

**STEAMSHIPS**

**CUNARD LINE**

**CANADIAN SERVICE**

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

**THE ROBERT REFORM CO. LIMITED,**  
General Agents, 20 Hospital Street. Steerage Branch, 488 St. James Street. Uptown Agency, 530 St. Catherine Street West.

**DONALDSON LINE**

**GLASGOW PASSENGER AND FREIGHT SERVICE.**

From Glasgow. From Montreal.  
Oct. 17.....T.S.S. LETITIA.....Oct. 31  
From Glasgow. From St. John, N.B.  
Nov. 29.....T.S.S. LETITIA.....Dec. 12

Passage Rates—Cabin (11) Eastbound and Westbound, \$52.50 up. Third-class, Eastbound and Westbound, \$33.75.

**THE ROBERT REFORM CO. LIMITED.**  
General Agents, 20 Hospital Street. Steerage Branch, 488 St. James Street. Uptown Agency, 530 St. Catherine St. West.

**ALLAN LINE**

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

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

**MONTREAL—GLASGOW**  
NUMIDIAN, Saturday, 7 November  
SCANDINAVIAN, Saturday, 14 November  
PRETORIAN, Friday, 20 November

**MONTREAL—HAVRE—LONDON**  
SICILIAN, Tuesday, 10 November  
(To London direct).  
CORINTHIAN, Tuesday 17 November  
(Calling at Havre).

For all particulars apply:

**H. & A. ALLAN**  
2 St. Peter Street and 578 St. Catherine West; T. Cook & Son, 530 St. Catherine West; W. H. Henry, 285 St. James Street; Hens & Rivet, 9 St. Lawrence Boulevard.

**The Charter Market**

(Exclusive Leased Wire to The Journal of Commerce.)

New York, October 29.—A limited amount of business was reported in steamer chartering. All of which was for trans-Atlantic account, and at full recent rates. There is a good demand for tonnage in several of the trans-Atlantic trades, but boats in position to give November delivery offer sparingly at the rates bid, and chartering is also restricted to some extent by the demands of owners for more rapid despatch at the ports of discharge and other conditions, which charterers find it difficult to guarantee. The requirements in trades other than the trans-Atlantic continue limited. A large steamer was reported closed for a cargo of horses from Baltimore to Havre for prompt loading, but no confirmation could be obtained.

In the sailing vessel market freight continue to offer sparingly, and but little chartering was done. Rates are nominally steady with tonnage plentiful and freely tendered for charter.

Charters—Grain—British steamer Harrovian, 30,000 quarters, from Philadelphia to Marseilles or Genoa, p.t. prompt.

British steamer Linda Fell, 20,000 quarters, from Philadelphia to picked ports United Kingdom, or France, p.t. November, declared on old contract.

British steamer Myra Fell, 20,000 quarters, same, from Baltimore.

British steamer Willerby, 30,000 quarters oats, from Baltimore to London 2s 2½d option, French Atlantic port, 2s 4½d, November.

Coal—Schooner Edgar W. Murdock, 1,215 tons, from Baltimore to two ports, Porto Rico, p.t.

Schooner William Booth, 435 tons, from Philadelphia to Calais.

Lumber—Norwegian bark Yanatis, 469 tons, from Gulf ports to Martinique, 7.75 November.

Miscellaneous—British steamer Rembrandt, 2,904 tons (unconfirmed), from Baltimore to Havre, with horses, p.t. prompt.

**THE RATE CASE.**

Washington, October 29.—That the returns for the year ended June 30, 1914, indicate that even before the war crisis there was something fundamentally wrong with the railroad industry, was the text of the opening argument in 5 per cent rate case delivered before the Inter-State Commerce Commission to-day by George Stuart Patterson, general solicitor for Pennsylvania Railroad.

Mr. Patterson asserted that a consideration of all facts including those arising since the former hearing show conclusively that needs of the carriers can only be met practically by remedy of a general advance of freight rates.

**BIG SARDINE CATCH.**

St. John, N.B., October 29.—This season has witnessed one of the biggest catches of sardine herring that has ever been taken in the Bay of Fundy. Official figures place the value of the September catch at \$90,000 for Charlotte County, and \$40,000 in St. John County. Most of these herring, though caught in Canadian waters, have been packed in United States factories. It is stated that an effort is being made to organize a company to take over the operation of the large cannery plant at Chamcook, N.S. Andrew, the William Van Horns, it is reported, will be one of the new company, as he was a leading member of the old corporation. He is extremely desirous of getting the plant operating on a paying basis.

**CARGOES IN BELLIGERENT SHIPS ARE NOT PROTECTED**

United States Cannot Recover Damages for Citizens When Shipments are Made in This Way.

Washington, October 29.—Acting Secretary of State Lansing practically acknowledged to-day that the United States can render no protection to cargoes belonging to an American citizen if the goods are shipped in a vessel of a belligerent. Under existing international law, and particularly under the London declaration, there are no grounds for demanding damages when such cargoes are lost by the sinking of the ship by an act of war.

It is believed that this interpretation of international law will give a great incentive to the building up of a domestic merchant marine, although it may at the present embarrass a certain number of exporters. The question was brought before the State Department by the Coffee Exchange of New York. The British merchantman Indian Prince was sunk by the German converted cruiser Kronprinz Wilhelm. The merchantman was loaded with a cargo belonging to Americans, and a petition was filed with the State Department to demand damages of Germany for the loss of a neutral cargo.

Acting Secretary of State Lansing said to-day that his department has filed the protest with Germany, but expressed a doubt whether anything would come of it. He said that he knew of no statute of international law under which the United States or any of her citizens could demand damages under such circumstances. He said that certainly under the London declaration in times of war a belligerent is expressly relieved of all damage claims where a neutral cargo is lost because of the sinking of an enemy ship. Although the London agreement has not been ratified by other nations, it is being recognized as the guiding law in the present war.

It was pointed out by officials of the Administration to-day that if domestic shippers are careful to obtain war risk insurance they will be relieved of all anxiety regarding damage claims. While the war risk insurance law of the United States limits the class of cargoes, the United States can insure to American cargoes carried on American ships, the British insurance law enables Great Britain to insure American cargoes carried in American ships, the insurance law of the United States may be said to be defective, it encourages the shipment of American goods in American bottoms.

**"HARRY" ELLIOTT TO RETIRE**

After a Railroad Career Covering Thirty-two Years He Will Leave the Service of the Grand Trunk.

Mr. Harry G. Elliott, general passenger agent of the Grand Trunk Railway Company, will, on Saturday, retire from that position on superannuation, to be succeeded by Mr. W. F. Hinton, his assistant.

Mr. Elliott, who has been in the employ of the Grand Trunk for over thirty years, assumed his present position on the death of the late W. E. Davis. Generally admitted to be one of the most popular, widely-acquainted and adequately informed passenger men in the business, Mr. Elliott now leaves a career that was filled with pronounced success.

Born in 1852, Mr. Elliott, when he commenced his railroad experience in 1882, began as city ticket agent of the Central Vermont Railroad at Montreal. In 1897 he became city ticket agent of the Grand Trunk here, and in the same year was promoted excursion clerk in the general passenger and ticket department.

In 1899 he became chief clerk of that department, and in May, 1900, he was promoted assistant general passenger and ticket agent.

Subsequently for a year he looked after the company's passenger business in Chicago, coming back to Montreal on the death of Mr. Davis.

A clean sportsman, Mr. Elliott has taken a likely part in the work of the Province of Quebec Fish and Game Protective Association, always being one of the most active entertainers at its annual dinner. He is also prominent in Masonic and other fraternal organizations.

**GRAND TRUNK PACIFIC LETS CONTRACTS TOTALLING \$300,000**

Money Will Go Into Facilities at Divisional Points in British Columbia and Will Aid Labor Situation in That Province.

Mr. D. E. Galloway, Assistant to the President, told the Journal of Commerce to-day, that while no details have yet come to hand, it is true that the Grand Trunk Pacific Railway has let contracts to the value of \$300,000 for terminals in British Columbia.

This construction work will take care of a large number of mechanics and laborers during the winter months and will be an important factor in improving the labor situation along the line of the Grand Trunk Pacific in British Columbia.

The work, for which contracts have been let, comprises the erection of divisional point facilities at Endako, Smithers, Prince George and Pacific, and will include round houses, machine shops and other railway buildings. Preparations are also being made for oil storage buildings along the line, as it is understood that oil burning locomotives are to be used in the fast transcontinental services of the company.

It is into this country between Prince George and Prince Rupert that the company hopes to introduce a large number of Belgian settlers. Between Endako, one of the new terminal points, and Prince George, is the Nechaco Valley, through which the railway runs, and which averages about 15 miles in width. There are still good lands open for pre-emption from six to ten miles back from the railway, and this valley is proving suitable for raising hay, grain, vegetables and fruit, and is also a good dairy country.

Adjoining the Nechaco Valley is the Stewart Lake country, where there is also considerable good agricultural lands, for pre-emption.

These regions can be considered practically inexhaustible in their productiveness for agricultural pursuits. The timber growth is comparatively light, although general, consisting for the most part of spruce of pulpwood size, poplar, and white birch, easily cleared, and still sufficient natural meadows and grazing to be had for stock purposes without clearing. There is sufficient spruce for building purposes, of the larger size, but not for general manufacture, except to supply local demands.

The growth of natural grasses of the most nutritious kind for fodder is everywhere particularly noticeable where the timber is not so thick as to prevent any growth. The climate is mild. Settlement is not very extensive as yet owing to the entire absence of transportation facilities up to last month, and there has been no opportunity to get building material in to start small towns around the railway stations.

**Shipping and Transportation**

Forecast: Lower Lakes, Georgian Bay, Upper St. Lawrence and Ottawa Valley—Moderate to fresh westerly and northwesterly winds; mostly fair and milder, with a few light local showers.

Lower St. Lawrence and Gulf—Moderate westerly winds; mostly fair; not much change in temperature.

Maritime—Moderate to fresh westerly winds; fair and milder.

Superior—Moderate winds; fair and mild.

Western Provinces—Fair and mild.

**CANADA STEAMSHIP LINES, LIMITED.**  
Location of steamers at 7 p.m., October 29.

**Freight Steamers.**  
Canadian—Montreal discharging.  
Acadian—Montreal discharging.  
Hamiltonian—Windsor loading.  
Calgarian—Out Dalhousie, 7 p.m., 27th for Montreal.  
Fordonian—Arrived Cleveland 4.30 p.m., 27th.  
D. A. Gordon—Left Port William 4 p.m., 27th.  
Glennah—Arrived Montreal 10 a.m., 27th.  
Dundee—Due down Kingston for Montreal.  
Dunelm—Montreal discharging.  
Strathcona—Out Dalhousie 4 p.m., 27th for Montreal.  
Donnacona—Left Montreal 3 p.m., 27th for Colborne.  
Doric—Left Montreal 4 p.m., to-day for Colborne.  
C. A. Jaques—(No report of having passed Soo).  
Midland Queen—Up Port Huron 1.30 p.m.  
Sarnian—Left Colborne 6 p.m., 27th.  
A. E. Ames—Left Montreal 4 p.m., for Colborne.  
H. M. Pellatt—Arrived Montreal 6 a.m., 27th.  
J. H. Plummer—Montreal loading package freight.  
Rosedale—Arrived Montreal 1 p.m.  
Beaverton—Left Morrisburg 11 a.m. for Montreal.  
Wahcondah—Left Morrisburg 11 a.m. for Hamilton.

**OCEAN STEAMSHIP LINES**  
PREPARING FOR THE WINTER

Port of St. John Will Soon Be Busy as Lines Commence Their Regular Winter Sailings From There.

St. John, N.B., October 29.—Gradually, the ocean steamship companies are lining up for their winter campaign at St. John. It has already been announced that the big new C. P. R. steamer Misasene would sail from this port about December 11th. The New Zealand and Australian steamers will resume sailings next month. A direct weekly service from Manchester to St. John, and a direct fortnightly service from this port to Manchester is announced for the winter, the first steamer, the Manchester Spinner, leaving Manchester November 7th, and St. John November 28th. The Donaldson Line company expect to send several steamers here for general freight and for the trans-shipment of remounts. The Allan Line boats have been released by the government, and the Tunisian is scheduled to steam from St. John on Saturday, November 28th, for Liverpool.

**O. W. EARNINGS.**

Earnings—Ontario and Western—September gross \$821,968; decrease \$28,852. Net after tax, \$1,184,422; decrease, \$24,145. Surplus after charges, \$59,458; decrease \$51,939. Three months' gross, \$2,815,260; decrease, \$40,304. Net after tax, \$1,191,968; decrease, \$14,729. Surplus after charges, \$529,195; decrease, \$32,226.

Philadelphia, October 29.—The Lehigh Coal and Navigation Company declared dividend of 2 per cent, payable November 3, to stock of October 31.

**BRITAIN HAS RIGHT TO SEARCH AMERICAN SHIPS**

United States Recognizes Principle, No Matter What the Cargo or its Destination.

Washington, October 29.—The right to search American merchant ships on the high seas in opposition to which the United States went to war in 1812 is admitted by the State Department during the present war. Announcement to this effect was made by Acting Secretary Lansing.

Mr. Lansing's statement followed the publication by the Treasury Department of a prohibition of making public manifests of merchant ships leaving American ports until a month after they have sailed. This prohibition, Acting Secretary Lansing stated, was issued after a consultation at the State Department.

"The right to search all vessels on the high seas will not be opposed by this government," Mr. Lansing stated. "The right of Great Britain or any other nation engaged in war to stop an American ship and examine her cargo no matter what its nature or destination is recognized by this government. All future protests or complaints filed by the United States will be based on this conclusion."

**SIGNAL SERVICE.**  
(Department of Marine and Fisheries.)  
Cape Salmon, 81—Cloudy, northwest. In, 7.30 a.m., tug and tow.  
Father Point, 157—Cloudy, north.  
Little Metis, 175—Cloudy, strong northwest.  
Metis, 200—Cloudy, strong northwest.  
Martin River, 250—Cloudy, northwest.  
Cape Magdalen, 294—Unsettled northwest. Out, 7 a.m., Lady of Gaspe, 4.30 a.m., Blackheath.  
Fame Point, 325—Cloudy, northwest. In, 8 a.m., Cape Breton.  
Cape Rosier, 349—Clear, west. In, 9 a.m., Stigstad.  
**ANTICOSTI:**  
West Point, 332—Cloudy, strong northwest.  
Southwest Point, 360—Snowing, east.  
South Point, 415—Cloudy west.  
Heath Point, 415—Cloudy, west.  
Point Amour, 573—Cloudy, north, 2 bergs.  
Belle Isle, 724—Clear, calm, 1 bergs.  
Cape Race, 826—Cloudy, west.  
Quebec to Montreal.  
Longue Point, 5—Clear, calm. In, 8 a.m., Murray Bay.  
Vercheres, 19—Cloudy, calm.  
Sorel, 29—Cloudy, west. Arrived down, 8.55 a.m., Hudson.  
Three Rivers, 71—Cloudy, light north.  
Point Citrouille, 84—Clear, calm.

**WAR SERVICE CHEQUE**

Any Agent of the Company who has the necessary funds on hand may honor this Cheque when presented. It is not valid unless properly signed and countersigned. IT IS NOT GOOD FOR ANY SUM EXCEEDING \$300.00, and cannot be drawn to the order of officials lending it.

**The Canadian Pacific Railway Company.**  
TREASURY DEPARTMENT  
MONTREAL, SEPTEMBER 15th, 1914

**To the BANK OF MONTREAL.**

Pay to the order of \_\_\_\_\_ Dollars,

For War Services of \_\_\_\_\_ during month of August, 1914

COUNTERSIGNED \_\_\_\_\_ FOR GENERAL AUDITOR. PAYMASTER.

Sample of cheque used by the Canadian Pacific Railway Company for the payment of their employees, who have gone to the front. The company is paying the full salaries of the men who have enlisted.

**RAILROADS**

**CANADIAN PACIFIC CHICAGO EXPRESS**  
TORONTO—DETROIT—CHICAGO

The Canadian No. 21  
Lv. MONTREAL.....8.45 a.m., 10.00 p.m.  
Ar. CHICAGO.....7.45 a.m., 9.05 p.m.

**TORONTO (YONGE ST.)**  
Lv. Windsor Street 10.50 p.m. daily.  
Compartment-Observation, Standard Sleepers and Coaches.

**TICKET OFFICES:**  
141-143 St. James Street Phone Main 8113  
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., 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. Franco Xelter Phone Main 0911  
Windsor Hotel Bonaventure Station Main 1221

**THE EFFECT OF THE PANAMA ROUTE ON NEW YORK SALMON MARKET**

Lower Rates Induce Heavy Shipments by Coast Carriers Demands of Large Domestic and Foreign Buyers to Meet.

New York, October 29.—Handlers of canned goods on the West Side are looking forward with much interest to the large arrivals through the Panama Canal of canned salmon. A large proportion of these goods has already been sold for distribution through consuming channels. The salmon steamer St. Helens, from San Francisco, October 29, making the direct voyage through the Panama Canal, is expected to arrive and dock at the Lackawanna Railroad's pier, Hoboken, November 1. She is owned by the E. J. Dodge Company, of San Francisco, of whose fleet in the Alaska and North Pacific Coast trade she has been the principal vessel.

The arrival of the St. Helens at New York will mark the entrance of the North Pacific fishery steamship owners into the coast to coast trade via the canal, as it is intended by the E. J. Dodge Company to follow up the St. Helens with the Cricket, which is operated by the company. The Cricket, which is registered in the name of the Cricket Steamship Company, is of 1,136 gross tonnage, 216 feet in length, 41 feet in breadth, and 16.4 feet in depth, and was built in 1913 at Alameda, Cal., her home port being San Francisco. The bulk of her cargo, to the amount of about 1,100 tons, consists of fruit, hops and tallow. Among the chief consignees of the canned salmon are the J. K. Army Company and Austin, Nichols & Co. According to the agent of the steamship's owners, J. C. Suttle, who is in New York, the St. Helens will proceed to Portland, Me., to load its return cargo.

The enterprise undertaken with the St. Helens and the Cricket is, it is understood, distinct from that of the Deming, Gould Co. of Chicago, agent for the Pacific-American Fisheries Co. of Bellingham and Alaska, which is sending the Windler with a full cargo of salmon.

According to the latest advices received here and the market reports of the "Pacific Fisherman," there has been a very active buying movement developed in the Middle West and East, and the demand is fully up to expectations. The only trouble is to get enough freight space on the Panama steamer, as there is not enough tonnage to take care of offerings from the Pacific Coast. As regards the foreign export trade, some large sales have already been made to Europe.

J. K. Armistead, of the J. K. Armistead company, says: "Confirmations on orders booked subject to approval of prices have come in very satisfactorily, and the salmon is now moving forward rapidly."

Sockeye salmon fishing in the Fraser River closed on September 30, the legal season having been extended a short period by the authorities. The fishermen operating on the Fraser River have little reason to complain so far as prices realized for their catches are concerned, as the canneries are paying 27½ cents for Cohos, and from 1 to 2 cents for Chum salmon.

The record high-water price for Sockeye salmon of 40 cents each was paid by many Fraser River canneries on September 9.

**STEAMER BANK BY MINE NORTH OF IRELAND**

London, October 29.—A despatch from Fleetwood reports that a steamer has been blown up by a mine laid by the Germans off Tory Island on the northwest coast of Ireland.

**SWEDISH STEAMER SUNK**

Stockholm, October 29.—The Swedish steamer Ormen, from Portugal, was sunk by a mine off Cuxhaven, in the North Sea to-day. Five seamen were drowned.

**AUSTRALIANS CAPTURE GERMAN BOAT**

Sydney, N.S.W., October 29.—Australian warships captured the Komet, the German craft off New Guinea. Among those on board made prisoners was the Governor-General of German New Guinea.

**SUB-MARINES SHIPPED TO ZEEBRUGGE**

London, October 29.—Dispatch from Amsterdam confirms the report that several sub-marines have been taken by train to Zeebrugge, the port of Bruges, whence they will be despatched against the British fleet off the Belgian and French coasts.

**PROVISIONAL LIQUIDATOR FOR THE DOMINION TRUST COMPANY**

A provisional liquidator for the Dominion Trust Company has been appointed in the person of C. R. Drayton, manager of the Vancouver Financial Corporation, and a brother of the head of the Dominion Railway Commission.

The proposal to make Mr. Drayton's appointment permanent will be argued November 2.

**REAL ESTATE**

The building used for a long time by the street of the Greek Orthodox Church as their place of worship is now being converted into a "movie" theatre. The sale of the building, which is described as an 18-story Lawrence boulevard, between Milton and P. Edgar streets, was registered yesterday. Mr. Adler purchased the property from Joseph Adler for \$35,000.

Luise Philippe Delle sold to Moses Bailey lot 20, St. Ann ward, with buildings thereon at the corner of St. Ann and Chatham streets, for \$25,000. The price paid was \$25,725.

The City of Verdun purchased from Mrs. M. Nally a block of land situated on the corner of R. land avenue and Verdun, containing 10,500 square feet and known as lots 4225 to 4481 parish of Montreal. The price paid was \$25,725.

Mrs. W. McNally sold to George A. Ward and others lots 4418 to 4424 parish of Montreal and the property containing 64,436 square feet having frontage to Rockland avenue, Verdun. The price was \$22,552.60.

A. G. Goudie sold to H. Mason lots 23-576 and Hochelaga ward, with Nos. 397 to 413 Chamblay Hochelaga ward, for \$19,800.

The Sheriff of Montreal sold to W. Martin lot 1, St. James Ward, with buildings on the corner of St. Hubert and Lagache streets, for \$17,000.

The City of Montreal purchased from Gideon L. Ward part of lots 328 and 330, parish of St. Louis, vacant and situated on De Salaberry street, for \$14,812.25.

Arthur Drouin sold to A. Brien lots 939 and 40 C. (Vacation), with buildings on Messier street, for \$10,000.

**COLONEL R. DALE BENSON RETIRES AS PRESIDENT OF INSURANCE CO.**

Pennsylvania Fire Insurance Co. of Philadelphia Loss its Head—Successor Not Yet Appointed—Plans Being Made.

(Exclusive Leased Wire to The Journal of Commerce.) Philadelphia, October 29.—Colonel R. Dale Benson, president of the Pennsylvania Fire Insurance Company, of Philadelphia, has tendered his resignation to the board of directors to take effect at the pleasure of the board.

A special committee, of which E. T. Storebury, of Drexel and Company, is chairman, has been appointed to consider the question of a successor to Colonel Benson.

Company managers will greatly regret the prospect of losing Colonel Benson from the ranks of active fire underwriting. His name has always stood for honorable practices and conservative methods, and in addition he is personally held in the highest esteem by the insurance men throughout the entire field.

**SILENT TRAFFIC SQUAD—OLD WHISTLES OBLIVIOUS**

Montreal Policeman Will no Longer Have to Use Whistles as They are a Cause of Cancer of the Mouth, Says Health Officer.

In future traffic policemen must do their signalling without the aid of whistles. The Board of Control yesterday concurred in a recommendation from Dr. Boucher, Medical Health Officer, to that effect. This action follows the recent illness of Constable William Murphy, former police officer in charge of traffic at the corner of Craig and Bleury streets. Due to the incessant use of his whistle, the constable contracted a cancer on his lip, and had to be operated upon. He was ill for several months, and the city was presented with a bill for \$129.50 for medical services and hospital expenses, which the Board yesterday decided to pay.

The doctors agreed that the constant use of the police whistle caused an irritation, which resulted in the formation of the cancer.

The metal whistles used by the policemen have always proved troublesome in the extremely cold weather.

The fact that the traffic squad will now probably do their work without the aid of a whistle will not probably affect the movement of traffic on the streets. When Montreal first formed a traffic squad a whistle was presented with a bill for \$129.50 for medical services and hospital expenses, which the Board yesterday decided to pay.

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**MANY ATTEND AUCTION BUT FEW WANT TO BUY**

Fitzjames Browne, King of Auctioneers, Was Unable to Move a Large Gathering Who Attended Real Estate Auction This Morning—There Were No Sales—Over Five Hundred People Attended.

Over five hundred people attended the real estate auction of the House of Browne, Limited, in their auction rooms on St. James Street. The property at the northeast corner of St. Catherine streets and Mountain was again put up for auction, but there was evidently no one present who had any intention of buying.

Mr. Fitzjames Browne stated after the sale that the property would be offered at auction every two weeks until it was sold. Mr. Browne told a representative of the Journal of Commerce that he was not at all discouraged over this morning's sale, but would keep hammering away, and success was bound to follow. He said the number of people present was most encouraging. "There was money there, too," said Mr. Browne, "but people are holding on to it."

New York, October 29.—Handy and Harms quote New York silver 48½. London 22½.