

**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**

**CHRISTMAS SAILING.**

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

Passage Rates—Cabin (11) Eastbound and Westbound, \$52.50 up. Third-class, Eastbound and Westbound, \$32.75.

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

**ALLAN LINE**

**MONTREAL—LIVERPOOL**  
HESPERIAN, Thursday, 5 November  
SCANDINAVIAN, Thursday, 12 November.  
GRAMPIAN, Tuesday, 17 November.

**CHRISTMAS SAILING**  
ST. JOHN, N.B.—LIVERPOOL.  
HESPERIAN, Friday, 11 December.

**MONTREAL—GLASGOW**  
NUMIDIAN, Wednesday, 11 November  
SCANDINAVIAN, Thurs., 12 November  
(Calling at Liverpool).  
PRETORIAN, Friday, 20 November

**MONTREAL—HAVRE—LONDON**  
SICILIAN . . . . . Sunday, 15 November.  
(To London direct).  
CORINTHIAN, Tuesday 17 November  
(Calling at Havre).

For all particulars apply:

**H. & A. ALLAN**  
2 St. Peter Street and 576 St. Catherine West; T. Cook & Son, 530 St. Catherine West; W. H. Henry, 285 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard.

**The Charter Market**

(Exclusive Leased Wire to The Journal of Commerce.)

New York, November 5.—The full cargo steamer market is exceptionally strong, stimulated by an active demand in several of the trans-Atlantic trade for boats in position to give November and early December delivery at the loading ports. Rates have advanced rapidly in the past few days, and further advances are anticipated, owing to the scarcity and light offerings of available boats. Grain cargoes continue to predominate, but cotton, general cargo, timber and coal freights also offer freely. In trades other than the trans-Atlantic the demand for tonnage is limited, but the full rates demanded by owners acts as a restriction to freer chartering, and only orders of the most urgent kind are being covered.

The sailing vessel market remains inactive, with only a limited general demand prevailing for tonnage and no quotable changes in rates.

Charters: Grain—Norwegian steamer Molina, 7,000 quarters, Baltimore to Scandinavian ports, p.t., November.

Danish steamer Gallia, 12,000 quarters, same.

British steamer Penlee, (previously), 40,000 quarters, from Philadelphia to picked ports United Kingdom, 2s 6d, option, French Atlantic, 3s 3d, November.

Lumber—British steamer Antigua, 1,857 tons, from the Gulf to picked ports United Kingdom, with timber, 105s, November.

Schooner Robert Graham Dun, 435 tons, from Pensacola to Porto Rico, \$7.

Coal—British steamer Isle of Jura, 2,455 tons, from Baltimore to Genoa, p.t., prompt.

Schooner Dustin G. Cressy, 725 tons, from Baltimore to Mayport, p.t.

Schooner Chas. H. Klinek, 4,444 tons, from Philadelphia to Bideford, 95 cents.

Schooner Noretta M. Porcella, 465 tons, from Baltimore to Bangor, p.t.

Miscellaneous—Steamer George Hawley, 1,599 tons, trans-Atlantic trade, one round trip, p.t., delivery and re-delivery north of Hatteras, November.

British steamer Nation, 2,874 tons, same; basis about 4s 11 1/2d delivery and re-delivery United Kingdom, prompt.

Schooner Charles Davenport, to Martinique, with shooks, etc., p.t.

**RAILWAY EQUIPMENT BONDS.**

The following are quoted on a percentage basis:

Name	Rate	Maturity	Bid.	Ask.
Atlantic Coast Line	4-4 1/2	11-14-21	5.60	5.90
Baltimore & Ohio	4 1/2	1914-22	5.50	5.80
Buffalo, Roch. & Pitts.	4 1/2-5	1914-30	5.50	4.90
Cheapeake & Ohio	4	1914-17	5.50	5.20
Chicago & North-west'n	4 1/2	1914-23	5.55	4.90
Chic. Ind. & Louisville	4 1/2	1914-23	6.10	5.20
Delaware & Hudson	4 1/2	1922	5.00	5.00
Erie Railroad	4 1/2-5	1914-23	5.95	5.20
Hocking Valley	4-5	1914-23	5.85	5.2
Illinois Central	4 1/2-5	1914-23	5.50	4.9
Int. Great Northern	5	1914-23	5.50	4.9
Louisville & Nashville	5	1914-23	6.40	5.9
Mo. Kansas & Texas	5	1914-22	6.25	4.9
Missouri Pacific	5	1914-22	6.75	5.7
N. Y. Central Lines	4 1/2-5	1914-23	6.25	4.9
Penn. Gen. Freight	4-4 1/2	1914-23	6.25	4.9
St. L. I. Mt. & Son	5	1914-24	6.75	5.1
Seaboard Air Line	5	1914-23	5.70	5.1
Southern Railway	4 1/2-5	1914-24	5.90	5.4
Southern Pacific	5	1914-23	5.50	5.4
Virgin. Ry.	5	1914-19	6.70	5.1
Wabash	5	1914-21	5.00	5.00

**MODERN TRAMWAY SYSTEM**

Has Had Much to Do With Extending Bounds of City of Adelaide.

One of the main factors in the rapid development of Adelaide and suburbs is the modern electric tramway system, which came into operation some five years ago. The system is controlled by a trust, which principally consists of elected representatives of the municipalities interested, and notwithstanding that extensions of lines to the more outlying suburbs are constantly being made, its operations from a financial standpoint have proved decidedly satisfactory. The financial statement of the working of the trust for the half year ended July 31st has recently been issued. This shows that though the period in question included the winter months, when traffic was at its lightest and general expenses are probably above normal, the net revenue was £63,677, while the full statutory charges were £2,609,838, thus leaving a surplus of £2,689, and increasing the sum at credit of the appropriation account to £10,945. The capital cost of the revenue-earning portion of the system, excluding purchase money and stores, was £1,359,013, the surplus revenue over operating expenses was £63,677, equal to 3.37 per cent. on the capital cost and the percentage of working expenses to revenue was 61.338 per cent. Six months ago the respective percentages were 9.26 and 61.838. The figures giving thus show that the system, in addition to being of almost incalculable benefit to residents of the metropolitan area, is firmly established on a paying foundation.

**T. H. & B. MAY TAKE OVER ERIE AND ONTARIO RAILWAY.**

A special general meeting of the shareholders of the Erie and Ontario Railway Company will be held at the head office of the company, corner James and Hunter streets, Hamilton, Ont., on Wednesday, the 11th day of November, 1914, at 12 o'clock noon, for the purpose of—

(1) Considering an amalgamation between this company and the Toronto, Hamilton and Buffalo Railway Company, and the terms and conditions of such amalgamation, and, if considered expedient, if approving of the agreement to be submitted to the meeting for that purpose, with or without amendment; and authorizing its execution;

(2) Authorizing an application to the Board of Railway Commissioners for Canada and to the Governor in Council for the sanction of the said agreement; and

(3) Generally taking such action as may be deemed expedient in connection with or incidental to such amalgamation.

**STEAMERS NAME CHANGED.**

Permission has been granted at Ottawa to change the name of the steamer "Phyllis Williams," to that of "Limestone City," and to change the name of the steamer "Rosemond Billett," to that of "City of Winnipeg," both vessels of the Port of Winnipeg, Man.

**DISCOVERY ON PETERSON LAKE.**

Cobalt, November 5.—As the result of hydraulic mining the Nipissing has just found an important vein on their property bordering Peterson Lake.

There are in reality two veins, one of which is two inches wide, and the other six inches wide in places. It has now been opened up for a distance of about 150 feet long, and there are several patches of quite high grade ore.

This vein may be considered as an addition to the Nipissing's ore resources, since, although it was discovered at the bottom of a trench some time ago, it was never worked, and never believed to amount to anything.

An open cut has been started on the vein with the intention of proving its value before the snow comes.

**C. N. R. MAKES LARGEST DECREASE YET REPORTED.**

Canadian Northern reports gross earnings for the ten-day period ending October 31, at \$487,700, a decrease of \$420,200 from last year, or 45.2 per cent. This compares with a loss of 42.5 per cent. in the previous week, and makes the largest decrease, both in amount and percentage ever reported.

Earnings of the C. N. R. since the inception of the current fiscal year are as follows:—

Week	Gross.	Decrease.
Oct. 31*	\$487,700	\$420,200
Oct. 11	349,800	269,100
Oct. 14	493,900	99,800
Oct. 7	563,900	11,700
Sept. 30*	745,500	138,200
Sept. 21	568,700	175,500
Sept. 14	458,700	160,700
Sept. 4	320,000	62,400
Aug. 31*	386,200	186,800
Aug. 21	307,600	88,800
Aug. 14	319,500	117,400
Aug. 7	354,400	64,300
July 31*	478,400	115,400
July 21	378,900	68,900
July 14	375,000	79,500
July 7	362,000	70,700

Total decrease from July 1, \$1,465,000.  
\*Month-end period. †Increase.

**C. N. R. EARNINGS.**

Canadian Northern Railway—4th week October \$487,700; decrease \$420,200. From July 1st \$6,967,140; decrease \$1,468,400.

**ROCK ISLAND DEPOSITS.**

New York, November 5.—Rock Island bond deposits Wednesday were \$823,000, making the total to date \$35,267,000, which with the \$7,090,000 deposited in Holland, brings the total deposited with the committee to date \$42,357,000.

**HAVANA ELECTRIC EARNINGS.**

The Havana Electric Railway Light, and Power Company report railway department traffic receipts for the week ended November 1st as \$59,271 an increase of \$5,073 over the corresponding week last year. Car mileage has also increased by 914 miles to 202,598 in the same periods.

**G. T. R. TIME TABLE CHANGES.**

Effective Monday next, November 9th, the train now leaving Bonaventure station at 6.20 p.m., daily except Sunday for Rouens Point and Plattsburg via Grand Trunk Railway System and Delaware & Hudson Railway, will leave at 4.25 p.m., daily except Sunday. The train now arriving at Montreal from Plattsburg at 9.35 a.m., daily except Sunday will arrive at 11 a.m. These trains run via Delson Junction.

**ERIE MEETING POSTPONED.**

New York, November 5.—A special meeting of the Erie Railroad stockholders to vote on a general mortgage of \$300,000,000 has been postponed to November 11th.

**TORONTO ASSIGNMENT.**

The National Railways Association, Limited, general stores, Toronto, has assigned to G. T. Clarkson,

**Shipping and Transportation**

**RAILWAY MEN AS SOLDIERS**

The Financier, of London, Eng., says:—We have already referred to the varied and splendid services of the railway companies to the nation, but it is now possible to state that, so far, over 10,000 railwaymen have joined the colors. The largest contributor of men to the colors is the London and North-Western, which has given 6,400. Next come the Great Western with 7,600, the Midland with 6,700, the North-Eastern with 5,000 and the Underground Electric system with 4,500, while other companies contribute in due proportion.

**SIGNAL SERVICE.**

Department of Marine and Fisheries.

Crane Island, 22.—Clear, calm.

L'Islet, 40.—Cloudy, calm.

Cape Salmon, 31.—Snowing, calm.

Father Point, 171.—Snowing, east. In 10.00 p. m. yesterday Maskinonge.

Matane, 200.—Blinding snowstorm, strong north east.

Cape Chatte, 234.—Snowing, north east.

C. Magdalen, 294.—In 8.00 p.m. yesterday Lady of Gaspe.

Fame Point, 325.—In 7.00 p.m. yesterday Georgetown.

Point Amour, 673.—Clear, north east. 1 berg.

Cape Race, 826.—Raining, south west.

Quebec to Montreal.

Longue Point, 5.—Clear, light west. In 6.00 a.m. Murray Bay.

Vercheres, 19.—Clear, west. Out 8.05 a.m. Stigstad.

Sorel, 39.—Cloudy, south west. Left up 8.45 a.m. Spray and tow.

Three Rivers, 71.—Cloudy, light west.

P. Citrouille, 84.—Cloudy, south west.

St. Jean, 94.—Cloudy, south west. Out 9.00 a.m. Alaska and tow.

Grondines, 98.—Clear, calm.

Portneuf, 108.—Cloudy, north west.

St. Nicholas, 127.—Cloudy, north west.

Brige, 133.—Cloudy, north west.

Quebec, 139.—Cloudy, north west. Arrived down 8.15 a.m. Quebec.

**DETROIT UNITED RAILWAY.**

Bar Harbor, Maine, November 5.—The departure for Boston of the North German Lloyd liner Kronprinzessin Cecilie, scheduled for Wednesday, was postponed because of engine trouble in one of the United States torpedo boat destroyers which will convey the liner.

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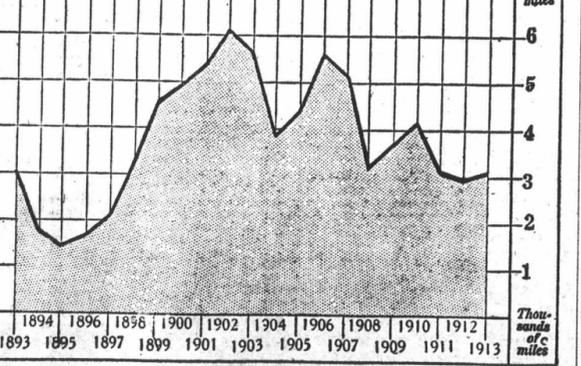
**RAILWAY CONSTRUCTION IN CANADA WILL OUTSTRIP RATE OF BUILDING IN U.S.**

But Progress Made in Last Few Years Will Hardly Be Maintained During the Coming Year in Face of Unrest Caused by the War—Interesting Table Shows Comparative Rate of Construction in Two Countries.

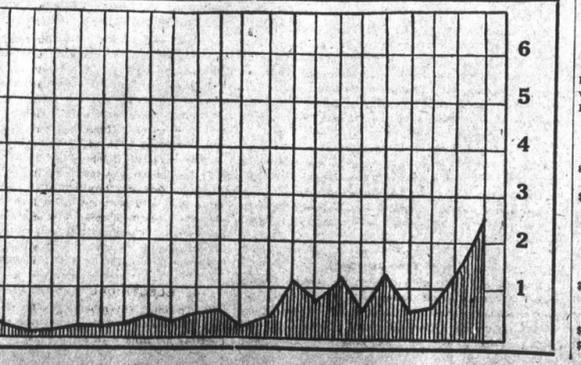
The great era of railway building in Canada which reached its highest point last year, with the construction of 2,577 miles of new road, is likely to receive a temporary setback owing to the depression and European War. Canada is now building almost as many miles of new road as the United States, and it will only be a question of time before this country surpasses the Republic in the matter of new railway mileage. Canada now possesses 29,304 miles of railway, as compared with over 270,000 in the United States, which possesses 38 per cent. of the world's railway mileage, but statistics show that the mileage being constructed in that country is steadily decreasing. For example, in 1906 the miles of new road completed amounted to 5,623, while last year it amounted to but 3,071. On the other hand, in Canada the amount of new road constructed is steadily increasing; in 1908, there was an increase of 1,101 miles, while in 1913 the increase was 2,577.

Year	Canada (miles)	U.S. (miles)
1847	54	1,444
1857	1,444	1,867
1867	2,278	5,782
1877	12,184	16,550
1887	16,550	22,452
1897	22,452	29,304
1907	29,304	29,304

**The Growth of Railroad Mileage**



**The upper chart refers to Mileage in the United States; the lower to Canada.**



**RAILROADS**

**CANADIAN PACIFIC**

**Toronto-Chicago Express**

Lv. Windsor St.— 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.

Ar. Toronto . . . . . 8.00 a.m.

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

**TICKET OFFICES:**  
141-143 St. James Street. Phone Main 811.  
Windsor Hotel, Place Viger and Windsor Street Stations.

**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 7.30 a.m., Detroit 1.45 p.m., Chicago 8.40 p.m. Club Compartment Sleeping Car, Montreal to Toronto, daily.

**MONTREAL-PLATTSBURG (D. & H.)**

Effective November 9, train leaving Montreal at 6.20 p.m., daily except Sunday, will leave at 4.25 p.m.

**CITY TICKET OFFICES:**  
122 St. James St., cor. Francoeur Hotel.  
Windsor Hotel. Phone Main 811.  
Bonaventure Station. Phone Main 1211.

**FIRST CHRISTMAS TOY SHIP**

Part of Cargo Arriving at New York on Dutch Ship is From Germany.

New York, November 5.—The first Dutch Christmas ship, the Holland-America line's freighter Soestdyk, arrived yesterday from Rotterdam with several thousand tons of German and Swiss toys, imported into Holland from the countries of their origin and put aboard the Soestdyk at Rotterdam. In the English Channel the Soestdyk was held up twice by British cruisers and cheerfully told to hurry along when the British commanders learned that she had simply Christmas cheer for the boys and girls of America.

Other Dutch toy laden freighters are on the way, so there probably will be no dearth of dolls, ornamental mechanical things and jumping jacks for the little ones. All the toy ships and a fleet of others that will bring various kinds of cargo will return to Holland with grain and other foodstuffs to support the multitude of refugees and interned soldiers in Holland. The Netherlands Government has chartered all the Holland-America and other Dutch freighters for this work. By an arrangement with the British Government they will be permitted to go through to Holland.

It was said aboard the Soestdyk that because of the closing of the Black Sea ports, whose grain cargoes came in previous years to Holland, she was forced to depend chiefly on America for foodstuffs to support the million Belgian refugees and interned soldiers in her territory.

**AUCKLAND ELECTRIC TRAMWAYS.**

Considering that the Auckland Electric Tramway Company was affected by the great strike in New Zealand during the past year, and suffered a loss of £15,000 by the exhaustion of its coal supply, it would not have been surprising had the results for the year shown a sharp decline. But that, happily, was not the case, for, in spite of all, there was an increase of £14,100. Thus, the company's record of annual growth since 1902 is maintained, and with improved labor conditions in New Zealand and a sound financial position the shareholders have good reason for satisfaction.

**SAN PAULO RAILWAY INCOME**

Increase is Shown in Ratio of Expense to Income For the Half Year.

London, November 5.—A feature of the San Paulo Brazilian Railway report for the half-year to June 30 last is the appreciable increase in the ratio of working expenses to receipts. In the main line these slightly exceeded 82 per cent, as compared with less than 73 1/2 per cent for the preceding year. On the Braganca section the ratio was as high as 89.95 per cent. The gross earnings on the whole system were reduced by about £190,000, but as the working expenses were £136,000 less, the drop in net receipts was approximately £54,000, this after turning currency into sterling at the several rates of exchange when the remittances were made. The dividend for the half-year, as previously announced, divided for the half-year, as previously announced, was at the rate of 10 per cent. per annum as compared with 14 per cent in the second half of 1913, the difference representing a bonus not paid on this occasion. This represents a distribution of £6,000 less, so that the amount carried forward is £44,000 larger, so that the company was almost able to maintain the dividend without encroaching on the surplus. The results would have been much worse had the figures been compiled a month or two later, for up to June 30 the lowest value of the Brazilian miltreis was about 16d, whereas since then it has been down to below 10 1/2d.

**CONTRACT LET FOR STATION.**

Brantford, November 5.—The contract for the new passenger freight station of the Grand Valley Railway at Paris has been let by the Brantford Street Railway Commission to Thomas Harper.

**D. L. W. EARNINGS.**

Delaware, Laskawana and Western—September gross \$3,857,124; increase \$255,932. September operating income \$1,334,847; increase \$108,000. Three months gross \$11,324,747; increase \$276,828. Operating income \$3,586,591; increase \$42,218.

**EXPRESS EARNINGS.**

American Express Company, July operating revenue \$2,234,640; increase \$215,432. July operating income \$88,126; decrease \$55,983. Adams Express Company—July operating revenue \$1,569,731; increase \$88,795. July operating income \$3,049; decrease \$9,871.

**PERSONALS**

Mr. Robert E. Moyle, B.A., B.C.L., has joined the firm of Hibbard and Gosselin, composed of F. W. Hibbard, K.C., and Mr. Louis Gosselin. Mr. Moyle is a son of Doctor Charles E. Moyle, of the faculty of Arts of McGill in 1911 and B.C.L. of the faculty of Arts of McGill in 1912 and B.C.L. of the faculty of Arts of McGill in 1913 and B.C.L. of the faculty of Arts of McGill in 1914. He was in Montreal during the past summer, and will be known as Hibbard, Moyle and Gosselin.

Dr. Cyrus W. Culver and his bride, formerly Mrs. Florence M. Galey, of Winnipeg, who were married at the residence of the bride's sister, Mrs. J. H. Lachin, have gone to their home in Lachine, N.Y., after a honeymoon spent in Ottawa.

The Hon. A. Knatchbull Huggess, of England, graduate of the Arts Faculty, McGill University, who was in Montreal during the past summer, joined his regiment at the front.

Mr. and Mrs. F. W. Evans and Miss Molly Evans of Sydenham Avenue, have returned to town from their country residence.

Mr. George Freephy, of Winnipeg, is in town on his way to England, where he intends to remain a year, afterwards returning to Canada.

Mr. and Mrs. George McDonald, Lorne Crescent, have closed their country house at Magog and returned to town.

At the Queen's—G. Ruigrok, Hillegem, Holland; P. J. Costigan, England; Dr. and Mrs. McCaughy, Ottawa; W. V. Gruffen, New Glasgow; E. T. P. Macdonald, Toronto; Mr. and Mrs. J. B. Wain, Port Hope; J. R. Kelso, Trenton, N.J.; Mr. and Mrs. W. J. Maloney, St. Thomas; C. C. Davis, Ottawa; J. B. Thomson, New York; A. L. Williams, Massena.

At the Place Viger—D. H. Beckett, Quebec; J. Ritchie, Quebec; W. G. Parsons, New York; J. O'Connor, Montreal; W. G. Chapman, Toronto; J. W. Stevens, Maidstone, Eng.; Mrs. F. B. Jones, Vancouver; Mr. and Mrs. W. H. Connors, Kingston; J. W. Long, New York; Harry Paquet, Loris; M. C. Small, Grand Mere.

**FACILITATING PAYMENT OF SOLDIERS AT THE FRONT**

Founder of Cox and Company Was An Army Agent in the Middle of the Eighteenth Century.

London, November 5.—The firm of Cox and Company, the army agents and bankers, who have received firm orders of many missing officers through checks drawn upon them from abroad, date back almost to the beginning of the standing army.

The founder of the house, Richard Cox, was an army agent in the middle of the eighteenth century in the days when the whole administration of army pay, both of officers and privates, was in the hands of army agents.

Nowadays the privates are paid direct, but the great majority of officers prefer to have their pay credited to their account at Cox's. During the South African war this arrangement enabled officers at the front to draw their pay as regularly as if they had been at home.

"In time of war," says a recent historian of the War Office, "it is often impossible to furnish returns such as pay lists with regularity and punctuality. But during the war officers were never inconvenienced by the inevitable delay, thanks to Cox's arrangements with the Standard Bank of South Africa, which enabled army officers to draw for the amount of a month's pay at a time at any of the Standard Bank's branches in South America. The checks were accepted then as now as evidence of residence. To give these facilities in war time meant running a certain risk, but it is pleasant to be able to add that in practice it proved to be a very safe one."

**TO PROVIDE FOR WANTS OF POOR DURING WINTER**

Conditions Expected to be Very Hard During Coming Winter so City Council Appoint Committee to Look After the Needy.

Another step was taken by the City Council yesterday, preparatory to the poor relief for the coming winter, which it is expected will equal anything of the kind that Montreal has had to deal with for many years. The resolution as adopted is in the general interests of all classes of the community who may be suffering distress due to unemployment or other causes. In addition to the aldermen and representatives of important trade and labor associations composing the committee, which will consider the different projects, best calculated to secure the end in view, the resolution decrees that Archbishop Bruchesi and Bishop Parfithing be requested to take part in the deliberations with the aldermen.

The resolution, as proposed by Ald. Menard, seconded by Ald. Hushion and adopted unanimously was as follows:

"That, in view of the large number of persons and families who will suffer this winter from destitution and poverty, a committee be appointed to consider the means to be taken in order to relieve them and also to consider the various projects which may be submitted to it for such purpose, the said committee to be composed of Mayor Martin, Commissioner Hebert, Ald. Lavergne, Bastien, Lavoie, Lapointe, Menard, Chartrand, Dubaut, Vandoele, Hushion, Ward and that the Mayor be requested to ask His Grace Archbishop Bruchesi and Bishop Parfithing the president of the Board of Trade, the president of the Chambre de Commerce, the president of the Trades and Labor Council to form part of said committee and to aid it in accomplishing its work in the general interest of all classes of the community and of the poor of the city, with power to add to its number any other persons it may deem advisable."

There was no discussion. It is proposed to convene a meeting of the committee shortly.

**FIRE IN ONTARIO VILLAGE.**

Kingston, Ont., November 5.—Fire did serious damage to the village of Arden, in North Frontenac yesterday. The Royal Hotel, the post office, and three stores were completely destroyed, and a number of other buildings were damaged.

**BUY-A-BLANKET MOVEMENT.**

A committee of well-known women of New Orleans is gathering a large number of blankets for the French soldiers at the front. The blankets will be forwarded by a steamer to leave at an early date for France.