dealt with in the report by well known authorities Dr Hodgetts in a brief address, summarizes the work of the Committee on Public Health, and, in addition, presents reports on such vital problems as 'Infant Mortality,' "First Aid to the Injured" and the work of the City-Planning Conferences held in Chicago and Boston in 1913. Mr. G. Frank Beer, president of the Toronto Housing Co., develops at some length the housing and city-planning question in Canada, with especial reference to the work of the Toronto Housing Co., and the late Col. J. H. 1 p.m Burland outlines the legislative requirements for

The work of the Committee on Lands is described ov Mr. F. C. Nunnick, the Commission's Agriculturist, who pays especial attention to the progress of the eriments with the growing of alfalfa in Quebec. Mr. Nunnick also describes in detail the Commission's "Agricultural Survey" for 1913, showing in concise form the farming conditions in the several provinces as ascertained by the Committee's investigators. Dr. James W. Robertson and Mr. John Fixter describe the work of the illustration farms of

Mr. J. Walter Jones follows in detail the progress ther advances and the market is exceptionally strong in fur-farming in Canada during the past year. The in all departments, due to the steady demand pre-vailing for tonnage and the scarcity of same available for November and December loading. Two industry, Hon. A. E. Arsenault describes the new large American boats were closed for trans-Atlantic voyages, one for general cargo from New York to Scandinavian ports and back, and the other for a sion two years ago and will do much to regenerate full cargo of cotton from the Gulf to a Swedish port. Another charter very much out of the ordinary is exceedingly interesting paper on the "Protection of that of a good sized British steamer for a full cargo Migratory Birds" is given by a leading American auof sugar from New York to a French Atlantic port. thority, Mr. W. S. Haskell, who urges Canada to join Freights offer steadily in several of the trans-Atlan- with the United States in providing sanctuaries for

for neutral boats for coal cargoes to South America. Considerable advantage has been made in the cor There is nothing new or interesting to report in the servation of forests during the year. The Commis sailing vessel market and no changes in the general sion has co-operated with the Board of Railway Commissioners and the several provincial and Federal Charters: Grain-British steamer Monsaldale, 17,- forest services concerning the prevention of forest 000 quarters, from New York to two ports Mediter- fires, with the result that much has been done to prevent forest fires along railway lines, especially British steamer Reliance, 25,000 quarters, from the in Western Canada. In addition to the report of the Gulf of Marseilles, or Genoa, 5s 6d, option Naples, 5s chief forester, Mr. Clyde Leavitt, there are addresses on forestry by Dr. B. E. Fernos and Mr. R. H

The report contains a number of splendid illustrations and gives in concise form much information Coal Schooner Thomas H. Lawrence, 323 tons, that is of value to all Canadians interested in the onservation of our natural resources.

GOLD RUSH IN B. C. LIKELY THIS WINTER. An official of the Grand Trunk Pacific Railway p.t., November.

British steamer Benwood, 2,393 tons, from New who has just returned to Montreal, states that he expects to see a new gold rush into Northern Brit-

ish Columbia this winter.

"Fifty years ago," -he said, "miners in search of placer gold struggled through the wilderness and egotiated rapid rivers to reach the Omoneca region, which had been reported to be rich in both gold and silver. It was a long and hard trek to get into that remote part of the country, for Victoria, B.C., was Prefontaine, 7.15 a.m. Murray Bay. The Pittsburg, Cincinnati, Chicago and St. Louis then the nearest base of supplies. Prospectors took y Company will issue 24,374 preferred shares a small steamer up the Fraser, Nechako and Stuart Stockholders, both preferred and Rivers, and over mountain ranges in order to faciliwill be entitled to subscribe at the rate of tate transportation of supplies and outfit, but the Lady of Gaspe, Out 6.00 a.m. Robert Rhodes, 6.35 a.m. \$100 to the extent of 3% per cent. of respective hold- best route presented had many difficulties and such Gladstone. hard and costly work that after a few years the field Subscription rights terminate December 16, and was abandoned and almost forgotten, although re-

region has been brought several hundred miles nearer a supply centre, and interest in this district is reviving to such an extent that there is likely to be a mount. nois Central for October decreased around 10 per cent, but the comparison is with the biggest month so that they can begin work immediately spring opens Glenellah. and thus get in a full summer's work. Mining men declare that big strikes will be made when the region has been thoroughly explored and state that there are rich quartz deposits as well as placer gold and silver. It is common knowledge among Hudson's DEFORE END OF YEAR Bay men that the Indians hunting in that part of the country use silver nuggets for bullets, and also carried considerable quantities of gold and silver to
Sir Donald Mann, who is in the city, says that
Fort Simpson and Hazelton in exchange for goods."

HALF MILLION DOLLAR SUIT.

(Special Correspondence.)

ed for the entire distance betweez Montreal and Van-couver, and the entire distance will be fully railed in the Provincial Courts by J. A. McIlwee and Sons, of Denver, Colorado, sub-contractors for the Rogers Pass tunnel now being constructed for the Canadian Pacific Railway through the Rocky Mountains, the and track laying is going on at the rate of two miles defendants being Foley, Bros., Welsh and Stewart, the principal contractors.

The amount claimed is \$527,216.24 for bonus earned for anticipated profits.

LOOKING FOR NEW BUSINESS

New York, November 6.—Following the announcement by the Postal Telegraph Company on November 1st, that it would discontinue its leased wires to brokers, considerable speculation was entertained as to possibility of the Western Union Telegraph Company as at June 30th were \$10. to possibility of the Western Union Telegraph Com- The freight revenue in the last fiscal year totalled

pany taking similar action.

When asked by a representative of the Journal of

Shipping and Transportation

Forecasts.

Lower Lakes, Georgian Bay, Ottawa Valley and Upper St. Lawrence.—Moderate to fresh horthwesterly winds, mostly fair and colder; a few local snow

lurries.

Lower St. Lawrence and Guif.—Northerly winds nostly fair and somewhat colder; a few local snow Jurries.

Maritime.—Fresh northwesterly winds, mostly fair and cooler; a few joint showers is snow flurries.

Superior.—Moderate winds, mostly fair and cold, Manitoha, Shakarehewah and Alberta.—Cool with some light local fulls of rain or snow.

CANADA STEAMSHIP LINES, LIMITED. (Operating, Department Freight Steamers.)

Location of steamers at 6.35 p.m., November 5th. Canadian-Left Montreal last night for canal. Acadian-Montreal, discharging. Hamiltonian-Montreal, discharging Calgarian-Due up Kingston to-night for Colborn Fordonian-Port Arthur, loading.

Glenellah-Out Dalhousie 11 a.m. for Montreal. Dundee-Left Toronto 4.30 p.m. for Dalhousie an

D. A. Gordon-Montreal, discharging.

Donnacona-River, loading, westbound, Doric-Montreal, discharging. C. A. Jaques-Down Port Huron 1 p.m. Midland Queen-Left Fort William 3 p.m. 4th Sarnian-Owen Sound, loading. A. E. Ames-River, loading, westbound.

Neepawah-Fort William, discharging. Beaverton-Up Kingston 9 a.m. for Colborne Tagona-Montreal, discharging. Kenora-Left Colborne 8 p.m. 4th out Dalhor Arabian-Arrived Colborne midnight last night.

Bulk Freighters. W. Grant Morden-Up Soo 5 p.m. 4th Emperor-Arrived Ashtabula 10 a.m. Midland Prince-Up Port Huron 1 a.m. Midland King-Colborne, discharging, goes to Cleve

Martian-Up Soo 1.35 a.m. Emp. Ft. Wm.-Down Soo 5 a.m. for Goderich Winona-Down Soo 5.45 p.m. 4th for Goderich. Stadacona-Buffalo, discharging Scottish Hero-Left Fort William 3 p.m. 4th for Goderich

Turret Crown-Left Fort William 3 p.m. 4th for A. E. McKinstry-Up Kingston 7 p.m. 4th for Eric

Renvoyle—Ogdensburg, discharging. Saskatoon—Due Montreal this afternoon. Mapleton-Arrived Colborne 4 a.m. Cadillac-Oswego, loading, leaves to-night Natironco-Montreal, discharging. Emp. Midland-Colberne, discharging, goes to San

SIGNAL SERVICE. Department of Marine and Fisheries. Montreal, November 6, 1914.

Crane Island, 32-Cloudy, north east. L'Islet, 40—Clear, east.
Cape Salmon, 81—Cloudy, north Father Point, 157-Out 7.30 a.m. Kendal Castle. C. Magdalen, 294-Cloudy, calm. Fame Point, 325-Cloudy, north east

Cape Rosier, 349-Raining, south east. In 6.30 a.m. ANTICOSTI:-West Point, 332-Clear, north east.

S. W. Point, 360—Cloudy, east. Heath Point, 438—Cloudy, north west. Point Amour, 673-Clear, east, 1 berg. Quebec to Montreal Longue Pointe, 5-Cloudy, light west. In 5.55 a.m.

uebec, 6.30 a.m. Morwenna. Vercheres, 19--Cloudy, north. Out. 7.45 a.m. Wa-Sorel, 39-Cloudy, north. Arrived down 1.20 a. m

Spray and tow. Three Rivers, 71.—Cloudy, light north P. Citrouille, 84-Cloudy, light north. Grondines, 98-Cloudy, light north.

St. Nicholas, 127-Cloudy, light north, Bridge, 133-Cloudy, light north. Quebec, 139-Cloudy, light north. Left up 9.00 a.m.

West of Montreal.

payments are due between December 1 and December 1 and December 1 and December 1 and December 2 cently some mining has been done with good results." Compton, 2.05 p.m. Dunelm, 3.00 a.m. Stanstead, 7.00 been issued as a blue book, and shows that during with the opening of the Grand Trunk Pacific this end on the pening of the Grand Trunk Pacific this end on the pening of the Grand Trunk Pacific this end on the pening of the Grand Trunk Pacific this end on the pening of the grand Trunk Pacific this end of the total tonnage of 22.—Cloudy, north. Eartward, 8.45 a.m. [148,569, entered, and 76,648 vessels, of a tonnage of

Galops Canal, 99-Cloudy, north west. Eastward sions. 6.45 a.m .Stormount, 7.15 a.m. Norhilda, 7.45 a.m. Of these vessels 49,172, with a tonnage of 49,064,233, P. Colborne, 321-Cloudy, north west. Eastward with cargoes, the remainder being in ballast.

n.m. Arabian, 9.40 p.m. Mapleton, THE MANCHESTER LINE. S.S. Manchester Merchant, from Manchester, ar

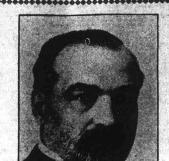
rived at Montreal on November 5th, 1914. READING'S ANTHRACITE PRODUCTION Philadelphia, November 6.—The Reading's pro

duction of anthracite in October was 1,092,000 ton

as compared with 1,232,000 tons in October last ye SOUTHERN RAILWAY EARNINGS. Southern Railway, 4th week October, \$1,740,849 decrease, \$418,418. Month, \$5,515,242; decrease, \$1,271,909.

From July 1st, \$22,416,138; decrease, \$1,649,937. QUEBEC CENTRAL RAILWAY The Quebec Central Railway, since it became subsidiary of the C. P. R., has been growing con

\$1,092,990 and the passenger revenue \$400,664. WELL POSTED ON FREIGHT RATES.



SIR DONALD MANN,

is now completely graded from Montreal to Vancouver, and rails will be laid before the end of the

REPORTED BRITISH NAVAL REVERSE MAY TIE UP COAST SHIPPING

Price-Fighty Per Cent. of Volume of Trade Carried in British Bottoms

New York, November 6.-The destruction of the British cruiser squadron, reported from Valparaiso, is so serious, according to some of the highest authorities among marine insurance underwriters, that is may result in tying up British shipping to the western coast of South America until assurance is remay result in tying up British shipping to the westceived from the British Admiralty that a strong British and Japanese force is on its way from Asiatic waters to look after the intact German fleet now practically free to play havoc with British trade in

The trade to the west coast of South America is 80 per cent. in British ships. Tying up these would practically stop trade.

Insurance on shipping to this part of South America practically stopped yesterday. Underwriters said that almost any rate was possible and warranted, but space is being eagerly sought and booked to capacity that no insurance could be written for the time be- considerably in advance of normal periods for closing ing at any price. Last week rates to the west coast f South America were as low as 2½ and 3 per cent.

The biggest fleet plying between here and west east South American ports is that of W. R. Grace the approximate figure for the corresponding & Co. It consists of eleven British ships. It was of last year of \$2,597,526. Imports were \$4,323,444, said at the offices of W. R. Grace & Co. yesetrday against the approximate figure of \$2,887,834 for the that no steps had been taken to cancel sailings or corresponding day last year. that no steps had been taken to cancer sample of hurry its ships carrying the British flag into neutral harbors. Several ships of the Grace-firm are on their way north and another is due to sail from here about ships to France, and in lesser degree to Italy, for the carros space, it was reported, are practice.

War risk insurance to North Sea points took a per cent, jump yesterday, from 3 to 5 per cent, and in some cases from 5 to 7 per cent, as the result of the mining of the North Sea, reported by the British, reported by the British, some cases from 5 to 7 per cent, as the result of the mining of the North Sea, reported by the British, some cases from 5 to 7 per cent, as the result of the mining of the North Sea, reported by the British, some cases from 5 to 7 per cent, and the present time. One of the per control of the property of the per control of the per co and on the news of the reporetd sally of the German fleet from the Kiel Canal. Advancing rates are neg expected continuously on shipping to Rotterdam and Amsterdam, Danish and Swedish ports and English Channel points.

WEATHER MAP.

Weather-Cotton Belt. Clear. Temperature 40 to 66, no precipitation Corn Belt-Partly cloudy. Temperature 30 to 60, n precipitation.

American Northwest-Partly cloudy. Temperatu 30 to 60, no precipitation.

DENIES GOLD SHIPMENT REPORT.

New York, November 6 .- The Holland-American Steamship Line denies the report that \$2,000,000 gold was shipped to Rotterdam by Nieuw, Amsterdam

BRITISH SHIPPING IN 1913

78,620 Vessels of 82,148,569 Tons Entered English

Lachine, 8- Cloudy, north. Eastward 12.45 a.m. Shipping of the United Kingdom for 1913" has just Glenfoyle, 4.30 a.m. City of Hamilton, 5.00 a.m. West- 82,661,012, cleared at ports in the United Kingdom from and to foreign countries and British posses-

entered, and 64,540, with a tonnage of 67,819,701, left yesterday 3.00 p.m. Rosemount, 5.00 p.m. Toiler, 6.15 British vessels, both entering and clearing, exceed-

ed those of all other countries, the figures being: Vessels. Tons

r-	Sailing vessels	1,477	376,059
	Steam vessels	38,215	46,226,861
		20.000	
	Total	39,692	46,602,920
0-	Foreign.		
s,	Sailing vessels	4,276	1,501,646
ır.	Steam vessels	34,652	34,044,003
٠.	Total,	38,928	35,545,649
9;	Cleared-British	le .	
	Sailing vessels	1,317	338,206
	Steam vessels	36,334	46,308,447
,		100	
	Total	37,651	46,646,653
3. 1	Foreign.		
2	Sailing vessels	4,225	1,455,796
1-	Steam vessels	34,772	34,558,563
2			
is	Total	38,997	36,014,359
ne	In the preceding year 74,057 vess	sels, of a	total ton-
	nage of 76 190 616, entered, and 7	2.067 ves	sels (ton-

Assets of the company as at June 30th were \$10,- nage, 76,266,429) cleared—British being in the follow ing numbers: Entered, 38,100 (tonnage, 44,291,842) eared, 36,102 (tonnage, 44,374,946).

London leads Liverpool in the number of vessel sels arrived, Newcastle (including North and South Shields), is ahead of Liverpool, 6,440 vessels being reported last year, while 5,129 vessels arrived at Cardiff.

CECILIE SAILS FUR BUSICION.

Bar Harbor, Maine, November 6.—S. S. Kronprist, Shields), is ahead of Liverpool, 6,440 vessels being reported last year, while 5,129 vessels arrived at Cardiff.

She is due at Boston to-night. Commerce if such a move was anticipated by the Western Union Company, President Newcombe Carlton said: "We are not going to discontinue our leased wires. As a matter of fact, we are looking for new business at the present time."

WELL POSTED ON FREIGHT RATES.

Atlanta, Ga., November 6.—Walter L. McGill, sectors as a matter of fact, we are looking for new business at the present time."

WELL POSTED ON FREIGHT RATES.

Atlanta, Ga., November 6.—Walter L. McGill, sectors as a matter of fact, we are looking for new business at the present time."

WELL POSTED ON FREIGHT RATES.

Atlanta, Ga., November 6.—Walter L. McGill, sectors as a matter of fact, we are looking for new business at the present time."

WELL POSTED ON FREIGHT RATES.

Atlanta, Ga., November 6.—Walter L. McGill, sectors as a matter of fact, we are looking for new business at the present time."

RAILROADS

CANADIAN PACIFIC

Toronto-Chicago Express

7.45 a.m., 9.05 p.m. Ar. Toronto (Union)-

5.40 p.m., 7.35 a.m. Ar. Chicago-

7.45 a.m., 9.05 a.m. Toronto (Yonge St.) Lv. Windsor St. 10.50 p.m.

Day train: Cafe, Observation, Parlor and Diner, Night trains: Observation, Compartment and Stand. ard Sleepers.

TICKET OFFICES: 141-143 St. James Street Phone Main 3121 Windsor Hotel, Place Viger and Windsor Street Static

GRAND TRUNK SYSTEM DOUBLE TRACK ALL THE WAY

INTERNATIONAL LIMITED. Canada's Train of Superior Service. 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 Mentreal 11.00 p.m., arrives Toronto 7.30 a.m., Detroit 1.45 p.m., Chicago 8.40 p.m. Club Compart. nent Sleeping Car, Montreal to Toronto, daily, MONTREAL-PLATTSBURG (D. & H.)

Effective Novemb 6.20 p.m., daily except Sunday, will leave at 4.25 p.m

122 St. James St., cor. Francois Xavise — Phone Main 11).

Windsor Hotel

IN PORT OF NEW YORK

Ocean Freight Rates Have Had a Corresp Ports in the United Kingdom

cooming. Ship owners and agents report that their the bookings.

Exports from New York rep cently at the Custom House were \$4,067,005, against

France are being held there for unusually long stays, in some cases six weeks, through inability to com mandeer enough 'longshoremen and lighterage la to unload. The men in France are off to the war and are scarce around the ports.

Insurance rates are firm at the high figures set last week, or higher, the one encouraging thing to the exporter being that the rate on cotton has be British assurance that cotton shipments to the enemy or neutrals would not be interfered with. The reported sinking of the British steamer Van Dyck by the Karlsrhue, bound from South America to New York with \$500,000 of beef aboard as part of

cargo, caused a new flurry in the insurance rate on South American shipping.

The ocean freight rate on grain to United Kingdom points ranges from 10 to 12 cents a bushel. This is an advance of about 2 cents over rates ten day ago. To "outside" ports, including Italian points, the rates have advanced from % to of a cent a bushel. The shipping charge on grain to France, it was said by a well known ship operator, had advanced from 3 to 5 shillings a quarter of 84 bushels since the beginning of the war.

A rate made on copper is 55 cents per hundred weight, an advance of from 15 to 20 cents over the price before British seizure of cargoes became activate and 40 cents above

Bookings are being made for ship space until well into December and shipping men are more busy than they have been for several years in trying t meet demands upon them. A serious condition is arising in the market marine insurance as the result of the refusal of th

British companies to insure against seizures by the British navy. sness to the American shipper of the The seriousness to the American supper or use of clusion of the British companies from the field is the fact, as stated by a large shipper, that there is off one. American company which can afford to issue any one parcel for as much as \$100,000. The war isk any one parcel for as much as \$100,000. The war isk any one parcel for as much as \$100,000. insurance rate threatens to rise to exceptional fig-

ures unless the British companies continue in the field in the matter of shipments to neutrals. As it is, the insurance companies have practically withdrawn from the field of insuring copper bound for Italy, where insurance against British detention

is the one essential thing being sought. The rate on insurance of cargo from North S points has been reported as high as 71/2 per cent. though there have been quotations as high as it per cent, no transactions have been reported at the figure. Insurance men say it would be warranted it ertain cases where detention by the British or capture by the Karlsrhue or the Emden are made high likely by the destination of the ship.

ST. JOHN VALLEY RAILWAY.

Woodstock, N.B., November 6. -F. P. Gutelius 500 eral manager of the International Railway, said the finished portion of the St. John Valley Railway would likely be taken under Intercolonial operations about a fortnight.

CECILIE SAILS FOR BOSTON.

VOL. XXIX No. 155

PERSONALS

T. Clarence Chown went up to is week, where they are the guests of parents, Mr. and Mrs. Thomas Lambe

Forbes Hale, of the Royal Military Co army, is spending a few days with his pa Mr. and Mrs. W. Amherst Hale, at "Sleepy Hol

Among recent arrivals at the Colonial F unt Clemens, Michigan, are Mr. and Mrs. McKim, of Montreal, who are enjoying the mi tenant Donald Grant, and Lieutenant (Grant, sons of the late Dr. Grant, of Perth, Ont., rrandsons of the late Boyd Caldwell, M.P., of Lar

re with the 42nd at Kingston. Sir Lomer Gouin will address the Women's vember 9th, in the Assembly Hall of the R

Montrealers who spent the past week in York guests at the McAlpin, include: Mrs. Cha pragge, Mr. H. B Seybold, Mr. and Mrs. S. Mr. and Mrs. L. A. Pearce, Mr. W. fames Peters, Mr. A. Popham, Mr. Joseph Levy,

Mr. George W. Peck sailed for England by

Mr and Mrs. A. F. Dunlop, with Miss Dun we returned from Ste. Agathe, and are residing Sherbrooke street west. Mr. Nathaniel Hutchings and Mrs. Hutchings,

was Miss Florence Shuter, were in town from ronto the early part of the week, the guests of M Butchings' brother, Mr. Geo. Shuter, of St. L. street, and they have left to spend the winter in Pa West, Bermuda. They will return to Canada in

AT THE HOTELS.

At the Ritz-Carlton: J. Beverley Robinson, Toro F. B. Adams, Greenwich; Mr. and Mrs. F. Wurtele, Quebec: J. Macintosh, Belo, Almonte: M and Mrs. J. A. Borden, New York; Mrs. P. Niche thampton; Albert Kingsbury, Pittsburg,

At the Windsor: B. F. Uniacke, Ottawa; P.

ones, England; E. H. Scaman, New York; C.

Shepard, Worcester; Mrs. Ed. G. Islam, Burlingto J. McKee, Quebec; Mrs. G. L. Tapley and Miss At the Place Viger: Mr. and Mrs. M. L. Doha Levis; H. L. Phillips, New York; F. W. Phillip New York; S. J. Dobie, St. Augustin; T. Laurin, Qu

MOVING PICTURE HOUSES

c; Dr. C. E. Darche, Three Rivers; Mr. and M.

DOING GOOD BUSINES uses are Still Crowded, One Class of Patrons Re place Other-Dividends as Large as Usual Are Being Paid.

Although the war may have hurt the theatrice usiness as a whole, as there are fewer people wh have a dollar, or a dollar and a half to spend on seat for the theatre, yet there are still just as man ople to be amused, and now many who used t tronize higher priced theatres have become patron

although many people who used to frequent th wing picture houses find it hard to get the neces ry ten cents, their places are being taken by other whom ten cents has always seemed a mere no hing. In this way the moving picture business ha kept up to normal times, and most of the houses are paying their usual large dividends to their share olders. Nor is there evidently any anxiety abou the future amongst the movie men; they are al qually sure that the business will boom no matter

New theatres are being planned, and tenders are ven now being accepted for a monster structure on St. Catherine Street.

FIRE IN QUEBEG FACTORY ENDANGERS MANY LIVES

Blaze Started in the Boiler Room and Quickly Spread -Damago is Estimated at 30,000. Quebec, November 6.—Fire breaking out, presum-

bly from the boiler-room, and spreading so quickly it it endangered the lives of scores of factory hands, gutted the entire east wing of Gales Brothers' factory on Valier street here yesterday, shortly Within ten minutes after breaking out, the fire had entirely enveloped the whole structure, a building four storeys high, and the firemen did unquestionably

The work in checking the flames, saving every person in the building, and protecting the many suranding factories in this industrial district. th was the danger faced by the various plants is the neighborhood that the whole of Quebec's firefighting force was called to the scene, and the out-break was under control within an hour. The damnostly by water, will easily

the \$30,000 mark,, but it is covered by insur-Four hundred hands were employed in the factory, cores were trapped in the upper storeys by the urging flar mes. Most of them escaped by jur in the roofs of sheds and adjoining buildings in the

others were rescued by firemen. there is no serious injury reported, save two girls. fary Chamberland, 21, who was severely cut about the arms, and bruised while jumping through a wine second story, and Rose Anna Raymond, o was partly suffocated and carried out by -workers. The latter quickly revived.

SHOE FACTORY BURNED.

rothers shoe factory was gutted by fire. The c will total \$30,000. A score of the employees ber 6. The entire me were in danger of their lives.