

STEAMSHIPS

CUNARD LINE CANADIAN SERVICE

The Robert Report Co., Limited, General Agents, 20 Hospital Street, Stearns Branch, 25 St. Catherine Street West.

DONALDSON LINE CHRISTMAS SAILING

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

The Robert Report Co., Limited, General Agents, 20 Hospital Street, Stearns Branch, 25 St. Catherine Street West.

WHITE STAR DOMINION LINE

The Largest Steamers from Montreal: MONTREAL-QUEBEC-LIVERPOOL, PORTLAND-HALIFAX-LIVERPOOL

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.) New York, November 4.—An active business was reported in steamer chartering, a large portion of which was grain carriers to various European ports

Charters—Grain: British steamer Hendonhall (previously), 25,000 quarters, from Montreal to picked ports United Kingdom, 30 6d, November

KOOTENAY CENTRAL COMPLETED SOON

It is anticipated that the Kootenay Central Branch of the C. P. R. from Golden on the main line to a point on the Crow's Nest Branch will be completed by the end of this year

WAR NOT AN UNMIGATED EVIL FOR THE RAILROADS

Heaviest General Crops in Years Would Have Confronted Roads if War Had Not Checked the Movement

The war has not proved an unmigated evil to the railroads, says the Wall Street Journal. To a certain degree it has been a genuine blessing where any has been marketed, but the railroads are straining themselves to move this promptly

As it is, the western roads are having about all they can do to move such of the grain as has been sold. So far only about 25 per cent of the wheat has been marketed, but the railroads are straining themselves to move this promptly

For this reason the slow movement of the wheat, the corn, the cotton to market has favored the railroads, although obviously a blessing in disguise

Theoretically the railroads are losing revenue for the volume is not as large as is usual when the peak of the movement arrives at this season of the year

To the south, in the cotton belt, the staple is not moving as heavily as the railroads could wish, and probably will not, until the situation is clearer

On the whole, the South is optimistic, particularly the bankers. It has been the big problem of the bankers of the South to get the southern planter freed from the "one crop" obsession

The genuine loss to the South and to the railroads, from the war has been the disturbance to the lumber industry. Practically all exports of lumber have ceased, and the local demand is seriously reduced

CANADIAN MANUFACTURERS WORK WITH CANADIAN FARMERS

Join With Agriculturists in Placing More Acreage Under Cultivation and Securing Greater Physical Comfort For Settlers

Winnipeg, November 4.—The farmers are surely coming into their own. Not only has the Canadian Manufacturers' Association joined with the allied farmers' organizations of the Dominion to place millions of acres of new land under cultivation

At the important convention of these Dominion-wide organizations, now being held in Winnipeg, addresses were delivered last night by the "Closer Community Settlement," by a deputation of Regina men who received word over the long-distance telephone to be present

Although the convention only opened this morning it was adjourned until Thursday afternoon. There were three long conferences to-day, the night session lasting until almost 11 o'clock

As to what propositions have been advanced by the manufacturers nothing definite could be learned, for all who were in attendance at the convention are pledged to secrecy

As already announced, the conference was called with a view to asking the Dominion Government for a grant of millions of dollars to be used in increasing the wheat acreage of the West

Shipping and Transportation

Forecast: Lower Lakes and Georgian Bay—Fresh to strong southwesterly to westerly winds, mostly fair and warm, with a few local showers

Maritime—Moderate winds, fair at first, followed by showers. Superior—Strong westerly winds, mild and showery

Manitoba, Saskatchewan and Alberta—Westerly winds, fair and mild

Canada Steamship Lines, Limited, Location of steamers at 8:30 p.m., November 3

Canadian—Montreal, loading cement and package freight. Acadian—Due down Kingston to-night for Montreal

Hamiltonian—Montreal discharging. Algarian—Leaves Montreal to-morrow for Colborne

Fordian—Due Fort William this morning. D. A. Gordon—Due Montreal to-night

Genialah—Arrived Colborne midnight last night. Dundee—Up Kingston 9 p.m., 2nd for Hamilton

Dunelm—Left Colborne 3 p.m. for Montreal. Strathcona—Montreal discharging

Donnacona—Up Colborne 1 p.m. for river. Doric—Due Montreal to-night

C. A. Jacques—Leaves Fort William to-day for Montreal. Midland Queen—Leaves Fort William to-day for Montreal

Sarnian—Midland discharging. A. E. Ames—Wentland, loading pipe westbound

J. H. Plummer—Arrived Cleveland midnight last night. Neepawa—Due Fort William to-night

Beaverton—Left Montreal 10 p.m., 2nd for Colborne. Tagona—Due down Kingston for Montreal

Kenora—Up Kingston 6:15 p.m., 2nd for Colborne. Arabian—Up Kingston 2 a.m. for Colborne

Bulk Freighters. W. Grant Morden—Up Port Huron, 7:50 a.m. for Port Arthur

Empress—Leaves Colborne to-day. Midland Prince—Arrived Buffalo 8 p.m., 2nd, leaves to-night

Midland King—Arrived Colborne to-night. Marlian—Arrived Port McNicholl 6 a.m., leaves to-night

Empress Fort William—Leaves Fort William to-night for Goderich. Empress Midland—Down Port Huron 8 p.m., 2nd for Colborne

Winona—Leaves Fort William to-day. Stadacona—Down Port Huron 5:20 p.m., 2nd, for Colborne

Scottish Hero—Port William. Turret Court—Due Port William to-night

Turret Crown—Due Port William (Up 800 3 p.m. 1st). A. E. McKinstry—Left Montreal 4 p.m. for Colborne

Renoyle—Arrived Ogdensburg 4 p.m. Saskatoon—Due out Dalhousie for Montreal

Haddington—Left Colborne 10 a.m., for Montreal. Mapleton—Up Kingston 7 a.m., for Colborne

Cadillac—Toronto, discharging coal. Natronco—Arrived Montreal 2 a.m.

SIGNAL SERVICE

(Department of Marine and Fisheries.) Crane Island, 82—Cloudy, northeast

L'Islet, 69—Cloudy, east. Cape Salmon, 81—Light snow, strong northeast

RAILROADS

CANADIAN PACIFIC Toronto-Chicago Express

Lv. Windsor to— 7:45 a.m., 9:06 p.m. Ar. Toronto (Union)— 8:40 p.m., 7:35 a.m.

Ar. Chicago— 7:45 a.m., 9:05 a.m.

Toronto (Yonge St.) Lv. Windsor to— 10:10 p.m. Ar. Toronto— 11:00 p.m.

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

Ticket Offices: 141-143 St. James Street, Windsor Hotel, Place Viger and Windsor Street Station

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.

IMPROVED NIGHT SERVICE. Leaves Montreal 11:00 p.m., arrives Toronto 7:30 a.m.

Leaves Toronto 8:40 p.m., arrives Chicago 8:40 p.m. Club Compartment Sleeping Car, Montreal to Toronto, daily

Grand Trunk Earnings. The Grand Trunk Railway System's traffic earnings from October 22nd to 31st, 1914, were as follows

1914 \$1,414,341 1913 1,172,381 Decrease \$241,960

New Haven Earnings. New Haven—September total operative revenue, \$5,802,375; decrease \$450,361

Rock Island Earnings. Rock Island Lines—September gross \$6,851,992; increase \$668,649

M. P. Earnings. Missouri Pacific—4th week October 1914, \$732,900; decrease \$86,006

Western Maryland Earnings. Western Maryland—Year ended June 30, 1914: Deficit for year after all charges \$2,715,687; increase, \$2,300,692

CANNING INDUSTRY IN OKANAGAN. The growth of the canning industry in the Okanagan Valley is illustrated by a shipment just made by the Kelowna Canning Company of twenty cars

DEVELOP SOUTH AMERICAN TRADE. The present trade conditions of Europe are such that the American and Canadian manufacturers are looking for new outlets, and naturally turn to the continent of South America

BARGE SINKS IN BASIN. When the coal steamer Gladstone, carrying a cargo for the Nova Scotia Coal and Iron Company

STEAMSHIP MOVEMENTS. The Allan liner Numidian has been delayed and will not reach port until Saturday

THE WEATHER MAP. Cotton Belt—Scattered rains on the Gulf coast. Temperature 52 to 60

OLYMPIC AT BELFAST. The White Star Line S.S. Olympic, which put into Lough Swilly on Wednesday last, yesterday arrived at Belfast and landed her passengers

RUMOR CROWN PRINCE DEAD. London, November 4.—The Daily Express to-day prints a despatch stating that the German Crown Prince is dead and that flags in Brussels were at half-mast on Sunday

HOLDING GERMAN SAILORS. San Francisco, November 4.—Despite the protests of Baron von Shack, acting German Consul-General here, the two officers and two petty officers of the German gunboat Geier, who were detained here on their arrival yesterday from Honolulu on board the liner Korova, were still held to-day by Rear-Admiral Hiner Korova, were still held to-day by Rear-Admiral Hiner Korova, were still held to-day by Rear-Admiral Hiner Korova

VERY TRUE. Many a young fellow will come to the front by going to the front—Hamilton Herald

PERSONALS

Mr. F. W. Walker, of Windsor, is visiting his wife, Mr. and Mrs. W. Simpson Walker, at their home, Westmount

Mr. Duncan McIntyre returned home by the steamer after spending the autumn months in the States

Mr. Rowan Sims, who has been spending a few days in the city, is leaving to-morrow for his home

Mr. J. J. Westgate is in New York, at the Hotel Astor, for a short visit

The Rev. Sydney Lindsay, who has been in Toronto for a few days, will return home to-day

The following gentlemen were introduced yesterday: J. T. Reid, Sarnia, Ont., by R. Carter; F. L. Peters, St. John, N.B., by W. H. Miller

At the Windsor: Mr. and Mrs. W. E. Jeffers, Mr. and Mrs. R. W. Warwick, Ottawa, Mr. and Mrs. J. R. O. Laine, Brockville; George Simms, At. Mr. and Mrs. H. Simpson, Rugby; H. C. Blair, Ottawa; Mr. and Mrs. H. Ross, St. Hyacinthe; W. Pollack, Mr. and Mrs. H. McGreggor, Windsor; M. O'Leary, London; Mr. and Mrs. G. M. McGreggor, Windsor; M. O'Leary, London; Mr. and Mrs. G. M. McGreggor, Windsor; M. O'Leary, London; Mr. and Mrs. G. M. McGreggor, Windsor; M. O'Leary, London

At the Place Viger: J. N. Bonin, St. Martin; J. Paquette, Lewis; E. Leclerc, Quebec; L. S. O'Donovan; Mrs. P. J. Locke, Crawford Bay, B.C.; H. Hales, Crawford Bay, B.C.; J. Laurin, Quebec; J. Plamondon, Quebec; Mrs. J. Bureau, Three Rivers; Dr. and Mrs. E. Buisson, Three Rivers; Mr. and Mrs. N. McWharrie, Quebec; J. Geo. Garneau, Quebec; Mr. and Mrs. C. H. Amadon, North Adams; W. Currie, North Adams

At the Queen's: V. A. McDonald, Victoria; R. E. De la Fontaine, G. W. Way, New York; Mr. and Mrs. and Miss Cayley, Newport, R.I.; Mr. and Mrs. F. J. Pelletier, Ottawa; Fred. S. Atwood, Minneapolis; J. McLean, Prince Rupert; John Fullerton, Calgary; R. H. Merryweather, Strathcona; Mr. and Mrs. W. Cavers, Sudbury; W. Kearney, Galt; G. H. Vallis, court, Sherbrooke; G. E. Eastwood, Brantford

PURCHASE OF FIRE DEPARTMENT HORSESTILL CAUSING TROUBLE

Mayor Martin Not Satisfied Over Purchase By City Treasury—Wants to Make Sure Horses Were Delivered

Those contentious horses which Chief Tremblay ordered without the regular authority of the Board of Control were the subject of an animated discussion yesterday afternoon at the meeting of the Board of Control, when Mayor Martin and Controller M. Donald, when the Board adjourned it had been decided to summon Chief Tremblay, Deputy Chief Pierre and Capt. Doan, who will be asked to file their details on the number of horses received by the corporation

On one occasion Mayor Martin said he would like to summon the officers of each fire station and question them about the number of horses received. This course was opposed by Mr. McDonald

Mayor Martin criticized Chief Tremblay because he had claimed the horses had been bought as emergency last December when the accounts show some of the horses had been secured in October of November

As Deputy Chief St. Pierre had signed a declaration that the thirty horses had been delivered to the city, Mayor Martin told the Board St. Pierre had a "written" to him in his hand which he could file with the details on the number of horses received by the corporation

At one point Controller McDonald rebuked Mayor Martin for throwing out insinuations about the officers of the fire brigade, when he had before him thirty declarations the horses had been delivered

"The only thing we have to decide," said the Controller, "is whether we want to pay the account 'return the horses'."

Mr. Mayor Martin was not satisfied, and as other members of the Board were left in a certain doubt as to what the affair was drifting, it was resolved to summon the three officers already mentioned

When the report for the City Treasury, which has been referred back to them for reconsideration, by Mayor Martin, came up for examination, Mr. Donald, who was present, stated that he would consider favorably the idea of paying a lump sum of \$10,000 to the contractor and let it go at that

The account is a little over \$11,000, and when Mr. McDonald remarked the business before them he said he would like to see the horses, but which was not all, as Chief Tremblay has bought the horses without the orders from the Board of Control, scanning the leaves of the report files, said that not all had been bought last December, as Chief Tremblay had stated, as he saw dates which showed transactions for horses two months before

Controller Cote admitted that increased the irregularity, but any that for the moment the question was whether the city would pay the account or not

"When Chief Tremblay wanted horses in October," said Mayor Martin, "why did he not ask the Board for funds? It was a simple thing to do. Personally I have no objection to offer the contractor \$10,000 to cover an investigation, and summon the whole brigade here to tell us what they know about the number of horses"

When Mayor Martin said he would suggest that an investigation should be held and the staff at each station be questioned on what they knew about the horses, Controller McDonald began to lose patience and proposed the adoption of the report, saying "I was endorsed by Chief Tremblay and Deputy Chief St. Pierre and Capt. Doan, and that was sufficient"

Mayor Martin repeated one could say how many times he wanted to know if the horses had all been delivered

"I have no confidence," said Controller McDonald, "except in the horses you buy yourself which are not the equal of these horses"

The reference was to the remark that under the new regulations the city was getting horses in 1914 whereas the horses for which account was before the Board had cost over \$100,000

Controller Cote suggested that Chief Tremblay and