

IN FIVE YEARS 2,681 MILES OF RAILWAY BUILT IN ALBERTA

Edmonton, Alta., January 20.—The statement that miles of railway have been constructed in the last five years in the Province of Alberta, will be accepted by the public generally as a very gratifying result of the effort of the Government of this province, who have sought to give the farmers of Alberta the marketing facilities which are so necessary to their economic welfare.

During the period of the administration of the Premier, Hon. A. L. Sifton, who is also Minister of Railways and Telephones, there have been constructed in the province 2,681 miles of railway, or 1.7 miles for every day of his administration, excluding Sundays.

A fair average of the cost of a mile of railway in Alberta, under present conditions would be about \$20,000.00 per mile. Taking this figure as the cost per mile of the railway lines built in Alberta in the last five years, viz.: 2,681 miles, it will be seen that there has been expended on this account over \$53,000,000, and this has been no small factor in accounting for the prosperity of the province generally, in this period of time. The permanent benefit of completed lines of railway to farmers in contiguous districts, first by the justified increase in the value of their land, and secondly, by the reduced marketing expense of all their output, is, however, the real objective point.

The increase in mileage has been spread over the whole province, as is shown by following statements:

Table with 2 columns: District, Mileage. Rows include North Edmonton, Edmonton & South, Calgary and South, Total increase.

The steady progress which has been made and which is still going on is strong proof of the intention of the Government to carry out the promise of the Minister of Railways and Telephones that they would assist in the building of railways until every farmer in the province can go to his market town and return home in the same day.

A total of 1,163 miles of guaranteed lines have been built. This is 47 per cent. of the total increase during the last five years, but, in addition to this, more or less indirectly, the provincial guarantees have been responsible for a still greater percentage of the increase, having in view the statement of the president of the C. P. R. at one of the annual meetings of the company that the company had been forced by the guarantee policy of some western governments to build branch lines than they otherwise would have done, meaning, in other words, that the government had aided in bringing about competition in territory which the company considered was essentially C. P. R. territory, forcing them to build branch lines to hold the business instead of the company forcing farmers to haul their grain.

ASSENTED TO CONSOLIDATION.

New York, January 20.—Oral argument in the suit of C. H. Verner to enjoin the New York Central from carrying out its agreement with holders of Lake Shore Collateral Trust bonds who assented to the consolidation will be made before Judge Keoch at White Plains Thursday.

It was originally set for to-day but was put over one day.

All evidence has been taken and the printed briefs filed.

The agreement which this suit seeks to prevent the railroad from carrying out was to exchange its 4 per cent. mortgage bonds for the 3 1/2 per cent. collaterals.

ALBERTA OIL WELLS.

Edmonton, Alta., January 20.—A complete drilling apparatus for oil boring purposes has been recently installed, and drilling begun, on the Alexander Oil fields, in the Wild Horse district, on the Pembina river, north of Lake St. Ann.

They have got to the depth of 770 feet, and hope to strike oil at a depth of 800 feet.

NEW PRESIDENT FOR FRICK COKE.

At a meeting of the board of directors of the H. C. Frick Coke Company, W. H. Clingerman, of Scottsdale, Pa., was elected president of the company, to succeed the late Thomas Lynch. Clay F. Lynch, vice-president and general manager of the Bunsen Coal Company, was elected vice-president and appointed general superintendent.

VICE TO ENGINEERS.

M. J. Bauer, president of the Canadian Civil Engineers' Society, advised members of the Toronto branch to see that all their work was done at the lowest possible cost compatible with good work.

CALL MONEY AT NEW YORK.

New York, January 20.—Call money, 2 per cent.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce.)

New York, January 20.—The steamer market continues strong in all departments, but there was material change in the general conditions.

There is an urgent demand for coal carriers particularly neutral boats; rates are at the highest point thus far reached, and the indications are that they will yet go higher.

Sailing vessels are also in request for transatlantic, South America and long voyage business and rates are strong and tending higher.

Charters.—Coal.—British steamer Drumgeith 2,472 tons from Baltimore to West Coast of Italy, p.t., prompt.

Norwegian steamer Bygland, 1,464 tons, from Baltimore to Puerto Barrios, p.t., prompt.

Norwegian steamer Hugin, 1,174 tons, from Baltimore to Bocas Del Toro, p.t., prompt.

Schooner Edward E. Bray, 1,408 tons, from Norfolk to Pernambuco \$5.25.

Schooner Eagle Wing, 1,076 tons from Norfolk to Bermuda, p.t.

Schooner Ferry Setzer, 1,268 tons, from Baltimore to Mayport, p.t.

Miscellaneous.—Steamer Wilhelmina, 1,069 tons, transatlantic trade, one round trip, p.t., prompt.

British steamer Cheltonian, 2,762 tons, time charter, general trades 8 months 10s. prompt.

British steamer Atoll, 3,031 tons, from Baltimore and Savannah to a French Atlantic port with copper and cotton, p.t., prompt.

Norwegian steamer Belvernon, 661 tons, from Savannah to Gothenburg, etc., with cotton at or about \$15 per bale, January.

Steamer Navajo, 1,711 tons, from Galveston to Bremen, with cotton, p.t., February and March.

SHIPPING NOTES

It is estimated that ships used in the European trade "pay for themselves within a year at the present average freight rates."

The Rotterdam, Taormina and La Touraine have arrived at New York. The Pannonia is at Glasgow and the Minnehaha has docked at Plymouth.

The American steamer Camino from San Francisco with food for starving Belgians, has not been heard of since Sunday when she reported herself helpless at sea having lost her rudder.

To take advantage of the opening of the Panama Canal, the Oriental Steamship Co. of Tokio, will start a regular service between Japan and the United States.

The Cologne Gazette announces the safe arrival at Bremen of the American cotton laden steamers Denver and Greenbrier, which were several days overdue owing to their detention by British warships.

The Blue Funnel liner Axion is due in Vancouver on January 22. According to her agents, Messrs. Evans, Coleman and Evans, she will bring but a small cargo from the Orient. The Axion will take on cargo here and then probably proceed to Puget Sound ports to complete.

"Mine potting" is a new amusement at sea that has been indulged in by passengers on the Holland-America liner Noorderdyk. On its passage down the North Sea after leaving Rotterdam the vessel passed three floating mines. There was some rifle practice, but the bullets did not penetrate the shells of the mines, which went on drifting.

The Casewise Transportation Company of Boston has placed an order for two steel freight steamships with the New York Shipbuilding Company. These vessels are to be for the transatlantic trade, will be of 8,000 tons deadweight capacity each, and of the regular British tramp style. Deliveries ten months and one year hence.

Eight American ships are now loading at various ports, chiefly in the South, to sail for Bremen and Rotterdam. This fleet will carry about 65,000 bales of cotton, which at the present price of 19 cents a pound ruling in Germany will be worth about \$6,000,000.

The British Board of Trade have notified the Imperial Merchant Service Guild that it is essential during the war that captains of British merchant ships should always have on board the bills of lading and the manifest of cargo. Neglect to comply with these instructions may result, it is stated, in ships being stopped and delayed by His Majesty's vessels or the war vessels of the allied nations.

The Canadian Marine Department has decided not to defer to the representations of the Municipality of Lewis and surrounding towns and villages in its district which recently requested that the ice-breaking operations at Cap Rouge be discontinued this year. They argued that breaking the ice bridge at Cap Rouge set free large ice cakes, which interfered with navigation across the river near Quebec.

The passage of the Administration ship purchase bill at this session of the U. S. Congress may be prevented by the action taken Monday night by the Senate democratic caucus, which practically declared rural credits legislation to be of equal importance. If it is attempted to put through loan measures before the adjournment of Congress, on March 4, several appropriation bills are at least sure to fail.

A record price for the transportation of case oil to the Far East is shown in the charter of the British steamer Ladover to take a cargo of 120,000 cases of refined petroleum for Japan at \$38. The highest rate ever known for this class of freight was during the Spanish-American War when 41 cents was paid. In normal times the rates ranged between 17 cents and 21 cents.

The honor of building the largest tonnage in ships and horsepower rests with Harland, Wolf & Company, of Belfast, as individual contractors. They are at present building the White Star liner Britannic of 20,000 tons, the Holland-America liner Statendam of 41,000 tons, and the Red Star Belgenland of 27,000 tons. The Clyde has the largest collective building distributed over its numerous yards. It represents a total of 297 vessels, aggregating 493,228 tons of 159,131 H.P.

The royal mail steamer Scambianian, which arrived yesterday at St. John, via Halifax, with fifty-five second cabin and twenty-eight stowage passengers, encountered an icefield as she approached Cape Race, and endured the dodging of bergs and growlers for upwards of an hour. The passengers included a number of those members of the first Canadian contingent, who had been sent back on account of sickness. A Belgian lady, who escaped from Antwerp after her search by the Germans, and had experienced the treatment meted out to women and children by the Huns, was among the passengers.

STEEL MEN OPTIMISTIC.

New York, January 20.—There is little change in steel conditions. Incoming orders of the United States Corporation continue at the rate of about 50 per cent. of capacity.

There appears to be an absence of equipment and steel rail orders.

Some independent companies are getting more business proportionately than United States Steel Corporation.

Many steel men continue optimistic and look for an increase in buying later on.

WANTS A RECEIVERSHIP.

Boston, January 20.—W. B. Lawrence says: "I am against the re-organization of the Boston and Maine Railroad."

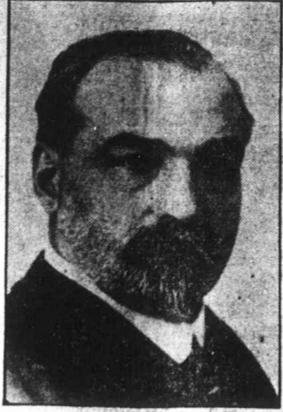
"I want a receivership. It must consist of three men—three honest men with the present president of the road at their head doing the directing."

IN NEW YORK 200,000 UNEMPLOYED.

New York, January 20.—At the members' council luncheon of the Merchants' Association at the Hotel Astor, Judge Gary estimated at 200,000 the number of unemployed in this city, discussed the reasons for stagnant business conditions, and suggested measures for supplying work.

NEW LOW FOR RUMLEY PPD.

New York, January 20.—Rumley Pfd. sold 300 shares at 2 1/2 a loss of 9 1/2 points from the last previous close and new low record. Common sold at 1 1/2.



SIR DONALD MANN, who stated here last night that the last spike in the C. N. R. would be driven next week.

NEW YORK STATE CANALS LAST YEAR CARRIED 2,080,850 TONS

New York, January 20.—The report of Duncan W. Peck, covering the last year of his term as Superintendent of Public Works, shows that the canals, in 1914, carried a total of 2,080,850 tons of freight, as follows: Erie canal 1,361,761 tons, Champlain canal 492,914 tons, Oswego canal 55,705 tons, Capuga and Seneca canal 128,688 tons, Black River canal 42,669 tons. The total value of the shipments was \$28,277,891. In addition to the use of the canals by commercial craft, permits aggregating about 2,000 were granted to pleasure boats.

Superintendent Peck refers to the \$1,714,264 surplus now existing in the canal fund. He urges that this large amount of money, which is lying idle in the state treasury, drawing but a small rate of interest, should be made available for the needs of the new canal. The surplus is the accumulation of many years, and is made up of unexpended balances from former canal appropriations, and from all collections received from sources connected with the canals. The report urges that the canals should receive the benefit of these unexpended balances, instead of their being applied to the general fund. In doing this, Superintendent Peck urges that the large expenditures necessary on the new canal can be met without the necessity of increasing the burden of taxation on the people.

The report also shows that during the year 1914, 48 claims on account of the large canal were filed against the state, with a total of \$25,223,202; and 56 claims on account of the present canal system, with a total of \$178,135. Claims disposed of numbered 1,012, with awards of \$1,782,729, as compared with \$11,189,952 demanded by claimants. In 67 claims arising from the present canal which were filed, a total of \$12,975 was recovered, as against \$157,925 asked for.

CAPTAINS' AND OFFICERS' WAR FUND.

Anxious to see it swell more rapidly, Lord Muskerry, in addition to a previous contribution of twenty guineas, has given a further sum of thirty guineas to the war fund of the Imperial Merchant Service Guild. Many other contributions to this fund have been received from various sources. The fund has already been put to most beneficial purposes and relieved many cases of acute financial stress arising out of the operations of the war on the part of members of the nautical profession, and more especially the dependents of many of those who are now interned in Germany. It is administered by a special committee and supervised by the Guild auditors. The costs of administration are borne out of the Guild funds. Contributions to the fund which can be addressed to the secretary, Mr. Moore, at the headquarters of the Guild, Liverpool.

MR. HOSMER CHOSEN HEAD OF CANADIAN COTTONS, LIMITED.

In succession to the late David Morrison, Mr. Charles R. Hosmer has been elected president of Canadian Cottons, Limited.

Mr. Hosmer has been vice-president for several years and is also a director of the Dominion Textile Company.

PATRIOTIC FUND AT \$2,383,013.

The Canadian Patriotic Fund now totals \$2,383,013.

C. N. R.'S TRANSCONTINENTAL IS NOW AN ACCOMPLISHED FACT

The C. N. R. transcontinental has entered on its completed phase. In a few days, the long-cherished dream of Mackenzie and Mann will be accomplished.

Tuesday, according to Sir Donald Mann, will see the last spike driven in, and there will only remain a slight gap, in the otherwise unbroken chain of rail, west of Kamloops, which will be completed in a week's time; perhaps the 25th of January, if reports are true.

The chief engineer of the British Columbia Railway Department estimates that in April the Montreal tunnel excavation will be ready to admit of the proposed double track.

Ballasting at the Pacific end of the system, has yet to be undertaken, but from the official report to Sir Richard McBride, passenger and freight traffic over the whole system will be booming by the beginning of summer.

RAILROAD BUYING DEVELOPS.

Cleveland, Ohio, January 20.—The Iron Trade Review says:—"Railroad buying is developing and rail orders placed during the past week aggregate about 50,000 tons."

"Track elevation work at Indianapolis for the Pennsylvania Ry. will require 20,000 tons for which bids will be received January 25th."

RAILROAD CONDITION BETTER.

Washington, D.C., January 20.—Frank Trumbull, chairman of the Board of the Chesapeake and Ohio, and representing various trunk line railroads, had a talk with the President this morning on the general railway situation, in which he expressed the opinion that the railroad situation and general business conditions showed steady improvement.

CANADIAN PACIFIC EARNINGS.

Approximate earnings of the C. P. R. for the week ending January 14th, 1914, were \$1,321,000, and for the same period in 1914, \$1,563,000, a decrease of \$242,000.

RAILROAD NOTES

The Southern Railway will begin double-tracking the Washington-Atlantic Line at a cost of \$1,500,000.

The car shops of the Louisville & Nashville Railroad at Decatur, Ala., increased activities by working five days a week instead of four.

Holders of about \$2,500,000 of Rock Island collateral trust bonds deposited with Central Trust Co. trustee, have applied for stock of the Railway Co. in exchange.

Lexington & Eastern Railway Co., a Louisville & Nashville subsidiary, has filed amended articles of incorporation increasing its limit of indebtedness from \$10,000,000 to \$20,000,000.

A new master mechanic of the Atlantic division of railway at St. John, N.B., succeeds Mr. C. R. Ord, who has been 31 years in the service. The new occupant of the office is Mr. C. Kyle, of Montreal.

New Haven Railroad has ordered 20,000 tons of rails from Maryland, Bethlehem and Lackawanna Steel companies. New York Central has ordered an equal tonnage from the Steel Corporation.

Sale of Pere Marquette railroad property, by court order, is asked in a suit filed in Indianapolis by attorneys for Central Trust Co. of New York, trustee under a mortgage securing a refunding bond issue for \$14,789,000. Foreclosure of mortgage is also asked.

Rumors of opposition to re-election of representatives of Reid-Moore interests in Rock Island were confirmed in statement that members of Wallace protective committee would use their influence to bring about election of a board free from Reid-Moore control.

Following on the report of Mr. R. A. Pringle, K.C., of Ottawa, the New Brunswick Valley Railway, will be required to refund part of a double subsidy of \$2,000 per mile, which it formerly acquired, on a line 12 miles long, running from Milltown, N.B., to the St. John River.

Extensive railway terminal buildings are to be immediately constructed to facilitate interurban railway traffic at Dallas, Tex. A passenger station and other office buildings will be included in the project which will cost \$2,000,000 and will take sixteen months to complete. Stone and Webster Engineering Co. are the contractors.

The Grand Trunk Railway authorities had performed, of late to withdraw from the usual service, on account of the slackness of the lines, and the consequent diminution of traffic, certain railway coaches attached to their main line flyer, and have yarded them for storage at Lindsay, Ont., until a new flux of traffic necessitates a renewal of their use.

The New York Post financial says a big fight is in prospect between leased line holders and Boston & Maine interests over proposed reorganization. Leased line holders say they cannot concede a reduction in rental charges. Rumors are circulating in New York that Canadian Pacific would be interested in a Boston connection by way of the Boston & Lowell.

The proposed changes in the timetable of the G. T. R. is causing a good deal of discussion among travelling business men and the Ontario Commercial Travellers' Union met at London to consider in detail certain features of the changes. Among other things, the lack of connections at various places, notably from Stratford to Woodstock, was commented on adversely.

Western Maryland's bankers are to provide for its needs until 1918 provided owners of \$100,000 notes deposit them with the noteholders' committee. More than 90 per cent. of the notes have been deposited. Arrangement made by bankers provides for payment of unearned interest on bonds as well as funds for construction up to 1918, while the company is straightening its affairs.

The new C. P. R. terminals for freight in the Palais, which is being erected from designs prepared by the construction department of the C. P. R., is gradually approaching completion. Over a hundred men have been employed for some time. Two shelves, the foundations of which are Laymont concrete piles, the floor being of reinforced concrete, are being built, one for incoming, the other for outgoing traffic. The cost will be about \$250,000.

The Quebec Legislature is vigorously protesting against the Government's action of tying up the National Transcontinental Railway and rendering it inoperative, though completed and ready to be opened for traffic. The Provincial Government is annoyed at the delay of the Ottawa authorities, and thinks the pioneers in colonization in the hinterland are not getting fair play in railway facilities, statistics are given as proving, that while the rails are rusting, and stations, water-tanks, etc., are left unattended, the settlers are having to utilize dog teams to provide and store food for themselves and their families.

LIVELY COMPETITION IN STREET TRANSPORTATION.

Opposition to street railway transportation is assuming form in the Pacific coast cities. Automobiles, which in ordinary circumstances ply for an hourly fare in all the coast cities on both sides of the international boundary, have, on account of the depressed times, assumed an aggressive attitude toward the street railways, by lowering their fares to five cent, and doing the distance of 17 miles between Vancouver and New Westminster for 25 cents. Their efforts are being encouraged by the public.

RAILWAY BOARD'S DECISION ON CALGARY TRANSFER TRACK.

Calgary, Alta., January 20.—D'Arcy Scott, of the Dominion Railway Commission, in dealing with the transfer track matter, proposes that the city purchase the land for the Grand Trunk, and that that railway repay the city in payments of so much per car for every car that goes over the track. The Grand Trunk would be supposed to make payments on the following basis:

Five dollars per car for every car of merchandise of the sixth class or higher handled over the track. Three dollars per car for every car of merchandise of less than the sixth class.

The Grand Trunk, however, to get a net revenue of \$8 a car first before the payments are made to the city.

SOUTHERN RAILWAY.

The Southern Railway for the second week in January showed a decrease of \$201,496; and from July 1st a decrease of \$1,675,149.

STEAMSHIPS. CUNARD LINE

CANADIAN SERVICE. Sailings from Halifax to Liverpool:— After TRANSYLVANIA (15,000 tons) Jan. 25th, 1 a.m. Orduña (15,000 tons) Feb. 15, after 1 a.m. Transylvania (15,000 tons) Feb. 22, after 1 a.m.

For information apply to THE ROBERT REFORM CO., LIMITED, General Agents, 23 St. Sacramento St., 20 Hospital Street, Steerage Branch, Uptown Agency, 550 St. Catherine Street West.

RAILROADS. ALLAN LINE PROPOSED WINTER SAILINGS—1915.

St. John, N.B. - Halifax, N.S. - Liverpool ROYAL MAIL SERVICE

Steamer SCANDINAVIAN From St. John, N.B. January 22nd. SICIALIAN From St. John, N.B. February 5th. HESPERIAN From St. John, N.B. February 12th. SCANDINAVIAN From St. John, N.B. February 26th.

St. John, N.B. - Havre - London Steamers: SCANDINAVIAN, SICIALIAN, CORINTHIAN

Boston - Portland - Glasgow Steamers: CARTHAGINIAN, PRETORIAN, MONGOLIAN, CARTHAGINIAN

For particulars of rates and all further information apply to H. & A. ALLAN, 2 St. Peter Street and 576 St. Catherine Street, T. Cook & Son, 530 St. Catherine Street, W. H. Henry, 256 St. James Street, Hone & Rivet, 9 St. Lawrence Boulevard.

CANADIAN PACIFIC WINTER FAIR, OTTAWA \$4.50

From Montreal and return, Going Jan. 18 to 22, Return limit Jan. 23.

CHANGE IN TIME NOW IN EFFECT. FOLDERS ON APPLICATION.

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

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

THE INTERNATIONAL LIMITED. Canada's Train of Superior Service. Leaves Montreal 9:00 a.m. Toronto 10:00 a.m. Detroit 9:55 p.m. Chicago 8:00 a.m. Daily. Through Pullman, Observation, Library, Sleeping, Tourist, and Dining Cars.

OTTAWA WINTER FAIR. FIRST CLASS FARE AND ONE NIGHT'S BOARD. Going Jan. 18 to 21, Return until Jan. 23.

MILWAUKEE LINES SEEKS RUNNING RIGHTS OVER PACIFIC GREAT EASTERN

Prince George, B.C., January 20.—It is a well known fact that the Chicago, Milwaukee and St. Paul railway which is scheduled to be in Vancouver from a point inside of six months, is conducting negotiations for running rights over the Pacific Great Eastern railway which is now being built from the coast mountains to this place, where it connects east and west with the G. T. P.

The stated object of the Milwaukee in seeking a twofold, first to connect the American Pacific coast with the Peace River country, the Pacific Great Eastern being chartered from here northward to the Alberta boundary, and second to connect with the railway the United States government will build in Alaska. It is thought that as soon as financial conditions improve sufficiently a railway will be started from some point on the G. T. P., or P. G. E., in British Columbia to the Yukon.

It is also considered certain here that the Pacific Great Eastern will connect at the interprovincial boundary with the Edmonton, Dunvegan and B. C., which would give Edmonton another outlet to the Pacific and in the event of the Milwaukee seeking running rights over the P. G. E. connections with other great railway system. The Milwaukee is the road popularly supposed to be closely connected with the Standard Oil interests.

KINGSTON WANTS HYDRO-ELECTRIC. Kingston, January 20.—Sir Adam Beck will again be notified by the Kingston Utilities Commission that Kingston is waiting for cheap power. This was decided upon when the commission held its first meeting of the year. T. J. Rigney was re-elected chairman. Readjustment of electrical rates to small consumers will shortly be arranged.

EDMONTON MUNICIPAL TRAMWAYS. Edmonton, Alta., January 20.—A financial statement has just been issued by the Edmonton City Council, which does not show very encouraging returns. In a period of ten months is covered, and during that time the expenditure was \$733,785, the revenue being \$543,645, showing a deficit of \$190,139.

DECLINE OF 33 P.C. IN REALTY BUSINESS

More 9,522 Sales Recorded in Montreal Last Year Amounting in Value to \$79,999,378

RETURN TO NORMAL STATE

Considerable Increase in Volume of Transactions Since 1910—Transfers in December, 1914 Totalled 5,370,108.

The fact that stands out most prominently in the real estate market in Montreal and its immediate vicinity during the past year is that of a substantial decline in the number of recorded real estate transactions. In the annual review, the decline has been computed at 33 per cent. of the total number of transactions during the year, and it brings us back to about the same level of activity as obtained about three years ago.

The recession which began in 1913 represents a return to a more normal condition of real estate business. The high level of 1912 was the product of abnormal and speculative conditions. The war in Europe accentuated the adverse conditions, but did not stem them. In spite of the strain to which the real estate market is subjected there has been comparatively little liquidation. Property owners generally are confident of the future prospects of this city.

A condition of the future prospects of this city, in the amount of office space available in the financial district, but Montreal is not to grow, and as the commercial, financial and industrial metropolis of the country, it will continue to prosper as long as Canada prospers.

The real estate market in Montreal during the year 1914 there were 9,522 sales of real estate in the city of Montreal amounting to \$79,999,378. For the previous year the figures were 12,411 sales of Montreal real estate amounting to \$108,814,025 and in 1912—the culminating period of the real estate boom—there were 12,618 sales amounting to \$141,600,548.

The adjoining Municipalities of Westmount, Verdun and Maisonneuve, the registered sales during the year 1914 were:— Westmount, 362 sales, amounting to \$5,754,063. Verdun, 439 sales, amounting to 6,266,516. Maisonneuve, 436 sales, amounting to 2,762,875. Total, 1,237 sales, amounting to 14,783,454.

Total amount for the year 1914—\$118,010,000. During the previous year (1913) the registered sales in the same municipalities were:— Westmount, 625 sales, amounting to \$8,586,225. Verdun, 679 sales, amounting to 7,183,374. Maisonneuve, 529 sales, amounting to 3,334,823. Total, 1,833 sales, amounting to 19,104,422.

Total amount for the year 1913—\$22,546,149. The volume of real estate transactions in the city of Montreal has increased considerably since 1910. In 1910 there were 6,125 sales recorded in the city amounting to \$28,782,688.

There were 229 real estate transfers in the Montreal city wards, and in the municipalities of Mont-Vernon, Verdun, Westmount and Outremont recorded during the December, amounting to \$5,370,108. During the corresponding month of 1913 the transfers recorded totaled 1,670 and amounted to \$8,400,219.

INDICATE TO WRITE COMPENSATION AND LIABILITY INSURANCE

Change, Ill., January