STEAMSHIPS

CANADIAN SERVICE

Sailing dates will be anno For information apply to

THE ROBERT REFORD CO. LIMITED. al Agents, 20 Hospital Street. Ste ent St., Uptown Agency, 530 St. Car

CHRISTMAS SAILING

Nev. 29........T.SS. LETITIA..... Dec. 12

bound, \$52.50 up. Third-class, Eastbound and West

THE ROBERT REFORD CO. LIMITED. General Agents, 20 Hospital Street, Steerage Branch, 25 St. Sacrament Street Uptown Agency, 530 St. Catherine West



************** The Charter Market

New York. November 4.-An active business was reported in steamer chartering, a large portion of which was grain carriers to various European ports ago. Several boats were also closed on time charter full rates. For additional tonnage there is an active demand, principally for trans-Atlantic business ugh there are a number of inquiries for boats for South America and other kinds of business. The light, and owners are holding for further advances in rates for both November and December boats. In the sail tonnage market only one fixture was reported, that of a good-sized Italian barque for a coal cargo from Philade'phia to Savona. In the coast-wise and West Inda, trades orders of all ninds

tion French Atlantic 3s 41/2d, November.

British steamer Arachne, 38,000 quarters oats, same. frequently one of the heaviest traffic British steamer Balrby, 22,000 quarters oats

-. 12,000 quarters, from Balti-Foreign steamer to Bayonne, 4s 6d, Nove

Foreign steamer — 12,000 quarters, same. Swedish steamer Boden (previously), 21,000 quarters, from Baltimore to Scandinavian ports 5s, Nov-

Spanish steamer Arpillao, 17,000 quarters, from the Join With Agriculturists in Placing More Acreag Gulf of Marseilles, or Genoa, 5s 11/2d, option Naples or another port West Coast Italy, 5s 3d, Deiember.

steamer Euterpe (previously), 24,000 quar ters, from Galveston to picked ports United King , 3s 10 %d, with options November. Petroleum-Norwegian steamer Standford (prev-

iously), 7,000 barrels refined, from Philadelphia to Coal-Italian barque Doris, 1,296 tons, from Phila-

eous-British steamer Lincolnshire, 2.567 tons, Eastern or American trade, six months £1,500 delivery, Singapore; re-delivery United States,

trade, one trip; basis 4s delivery United Kingdom; e-delivery via Canada, Novem ish steamer Tunislan 2.757 tons trans-Atlantic

ide, one round trip, basis 6s 3d delivery London; re er Corozal, 1,943 tons, Atlantic and Pacific

trade, one round trip p.t., prompt.

Dutch steamer Voshergen, 877 tons, from Savannah, etc., to Liverpool or Manchester with cotton

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. The construction of a swing bridge across the Columbia River near Invermere is committee is composed of the presidents of the lines of the lines of the construction of this branch will protect the steel. This branch will protect the steel. This branch will protect the steel the two existing C. P. R. Thursday afternoon when they bring in their resonance of the canadian Rockies, and owing to its well grades will be an important freight route pation of the construction of this branch.

Sometimes of the presidents of the inner members of the members of the members of the canadian Manufacturers' Association. On Thursday afternoon when they bring in their resonance and a final decision will then be arrived at as to what course pation of the construction of this branch.

Port Colborne, 221—Clear, southwest. Eastward, 12,10 p.m. India. Yesterday, 5.40 p.m., Westmount.

RUMOR CROWN PRINCE DEAD.

London, November t.—The Daily Express to-day prints a despatch stating that the German Crown prints and three members of the Canadian Manufacturers' Association. On the construction of the construction under way, the track being laid as rapidly as the grade is ready for the steel. This branch will proutes across the Canadian Rockies, and owing to its ost level grades will be an important freight route.

WAR NOT AN UNMITIGATED FVI FOR THE RAILROADS

The war has not proved an unmitigated evil to the railroads, says the Wall Street Journal. To a certain degree it has been a genuine lessing where any allroad has not been forced to come into the market or raise money for current financing or renewals of

The West has harvested the largest wheat crop s history. The corn crop has been well up to or ove normal. The cotton crop has proved an ex traordinary one. Had the railroads been comp to move all of these crops during the usual period of movement, the congestion would have been unpreceiented. Undoubtedly the railroads would their facilities woefully lacking.

As it is, the western roads are having about al can do to move such of the grain as has been sold. So far only about 35 per cent. of the whea has been marketed, but the railroads are straining Most railroads aim to get along with as little as they comfortably can, for funds are not available to do better, and money is needed for other purposes than to supply an emergency equipment which would necessarily have to lie idle on side tracks a large part of the year.

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. At the large wheat distributing centres the movement of all freight is to-day the largest it has been in the railroads are moving all they comfortably can, without congestion and without abnormal expense. Theoretically the railroads are losing revenue for Montreal. the volume is not as large as is usual when the peak movement arrives at this season of the year, but the grain is still there to be moved, and will move when the extremely prosperous farmers get the price for which they are holding, or decide that they have waited long enough. Most of the western farmers are holding their wheat for \$1.25, and, some even prelict a price of \$1.50 by next spring. Few are in a hurry to sell, and it is equally remarkable that few

To the south, in the cotton belt, the staple is not noving as heavily as the railroads could wish, and robably will not, until the situation is clearer. Gins, however, report that largest total of bales ginned for this time of year of any year recently, but untilusive Leased Wire to The Journal of Commerce.) the last few days little has been moved for export. ous crop will eventually be picked, Most of the enorm though farmers are in no hurry to pick any pay ginning charges until there is a better chance to marin rates over the figures of a few days the export movement in the past ten days by reason night for Goderich. ket the product. A decided impetus has been given various kinds of business, all of which receive various kinds of business and business of business of business of business and business of b roads in the South have been loading unusually large orders for export ever since this decision was announced.

On the whole, the South is optimistic, particularly of boats available for prompt delivery is 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; and it is be- 1st)

coast-wise and West Indi. traues orders to are decidedly scarce, while for lumber carriers to from the war, has been the disturbance to the lumber that the scarce are decidedly scarce, while for lumber carriers to from the war, has been the disturbance to the lumber that the scarce are the scarce and the scarce are the are nominal in all trades, with plenty of vessels ceased, and the local demand is seriously reduced. Charters Grain: British steamer Hendonhall (previously), 26,000 quarters, from Montreal to picked ports United Kingdom, 3s 6d, November, British Original Control of the Charters from New New 18,000 quarters from New 18,00 This is traffic which the railroads will not get back turbance to this one industry has been responsible Yorn to West Coast Italy, 5s, prompt.

British steamer Chorley, 38,000 quarters oats, from Baltimore to picked ports United Kingdom, 2s 6d opsouthern lines, while lumber and forest products are

CANADIAN MANUFACTURERS

Under Cultivation and Securing Greater Physical Comfort For Settlers.

Winnipeg, November 4 .- The farmers are surely ming into their own. Not only has the Canadian Manufacturers' Association joined with the allied farmers' organizations of the Dominion to place mil lions of acres of new land under cultivation, but they e physical comfort of culturists and methods of securing greater production from the soil.

At the important convention of these D wide organizations, now being held in Winnipeg, addresses were delivered last night on "The Clos nunity Settlement," by a deputation of Regina men who received word over the long-distance telepho to be present. These men included S. C. Burton, president of the Regina Board of Trade; J. H. Haslam and A. T. Hunter. A big convention to further this project is to be held at Regina, November 18. An address was also delivered during the even

ing by C. C. James, the Government agricultural spealist, on demonstration farms in Ontario. 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. The adjournment was made in order to allow time for a special Haddington. 7.30 a.m., Dunelm. 5.45 a.m., Nicaragus committee to prepare suitable resolutions covering the line of action suggested during the day. This committee is composed of the presidents of the three committee is composed of the presidents of the three committee is composed.

Shipping and Transportation

Fercests.

Lower lakes and Georgian Self-Fresh southwesterly to westerly winds, mostly warm, with a few local showers.

Ottawa Velley and Upper St. Lawrence-strong southerly to southwesterly winds, and milder, with local showers.

Lower St. Lawrence and Guit-Easterly to erly winds, unsettled and milder, with light rain or sleet.

winds, fair at first, fol

Maritime and by showers. erly winds, mild and sho Manitoba, Saskatel nds, fair and mild.

CANADA STEAMSHIP LINES, LIMITED. Location of steamers at 6.30 p.m., Nove Freight Steamers.

Canadian-Montreal, loading cement and pa Acadian-Due down Kingston to-night for Mont

Hamiltonian-Montreal discharging. Calgarian-Leaves Montreal to-morrow for Col

Fordonian-Due Fort William this morning D. A. Gordon-Due Montreal to-night. Glenellah-Arrived Colborne midnight last night Dundee—Up Kinssion 9 p.m., 2nd for Hamilto 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. Jaques-Leaves Fort Willaim to-day for Midland Queen-Leaves Fort William to-day for

Sarnian-Midland discharging. A. E. Ames-Welland, loading pipe westbound J. II. Plummer-Arrived Clevel

Neepawah-Due Fort William to-night Beaverton-Left Montreal 10 p.m., 2nd for Col-

Tagona-Due down Kingston for Montreal Kenora-Up Kingston 6.15 p.m., 2nd for Colbor Arabian-Up Kingston 2 a.m. for Colborne Bulk Freighters.

W. Grant Morden-Up Port Huron, 7.50 a.m., for Port Arthur. Emperor-Leaves Colborne to-day. Midland Prince-Arrived Buffalo 8 pm., 2nd, leav

to-night. Midland King-Colborne discharging.

Martian-Arrived Port McNicholl 6 a.m. night. Fort William-Leaves Fort William to

Winona-Leaves Fort William to-day

Colborne Scottish Hero-Fort William Turret Court-Due Fort William to-night

Turret Crown—Due Fort William (Up Soo 8 p.n A. E. McKinstry-Left Montreal 4 p.m., for Co

Renvoyle-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 Natironco-Arrived Montreal 2 a.m.

> SIGNAL SERVICE (Department of Marine and Fisheries.)

Crane Island, 32-Cloudy, northeast, L'Islet, 60—Cloudy, east. Cape Salmon, 81-Light snow, strong northeast Father Point, 157-Snowing, east. Out, 8 a.m., Wa.

Little Metis, 175-Snowing, east, Matane, 200—Cloudy, east.
Martin River, 260—Cloudy, south. Cape Rosier, 349-Cloudy, northwest. In, 5 a.m. ada (G. L.). and Lady of Gaspe. ANTICOSTI:-

West Point, 332-Clear, northeast Southwest Point, 360-Cloudy, northeast, South Point, 415-Cloudy, northeast. Heath Point, 438-Cloudy, north. Ellis Bay-Out, this a.m., Querida. Belle Isle, 734-Cloudy, northwest Quebec to Montreal.

Longue Pointe, 5-Cloudy, east, In 650 an

Vercheres, 19-Cloudy, northeast. Sorel, 39-Cloudy, northeast. Left up. 8.50 Three Rivers.

Point Citrouille, 84-Cloudy, northeast. St. Jean, 94-Cloudy, northeast. Grondines, 98-Cloudy, northeast, Portneuf, 108-Cloudy, northeast. St. Nicholas, 127—Cloudy, northeast.

Bridge, 133-Cloudy, northeast Quebec, 139-Cloudy, northeast. Arrived in, 7.15 a.m., Hackett. Arrived down, 7.05 a.m., Murray Bay. Left, down, 8.15 a.m., M. Hacket West of Montreal.

Lachine, 8-Cloudy, northeast. Eastward, 2 a.m. Gordon. 3.20 am., Carleton. 4.30 a.m., Tagona. 4.40 a.m., Keyport, 76.50 a.m., Keyport, 8.50 Northmount. 8 a.m., Jones. 8.50 a.m., Acadian. Yes-Coteau Landing, 33-Cloudy, north. Eastward, 4.38

Dalhousie, 298-Cloudy, calm. Eastward, 1 a.m.



J. S. DENNIS

Mr. Dennis is head of the C. P. R. Irrigation De company announces that throughou the West there has been a forty per cent, incre

WHITE STAR LINE COMPELLED TO REARRANGE SCHEDULE

Imperial Government Has Taken Over L Canada, so Further Change of Sailings Has Been Made Necessary.

The S. S. Laurentic and Canada have been taken over by the Imperial Government at Liverpool, ne cessitating an entire re-arrangement of schedule The Megantic still retains her date from Montreal of November 7th: the Zeeland sailing on November 14th. From Portland and Halifax:-The S. S. Arabic sails December 1st from Portland

and from Halifax December 3rd. The S. S. Megantic from Portland December 5th from Halifax December 6th The S. S. Zeeland from Portland December 12th

Halifax December 13th. Thus there will be maintained practically a weekly senger service from the beginning of November. The S. S. Zeeland and Vaderland are not so well ter expenses and taxes \$1,779,607; decrease \$95,000. Megantic, but have enviable reputations in the New

Canadian contingent. On account of the many cancellations, this liberal schedule will be welcome news to intending passengers and shippers.

C.P-R. IN OCTOBER

October was a bad month for railway earnings generally, the fact being particularly noticeable in the ase of the Canadian Pacific.

The final week of the month indicated a particularly heavy decline. The gross for the final seven days of October was \$2,613,000, compared with \$4,-662,000 in the similar period in 1913, a decrease of \$2,0499,000.

The weekly returns of gross earnings through the month compared with a year ago, is as follows: 1st \$2,273,000 \$3,145,000 \$ 872,000 2nd 2,226,000 3,298,000 3rd 2,040,000 3,252,000 1,212,000

4th 2,613,000 4,662,000 2,049,000

Totals \$9,152,000 \$14,357,000 \$5,205,000 The decrease in gross for the closing week in October was thus 43 per cent, and for the entire month about 36 per cent

S.S. RAUME HAD ROUGH TRIP.

S.S. Rauma, a grain tramp now in port from Glasgow, has mute evidence, of a stiff struggle in products of British Columbia orchards are excellent mid-Atlantic with last week's autumn gale in a mashed deck-rail, two broken stays on her funnel and steering-gear so badly damaged that she was driven helplessly before the storm for thirty-six hours. Captain Peterson, his Norwegian officers and Russian crew, poured two barrels of oil on the waves, and the wheelsman stood lashed to the wheel on the bridge doing what he could with the defective steering-gear. The crew threw out fifty tons of ballast in an endeavor to reach the source of the damage to the rudder and steering chains, and finally made temporary repairs which, with the abating gale, enabled the ship to be brought about and to start to the one hundred miles she had been driven out of 106 days with frequent stop-overs and side trips in her course to Montreal. The Rauma is a little Nor- land. wegian vessel of about 1,981 registered tonnage, and carries a crew of twenty-three. This is her first

THE WEATHER MAP.

Cotton Belt-Scattered rains on the Gulf coast. Corn Belt—No important moisture. Temperature tered Windmill Basin yesterday morning at eight 34 to 58.

American Northwest-Scattered rains in Lake region. Temperature 30 to 50.

STEAMSHIP MOVEMENTS.

London, with as many passengers as there are days on a level with the water, but with the weight of the in the year. There are 125 cabin and 240 third class propeller removed it sank no further, and was towed nello is due at Bristol to-day. The Donaldson

as been delayed, will sail on Wednesday, November stituted before the Admiralty Court for the Hall En-11th, instead of Saturday, November 7th, as announce The Hesperian, will also sail on Friday, Decem-

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.

7.45 a.m. 9.05 a.m. Toronto (Yonge St.) Day train: Cafe, Observation, Parlor and 8.00

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

GRAND TRUNK RAILWAY DOUBLE TRACK ALL THE WAY Montreal - - Toronto - - Chicago

INTERNATIONAL LIMITED. Canada's Train of Superior Service. Iontreal 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 am, Detroit 1.45 p.m., Chicago 8.40 p.m. Club Compartnent Sleeping Car, Montreal to Toronto, daily.

122 St. James St., cor. Francola Xaries -- Phone Main 1893 CITY TICKET OFFICES: Windsor Hotel Benaventure Station -Phone Up. 1181

GRAND TRUNK EARNINGS. The Grand Trunk Railway System's traffic cumings from October 22nd to 31st, 1914, were as fol-

1914 \$1,414,341 1913 Decrease.... \$ 297,962

NEW HAVEN EARNINGS

New Haven-September total operative revenue, Three months' total operative revenue \$17,314,820; Megantic, but have envisure reputations in the decrease sources. It will be remembered that the after expenses and taxes, \$4,973,472; decrease 30 seeland participated in the movement of the first

ROCK ISLAND EARNINGS.

Rock Island Lines—September gross \$6.881,092; in crease \$668,649. Net \$1,761,987; increase \$202,413. Three months gross \$19,584,880; increase \$1,152,774. Net \$4,380,643; increase \$488,710.

M. P. EARNINGS.

Missouri Pacific-4th week October \$1,733,000: rease \$66,000, Month \$5,650,166; decrease \$1,506. From July 1st, \$21,332,892; decrease \$253,772.

WESTERN MARYLAND EARNINGS.

Western Maryland-Year ended June 30, 1914: Deicit for year after all charges \$2,715,667; increase, \$2,300,692

CANNING INDUSTRY IN OKANAGAN.

The growth of the canning industry in the Oka nagan Valley is illustrated by a shipment just made by the Kelowna Canning Company of twenty cars ne train to Edmonton. This Company has had to double its capacity every year since it started. week to demonstrate the superiority of British Columbia fruit over the imported varieties. The Dominion Government has decided to exhibit one thousand boxes of British Columbia apples at the Panama-Pacific Exhibition at San Francisco next year, so that the prospects of a continued market for

DEVELOP SOUTH AMERICAN TRADE.

The present trade conditions of Europe are su that the American and Canadian manufacturers are looking for new outlets, and naturally turn to the continent of South America as a field for their ac ties. Appreciating that the situation is one that nee extraordinary advertising and demons delity Trust Company of Baltimore, Maryland, ha chartered the S. S. Finland for a South America cruise, leaving New York on January 27th, 1915, which will include the East and West coast and go

This should be welcome news to the many manufacturers who are looking to South America in lieu of the European markets.

BARGE SINKS IN BASIN.

When the coal steamer Gladstone, carrying a cargo for the Nova Scotia Coal and Iron Company en o'clock, preparatory to docking, it collided with barge on which were 20 employes of the Hall Engin eering Company engaged in fitting a ten-ton propeller to the steamer Jessamore. The men were taken n board the Jessamore, but they were successful in Coteau Landing, 33—Cloudy, north. Eastward, 4.39 and valencia. 6.40 a.m., Glenalian. 8.25

The Alian liner Numidian has been delayed and will the few minutes which it took the minutes which it was not reach port until Saturday. The Canadian North-getting a tackle around the propeller so that it was not reach port until Saturday. The Canadian North-getting a tackle around the propeller so that it was not reach port until Saturday. The Canadian North-getting a tackle around the propeller so that it was not reach port until Saturday. The Canadian North-getting a tackle around the propeller so that it was not reach port until Saturday. The Canadian North-getting a tackle around the propeller so that it was not reach port until Saturday. The Canadian North-getting a tackle around the propeller so that it was not reach port until Saturday. The Canadian North-getting a tackle around the propeller so that it was not reach port until Saturday. The Canadian North-getting a tackle around the propeller so that it was not reach port until Saturday. The Canadian North-getting a tackle around the propeller so that it was not reach port and the propeller so that it was not reach port and the propeller so that i ers on board. The Canadian Northern liner over to dry dock, where it will be lifted and the dam age repaired. Another barge was procured and the liner Athenia is due to arrive to-day.

The Donaldson age repaired. Another barge was procure prowork of putting the propeller on the Jessamore proThe Allan line announce that the Numidian, which ceeded. An action for damages was immediately ingineering Works by Chauvin Baker, Walker and Mc-Naughton

simes level grades will be an important freight route. In apticipation of the construction of this branch face has been considerable settlement on the bench lands near Lake Windermerv, where a large frigation system has been constructed to facilitate mixed farming and fruit growing. The region traversed by this branch line is acceptionally beautiful, possing by this branch line is acceptionally beautiful, possing the settlement of these proposal constructed to facilitate mixed farming and fruit growing. The region traversed by the proposal construction with the set is does along the valley separating the flecking formation of the cities and put them to over 2 term of years. The farmers in their turn will be expected to the secretary of the cities and put them to over 2 term of years. The farmers in their turn will be expected to the secretary of the cities and put them to over 2 term of years. The farmers in their turn will be expected to the secretary of the cities and put them to over 2 term of years. The farmers in their turn will be expected to the secretary of the cities and put them to over 2 term of years. The farmers in their turn will be expected to the secretary arrived the cities and put them to over 2 term of years. The farmers in their turn will be expected to the secretary of the cities and put them to over 2 term of years. The farmers in their turn will be expected to the secretary of the cities and put them to over 2 term of years. The farmers in their turn will be expected to the secretary of the cities and put them to over 2 term of years. The farmers in their turn will be expected to the secretary of the will be expected to the secretary of the will be expected to the secretary of the cities and put them to over 2 term of years. The farmers in their turn will be expected to the secretary of the cities and put them to over 2 term of years. The farmers in their turn will be expected to the cities and put them to work preparating the secretary of the cities and put them to contain the cities and

PERSONALS

the city, J. Westgate is in New York, at the H

Sims, who has been spe

Rev. Sydenham Lindsay, who has been in t for a few days, will return

gentlemen were introdu yesterday: J. T. Reid, Sarnia, Ont., by R L. Peters, St. John, N.B., by W. H.

At the Hotels.

At the Windsor: Mr. and Mrs. W. E. Jeffers, out: Mr. and Mrs. R. W. Warwick, Ottawa; Mr. J. R. O. Laing, Brockville; George Simon, A. udria; R. H. Simpson, Rugby; H. C. Blair, Otta-lr. and Mrs. H. Rodier, St. Hyacinthe; W. Pollericton; Hector McInnes, Halifax. At the Ritz-Carlton: J. E. Dubuc, Chicoutimi;

and Mrs. G. M. McGregor, Windsor: M. Otis, Lond 1. M. Wood, Toronto; John Reed, New York; and Mrs. H. Brackett, London; J. H. B. Webs nto; C. A. McMaster, England; E. J. Best & Hale, Sault Ste. Marie. At the Place Viger: J. N. Bonin, St. Martin;

Paquette, Levis; E. Leclerc, Quebec; L. S. O'I g Hales, Crawford Bay, B.C.; J. Laurin, Quebec E. Hales, Crawford Bay, E.C.; J. Laurin, Quebec 9. Plamondon, Quebec; Mrs. J. Bureau, Three F. 191; Dr. and Mrs. E. Buisson, Three Rivers; Mr. 1 191; N. McWharrie, Quebec; J. Geo. Garneau, Q. 191; Mr. and Mrs. C. H. Amadon, North Adams; Curtis, North Adams.

At the Queen's: V. A. McDonald, Victoria; R. E. patton, Toronto; G. W. Way, New York; Mr. and Miss Cayley, Newport, R.I.; Mr. and M E Pelletier, Ottawa; Fred. S. Atwood, Minneapol McLellan, Prince Rupert; John Fullerton, Calga R. H. Merryweather, Strathcona; Mr. and Mrs. W. rers, Sudbury; W. Kearney, Galt; G. H. Vaill erbrooke; G. E. Eastwood, Brantford

PURCHASE OF FIRE DEPARTMENT

Martin Not Satisfied Over Purchase By Tremblay-Wants to Make Sure Horses Were Delivered

Those contentious horses which Chief Tremb rdered without the regular authority of the Boa of Control were the subject of an animated discuss terday afternoon at the meeting of the Board ontrol, between Mayor Martin and Controller A When the Board adjourned it had be ided to summon Chief Tremblay. Deputy-Chief Pierre and Capt. Doolan, who will be asked for f her details on the number of horses received by

On one occasion Mayor Martin said he would I on the officers of each fire, station and qu tion them about the number of horses received. T urse was opposed by Mr. McDonald. Mayor Martin criticized Chief Tremblay becau

he had claimed the horses had been bought as ome of the horses had been secured in October a As Deputy Chief St. Pierre had signed a declar

ion that the thirty horses had been delivered to t ily, Mayor Martin told the Board St. Pierre had a nitted to him he did not know where he could fi all the horses. "And now he has signed that repor added the Mayor. At one point Controller McDonald rebuked for throwing out insinuations about the icers of the fire brigade, when he had before h

The only thing we have to decide," said the Co troller, "is whether we want to pay the account But Mayor Martin was not satisfied, and as oth nembers of the Board were left in a certain doubt the way the affairs was drifting, it was resolved

ummon the three officers already mentioned. When the report for the horses, which has a dy been passed by the Controller eferred back to them for reconsideration, by reque of Mayor Martin, came up for examination, F Vorship stated that he would consider favorably t

idea of paying a lump sum of \$10,000 to the contract and let it go at that. The account is a little over \$11,000, and when A McDonald remarked the business before them we ither to pay or return the animals, Mayor Mart nat was not all, as Chief Tremblay ha ought the horses without the orders from the Boar is Worship, scanning the leaves of the report fu the, said that not all had been bought last December, as Chief Tremblay had stated, as he saw dat

which showed transactions for horses two months b Controller Cote admitted that increased the irr sularity, but any way for the moment the questie s whether the city would pay the account or r

en Chief Tremblay wanted horses in October asked Mayor Martin, "why did he not ask the Boar for funds? It was a simple thing to do. Personal have no objection to offer the contractor \$10,000 Open an investigation, and summon the whole brigation, the to tell us what they know about the number to tell us which they know about the number to tell us what they know about the number to tell us what they know about the number to tell us what they know about the number to tell us what they are the number to tell

When Mayor Martin said he would suggest the investigation should be held and the staff at each station be questioned on what they knew about the Controller McDonald began to lose patience ad proposed the adoption of the report, saying as endorsed by Chief Tremblay and Deputy-Chief Perer and Capt. Doolan, and that was pafficien Mayor Martin repeated no one could say how mar imes he wanted to know if the horses had all bee

You have no confidence," said Controller Me onaid, "except in the horses you buy yoursel nich are not the equal of these horses."

The reference was to the remark that under the companion of the companio ew regulations the city was getting horses at \$24 hereas the horses for which account was before the oard had cost over \$180 more.

e suggested that Chief Tremblay ar