

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

From Southampton. Montreal. Oct. 10
 From Montreal. Southampton. Oct. 10
 Steamer call Plymouth, eastbound. Rates, Ascania, Cabin (11), eastbound \$25.50 up; westbound, \$47.50 up. Third class, eastbound \$15.25; westbound, \$35.00.

THE ROBERT REFORD 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. Montreal. Oct. 10
 From Montreal. Glasgow. Oct. 10
 Steamer call Plymouth, eastbound. Rates, Ascania, Cabin (11), eastbound \$25.50 up; westbound, \$47.50 up. Third class, eastbound \$15.25; westbound, \$35.00.

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CANADA'S LINES

DELIGHTFUL WATER TRIPS

TO QUEBEC

Steamer Leaves Nightly 7.00 p.m.

Also the Famous **SAGUENAY RIVER** where the scenery, because of the autumn foliage, is especially attractive at this season.

Steamer leaves Quebec Tuesday, Wednesday, Friday and Saturday, 9.00 a.m.

Ticket Office—9-11 Victoria Square

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, September 28.—The full steamer market holds firm in all trades, and a steady moderate demand continues for prompt boats.

Grain shippers continue to take tonnage for United Kingdom and French ports, and a medium-sized carrier was closed for Gulf loading to Antwerp. The outlook for future business is not so bright, owing to the fact that the underwriters have decided to advance the rates of insurance on war risks materially on vessels owned by belligerent nations, and in all likelihood there will be a considerable falling off in the demand for boats in a long voyage and South American trades. Rates on prompt tonnage hold firm in all trades, and boats continue to offer moderately for charter.

Charters—Grain—British steamer Slingaby, 21,000 quarters, from New York to picked ports United Kingdom, 2s 3d, option, French Atlantic ports, 2s 9d, prompt.

British steamer Muirfield, 20,000 quarters, same, from Philadelphia.

British steamer Karuma, 20,000 quarters, from the Gulf to Havre 3s 4 1/2d, October.

British steamer Karuma, 20,000 quarters, from the Gulf to picked ports, United Kingdom, 3s option, French Atlantic 3s 3d, or Mediterranean 3s 6d, prompt.

Petroleum—Foreign steamer, 150,000 cases from Port Arthur to four ports, Australia, seas 22 cents, one port October.

Coals—British steamer King Idwal, 2,306 tons, from Virginia to Montevideo 15s 9d, prompt.

Norwegian steamer Hugin, 1,174 tons, from Baltimore to Guantamano, p.t., prompt.

Norwegian steamer Camilla, 15,300 tons, from Baltimore to Havana, p.t., prompt.

Miscellaneous—Spanish steamer Santanderino, 1,994 tons, from trans-Atlantic trade, one trip on time charter basis, 4s 6d delivery Gulf, re-delivery United Kingdom, prompt.

Norwegian steamer Nils, 1,101 tons, from Progresso to Mole, with hemp, 16 cents, prompt.

Steamer Lassell, 1,225 tons, coastwise trade, one round trip, p.t., prompt.

A NICE WEEK-END TRIP.
 These fine autumn days add zest to all nature and the beauties of the surroundings of Montreal are hard to surpass. One of the very attractive trips to take is that along the line of the Montreal and Southern Counties Railway, which runs away across the Victoria Bridge and for many miles along the south shore of the river. The cars are costly fitted up and the views along the route are of the choicest just now with the changing leafage and the beauty of the fields. Meanwhile the terminals are all comfortable and the cars run on regular schedule from the foot of McGill street so that those on business or pleasure may be sure of no waste of time and of a profitable outing.

CHICAGO AND NORTHWESTERN.
 Chicago and Northwestern—August gross \$7,768,875; decrease \$96,484. Net \$2,047,428; decrease \$32,892. Total income \$2,656,637; decrease \$78,352.

Surplus after charges \$1,710,698; decrease \$112,231. Eight months gross \$15,978,959; decrease \$299,871. Net \$3,910,442; increase \$153,281. Total income \$4,572,332; decrease \$12,892. Surplus after charges \$2,740,259; decrease \$124,950.

PRIZE COURT FINDINGS FORM INVALUABLE PRECEDENTS

Decisions of Admiralty Court Are Being Closely Watched on This Side of the Atlantic—The Right of Neutrals.

New York, September 28.—The decisions of the Admiralty Naval Prize Court are being read with much interest here by marine insurance underwriters and Admiralty lawyers, as it is generally regarded that the rulings will form a basis for naval prize court and Admiralty procedure that will be invaluable in the future.

The defining of the various causes of The Hague conference agreement, the establishment of the rights of neutrals in reference to ships and cargoes seized by English war vessels and customs authorities, and the rights of holders of mortgages on enemy vessels, residing in neutral countries, as well as many other important points, will tend to clear up much of the uncertainty that has hung about prize court procedure.

A prominent Admiralty lawyer in discussing the situation yesterday said: "It is apparent that England will wait for a reasonable length of time to hear from Germany. Whether the final adjudication of ships seized in parts contrary to the agreement under the Hague Conference will be withheld until the conclusion of the war cannot be said. It will be natural for the conqueror to dictate the terms of peace. Therefore should Germany force the Allies to sue for peace the subject of the release of shipping seized contrary to the terms of the Hague Conference agreement will be forced to favor the Germans. On the other hand, when the Allies as victors, Germany will most likely consent to abide on the release of British shipping illegally held consequent upon similar action by England."

"In the case of the Chile, which was arrested by the Cardiff customs authorities in the docks on August 4, the day after hostilities began, the owners of the vessel pressed their claim that the vessel shall not be confiscated. Sir Samuel Evans ruled that the vessel had been properly seized in view of the failure of Germany to acknowledge that it would follow the regulations established by the Hague Conference, but the court also ruled that condemnation of the Chile would not be made until further opportunity had been given Germany to answer the English query on the release of seized vessels."

"The procedure of the Prize Court was revised shortly before the war. The decisions of the court are bound to be of much import. It is apparent that Sir Samuel Evans is proceeding with much care, and in all probability the final disposition of the numerous cases that are to come before the courts both in England and Germany will form a basis for precedents that will be of great value."

"The condemnation of the German barque Perko, which was captured off Dover, is contrary to Article 3 of the Hague convention, which reads: "Enemy merchant ships which left their last port of departure before the commencement of the outbreak of hostilities may not be confiscated. The belligerent may merely detain it on condition of restoring it after the war, without payment of compensation, or he may requisition it on condition of paying compensation."

"The Perko at the time of capture was not aware that a state of war existed between England and Germany. "In this instance there was no need to enter into any question whether of the construction of the article or of reciprocal treatment, for Germany declined to be a party to this particular provision, and the Perko was, of course, promptly ordered to be appraised and sold. Whichever way the Chile and similar cases are decided, the action of the president of the Prize Court marks the distinction which the judges are at once prepared to make between the ships and goods of enemy nations which have subscribed to a regular convention and the ships and goods of an enemy nation which has not so subscribed."

In the case of the German steamer Marie Glaeser which was captured at sea on August 5 by H.M.S. Gibraltar, the day after war was declared, the circumstances were such that condemnation by the court followed as a matter of course, though had Germany agreed to Article 3 of the Hague Convention of 1907 the vessel would have eventually returned to her owners. It was contended, however, that the shares in the ship held by neutral shareholders should be regarded as neutral property, and that in regard to the proceeds of the sale the value of these shares should be handed to their owners. Admiralty lawyers state that it would not be in accordance with public policy, unless it were made the subject of international agreement, that this view should be taken, for the principle would be urged on behalf of all kinds of enemy property, and the difficulties connected with the differentiation of neutral and enemy ownership would be so great as to be almost insuperable. Sir Samuel Evans laid it down that people who took shares under an alien flag would have to accept exactly the same risks whether they belonged to the enemy country or not.

As to the point raised by Mr. Leslie Scott, K.C., on behalf of certain Dutch mortgages of the vessel, the authorities, though not decisive on the matter, are on the whole in favor of the contention that a mortgage or lien on a ship under the enemy flag is treated as an interest which is not saved from condemnation. There is, however, a very wide difference between the possession of a share in a shipping company and the rights possessed by the holders of a legally executed mortgage, and as there does not appear to be any reported decision against the preservation of the neutral mortgagees' rights it is to be hoped that the president of the Prize Court, when he delivers his reserved judgment, will bring out very clearly this important legal distinction.

CHANGE OF TIME, MONTREAL—BOSTON—NEW YORK & NEW ENGLAND PORTS, EFFECTIVE SUNDAY, SEPT. 27th.

Train will leave Montreal via Grand Trunk and Central Vermont at 8.30 p.m. daily, for Boston, New York and New England ports, instead of 9.30 p.m., as at present. Train leaving Montreal at 7.35 p.m. will be cancelled and a new train will leave Montreal at 4.01 p.m. daily except Sunday, for St. Albans, and intermediate points.

PASSES COMMON DIVIDEND.

Chicago, September 28.—Aurora, Elgin and Chicago passed its usual quarterly dividend of 3/4 to 1 per cent. on common stock, but declared regular quarterly dividend of 1 1/2 per cent. on preferred stock, payable November 1st.

Vice-President Fabre says common dividend was earned, but the directors suspended payment in view of existing financial conditions, which compelled the company to meet capital requirements out of income.

Shipping and Transportation

MONDAY, SEPTEMBER 28, 1914

Almanac.
 Moon's Phases.
 Full Moon—October 4.
 New Moon—October 19.
 Last Quarter—October 12.
 Sun rises 5:55 a.m., sets 5:48 p.m.

High Water at Quebec To-morrow.
 1.30 p.m.—Rise, 11.2 feet.

Weather Forecast.
 Lower Lakes and Georgian Bay—Moderate winds, mostly southeasterly; fair and cool.
 Ottawa Valley and Upper St. Lawrence—Fair and cool.
 Lower St. Lawrence—Northerly to westerly winds; fair and cool.
 Gulf and Maritime—Northerly winds; fair and cool.

Superior—Moderate fresh southeast to southwest winds; fair and cool, except local showers near Port Arthur.
 Manitoba—Mostly fair and moderately warm, with a few local showers.
 Saskatchewan—Mostly fair, and becoming a little cooler.
 Alberta—Mostly fair, and a little cooler.
 Northern New England—Fair Monday and Tuesday.

SIGNAL SERVICE.
 Department of Marine and Fisheries.
 Shipping Report September 28th, 1914.

Crane Island, 32—Cloudy, northeast.
 L'Islet, 40—Clear, east.
 Cape Salmon, 81—Cloudy, strong north.
 Father Point, 167—Clear, east. In 3.30 a.m. Alden. Out 8.30 p.m. yesterday Wabana.

Little Metis, 175—Clear, strong east.
 Matane, 209—Clear, strong east.
 Martin River, 260—Hall storm northeast.
 C. Magdalen, 294—Cloudy, northeast.
 Fame Point, 325—Clear, northwest. Out 2.30 p.m. yesterday Canada (Gaspé Line): 4.30 p.m. Storstad. Out 3.00 a.m. to-day Imaticia.

P. Maquereau—Clear, northeast.
 P. Escuminas—Raining, east.
 Anticosti—

West Point, 332—Cloudy, northeast.
 Ellis Bay—Savoy and John Sharples at wharf. S. W. Point, 365—Clear, northeast.
 South Point, 428—Cloudy, north.
 Heath Point, 438—Cloudy, northeast.
 Belle Isle, 734—Cloudy, strong northwest.

Quebec to Montreal.
 Long Point, 5—Clear, strong northeast. In 1.00 a.m. Hudson and tow; 7.55 a.m. Hackett and tow; 8.20 a.m. Quebec.
 Vercheres, 19—Clear, north.
 Sorel, 39—Clear, north. In 7.30 a.m. Kamouraska.
 Three Rivers, 71—Clear, northeast. In 5.20 a.m. Kendal Castle. Arrived down 2.10 a.m. Spray and tow.

Balscan, 88—Clear, northeast.
 St. Jean, 94—Clear, northeast.
 Grondines, 95—Clear, northeast.
 Portneuf, 108—Clear, northeast.
 St. Nicholas, 127—Cloudy, northeast.
 Bridge, 133—Cloudy, northeast.
 Quebec, 139—Cloudy, northeast. Arrived down 5.40 a.m. Saguebay.

West of Montreal.
 Lachine, 8—Clear, west. Eastward 12-10 a.m.; Niagara, 4.45 a.m. Meaford; 5.25 a.m. Gordon 6.00 a.m. Ireland; 7.35 a.m. Glenmavis; 8.00 a.m. Packer; 11.45 a.m. Carlton.
 St. Jean, 94—Clear, northeast.
 Cascades, 21—Clear, west. Eastward 7.30 a.m. Samuel Marshall.
 C. Landing, 33—Clear, west. Eastward 3.00 a.m. Kinmount, 5-10 a.m. City of Ottawa, 7.30 a.m. Iroquois.

Galops Canal, 99—Cloudy northeast. Eastward 6.15 a.m. Mary P. Hall and barges; 6.15 a.m. Doric; 6.45 a.m. Dundee; 7.30 a.m. Florence; 7.30 a.m. Gladys H. P. Dalhousie, 298—Eastward yesterday 3.30 p.m. Georgetown; 5.30 p.m. Simla; 2.30 p.m. Byron Whitaker.

P. Colborne, 321—Clear, north. Eastward 3.40 a.m. Jacques, yesterday 10.30 a.m. Midland Queen; 11.15 a.m. Glenmount; 9.00 p.m. Northmount; 4.59 p.m. Neepawah; 5.30 p.m. Bickerdike; 8.20 p.m. Advance.

RAILROAD OFFICIAL URGES FARMERS TO SWELL CROPS

By Increasing Production 15 Per Cent. Rural Folk Can Add \$1,000,000,000 to Nation's Wealth in One Year, Declare R. & O. Agricultural Agent—Road Will Help.

Having made a careful study of the possible economic effect of the European war upon the people of the United States, particularly with reference to the production of foodstuffs, J. H. Stewart, agricultural agent of the Baltimore and Ohio Railroad, views the situation as favorable if the American farmers will seize the opportunity for greater profits by increasing the acreage of tillable lands and adopting intensive methods of farming the yield.

Basing his opinion upon the destruction of crops which is believed to have taken place in the war zone, and which will greatly diminish the production of food in Europe for several years, Mr. Stewart looks for the demand upon our agricultural resources to be enormous. This demand can be met to a large extent by increasing agricultural efficiency, which, while holding the high cost of living in check, will at the same time enable this country to fill the large orders which will come from Europe.

Mr. Stewart regards it as practicable for the American farmers to increase food production by 15 per cent., which would add to the wealth of the nation approximately one billion dollars; and should higher prices prevail this wealth would be correspondingly increased.

In the territory served by the Baltimore and Ohio lines a movement has been started to bring the production up to the requirements which the European situation will place upon food supply. This effort will likely be followed by a campaign carrying it to other agricultural sections of the country.

Statistics show that the States traversed by the Baltimore and Ohio Railroad—that section of the country east of the Mississippi and north of the Ohio and Potomac Rivers, with New England as its northern boundary, produce 23 per cent. of the corn and oats raised in the United States, 50 per cent. of the buckwheat, 25 per cent. of the hay, 80 per cent. of the apples, 14 per cent. of the wheat, and 33 per cent. of the meats.

The programme of the Baltimore & Ohio for increasing these yields will take definite form in an appeal to the farmers to sow a larger acreage of wheat and winter oats while there is yet time. It will be pointed out that additional corn land can be sown in wheat in the corn belt to bring about a 15 per cent. increase, without materially interfering with other crops, and if fall and winter ploughing is actively undertaken and abundant good seed-corn and potatoes are laid by for next spring, it is believed that this territory can increase the wealth of the nation by one-third of a billion dollars.

The agricultural department under the direction of Mr. Stewart, whose headquarters are at Morgantown, W. Va., is equipped to assist in all phases of farming and will tender advice or give practical demonstration by experts upon application.

RAILROADS

CANADIAN PACIFIC

CHANGE OF TIME
 NOW IN EFFECT.
 Folders on application.

Colonization Excursions
 TO NEW ONTARIO,
 Wednesday, September 30th.

REDUCED RATES TO PACIFIC COAST,
 Until October 8.
 One way second class—
 Vancouver, Seattle, Portland \$52.95
 San Francisco, Los Angeles, San Diego, via
 Chicago \$54.00
 Low fares to many other points.

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.

Lake Ontario Shore Line
 To Toronto
 Via Belleville, Trenton, Brighton, Colborne, Port Hope, Newcastle, Bowmanville, Oshawa, Whitby. Leave Windsor St. 8.45 a.m.

TICKET OFFICES:
 143-145 St. James Street. Phone Main 1111.
 Windsor Hotel, Place Viger and Windsor Street Station.

GRAND TRUNK RAILWAY
 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 7.15 a.m., Detroit 1.45 p.m., Chicago 8.40 p.m. Club-Compartment Sleeping Car Montreal to Toronto daily.

SETTLERS' EXCURSIONS
 To Porcupine, Cochrane, Haliburton, and other points on T. & N. O. Ry. Going September 30th, returning October 10th.

LOW FARES TO PACIFIC COAST.
 Going until October 8th.
 One way second class via Chicago to
 Vancouver, Seattle, Portland \$52.95
 San Francisco, Los Angeles, San Diego \$54.00
 Low fares to many other points.

TIME TABLE CHANGES.
 A change of time will be made Sept. 28th. Time tables containing full particulars and all information may be had on application to agents.

CITY TICKET OFFICES:
 122 St. James St. cor. St. Francis's Church
 Windsor Hotel Phone Main 1111
 Bonaventure Station Phone No. 1222

CHANGE IN TIME EFFECTIVE SEPT. 27, 1914.

From Place Viger Station.
 For St. Jerome: *8.45 a.m. (1) 1.45 p.m. 4.00 p.m. 10.00 p.m. (1) 11.15 p.m.
 St. Agathe: *8.45 a.m. (1) 1.45 p.m. 4.00 p.m. (1) 11.15 p.m.
 Labelle: *8.45 a.m. (1) 1.45 p.m. 4.00 p.m.
 Mt. Laurier: 8.45 a.m. (1) 1.4 p.m. 4.00 p.m.
 St. Eustache: *8.00 a.m. 9.30 a.m. 11.20 p.m. 11.30 p.m. 15.20 p.m. 16.15 p.m. 11.15 p.m. 11.30 p.m.
 St. Lin: 8.45 a.m. 14.30 p.m.
 Calumet: *8.00 a.m. 12.15 p.m. *5.45 p.m. 16.15 p.m.
 Ottawa: *8.00 a.m. *5.45 p.m.
 Joliette: *8.20 a.m. 19.00 a.m. 15.30 p.m.
 St. Gabriel: 8.20 a.m. 19.00 a.m. 15.30 p.m.
 Three Rivers: *9.00 a.m. *1.30 p.m. 15.30 p.m. 11.30 p.m.

Quebec: 19.00 a.m. *1.30 p.m. *11.30 p.m.
 From Windsor Station.
 Following trains cancelled after Sept. 28:
 1.20 p.m. Saturdays for Caledonia Springs.
 5.10 p.m. for Point Fortune.
 12.15 p.m. for Point Fortune will run Saturday and Sunday only.
 11.20 p.m. for Rigaud will run Saturday and Sunday only.
 9.45 a.m. for Winnipeg cancelled.
 9.00 a.m. for Boston will leave 9.30 a.m. daily.
 *Daily. *Daily except Sunday (1) Saturday only (a) except Saturday and Sunday (b) Tuesday only Thursday only. *Saturday and Sunday only *Sunday only.

MARINE MISHAPS DURING THE WEEK.

Schr. "Frederick W. Day," N.Y. for Wilmington, sank 5 m. off Charleston lightship—Stmr. "Kent" (Br.) Sydney, N.S.W., for Boston and N. Y., put into Bermuda for coal—Stmr. "Francis H. Leggett" Hopkinton for California, was sunk 60 m. south of Columbia River with crew of 25 and 40 passengers—Stmr. "Noces," being repaired at Hoboken, was nearly destroyed by fire—Stmrs. "Kabina" and "Yeddo" (Br.), Calcutta for Colombo, Boston and N. Y., returned to Calcutta—Stmr. "Pinar del Rio," N. Y. for Havana, stopped off Sandy Hook, with machinery damaged—(Br.) Gov. stmr. "Montagny" and stmr. "Lincoln" (Br.) Sydney for Montreal, collided off Crane Island, "Montagny" sank with loss 14 lives—Stmr. "Hardy" Coos Bay for San Fran., had machinery disabled 20 m. N. of Northwest Seal Rocks—U. S. Revenue cutter "Thoma" was wrecked on Kiska Island, Alaska; crew saved—Stmr. "Cap Trafalgar" (Ge.) armed as cruiser was sunk by stmr. "Carmania" (Br. armed cruiser)—Br. stmr. "Diplomat," Liverpool for Calcutta; "Indus," Demerara for Calcutta; "Lovat," Hope for Calcutta; "Killin," Aden for Calcutta; and "Traboch" are reported sunk in Bay of Bengal by German cruiser "Emden"—Bq. "Inverlogie" (Br.) from Dunkirk, collided with mud scow on Ambrose Channel lightship—Charleston with machinery disabled—Stmr. "Bangs" (Br.), Cebu for London, stranded east of Balabac Island (Philippines)—Stmr. "Arabic" (Br.), from Boston, arrived Liverpool with fire in No. 1 and 2 holds—Shipping Illustrated.

John McKinnon, manager of the Hamilton East End Branch of the Union Bank, has been arrested on the charge of theft.

PERSONALS

Mr. Arthur J. D. Campbell has returned after spending the summer at his house at

Mr. Warwick Chipman who has been spending summer months at his home at Como, Que., is back to town on Thursday next.

Mr. D. W. Ogilvie, accompanied by M. Ogilvie, of Brockville, who have been their for a few days, have gone to Quebec.

Mr. John A. Grant and family, Montrose have closed their home on Lake St. Francis established in town.

Mr. George Hall, and their young children, Chester street west, returned from summer vacation on the Maine Coast.

Mr. and Mrs. David Leach and Miss Hildebrand who spent the past year on the Continent, returned Montreal last week.

Mr. H. S. S. Molson and Master Edward who have been abroad for the past two months, returned to Canada on Friday last, and are expected to be in town on the first of October.

Dr. Patcher and their children, of Baltimore spent the past week at the Ritz-Carlton, of Newmarket from spending the summer at Cac

Mr. Clive Debell and family will return to the early part of next month from their home at Dorval.

Mr. J. T. R. Laurendeau, president of the Jockey Club, accompanied by Major John T. M. vice-president, and Mr. S. N. Holman, manager in Toronto for the races at the Woodbine.

Mr. Clarence F. Smith, chairman of the Committee of the Canadian Patriotic Fund in Montreal spent Sunday in Quebec, with the Hon. C. J. D. Minister of Justice.

At the Hotels.

At the Place Viger—Mr. and Mrs. N. W. Bell, do. Scotland; Justice L. P. Duff, Ottawa; Toske, Eau Claire, Wis.; Grim Lewis, C. Springs, R. P. Clairs, Wis.; Grim Lewis, C. Buecker, R. P. Clairs; Capt. and Mrs. H. H. D. Ottawa; Capt. Beetham, Vancouver; C. R. V. Sydney, N.S.; A. C. Barker, Moncton, N.B. and Mrs. W. M. Benjamin, New York; Mr. and F. L. Bradley, New Haven, Conn.

At the Queen's—W. Dickelmann, Vancouver; W. Metcalf, New York; Mark M. Mitchell, Mrs. Hope Hopkins, Burroughs, Wash. Mr. and Mrs. H. E. R. Evans, Mexico City; J. J. Davis, Los Angeles; Mrs. M. C. D. Berkeley, Cal.; P. D. Smith Regina; John D. Richmond; A. D. Richard, Dorchester, G. Cunningham, Scotland; Mr. and Mrs. A. E. neil, Hong Kong; William Cassidy, Boston.

At the Ritz-Carlton—Mr. and Mrs. S. A. E. tawa; R. H. Stewart, Trail, B.C.; Mr. and Mrs. Grimwell, South Dartmouth, Mass.; J. B. Black Pittsburg; Mr. and Mrs. R. Crawford, Detroit; and Mrs. E. L. Bowen, Portland; Mrs. Ale. Maclaren, Buckingham; Mr. and Mrs. C. E. New York; Mr. and Mrs. W. P. Adams, Port. At the Windsor—Mr. W. A. Higgins, Shaw R. Gamble, Jacksonville; Mr. and Mrs. W. M. Sheldon, Florida; W. C. Macdonald and party; J. R. Ferguson, Winnipeg; W. H. Norville, wife, Richmond, Va.; F. Bennett, Albany; D. I.

Real Estate and

Quotations for to-day on the Montreal

Aberdeen Estates	Bid.
Beaudin, Ltd.	120
Bellevue Land Co.	70
Blery Inv. Co.	87
Caledonia Realty, Com.	15
Can. Cons. Lands, Ltd.	5
Cartier Realty	100
Central Park, Lachine	100
Corporation Estates	55
Charing Cross Co. G. p.e.	10
City Central Real Estates, Com.	55
City Estates	55
Cote St. Luc R. & Inc. Co.	14
C. C. Cottrell, Ltd., T. p.c., pfd.	120
Credit National	65
Crystal Spring Land Co.	65
Daloust Realty Co., Ltd.	45
Denis Land Co.	75
Dorval Land, Ltd.	100
Drummond Realities, Ltd.	100
Eastmount Land Co.	90
Fairview Land Co.	100
Fort Realty	25
Greater Montreal Land, Com.	174
De, Pfd.	100
Highland Property Sites, Ltd.	50
Improved Realities, Ltd.	50
De, Com.	15
K. & R. Realty Co.	62
Kennors Realty Co.	70
Les Terres Client, Ltee.	55
Lachine Land Co.	160
Land of Montreal	40
Landholders Co., Ltd.	40
Lauson Dry Dock Land, Ltd.	50
La Societe Blvd. Pie IX.	50
La Compagnie des	