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The Charter Market AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA

New York, October 28 .- A moderate amount all of which was for general cargo carriers in several of the sea we can obtain petroleum as we can any of the important trades. Tonnage is wanted for grain other commodity; and if we cannot co cargoes for prompt loading, but owners and charterers are apart in their ideas of rates, and but little unlished. In other of the trans-Atlantic trades theer is a steady inquiry for boats for fair early loading, and there are also occasional orders business. The bulk of the demand is for boats for November loading, and, as the available supply is and our Allies are in a better position than Germany imited, rates are very strong, with owners holding

for further advances. Charters-Grain-British steamer Putney Bridge Avonmouth, 2s 41/2d, option French Atlantic ports, 3s 3d. November

Coal-Schooner Margaret, 1,236 tons, from Philadelphia to Porto Rico, p.t. us-British steamer Hackness,

tons, from New York to Australia and New Zea land with general cargo, p.t., November. British steamer Dunstan, 2,897 tons, from Calcutta to North of Hatteras, with general cargo, lump sum,

British steamer Tuscan Price, 3,293 tons, same British steamer Harpagus, 3,672 tons, same, Nomber-December.

Dutch steamer Eibergen, 2,550 tons, from New York to Brazil ports with general cargo, p.t., Novem-

Dutch steamer Veenbergen, 2,778 tons, same, De steamer Jos. W. Fordney, 2,408 tons, from

New York to Scandinavian ports, with general car go, p.t., November British steamer Overcale, 2,204 tons, trans-Atlan

tic trade, one trip on time charter, p.t., prompt. British steamer, Burrsfield, 2,615 tons, trans-At ntic trade, one round trip basis 5s 71/2d, delivery and re-delivery, London via Montreal, prompt.

ier Tropea, 3.054 tons, same basis, 5 lelivery and re-delivery United Kingdom, via St.

NEW IMMIGRANT SHEDS.

There is every indication that the executive offi-Two huge C.P.R. freight sheds are now on a fair way ficiency being supplied from Roumania and Galicia. letion at Quebec. They are being constructed northeast of the present freight sheds, quite close to the bank of the St. Charles River, and it is said an enormous extent, and the refineries on the Danube that by March 1, 1915, the sheds, along with the are well equipped and organized. The fleets of motor-propelled tank steamers and the facilities provided for transport are altogether admirable and excite will be 600 feet long by 50 feet wide, is being conutely fireproof. The outer shed, for outgoing freight, will be 400 feet long by 30 feet wide, and will also source is now in extreme jeopardy, if it is not inter-The foundations of these two sheds will be completed three weeks' time, and so quickly is the work be-

PENNSYLVANIA DIVIDEND.

New York, October 28.—Pennsylvania Railroad declared its regular quarterly dividend of 11/2 per cent., war that the Hamburg-American Line was negotiatpayable November 30 to stock of record November 2

Commission has suspended from November 3rd until Togoland, this display of sudden energy is likely to May 3rd, 1915; the new tariffs of Philadelphia and prove useless. The purchase of oil from a Mexi-Reading Railway Company, increasing the rates on can company for use as fuel in the Austrian-Hungarfron and steel articles in carloads from stations on ian navy is likely to prove of more moment; but its line to Amherst, N.S., St. John, N.B., and Monc- where this oil is, and what quantity is affoat or held ton N.B.

Refrigeration rates on carload shipments of deciduous fruit from California points to Denver, Chicago, New Orleans, Kansas City, St. Louis, Philadelphia and New York and common points over Aladesphia and New York and Careet Southern. Western Parising and State Parising Parising

a reduction of % per cent. from the preceding quar

HEARING NOVEMBER 27th.

ston. October 28.—The Inter-State Comnumission has assigned for hearing before
coner Chements at Baltimore, beginning Novth, the applications of various railroads to
sir present water connections under the Pan730; decrease \$283,120. From July 1st, \$17,248,148;
decrease \$2,884,118.



nenced work on a new elevator.

Nov. 29....LETITIA.Doc. 12

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

Liverpool, October 28.—The products of petrolet have become such an indispensable factor in the ****************** achinery of war, supplying motive power for the ost formidable engines, that in the present crisis i s prudent to take stock of the sources of supply an neans of transport over which the several belligerents have control. For ourselves, leaving out of account (Exclusive Leased Wire to The Journal of Commerce.) a small quantity of paraffine produced in Scotland we are entirely dependent on foreign sources for business was reported in steamer chartering, almost crude petroleum. If we can maintain the comman communications, if the enemy's fleet is capable of threatening an attack on oversea trade, then petroleum becomes of little co mportant to notice that of all the Allies Russia is the only one that possesses oil territory. boats for long voyage, South America and other maintain unbroken transport connections with her vast oil fields of the Caucasus. Nevertheless, we and Austria for drawing supplies from the chief oil fuel and petrol exporting centres. The United States and Mexico are open to us so long as our maritim trade can be carried on without danger of serious in terruption, Burmah and some of our colonies have a arge stock of reserve, the Shell and Royal Dutch group and several French companies all control proerties in Roumania, and we have equal rights with other belligerents for buying the oil of that country. whether for war or other purposes. Thanks to our avy, therefore, we can face the petroleum question without anxiety.

Germany has two small oil fields on her own ter ritory; one in Hanover, the other in Alsace, rather oo near the French border for absolute security These are small, and of late years the output been diminishing. In 1908 the total product was 142,-000 tons, and last year the gross production had declined to 130,000 tons. It is a declining industry, but ubtless under severe economic pressure this source ould be more energetically worked, for new wells can be put down cheaply and quickly.

For overseas trade Germany possesses a fleet ome fifty oil-carrying vessels, which for the monent are out of action. There are refineries and oil tank farms at Hamburg and at other places, particularly on the Rhine, where transport is admirably organized. There are, too, other centres of distribution, because many of the tank steamers that leave the United States and Mexico are reported in the charter records as running "to unknown account Germany's caution and reticence are manifested in various ways. She publishes no trade returns giving the stocks of any description of oil. Concerning iluminating oils and benzine there is more apparent openness. It is known that in 1913 Germany import adian Pacific are looking forward to a ed 249,000 tons of benzine, against 277,000 in 1912; the nation of immigration activity in the near future. falling off was mainly in American benzine, the de-In these fields the German trade is vast and in creasing; German capital has here been invested to

admiration. Evidently great reliance has been placed upon the certainty of being able to maintain continued communications on this important highway. But this e same material as the inner one. rupted; and in any case it is subject to two grave dangers. Russia may obtain entire control of the d by some three hundred workmen that the supply at the source. In either case the Germans

German authorities have evidently been aware of the necessity of widening the area of supply. Reports were abroad shortly before the outbreak of the ing to secure oil properties both in Mexico and Cali fornia. Experts were abroad in the East and West up in neutral harbors is unknown

uthern, Western Pacific and other fleet probably as large. The Admiralty, which short time since displayed an activity by becoming the Commerce Commission. understood, exhibited equal eagerness in acquiring a number of tank steamers for ordinary oil transport CUTS ITS DIVIDEND. and for fuelling the oil-fired vessels of the fleet. Th York October 28.—United States Steeel de-a dividend of ½ per cent. on the common stock, ed with difficulty in rough weather; but there is reaoperation of bunkering oil at sea is at present attended with difficulty in rough weather; but there is reason to believe that a combination of towing cable and so to believe that a combination of towing cable and so to be hose will reduce this risk very considerably. Indeed, lar quarterly dividend of 1% per cent. on if report speak true, our friends the enemy have already found means for carrying a store of oil in a metal-lined hawser, anticipating the days when it will no longer be necessary for vessels to visit ports order to obtain a supply of the necessary fuel.

Shipping and Transportation

SIGNAL SERVICE.

(Department of Marine and Fish Shipping report, 9.30 a.m., Montreal, Oct. 28th, 191 Crane Island. 32-Cloudy, strong southwest Cape Salmon, 81-Cloudy, west. Out 2.00 p.m. yes

Father Point, 157-Cloudy, southwest. m. yesterday Waccahaw. Little Metis, 175—Clear, southwest. Matane, 200—Clear, west. Cape Chatte, 234—Clear, west. Martin River, 200-Unsettled, southwest. C. Magdalen, 294—Unsettled, northwest. Fame Point, 325-Clear, west.

ANTICOSTI: West Point, 332-Light snow, strong northwest S. W. Point, 360—Light snow, strong northwest. South Point, 415—Cloudy, northwest. Flat Point, 575-Clear, gale north, Belle Isle, 734—Heavy rain, gale northwest.

Cape Rosier, 349-Clear, west

Quebec to Montreal. Longue Pointe, 5-Light fog, south. In 8.10 a.m

Vercheres, 19-Cloudy, southwest, Sorel, 39-Cloudy, west. Three Rivers, 71-Cloudy, west. In 8.00 a.m. Sast oon, 6.40 a.m. Prefontaine.

P. Citrouille, 84-Light snow, very strong northwes In 8.30 a.m. Spray and tow. St. Jean, 94-Light snow, strong northwest. Grondines, 98-Light snow, very strong

Portneuf, 108-Light snow, west. St. Nicholas, 137-Light snow, west. Bridge, 133-Light snow, west Quebec, 139-Light snow, west. Arrived down 6.40 .m. Cascapedia, 7.20 a.m. Gaspesien, 6.55 a.m. Mur-

West of Montreal. Lachine, 8.-Clear, west. Eastward 8.10 a.m. Water ily, 7.30 a.m. Kinmount, 7.20 a.m. India, 8.20 a.m. Rosedale.

C. Landing, 33-Eastward 8.45 a.m. Edmontor Galops Canal, 99-Clear, southwest. a.m. McKinstry, 6.30 a.m. Samuel Marshall, 7.45 a.m. Kenora. Yesterday 4.45 a.m. Arabian.

P. Dalhousie, 298-Clear, southwest. Eastward Manchester and Montreal for many years. Capping Strathborne tall Payne was an old and trusted employe of the clific coastwise trade. The projected vessel can be used to the contract of higher than the payne was an old and trusted employe of the clific coastwise trade. The projected vessel can be used to the coastwise trade of higher than the payne was an old and trusted employe of the clific coastwise trade. p.m. Dundee, 2.20 a.m. Westerlan, 3.20 p.m. Strathcona, 4.25 p.m. Stormount, 5.20 p.m. Jones.

STEAMSHIP MOVEMENTS.

The Allan Line has had once again to revise it nilings through the Imperial Government requisiioning the Grampian, Tunisian and Scotian for use connection with the war. The Hesperian will, how ver, sail from Montreal on the date advertised for t, November 5th, but the next same of the cool service will be from St. John, N.B., on December the the Hesperian taking it. The Montreal-Glas-November 5th, but the next sailing in the Liver 1th, the Hesperlan taking it. ow service will help out the Liverpool service by llowing the Scandinavian to leave Montreal or ovember 12th, instead of November 14th, so tha she can preced to Glasgow via Liverpool. The Nunidian and Pretorian will sail on November 7th and 20th respectively in the same service, as already aned, and the Sicilian and Corinthian in the Monteal-Havre -London service will fill their dates.

The Furness Line steamship Graciana sailed from Leith for Montreal on October 27th. On her retur trip she will go to Hull. The Furness Withy Co. have also been advised that the Dalton Hall will arrive Five New this morning at 7 o'clock.

THE FURNESS LINE.

XIEL CANAL A BOON

Affords in Its Sixty Miles of Artificial Water an Unrivalled Base for the Kaiser's Fleet.

London, October 28.-Probably no single enginee mans at the present time than the 60 miles of artifiical water, known sometimes as the Kaiser Wilhelm Canal, but more frequently as the Kiel Canala. It was first opened for the passage of vessels in the ear 1895, after being under construction for a period of eight years, and connects the mouth of the Elbe of directors which will in future be a "working board" in the North Sea with the Kiel Fiord in the Baltic. Although the canal is at sea level, it was considered necessary to build twin locks at each end. Those new men went on the New Haven board which will variation, and those at the eastern end of variations the steel frame-work of the inner shed is already commenced.

In either case the Germans would be in a parlous condition, for the supply of oil would be depleted before the end of the war.

The new directors are:—Benj. Campbell, Frank W. Matteson, Joseph B. Russell, Eli Whitney, and Harris would be depleted before the end of the war.

The new directors are:—Benj. Campbell, Frank W. Matteson, Joseph B. Russell, Eli Whitney, and Harris would be depleted before the end of the war.

Whitteness of faths we directors are:—Benj. Campbell, Frank W. Matteson, Joseph B. Russell, Eli Whitney, and Harris would be depleted before the end of the war. Sea. As originally constructed, the canal had a nor-

The normal width of the canal is now 335 feet at the surface and 144 feet at the bottom, and the depth has been increased to 36 feet. New twin locks have well, A. S. May, H. K. McHarg, Edw. Milligan, J. T. marine and yachts. The application of geared true. NOVA SCOTIA RATE INCREASE

African colonies where nopes might be entertained of the existence of unknown stores of subterrangen oil; but, owing to the loyalty of the Union Government of South Africa, and to the success of our arms in of taking any vessel which will be built for many years to come. They are even larger than the display of sudden energy is likely to been constructed alongside the old ones, at each end, having an available length of 1,080 feet and a width A. Maxey Hiller preof nearly 150 feet. These immense locks will be ca- consist of fifteen directors. the locks of the Panama Canal, being 80 feet longer and no less than 40 feet wider

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

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. Tak ment

ILLINOIS CENTRAL FARNINGS Illinois Central-September gross, \$5,529,432; de Net, \$1,259,722; increase, \$131,576.

Three months' gross, \$14,770,905; decrease, \$139, Net, \$3,226,327; increase, \$387,896.

Germans do their trench cutting with motor part in the proce

MANCHESTER COMMERCE STRUCK MINE LAID BY THE GERMANS

Payne and Thirteen Men Drowned

Belfast, Ireland, October 28.—The freight stea Manchester Commerce, bound from Manchester for Montreal, struck a mine at midnight on Monda were drowned. Thirty other members of the crev vere saved by a trawler

The Admiralty has warned shipowners that the dermans have succeeded in laving mines around the North of Ireland, and that ships should not herefore, pass within sixty miles of Tory Island. I is considered probable that it was one of these mines

The Chronicle's naval correspondent says the disvery 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, be it neutral or belligerent. on to believe they dropped a few mines in the channel, for the refugee ship Admiral Ganteaume was sunk near Cape Grisnez, probably by contact vith one. A mine field near Tory Island has been discovered and instructions have been issued for its oidance, os that probably no further damage will result. War cannot be made without running risks. and the country will not be alarmed by this intelli ence. It shows that the navy is doing splendid work, and is ready to much more than has been yet ork, and is ready to much more than has been yet remitted to it. We are probably on the eve of important events of one and the utmost confidence can ortant events at sea, and the utmost confidence can be placed in the fleet. Never was it at a greater pitch of efficiency or material strength than at the presen

The loss on the Irish coast of the Manchester Commerce with Captain Payne and thirteen men removes a ship and a captain who have become ver well known to the shipping fraternity of Montreal through a continuous succession of trips between Manchester and Montreal for many years. has been a constant visitor to Montreal for some is claimed and make the round trip between Port with 2,500 tons of cargo on board. The Manchester required for loading and discharging cargo was built by the Furness-Withy Company in 1899. Hen gross tonnage is 5,363, and her dock" steamship. She is to be built in such a manregistered tonnage 3,444. Her dimensions are as follows: Length, 430 feet 7 inches; breadth, 48 feet ficient depth to permit two sets of barges loaded with the five to a sufficient depth to permit two sets of barges loaded with the five to a sufficient depth to permit two sets of barges loaded with the five to a sufficient depth to permit two sets of barges loaded with the five to a sufficient depth to permit two sets of barges loaded with the five to be sufficient depth. inches, and depth, 30 feet 8 inches. It is not the lumber to be floated into the hull, through her bow irst accident which this vessel has encountered a gates. Five of these barges can be pla lision with ice last fall in the Straits of Belle partme Isle, while commanded by another captain, making barge will have capacity for 500,000 feet of lumber necessary for her to dock at Newfoundland for everal days for repairs.

NET GAIN FOR CHIOAGO RAILWAYS.

Chicago. October 28.—Despite the small decrease this fiscal year to date, the Chicago Railways shows net gain of 2% per cent.

NEW HAVEN DIRECTORS

Names Went on the Board, Which Consists of 17 Members.

New Haven, October 28 .- The annual meeting of the New Haven stockholders will be held here at fuel, oil, asphalt, cement or misc noon to-day. Further reduction in the size of the the heavy variety directorate is expected and probably four resignation Samuel Rea will not stand for re-election and retirements of three others is expected. Sufficient proxies have been received by EXTENDED USE OF TURBINE pected. Sufficient proxies have been received by the management to enable its plans to be put into effect.

The trolley properties and the Boston and Maine are understood to have already been handed over to the trustees in accordance with the recent court de-

New Haven, October 28.-The annual meeting of New Haven Railroad stockholders is being held in

Harmonie Hall. The fixed programme for the session, of which the shareholders were previously advised, included a have been fully occupied in the cons consideration of the past year's events, the number chinery for war and mercantile marine and the consideration of new by-law providing for during the current year. the appointment of an executive committee. Five

NEW HAVEN DISSOLUTION.

New Haven, October 28.-Hageop Bogigian, of soston, asked what compensation by the Boston and Maine Trustees. President Eliiott dian Pacific Railway Co., the Oceanic Steamship Na replied that each would receive no more than \$15,-000. His questions were based on the desire to ascertain if his holdings were to be regarded as lost.

President Elliott stated the settlement with the overnment was better than that proposed last April. Russell was suggesed by the Massachusetts direc tors for the board, said Mr. Elliott, which course was followed in other states. Bogigian complained that he, as a stockholder, was not consulted regarding the new Boston directors.

NEW HAVEN MEETINGS. .

New Haven, October 28.—Elliott said that the dilieved they were all good men. Bogigian lauded Elliott's ability and claimed the Massachusetts shareholders had the highest confidence in him. Hiller, a stockholder, charged that the road had been looted. In the satisfactory results obtained. Billard's alleged profit, he claimed was a pure steal

Active work is being done every day, said Elliott toward getting at the bottom of the alleged wrongs, covered by the Inter-State Commerce Commission More women than usual attended the session and took

By a standing vote Hillers' resolution was lost.

Co. of Mexico, for higher wages, is rumored.

RAILROADS

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Patent Obtained on Plans for Vessel to be Used Pacific Coastwise Trade-Can be Loaded With 5,000,000 Feet of Lumber Per Hou

Pacific coast interests have obtained a patent en paded with 5,000,000 feet of lumber in one hour, It left Manchester for Montreal on Sunday land and San Francisco in seven days, including time

The plans show the vessel to be

After the bow gates of the vessel have cargo deck will be above them. discharging the cargo consists in sinks to a sufficient depth to allow the out. A set of extra barges will b it possible for ten to be loaded in port vessel is en route with its capacity can that the system will

on the docks. The vessel itself. is 100 feet long and 30 feet wide. For the return trip from San Francisco to Portland, the the empty barges, could

Vessels Fitted With This System Are Giving G Satisfaction, Both in Mercantile and

Liverpool, October 29 .- The annual report of the directors of Messrs. Parsons' Marine Steam Turbine Company states that during the past year the wo

Up to the present time the marine turbines of the Parson The new directors are: -Benj. Campbell, Frank W. of licenses, as well as in the works of the Continu Whittemore's father was formerly a director. Whit- 000 horse power, an increase during the year of about

Of this total nearly 10,510,000 horse power is F. F. Brewster, W. M. Crane, T. Dewitt Cuyler, will be, employed for propulsion of warshi ns, and ove bines to marine propulsion continues to be greatly A. Maxey Hiller presented resolution for board to extended both for vessels of the mercantile ma and for vessels of war, and the vessels fixed 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 the Union Steamship Co., of New Zealand, the Canavigation Co., the Ellerman Line Steamship Co., Venice-Alexandria Line, etc. The number of war vessels, passenger and cargo vessels now built of building, with all-geared or part-geared turbine machinery, included in the above totals, is 126, with an aggre, the of about 1,000,000 horse power, 62 such versels with a total of 620,000 horse power have been ordered since the date of the last report.

Experimental investigation on propeller efficient carried out in the company's vacuum tank, have given very valuable information, more especially it regard to the most suitable revolutions and pitch the highest efficiency in the various classes of ves sels. The sum of £14,608 16s 1d has been expende during the year on further experiments with geal

WESTERN PACIFIC EARNINGS. Western Pacific, third week October, \$114,000; de crease, \$28,900.

From July 1st, \$2,056,500; decrease, \$316,500.

Strike of all employes of the International Railrus

VOL. XXIX No. 147

REAL ESTATE

per of Mount 103 and 30 Pointe aux Trembles 105 202-8 to 12. 29 and 30 Pointe aux Trembles, the who 105 90-26 and 27 Pointe aux Trembles, the who d being vacant. The price paid was \$70,0 mbert sold to Joseph L. Patens se to 100 Cote Visitation with the buildings the ed as Nos. 1252 to 1286 Mary Ann street

r St. Charles sold to Louis P. Lavole 139 and 140 Cote Visitation with Nos. 1450 to street, for \$32,000.

eph John Westgate purchased from the Prud Trust Company, Ltd., lots 237-48 and 50 paris real, the same being vacant and situated on V The price was ent Heights, Westmount,

The largest of the remaining sales included that 7. Hamilin to G. Senecal of lot 34a-72-2 parish eal, with buildings on De L'Epee avenue, \$13,000; and Francis X. St. Charles sold to T. Har 1224-17 and the S.E. part of 1224-18 St. M with Nos. 570 to 580 Delorimer avenue

MONTENAC STREET EXPLOSION Will be Continued on Friday. Bomb The

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

which occurred on Frontenac street, which two persons were killed and many injured The affair is still a mystery, the preliminary

ing brought forward as to the cause. ere examined, said that there had been an odor gas for some time about the premises, and th hought it was gas that caused the explosion. The ere only two tenants in the block who used gas. T

ould not have accumulated in the building to ha sed such an explosion, even if the building w closed tight. There was no fire, which would have alted had the explosion been caused by gas fro the pipes leading into the building. So far as the work of the police is concerned, the eory that a bomb was the cause of the explosio which came near causing a race riot in the ea

d of the city amongst the foreigners residing ther as been exploded The police are inclined to think that the explosion is due to dynamite, but they have not been able ar to establish that there was any dynamite in ut the building. ders had some of the explosive stowed awa where or other in one of the tenements

Real Estate and

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