

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE
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THE ROBERT REFORM CO., LIMITED.

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE.
From Glasgow. From Montreal.
From Glasgow. From St. John, N.B.



W. G. ROSS, Chairman Harbor Commissioners, who have commenced work on a new elevator.

SUPPLY OF PETROLEUM DEPENDS ON CONTROL OF SEA

Domestic Output in Great Britain Negligible But Germany in Far Worse Position Owing to Britain's Naval Supremacy.

Liverpool, October 28.—The products of petroleum have become such an indispensable factor in the machinery of war, supplying motive power for the most formidable engines, that in the present crisis it is prudent to take stock of the sources of supply and means of transport over which the several belligerents have control.

The Charter Market

(Exclusive Leased Vessels to The Journal of Commerce.)

New York, October 28.—A moderate amount of business was reported in steamer chartering, almost all of which was for general cargo carriers in several of the important trades.

Charterers—British steamer Putney Bridge 25,000 quarters oats, from Baltimore to London, or Avonmouth, 28 1/2 days, option French Atlantic ports, 32 1/2 days.

NEW IMMIGRANT SHEDS.

There is every indication that the executive officers of the Canadian Pacific are looking forward to a resumption of immigration activity in the near future.

PENNSYLVANIA DIVIDEND.

New York, October 28.—Pennsylvania Railroad declared its regular quarterly dividend of 1 1/2 per cent, payable November 20 to stock of record November 2.

NOVA SCOTIA RATE INCREASE

Washington, October 28.—Inter-State Commerce Commission has suspended from November 2nd until May 3rd, 1915, the new tariffs of Philadelphia and Reading Railway Company, increasing the rates on iron and steel articles in carloads from stations on its line to Amherst, N.S., St. John, N.B., and Moncton, N.B.

UNITED STATES STEEL CUTS ITS DIVIDEND.

New York, October 28.—United States Steel declared a dividend of 3/4 per cent on the common stock, a reduction of 1/2 per cent from the preceding quarter.

HEARING NOVEMBER 27th.

Washington, October 28.—The Inter-State Commerce Commission has assigned for hearing before Commissioner Clements at Baltimore, beginning November 27th, the applications of various railroads to retain their present water connections under the Panama Canal Act.

Shipping and Transportation

MANCHESTER COMMERCE STRUCK MINE LAID BY THE GERMANS

Captain Payne and Thirteen Men Drowned When Manchester Liner Went Down.
Belfast, Ireland, October 28.—The freight steamer Manchester Commerce, bound from Manchester for Montreal, struck a mine at midnight on Monday night, and sank. Captain Payne and thirteen men were drowned.

The Admiralty has warned shipowners that the Germans have succeeded in laying mines around the North of Ireland, and that ships should not, therefore, pass within sixty miles of Tory Island.

The Chronicle's naval correspondent says the discovery of a German mine field twenty miles north of Tory Island on the west coast of Ireland will not surprise any one. The men who destroyed Louvain and shelled the cathedral at Rheims are not likely to refrain from laying mines in the fair way of shipping.

The loss on the Irish coast of the Manchester Commerce with Captain Payne and thirteen men removed a ship and a captain who have become very well known to the shipping fraternity of Montreal.

Manchester and Montreal for many years. Captain Payne was an old and trusted employe of the Manchester Line, and the Manchester Commerce has been a constant visitor to Montreal for some years.

The Allan Line had once again to revise its sailings through the Imperial Government requisitioning the Grampian, Tunisian and Scotian for use in connection with the war.

The Furness Line steamship Graciana sailed from Leth for Montreal on October 27th. On her return trip she will go to Hull.

THE FURNESS LINE.

The S.S. Graciana sailed from Leth for Montreal on October 27th.

KIEL CANAL A BOON TO GERMAN WARSHIPS

Affords in Its Sixty Miles of Artificial Water an Unrivalled Base for the Kaiser's Fleet.
London, October 28.—Probably no single engineering undertaking is of more importance to the Germans at the present time than the 60 miles of artificial water, known sometimes as the Kaiser Wilhelm Canal, and more frequently as the Kiel Canal.

Although the canal is at sea level, it was considered necessary to build twin locks at each end. Those at the western entrance take care of the large tide variation, and those at the eastern end of variations of water level due to severe gales, which pile the water up in the otherwise practically tideless Baltic Sea.

The normal width of the canal is now 285 feet at the surface and 144 feet at the bottom, and the depth has been increased to 36 feet. New twin locks have been constructed alongside the old ones, at each end, having an available length of 1,080 feet and a width of nearly 150 feet.

The canal has proved an immense boon to all classes of shipping, because it saved the hazardous trip around the coast of Denmark. That boon, however, is small when compared with the consideration that it at present forms an unrivalled harbor of refuge for the German battle squadrons, which can apparently rest secure until such time as they shall be forced to come out.

ROCK ISLAND DEPOSITS.
New York, October 28.—Deposits of Rock Island collateral 4's with the Protective Committee, including \$7,000,000 on deposit in Holland, now total \$37,971,000.

ILLINOIS CENTRAL EARNINGS.
Illinois Central—September gross, \$5,629,452; decrease, \$255,612.

LANE AND N. EARNINGS.
Louisville and Nashville—3rd week October \$1,931,730; decrease \$292,120. From July 1st, \$17,248,143; decrease \$2,064,115.

RAILROADS

CANADIAN PACIFIC CHICAGO EXPRESS

TORONTO-DETROIT-CHICAGO
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.

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. Francoeur Annex
Windsor Hotel, Place Viger and Windsor Station

NEW TYPE LUMBER SHIP TO BE BUILT BY WESREAN PEOPLE

Patent Obtained on Plans for Vessel to be Used in Pacific Coastwise Trade—Can be Loaded With 5,000,000 Feet of Lumber Per Hour.

Pacific coast interests have obtained a patent on plans for a new type of vessel to be used in the Pacific coastwise trade. The projected vessel can be loaded with 5,000,000 feet of lumber in one hour, it is claimed and make the round trip between Portland and San Francisco in seven days, including time required for loading and discharging cargo.

The plans show the vessel to be a sort of "dry-dock" steamer. She is to be built in such a manner that she can be submerged in the river to a sufficient depth to permit two sets of barges loaded with lumber to be floated into the hull, through her bow gates. Five of these barges can be placed in compartments on either side of the centre line, and each barge will have capacity for 500,000 feet of lumber.

After the bow gates of the vessel have been closed, and the water used for submerging pumped out, the cargo deck will be above them. The operation of discharging the cargo consists in flooding the central lower portion of the hull with water until the vessel sinks to a sufficient depth to allow the barges to float out. A set of extra barges will be provided, making it possible for ten to be loaded in port while the vessel is en route with its capacity cargo. It is stated that the system will prevent a congestion of lumber on the docks.

The vessel itself, according to the plans, is 650 feet in length, and has a beam of 80 feet. Each barge is 100 feet long and 30 feet wide. For her return trip from San Francisco to Portland, the vessel containing the empty barges, could be used for the carriage of fuel, oil, asphalt, cement or miscellaneous freight of the heavy variety.

EXTENDED USE OF TURBINE PROPULSION FOR WARSHIPS

Vessels Fitted With This System Are Giving Great Satisfaction, Both in Mercantile and War Marine.

Liverpool, October 28.—The annual report of the directors of Messrs. Parsons' Marine Steam Turbine Company states that during the past year the works have been fully occupied in the construction of machinery for war and mercantile marine vessels, and the orders on hand will keep them fully employed during the current year.

Up to the present time the total horse power of marine turbines of the Parsons' type, completed and under construction in the works of the company, and of licenses, as well as in the works of the Continental sub-companies, and licenses of Parsons' Turbine Patent Company, Limited, amounts to about 12,000,000 horse power, an increase during the year of about 1,750,000 horse power.

Of this total nearly 10,500,000 horse power is, or will be, employed for propulsion of warships, and over 1,850,000 horse power in vessels of the mercantile marine and yachts. The application of geared turbines to marine propulsion continues to be greatly extended both for vessels of the mercantile marine and for vessels of war, and the vessels fitted with this system are giving every satisfaction.

Since the issue of the last report, vessels have been ordered to be fitted with geared turbines for the Cunard Company, the Federal Steam Navigation Co., the Union Steamship Co. of New Zealand, the Canadian Pacific Railway Co., the Oceanic Steamship Co., the Elsterman Line Steamship Co., the Venice-Alexandria Line, etc.

Experimental investigation on propeller efficiency carried out in the company's vacuum tank, has given very valuable information, more especially with regard to the most suitable revolutions and pitch ratios for geared turbine installations for attaining the highest efficiency in the various classes of vessels. The sum of £14,698 16s 1d has been expended during the year for further experiments with gear-blading, etc., the benefit of which has been shown in the satisfactory results obtained.

WESTERN PACIFIC EARNINGS.

Western Pacific, third week October, \$114,000; decrease, \$28,900.
From July 1st, \$2,056,500; decrease, \$216,500.

Strike of all employes of the International Railway Co. of Mexico, for higher wages, is rumored.

REAL ESTATE

The increased activity in real estate dealings... illustrated yesterday by the registration of sixty-six transactions, some of which were for large amounts.

Victor E. Lambert sold to Joseph L. Patenaude 9-18 and 150 Cote Visitation, on the south-east corner of Mount Royal avenue and Parthenais street, Nos. 232-3 to 12, 29 and 39 Pointe aux Trembles, lots 99-26 and 27 Pointe aux Trembles, the whole land being vacant. The price paid was \$70,000.

Victor E. Lambert sold to Joseph L. Patenaude 9-18 and 150 Cote Visitation with the buildings thereon as Nos. 1252 to 1266 Mary Ann street, 1267 to 1269 Meier street. The price paid was \$12,000.

Joseph John Westgate purchased from the Prudential Trust Company, Ltd., lots 237-48 and 50 parish of Montreal, the same being vacant and situated on Crescent Heights, Westmount. The price was \$111,000.

The largest of the remaining sales included that of W. Hamilton G. Senecal of lot 44-72-3 parish of Montreal, with buildings on De L'Épée avenue, Nos. 1254-17 and the S.E. part of 1224-13, St. Michel street with Nos. 570 to 580 Delormier avenue, \$11,000.

FRONTENAC STREET EXPLOSION IS STILL A MYSTERY

Inquest Will be Continued on Friday. Bomb Theory Little Credited; Some Say Explosion was Caused by Gas, Others That Dynamite Was Stored in House.

On Friday morning the inquest in the case of the explosion which occurred on Frontenac street, which two persons were killed and many injured was continued.

The affair is still a mystery, the preliminary examination of witnesses resulted in several theories being brought forward as to the cause.

Morris Jurinsky, as well as other witnesses who were examined, said that there had been an odor of gas for some time about the premises, and that thought it was gas that caused the explosion. The gas inspectors and firemen contend that enough gas could not have accumulated in the building to have caused such an explosion, even if the building was closed tight. There was no fire, which would have resulted had the explosion been caused by gas from the pipes leading into the building.

As far as the work of the police is concerned, the theory that a bomb was the cause of the explosion which came near causing a race riot in the east end of the city amongst the foreigners residing there has been exploded.

The police are inclined to think that the explosion was due to dynamite, but they have not been able so far to establish that there was any dynamite in or about the building. It may be that one of the boarders had some of the explosive stored away somewhere or other in one of the tenements.

Real Estate and

Quotations for to-day on the Montreal Real Estate Market.

Table with columns: Bid, Asked. Lists various real estate transactions and prices.