

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

Sailing date will be announced when arranged. For information apply to

THE ROBERT REFORD CO., LIMITED.
General Agents, 29 Hospital Street. Steerage Branch, 25 St. Catherine St. Uptown Agency, 530 St. Catherine Street West.

DONALDSON LINE

CHRISTMAS SAILING.

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

Passage Rates—Cabin (11) Eastbound and Westbound, \$62.50 up. Third-class, Eastbound and Westbound, \$33.75.

THE ROBERT REFORD CO., LIMITED.
General Agents, 29 Hospital Street. Steerage Branch, 25 St. Catherine Street. Uptown Agency, 530 St. Catherine West.

ALLAN LINE

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

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

MONTREAL—GLASGOW
NUMIDIAN, Saturday, 7 November
SCANDINAVIAN, Thursday, 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, 286 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, November 3.—Steamer chartering was active and rates were strong in all trades. Additional freights offered steadily in several trades. Quotations to Liverpool and Hull 4½d, London 6d; picked ports large tonnage 4s, cotton to Liverpool per 100 pounds 40 cents.

Charters—Steamer: 1,493 tons, Atlantic and Pacific trade, one round trip, p.t., November.
British steamer, 2,567 tons, Eastern and American trade, six months £1,500 delivery Singapore, re-delivery United States, prompt.
British steamer, 2,849 tons, Australian trade, one trip basis 4½d delivery United Kingdom, re-delivery New Zealand via Canada, November.
British steamer, 2,757 tons, trans-Atlantic trade one round trip, basis 3d, delivery London, re-delivery United Kingdom, via Canada, November.
British steamer (previously), 25,000 quarters grain, Montreal to picked ports, United Kingdom, 3s 6d, November.
British steamer, 19,000 quarters grain, New York to West Coast, Italy, 5s prompt.
Swedish steamer (previously), 21,000 quarters grain, Baltimore to Scandinavian ports, 6s, November.
British steamer, 38,000 quarters oats, Baltimore to picked ports, United Kingdom, 2s 6d, option French Atlantic 2s 4½d, November.
Norwegian steamer (previously), 7,000 barrels refined petroleum, Philadelphia to Tuborg, p.t.
Dutch steamer, 877 tons cotton, Savannah, etc., to Liverpool or Manchester, 43s 9d, prompt.
British steamer, (previously), 24,000 quarters grain, Gulf to picked ports United Kingdom, 3s 10½d with options, November.
Italian barque, 1,296 tons coal, Philadelphia to Savona, private terms, prompt.

ST. PAUL EARNINGS.

New York, November 3.—St. Paul, September gross, \$9,248,208; increase, \$987,599.
Net, \$3,208,905; increase, \$597,836.
Three months' gross, \$25,254,895; increase, \$338,316.
Net, \$7,750,531; increase, \$987,200.

CONSIDERING EASTERN RATE CASE.

Washington, November 2.—The Inter-State Commerce Commission is in a special conference considering the Eastern Rate case. Clerks are wading through a mass of increased commodity tariffs filed up to mid-night Saturday by lines west of the Mississippi.

BURLINGTON'S EARNINGS DROP.

New York, November 3.—The report of the Chicago, Burlington & Quincy Railroad Company, for the year ended June 30, 1914, shows that the net income of the company was equal to 15.44 per cent, earned on the \$119,839,199 capital stock, as compared with 17.53 per cent on the same stock the year previous.
Operating revenues were \$92,760,934, against \$94,374,486, with net operating revenues of \$36,602,536, as compared with \$31,521,594 in 1913. The total income of the property was \$36,433,288, against \$35,936,476, with net income of \$17,140,407, against \$15,930,746. After the payment of dividends there remained a surplus for the year of \$2,531,404, against \$2,915,975 for 1913, with a profit and loss surplus of \$3,194,197 on June 30, 1914, as compared with one of \$91,000,155 on June 30, 1913.

TEN MINUTES, SEVENTEEN SECONDS, TO MOVE 7,000,000-LB. BRIDGE

Great Engineering Feat on Pennsylvania Railroad Was Accomplished With Great Precision in Remarkably Short Time.

Exactly eleven minutes after a Pennsylvania train moved over a 720-foot three-span steel bridge, weighing 7,000,000 pounds, which was in a temporary position, another train passed over the bridge which had been moved sidewise forty-seven feet to its permanent place. Between the breaking of the rails and reconnecting them, ten minutes and seventeen seconds elapsed. The new bridge, which spans the Muskegon River at Tyndall, O., sixty-four miles east of Columbus, replaced one that was washed out by the floods of March, 1913.

The three spans were shifted as one structure, with the ties and rails in place. So fine was the calculation that, despite the rapidity of the operation and the great length of the bridge, nothing was disturbed in the slightest degree, and the rails on the span made strikingly perfect alignment with the tracks of the approaches at either end.

Owing to the very careful arrangements, the power required to roll the heavy spans was surprisingly small. The greatest pull on any one of the three trusses was calculated at not over 15,000 pounds, although the entire structure, with rails, equipment, and the moving machinery, weighed more than 7,000,000 pounds. The steel cables were not even pulled taut.

An ingenious "tell-tale" arrangement, constructed on piano wire, pulleys, weights, and a scale graduated in feet and inches, in plain sight of the person directing operations, guarded against any span moving faster than another, which would disturb the alignment.

A huge clock was erected at the west end of the bridge, over a scale, with a pointer, showing the number of feet the structure had to be moved. This not only graphically illustrated the progress of the work, but rendered possible photographic records of the various stages of the operation.

The last train to cross the bridge in its temporary position was a fast westbound mail. As soon as it cleared the bridge, the tracks were broken, and within two minutes the bridge began to move. The actual rolling required between six and three-quarters and seven minutes.

So swiftly and smoothly did the great bridge glide into its permanent place that the several thousand persons who had come from miles around to witness a rare engineering feat, for a moment hardly realized that the work was done.—New York Commercial.

LIVERPOOL SHIPPING ASSUMING NORMAL CONDITION RAPIDLY

Business is Being Done for the Most Part on a Strictly Cash Basis—Insurance Securities Ease Off.

(Special Correspondence.)

Liverpool, November 3.—The shipping trade here is rapidly assuming a more normal condition, but the expiration of the moratorium is naturally greeted with a little nervousness by business generally. The fears entertained concerning the cotton trade are also a very depressing factor. Business is still on a cash basis at the principal exchanges, and the brokers clearing house shows a shrinkage in cheques, etc., averaging over 40 per cent, compared with a year ago. In many important directions, therefore, business is still marking time, but confidence is undoubtedly being restored. Local insurance securities are inclined to ease off, but elsewhere the tone of the share market "in the street" is quite firm.

Since my last report quite a number of steamers have been chartered by Liverpool importers for timber cargoes from British North America, this is exceptional for so late a period of the year. Rates are much higher than they were a little while ago. Liverpool is getting a good share of Canadian apples, quantities which formerly went to Hamburg and Rotterdam apparently finding their way here.

Of course a large quantity of goods, intended for shipment, are being held up all over the country owing to the heavy surcharges on regular freights which shipowners have adopted.

It is alleged the steamship companies running to the Colonies are accepting goods, shipped by German firms in Liverpool with head offices in Berlin. It is also said that these firms, trying to pose as English, are calling upon merchants in Canada, endeavoring to make contracts at "cut" shipping charges. Most of the best known lines trading from this port to the East have apparently a good portion of their own fleet occupied in other ways, for they have taken over quite a number of seamen on time charter.

Two local lines—the Pacific Steam Navigation Co. and the Gulf Line—have recently inaugurated direct sailings from London to ports on the West Coast of South America, their vessels, after loading in the Mersey, completing in London.

Quite a substantial trade has been done since our last report in shipments to Archangel from this port. Rates for insurance, both marine and war risks, have advanced sharply.

The controversy regarding shipping war risks and the premium charged by the Government continued to agitate business circles, and a further reduction is anticipated.

One result of the activity of local shipping and the increased number of vessels that are using this port is a temporary scarcity of seamen, firemen and suitable junior officers here. In the case of dock laborers and coal heavers a number of men have been drafted from the East Coast ports.

WOULD SPARE DISAPPOINTMENT TO AMERICAN SHIPPERS.

Washington, November 3.—Sir Cecil Spring-Rice announced to Acting Secretary of State Lansing that the oil tanker *Plutonia* had been released.

The British Government also announced that rosin and turpentine had been removed from the contraband list. This is expected to prove a great stimulus to American exports of these two products.

Great Britain suggested to the United States that American steamers bound for Scandinavia and Denmark stop at a Scottish port to avoid all danger of seizure. The delay occasioned would not be great, and a deal of disappointment to American shippers would be spared.

During the last three years the first place among Russia's imports from foreign countries has been taken by machinery and apparatus, imports of which amounted to approximately \$31,000,000 in 1906, \$75,292,000 in 1912, and \$44,250,000 in 1913.

Shipping and Transportation

NEW CONTRABAND LIST WILL AFFECT TRAFFIC

Revised List Contains Many Articles Which Heretofore Have Not Been Regarded as Contraband NOT CONCLUSIVE PROOF

Fact That Cargo is Destined for Neutral Port Will Not be Accepted as Proof of Neutrality of Ultimate Destination—American Protest Expected.

Washington, November 3.—American trade with Europe will be seriously affected by a new turn given the general question of shipments by sea. The new situation has arisen as the result of the announcement of Great Britain of a new list of contraband.

The revised list contains in the class heretofore to be treated as absolute contraband of war many articles, such as copper, lead, oils, rubber, motor vehicles, and other articles not usually so listed by belligerents.

The significance of the British action lies in the fact that if her new list stands she will not hesitate to seize and to condemn all cargoes of this character provided there is any evidence that they are destined to reach the territories occupied by her enemies, Germany and Austria.

Evidence that such cargoes are to be first discharged in the port of one of the neutral countries adjacent to Germany and Austria will not be accepted by Great Britain as conclusive proof of the neutrality of the ultimate destination; she will hold the cargoes if she finds what she considers satisfactory evidence that after their discharge in neutral ports such cargoes would be trans-shipped into belligerent territory.

The position taken by Great Britain regarding these articles is most advanced, and, in general, unprecedented. There is no doubt that the United States will take exception to the designation of some of these articles as absolute contraband and a serious diplomatic interchange between the two Governments will be inaugurated. At least a partial victory for Great Britain in these discussions is conceded at the outset.

In any event it seems certain that the conclusions which may be reached will mark the end of the usefulness of the Declaration of London as a compilation of rules of maritime warfare, as the new contraband list is in many instances absolutely contrary to express prohibitions contained in that convention.

While the latest British classification of contraband is contrary to rules laid down in the London declaration, the revision of the list will make it possible for Great Britain to interfere with American shipments of copper, oils and other products bound for neutral countries and at the same time keep within the rules of the London convention affecting such interferences.

Under Great Britain's previous classification of contraband, however, such interferences would have been contrary to the London declaration. Under that convention a belligerent is permitted to seize and condemn cargoes of absolute contraband if she can prove that their ultimate destination is the territory of the belligerent, regardless of the fact that such cargoes may be for discharge at a neutral port.

Conditional Contraband. Conditional contraband is exempted by this convention from such treatment if consigned to a neutral port and discharged there; the belligerent is not permitted in such cases to adduce proof of ultimate belligerent destination in justification of a seizure.

In a recent note to the State Department Ambassador Spring-Rice forehadowed the action of Great Britain by asserting that his Government intended to keep in mind the ultimate destination in dealing with shipments to neutral ports adjacent to enemy territory.

He reminded the State Department of the decisions of the Supreme Court affirming action taken by the Federal Government in the civil war in which British ships and cargoes were seized when carrying goods nominally to the Bahamas, but with the ultimate destination of Confederate territory.

To this invocation of its own doctrine and practice this Government has had no reply except to refer to the London declaration. Great Britain, however, holds that while she announced that the London declaration in general would be the basis of her rules in the present war, it was binding on no one and that she intended to make important exceptions to its provisions. This step has now taken place.

Henceforth therefore American shipments of articles put in the British new list of absolute contraband will be liable to seizure and condemnation if the British Government acts in accordance with the revised classifications.

Consignments of such articles concerning which there is any evidence that they are to be re-exported from neutral territory to belligerent territory will in all probability be seized by the British.

Consignments "to Order." There is reason to believe that consignments of such articles "to order" in any neutral port adjacent to Germany and Austria would be regarded by the British as an indication that the cargoes are intended not for use in the neutral country, but for re-shipment.

The John D. Rockefeller, bound for Denmark with oil consigned "to order," was seized and held until evidence of its actual destination was furnished; the *Kronland*, with copper consigned "to order" in Naples, is being held at Gibraltar.

While this Government does not admit that the new classification can apply to the cargo of copper on the *Kronland*, which was seized before the new list appeared, these detentions are taken here as a warning of what will happen to shipments made subsequent to the present date.

Enforcement of the embargo which Italy, Holland, Denmark, Sweden and Norway have placed upon the exportation of contraband of war to Germany and Austria will undoubtedly soon greatly reduce the number of buying orders placed with American shippers of the articles involved.

The quantities of shipments of these articles to neutral ports adjoining enemy territory have caused in the British Government suspicion that the real destination of most of them is not neutral.

RAILROADS

CANADIAN PACIFIC

Toronto-Chicago Express
Lv. Windsor St.— 7.46 a.m., 9.05 p.m.
Ar. Toronto (Union)— 7.46 a.m., 9.05 p.m.
Ar. Chicago— 5.40 p.m., 7.35 a.m.

Toronto (Yonge St.)
Lv. Windsor St. 10.26 p.m.
Ar. Toronto 10.26 p.m.
Day train: Cafe, Observation, Parlor and Dining.
Night trains: Observation, Compartment and Standard Sleepers.

TICKET OFFICES:
141-143 St. James Street Phone Main 2113
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.

CITY TICKET OFFICES:
122 St. James St., cor. Francois Xavier—Phone Main 0911
Windsor Hotel Bonaventure Station—Main 1212

VALUATING AMERICAN RAILROADS

Washington, November 3.—In the opinion of Charles A. Prouty, Chairman of the Division of the United States Commerce Commission, which is engaged in the physical valuation of the railroads of the United States, it will take until July of 1915 to complete the work. Eight hundred persons are engaged in the task at present, most of them in the field.

This force will be largely increased later. They are distributed throughout five districts and are practically camping out. That is to say, they are living on construction cars and buying their own provisions on a daily allowance from the Commission.

The Eastern States as far south as North Carolina, comprise the eastern district with headquarters in this city. The Central States, with the exception of Ohio and Indiana, but including Arkansas and Louisiana, make up the central district, whose headquarters are in Chicago. The Southern States, with Ohio and Indiana, with headquarters at Chattanooga, is designated as the southern district. North and South Dakota with the territory running to the Rio Grande comprises the western district with headquarters at San Francisco, form a district of their own.

Chairman Prouty believes that by next July 25,000 miles of road will have been surveyed, and he allows 50,000 miles for each of the succeeding four years. Every road is required to file an inventory of property which has been placed in their bridges, etc., now many everything it owns, even to the smallest detail, and they are asked to report how much concrete and masonry yards of earth have been removed and how many have been put in place. Also the number of ties, bolts, nuts, fish-plates, etc.

There are eight field parties in each district checking up these reports and they are covering about 1,600 miles a month. Among the roads already worked over are the Texas, Midland, Norfolk, Southern; Chicago and Eastern Illinois; Great Northern; Western Pacific; Kansas City Southern, etc.

Italy's wheat production in 1914 is estimated at 172,694,000, as against 214,405,000 in 1913, and 165,734,000 bushels in 1912.

In 1912 Mexico produced 145,247,000 gallons of oil.

WOULD ALLOW STATE TO WRITE ALL KINDS OF INSURANCE

Wisconsin State Life Insurance Fund Administered by the Insurance Department May be Extended to Cover All Kinds of Insurance.

Milwaukee, Wis., November 3.—Insurance men all over the country are watching with deep interest the work on the two constitutional amendments affecting insurance to be submitted to the voters of Wisconsin Tuesday.

Several years ago, after a controversy with the life insurance companies, Wisconsin established a State life insurance fund, administered by the insurance department. This offered insurance at cost to citizens of the State, expense being charged against the insurance department supported by taxation of the regular companies.

Insurance Commissioner Ekern is charged with responsibility for including in the constitutional amendments to be voted on this year two sections authorizing the State to write all other forms of insurance, insurance agents and organizations of the State may have no good reason why the State should go into competition with them, and are contesting the approval of the amendments.

So far as fire insurance is concerned, a strong point in favor of the amendments is the fact that Milwaukee is being made of the danger of a sweeping conflagration in Milwaukee or other large cities which might result in the loss of thousands of lives.

Mr. J. Zechlin, secretary of the Wisconsin Field Agents' Club, has been sending out literature in opposition to the insurance amendments. All the insurance agents of the State will receive a letter, sample of which is being sent to Milwaukee, urging them to devote their entire time until the polls close to opposing the amendments. Mr. Zechlin predicts that the insurance amendments will be defeated by a vote of three to one, largely because the interest of the farmers has been aroused through the cooperation of the farmers' mutual insurance companies.

STOPS EXPORTATION OF RICE.

Rome, November 30.—One hundred car loads of rice shipped to Germany via Switzerland, were stopped today on the frontier at Chiasso. The government does not allow the exportation of foodstuffs to belligerent states, owing to the extensive smuggling of rice and potatoes are being sent to Germany, where they are used as substitutes for bread.

When replying to advertisements please mention The Journal of Commerce.

PERSONALS

Mr. Montagu Allan left town last evening for Toronto.

Mr. C. Gordon McPherson has returned to town for a short visit in Ottawa.

Lieut. Jackson Inderwick, nephew of Senator James McLaren, has received his commission with the Second Contingent, and is at present stationed at Kingston.

Mr. Roslyn Hart has returned from a short visit in Toronto where Mrs. Hart is remaining some time longer.

Mr. and Mrs. R. S. White, Roslyn avenue, have returned from Ottawa, where they were visiting relatives.

Brigadier-General William Throby, Bridge, C.M.G., of the Royal Australian Artillery, and Commandant of the Military College of Australia, who is in command of the Australian Overseas Contingent in Canada, has by birth, and a graduate of the Royal Military College, Kingston, Ontario. He served in the South African war.

Mr. N. A. Garvin, representative of the Gutta Percha & Rubber Co., Ltd., has left for the Lower Provinces for ten days.

At the Hotels.
Mr. and Mrs. H. Richter, Route 1, St. Catharines, Toronto; Mr. and Mrs. John Martin, Cornwall; R. G. Brown, Minneapolis; C. J. Blackford, Toronto; Mr. and Mrs. H. G. Payne, Philadelphia; R. D. Kilgour, Toronto; Rev. F. Lloy Kennedy, Quebec; L. C. Fritch, Quebec; F. H. Phillips, Toronto; A. H. Purdon and E. D. Hayden, London; J. L. Leahy, Grand Mere; Miss Helen Boulton, London; A. H. O'Brien, Toronto.

At the Place Viger: James A. Phillips, New York; James Cluff, Huntington; F. D. Tait, Springfield; W. G. Thompson, New York; E. Stripp, Toronto; E. D. Wertz, New York; Cecil Stark, Huntington; W. A. Kittermaster, Chicago; Madame F. Farmer and Madame L. E. Dufresne, Three Rivers.

PLAYING WITH MATCHES BOY BURNED TO DEATH

Son of Constable Georges Demers, of Chabouillet Street, Police Station, Meets Terrible Death; Curtain Caught Fire; Boy Caught in Room.

A boy was burned to death yesterday in a few hours. At three o'clock yesterday afternoon the five-year-old son of Constable Georges Demers, of the Chabouillet street police station, was playing with a friend, Delphis Plerin, at the former's home, 655 Wolfe street. The mother was out and the father was on duty at the police station.

The boys found some matches, and began striking them in a corner of the room. Suddenly the flames caught a curtain, and very quickly the entire room was on fire.

Alfred Lalavie, a section foreman in the Road Department, who lives on the flat above, saw the flames pouring from the window and rang in an alarm. When the fire brigade arrived they rescued the two boys from the burning room. Young Demers was terribly burned on every part of his body. He was rushed to the Notre Dame Hospital, but died before he arrived there. The body was taken to the morgue, where an inquest will be held this morning.

The other boy was also badly burned on the face and hands. He was placed under a doctor's care at his home.

Meanwhile the firemen had gained control of the blaze before it had done very much damage.

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