

**STEAMSHIPS**

**CUNARD LINE**

**CANADIAN SERVICE**

From Southampton. From Montreal.  
 Sept. 25.....ASCANIA.....Oct. 10  
 Steamers call Plymouth, eastbound. Rates, Ascania, Cabin (11), eastbound \$87.50 up; westbound, \$47.50 up. Third class, eastbound, \$35.25; westbound, \$35.00.

**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.  
 Sept. 19.....LETITIA.....Oct. 3  
 Sept. 26.....CASSANDRA.....Oct. 10  
 Oct. 10.....ATHENIA.....Oct. 24

Passenger Rates—Cabin (11) Eastbound \$57.50 up. Westbound \$47.50 up. Third-class, eastbound and westbound, \$35.25.

For all 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.

**CANADA SAILING**

**DELIGHTFUL WATER TRIPS**

**DELIGHTFUL WATER TRIPS**

**VISIT THE CAMP AT VALCARTIER**

Steamer leaves nightly 7:30 p.m., connecting at Quebec with trains direct to the Camp.

Also the Famous  
**SAGUENAY RIVER**

Steamer leaves Quebec Tuesday, Wednesday, Friday and Saturday, 9:00 a.m.

**SPECIAL LOW RATES.**

Ticket Office—9-11 Victoria Square

**The Charter Market**

(Exclusive Leased Wire to The Journal of Commerce.)

New York, September 25.—The full cargo steamer market continues firm, and steady, business is done in chartering from day to day, the bulk of which is for trans-Atlantic account. Shipping to Scandinavian ports has increased greatly during the past few days, and a number of boats were fixed for grain, general cargo and petroleum in barrels, due to the closing of German ports. Grain shipments continue steady to the United Kingdom and French ports, most of which are for Philadelphia, Baltimore or Gulf loading. Two good sized boats were closed to-day for October loading at Montreal. In other than the trans-Atlantic trades there is but little demand at the moment. Rates in all trades are firmly sustained, and owners are asking increases in some instances.

There is a moderate supply of boats available for prompt loading, but the offerings for later delivery are limited. In the sailing vessel market trading continues unusually light, and there is no apparent improvement in the demand from either coastwise or foreign shippers. Rates continue nominal, with tonnage of all kinds plentiful.

Charters: Grain—British steamer Harrovia, 28,000 quarters, from Montreal to picked ports in United Kingdom, 25 3d October.  
 British steamer Persiana, 25,000 quarters, same.  
 British steamer Elmwood, 26,000 quarters, from the Gulf to Marseilles, 3s 4 1/4d prompt.  
 Lumber—Schooner Ella M. Willey, 725 tons, from Savannah or Belfast to Boston, p.t.  
 Schooner Marion N. Cobb, 660 tons, from Charleston to North of Hatteras, with K. D. boards, p.t. Salt out, from New York, p.t.  
 Schooner Helvetia, 424 tons, same.  
 Miscellaneous—British steamer Cape Corroo, 2,150 tons, from New York to Australia and New Zealand, via the Panama Canal, with general cargo, p.t. October.  
 Norwegian steamer Thora, 552 tons, from New York to Scandinavian ports, with general cargo, berth, prompt.  
 Norwegian steamer Nicholas Cunco, 695 tons, same.  
 Norwegian steamer Stamboul, 1,592 tons, same, October.  
 Norwegian steamer Ulabrand, 1,289 tons, same.  
 Norwegian steamer Frey, 1,947 tons, trans-Atlantic trade, one trip basis, 7s, delivery Mobile, re-delivery Scandinavia, prompt.

**C. P. R. CHICAGO SERVICE.**

A still further acceleration of service from Chicago to Montreal goes into effect on Sunday. The train that has hitherto left Chicago at 5:40 p.m. daily, will now leave at 6:10 p.m. and get to Montreal at the same time as at present. When the express service over the C. P. and Michigan Central was inaugurated some months ago a train that made the journey in over two hours less time than had ever prevailed by any line was established.

This is a still further reduction in the running time.

**C. N. R. EARNINGS.**

Canadian Northern Railway earnings for the week ended September 21st were \$565,700, an increase of \$78,500 over the corresponding period last year. From July 1st to date earnings are \$4,207,400, a decrease of \$14,500 for the same period last year.

**BOSTON ELEVATED DISPLAYS REAL OPERATING EFFICIENCY**

Company Has Reduced Car Miles but at Same Time Has Carried Five Per Cent. More Passengers Than Formerly.

Boston, September 25.—During the last two years nearly 40 p.c. of the increase in Boston Elevated's gross has been awarded to labor. This is a record for any Massachusetts public utility and probably has few peers in the entire country. That the company was able despite this great wage handicap to "come back" during its late fiscal year to June 30 last and show its dividend earned with a slight surplus to the good is proof both of able management and inherent vitality.

During the 12 months to June 30 last Boston Elevated showed some real operating efficiency. Statistically this is expressed by an increase of 206,000, or less than 1/4 p.c. in the number of car miles run, while at the same time the number of revenue passengers carried increased by 16,829,000, or 5.1 p.c. From the standpoint of gross the test is about the same. Gross earnings increased from \$16,808,908 to \$17,629,516, a gain of \$820,708, or 4.88 p.c.

The ability to reduce car miles and still carry 5 p.c. more passengers is always in any transportation enterprise the ultimate test of operating efficiency. That it has been accomplished with no diminution of public facilities, but on the contrary with a steady advance in this direction, is one of the highly satisfactory features of the late year's results.

In one respect Boston Elevated operations during 1913 and 1914 have shown a slight retrogression, but one which, under the circumstances is perfectly excusable. This is in the matter of charges against operation for maintenance. During the 1914 fiscal year the road expended for maintenance \$3,025,441, or 1/4 p.c. less than the \$3,044,497 expended in 1913 and slightly more than the \$3,001,000 devoted to this purpose in 1912. In the late year the percentage of gross devoted to maintenance was 17.1, against 18.2 in 1913 and 18.8 in 1912. Assuming that 18.2 p.c. is a fair expenditure and as reasonably large as is necessary, then the deficiency of the road in this respect is but \$175,000. In New York the surface lines are now setting up 20 p.c. of gross for maintenance, but they do not expend all of this amount. Their expenditures are probably not over 18 p.c. of gross, which seems a fair average for city traction properties.

**Shipping and Transportation**

**FRIDAY, SEPTEMBER 25, 1914.**

**Almanac.**

Moon's Phase.  
 Full Moon—October 4.  
 Last Quarter—October 12.  
 New Moon—October 19.  
 First Quarter—October 25.  
 Sun rises 5:45 a.m., sets 6:00 p.m.

High Water at Quebec to-morrow.  
 10:53 a.m.—Rise, 10:30 feet.  
 11:04 p.m.—Rise, 14.0 feet.

**Weather Forecast.**

Lower Lakes and Georgian Bay—Fresh northwesterly winds, mostly fair and cooler, with a few local showers. The final forecast for the week is:—  
 Ottawa Valley and Upper St. Lawrence—Fresh northerly to northwesterly winds, cooler with occasional showers.  
 Lower St. Lawrence and Gulf—Fresh to strong northeasterly to northerly winds, cooler with showers.  
 Maritime—Southerly to easterly winds, unsettled, with much fog and local rains, turning cooler.  
 Superior—Fresh northerly winds, mostly fair and cooler, with a few local showers.  
 Manitoba—Fine and cool.  
 Saskatchewan and Alberta—Fair and warm.  
 New England—Partly cloudy Friday; Saturday fair.

**CANADA STEAMSHIP LINES, LIMITED.**

Location of Steamers at 7:20 p.m., September 24.

Canadian—Due Montreal to-night.  
 Acadia—Arrived Fort William 10:37 a.m., 23rd.  
 Hamiltonian—Left Port Colborne 11 p.m., 13rd, for Montreal.  
 Calgarian—Up Kingston 5:30 a.m., for Colborne.  
 Fordonian—Due up Kingston to-night for Toronto.  
 D. A. Gordon—Down Port Huron midnight last night.  
 Glenelgh—Up Port Colborne 6:30 a.m., for Cleveland.  
 Dundee—Up Kingston, 1:30 a.m., for Colborne.  
 Dunelm—Montreal, loading—Friday sailing.  
 Strathcona—Up Kingston 4 a.m., for Colborne.  
 Donnacona—Due down Kingston for Montreal.  
 Doric—Up Dalhousie 10:30 a.m., for Colborne.  
 A. E. Ames—Up Soo, 7 a.m., for Colborne.  
 Midland Queen—Leaves Kingston to-night for Colborne.  
 H. M. Pellatt—Down Kingston midnight last night for Montreal.  
 J. H. Plummer—Drydock.  
 Rosedale—Left Montreal 6 p.m., for Port Colborne.  
 Neepawa—Up Kingston 7:30 a.m., for Colborne.  
 Wabonah—Up Port Huron 10 p.m., 23rd.  
 Bickerdike—Arrived Cleveland 10 a.m., goes Windsor.  
 Beaverton—Due to leave Fort William to-day.  
 Tagona—Up Dalhousie 4:45 a.m., westbound.  
 Kenora—Up Dalhousie noon to-day (down for Montreal).  
 Ionic—Due Montreal early morning.

**RAILWAY EARNINGS.**

Texas and Pacific—3rd week September, \$335,941; decrease \$25,055. From July 1st, \$3,856,136; decrease \$93,425.  
 Chesapeake and Ohio—3rd week September \$314,512; increase \$37,138. From July 1st, \$9,057,706; increase \$653,859.

**WILL GUARD AGAINST EXPORTATION TO GERMANY**

Holland-America Line Takes Precautions Against Re-Exportation of American Goods From Holland to Germany.

In order to make certain that cargo is not being shipped in their steamers to Holland that is destined for consumption in Germany, the Holland-America Line has added the following clause to its bills of lading:—"We, the undersigned, do hereby certify that the (number of packages, marks and number, etc.) mentioned in bill of lading No. .... and shipped on the Holland-America Line steamship ..... have been sold (or consigned) to Messrs. .... in ..... and that these goods are to remain in Holland and are not intended to be re-exported."

In this connection the chartering of Norwegian steamers to carry oil and flour in barrels to Scandinavian ports ostensibly for German consumption, is causing marine insurance companies to act with caution in taking war risks on such steamers, as it is known that England is looking into the matter thoroughly and will hold up such steamers if the slightest connection with German ownership can be discovered. The insurance companies are forcing shippers to accept the following clause:—"Warranted no German or Austrian ownership, interest, consignee or destination. Warranted marine risks insured with this company."

**LEHIGH EARNINGS.**

Lehigh Valley—August gross \$7,770,347; decrease \$139,129. Net \$1,142,912; decrease \$56,838. Two months gross \$7,352,428; decrease \$252,761. Net \$2,061,010; decrease \$127,931.

**C. P. R. EARNINGS.**

Traffic earnings of the Canadian Pacific for the week ending September 21st, of \$2,578,000, shows a decrease of \$191,000 as compared with the corresponding week last year.

**VALCARTIER CAMP.**

Week-End Excursion to Quebec.

As a good many relatives and friends of the soldiers now in the camp will desire to visit them before their departure for the seat of war, the week-end rates to Quebec will be available for those who desire to make the trip on Saturday.

The trains by the C. P. R. leave at 8:00 a.m., 1:30, 5:00 and 11:30 p.m. and tickets are good to return until Monday.

There are branch line trains from Quebec to Valcartier at convenient hours.

The 5:00 p.m. trains leaving each city daily and which were to be withdrawn after to-morrow will be continued in service until further notice.

**Shipping and Transportation**

**Forty U.S. Railroads Report A Decrease of 4.3 Per Cent**

Final Gross For August of All Roads Will Probably Make a Still Poorer Showing, as Mileage Most Likely to be Affected by War is Not Included in Early Estimate.

Earnings of the railroads of the United States in August, as indicated by preliminary returns, will make a poorer exhibit than in the preceding month. Forty roads whose estimated gross earnings for August are available, covering about one-third of the mileage of the country, show a decrease in that item of 4.3 per cent.

Estimated gross of these roads for July showed a decrease in gross of 3.13 per cent, while the final returns of all roads in the country, for July, showed a decrease of 4.87 per cent, in gross. It is likely that the final figures of gross for August will also make a poorer showing than the preliminary estimate. The roads included in the early estimate are, for the most part, western crop carriers and roads operating in the South and Southwest, with none of the larger trunk lines represented. Thus that mileage of the country mostly affected by the unfavorable conditions resulting from the war is largely unrepresented. Baltimore and Ohio, the first trunk line to report final results for August shows a falling off in gross of 9 3/4 per cent.

A decrease in gross of 4.3 per cent, is really more unfavorable than it looks, in view of the fact that the western roads had the advantage of a much heavier grain movement than in August, 1913. Total receipts of the five principal cereals at the western primary markets, for the four weeks ended August 29, 1914, were approximately 105,000,000 bushels, as compared with 81,000,000 bushels the previous year. Then again, comparison is with rather poor earnings in 1913, when gross showed an increase of only 1.1 per cent, as compared with an increase in July, 1913, of 5.22 per cent.

The cotton movement in the South was very much under that of a year ago, the aggregate receipts at the southern outports amounting to but 48,000 bales, as compared with 312,000 bales in August, 1913. The overall movement was small, and about the same as in the previous year.

Of the individual roads, Great Northern reports the largest decrease, 430,650; while Louisville & Nashville is close behind, with a decrease of \$407,610. Colorado & Southern, Denver & Rio Grande, and Missouri, Kansas & Texas all fell off over \$200,000. The only important increase recorded was Chesapeake & Ohio, which gained \$234,638.

Canadian roads, as in July, show up very much poorer than the United States roads. Preliminary returns of Canadian Pacific, Grand Trunk, and Canadian Northern, indicate a decrease in gross for August of 12.5 per cent. Decrease in July was 11.7 per cent. Total gross of the forty American roads reporting was \$51,826,635, against \$62,283,283, a decrease of \$10,456,648, or 16.9 per cent.—Wall Street Journal.

**INTEREST MAY BE DEFERRED SIX MONTHS.**

New York, September 25.—Vice-President Franklin, of the International Mercantile Marine, in discussing the announcement of the deferring of interest on the 4 1/2 per cent. bonds, states that the indenture of mortgage securing these bonds provides that payment of interest may be deferred for six months before any action can be taken by the holders against the company. This will allow the company six months' time in which to go over the situation thoroughly and formulate a definite plan of action. Mr. Franklin expresses hope that within the next six months the situation as a whole will be substantially changed for the better. The present situation, he says, presents problems more intricate than any that ever have been experienced.

**SURPLUS OF IDLE CARS HAS DECREASED OVER 27,000**

Decrease in Previous Fortnight Was 18,839—Surplus of Idle Cars is Placed at 136,049.

The fortnightly bulletin of the American Railway Association shows that on September 15 there was a net surplus of idle cars on the lines of the United States and Canada of 136,049, compared with 163,825 on September 1, a decrease of 27,277. The gross shortage totalled 2,059, compared with 1,918.

During the two weeks the net surplus of box cars decreased from 74,922 to 65,985, and the surplus of coal cars from 46,075 to 39,367. There was an increase in the flat car surplus, the total of 8,387 comparing with 7,238 September 1.

The decrease in net surplus of all cars in the two weeks ended September 15, of 27,277 compares with a decrease in the preceding fortnight of but 8,819. Net surplus as of September 15 this year of 136,049 compares with 40,159 a year ago.

A feature of the detailed figures of the latest statement is the reduction in the net surplus of box cars of 18,929, reflecting the freer movement of grain. In the month of August the surplus of box cars actually increased from 71,084 to 74,922, due to the dilapidation of shipping facilities which resulted in a tie-up of the grain movement, an embargo prevailing on several roads. The reduction in box car surplus was practically all in states west of Mississippi river and in Canada.

The decrease in the surplus of coal cars follows similar reductions in previous weeks, and the total of 39,367 as of September 15 compares with 82,175 August 1. This decline is due to the heavy movement of soft coal since the war broke out, destined to South American and Mediterranean ports.

**TWIN CITY EARNINGS.**

Twin City Lines—Second week September—\$200,402; increase, \$30,840. From July 1st, \$4,549,901; increase, \$346,109.

Cascades, 21—Cloudy, west. Eastward 6:15 a.m. Westbound, 6:50 a.m. Keyport, 7:52 a.m. Stanstead.  
 Galops Canal, 99—Cloudy, northwest. Eastward 5:45 a.m. Parent, 6:30 a.m. Beatty, 6:45 a.m. Ionic, 7:30 a.m. Kenora, 7:45 a.m. Keynor, 10:45 p.m. yesterday Western.  
 P. Dalhousie, 295—Cloudy, west. Eastward yesterday 8:30 p.m. Glenfolye, 4:10 p.m. Rockferry, 5:10 p.m. Hamiltonian, 6:00 p.m. Davidson.  
 P. Colborne, 321—Eastward yesterday 11:20 a.m. Haddington, 4:00 p.m. Algonquin, 4:40 p.m. Yorkton, 7:00 p.m. Easton.  
 Sault Ste. Marie, 820—Clear, southeast. Eastward 2:00 a.m. Glenmount.

**CHANGING IN TIME EFFECTIVE SEPT. 27, 1914.**

From Place Viger Station.

For St. Jerome: \*8:45 a.m. (1) 1:45 p.m. 14:00 p.m. 19:00 p.m. (2) 11:15 p.m.  
 St. Agathe: \*8:45 a.m. (1) 1:45 p.m. 14:00 p.m. (2) 11:15 p.m.  
 Labelle: \*8:45 a.m. (1) 1:45 p.m. 14:00 p.m.  
 Mt. Laurier: \*8:45 a.m. (1) 1:45 p.m. 14:00 p.m.  
 St. Eustache: \*8:00 a.m. 19:30 a.m. 11:30 p.m. 14:30 p.m. 15:20 p.m. 16:15 p.m. 11:15 p.m. 11:50 p.m.  
 St. Lm: \*8:45 a.m. 14:30 p.m.  
 Calumet: \*8:00 a.m. 12:15 p.m. \*5:45 p.m. 10:15 p.m.  
 Ottawa: \*8:00 a.m. \*5:45 p.m.  
 Joliette: \*8:20 a.m. \*9:00 a.m. \*5:30 p.m.  
 St. Gabriel: 8:20 a.m. 9:00 a.m. 15:30 p.m.  
 Three Rivers: \*9:00 a.m. \*1:30 p.m. 16:30 p.m. \*11:30 p.m.  
 Quebec: \*9:00 a.m. \*1:30 p.m. \*11:30 p.m.

Following trains cancelled after Sept. 25:  
 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 8:30 a.m. daily.  
 \*Daily, (1) daily except Sunday (2) Saturday only (3) except Saturday and Sunday (4) Tuesday and Thursday only. (5) Saturday and Sunday only (Sunday only).

**CHANGE OF TIME, MONTREAL—BOSTON—NEW YORK & NEW ENGLAND POINTS, 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 points, 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.

**OLYMPIC TO SAIL TO GLASGOW.**

New York, September 25.—White Star Line announced to-day that the S.S. Olympic will sail to Glasgow direct, at 10 a.m. Saturday, instead of Liverpool. Change of port is necessitated by the inability to secure docking space for the big steamer at Liverpool.

Special train will carry the Olympic's passengers from Glasgow to London and the Olympic will leave Glasgow, October 10, sailing again from New York on October 21st.

**RAILROADS**

**CANADIAN PACIFIC**

To see  
**OVERSEAS CONTINGENT**

QUEBEC AND RETURN ..... \$6.15  
 Going September 26th and 27th.  
 Return limit, September 28th.  
 Lv. Place Viger \*\*8.00, \*1.30 p.m., \*5.00 p.m. \*11.30 p.m.  
 \*\*Daily, except Sunday. \*Daily.

**Change of Time**

CANCELLED AFTER SEPT. 26, 1914:  
 9:45 a.m. for Winnipeg; 5:10 p.m. for Pt. Fortune;  
 In Effect September 27, 1914:  
 For Boston. Lv. Windsor Station 9:30 a.m. instead of 9:00 a.m.  
 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 ..... \$52.85  
 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. Leaves Windsor St. 8:45 a.m.

**TICKET OFFICES:**  
 141-143 St. James Street. Phone Main 413.  
 Windsor Hotel, Place Viger and Windsor Street Stations.

**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.

**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 ..... \$52.85  
 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.

**Real Estate and**

Quotations for to-day on the Montreal

Stock Name	Price
Aberdeen Estates	120
Bessidin Ltd.	120
Bessidin Land Co.	70
Bleury Inv. Co.	97
Caledonia Realty, Com.	15
Can. Cons. Lands, Ltd.	5
Carlisle Realty	50
Central Park, Lachine	100
Corporation Estates	55
Charing Cross Co. 8 p.c.	14
City Central Real Estate, Com.	15 1/2
City Estates	55
Cote St. Luc R. & Inc. Co.	50
C. C. Cottrell, Ltd., 7 p.c., pfd.	14
Credit National	120
Crystal Spring Land Co.	50
Daoust Realty Co. Ltd.	45
Denis Land Co.	75
Dorval Land, Ltd.	75
Drummond Realities, Ltd.	100
Eastmount Ltd.	90
Fairview Land Co.	100
Fort Realty	25
Greater Montreal Land, Com.	174
De. P.M.	100
Highland Factory Sites, Ltd.	100
Improved Realities, Ltd., Pfd.	10
De. Com.	15
K. & R. Realty Co.	60
Kenmore Realty Co.	72
Les Terres Ciment, Ltee.	55
Lachine Land Co.	100
Land of Montreal	40
Landholders Co. Ltd.	80
Laurens Dry Dock Land, Ltd.	80
La Societe des Terres du Saguenay	40
La Compagnie Nationale de l'Est	50
La Compagnie Montreal Est.	90
La Salle Realty	97
La Compagnie d'Immobilier Union, Ltee.	55
La Compagnie Immobiliere du Canada	10
Blue, Ltee.	40
La Compagnie Montreal Ouest de N.	20
De. G.	91
Lonsquell Realty Co.	100
L'Union de l'Est	85
Mountain Sites, Ltd.	100
Model City Annex	100
Montmartre Realty Co.	19
Mont. Deb. Corp. pfd.	30
Mont. Deb. Corp. Com.	30
Montreal-Edmonton Western Land & Inv.	40
Montreal Land & Investment Co.	100
Montreal Extension Land Co.	100
Montreal Factory Land	55
Mont. Lachine Land Syn. Ltd.	95

**PERSONALS**

Mr. J. B. de Boucherville, Dorchester street, Montreal, has closed his summer residence at the villa and is back in the city.

Mr. Salvador Lassaré, who with his wife Beatrice LaPalme, has been staying, during the summer, at Highcliffe Park near Chicago, will be teaching at the Canadian Academy on Monday, September 28th.

Mr. E. B. M. Austin has returned to his summer home at Ayr's Cliff, Quebec.

Mr. Vanier has returned to Montreal, having spent the summer at Lake Memphrango.

Mr. U. H. Dandurand, Dr. Lorne Gilday, Mason were among the Montrealers who went to Valcartier to witness the review of the troops.

Mr. Lionel Ekera went down to Valcartier last week-end.

Major John T. McBride, accompanied by Mr. Harding, left yesterday for St. John, N.B., to the funeral of Mr. F. J. Harding, who died in St. John on Wednesday.

Mr. F. O. Hopkins, who spent several months in England and on the Continent, has returned to Montreal.

**AT THE HOTELS.**

At the Place Viger: J. Lupini, Newcastle-on-Tyne; Charles Browne, Princeton, N.J.; Mr. and Mrs. M. Mason, Mt. Vernon, N.Y.; Mr. and Mrs. Tomlinson, Jacksonville, Fla.; S. J. McLean, O. Silverman, Winnipeg; E. Giagnas, St. Catharines; C. Macdonald, Toronto.

At the Queen's: Mr. and Mrs. H. W. M. Miss Mills, Paterson, N.J.; P. H. Auderberg, G. E. Kingsford, Toronto; J. W. Hansen, W. J. D. MacLellan, Shelburne, N.S.; Mr. and Mrs. W. F. Richardson, Malden, Mass.; M. K. D. Binghampton; J. M. Shellenberger, Philadelphia; H. Morgan, Newport, Eng.; H. Frechette, Ottawa; H. Fortier, Quebec; Mr. and Mrs. William Aste, vidence, N.J.

At the Windsor: C. W. Mussen, Toronto; A. Hickson and daughter, Newcastle; G. C. Looney, C. W. Cochran, Mount Carmel, Ill.; McGarry, Philadelphia; Mr. and Mrs. J. Q. Park, Berkeley, Cal.; S. T. Russell, Boston; W. P. Garanto, A. Lake, New York; H. S. Chestnut, F. Toronto.

At the Ritz-Carlton: J. M. Morrison, Toronto; H. Russell, New York; Mrs. G. O. Scott, Ottawa; Cockshut, M.P., Brantford; W. A. Roy, New J. J. Hart, Kingston; Mr. and Mrs. Pileer, C. A. E. Mason, London.

**NORTH BRITISH GETS CONTROL**

Occidental Fire Insurance Company of Manitoba Taken Over, But Goes on Writing Business Under Old Name.

The North British & Mercantile Insurance Company has secured the controlling interest in the Occidental Fire Insurance Company of Manitoba, Man. The authorized capital of this company is \$500,000, all of which has been subscribed and over \$100,000 paid up. The company was under a Dominion Government charter. The original business in 1911, and a Dominion charter was secured in 1908. The Occidental will transact business under its own name.