Mr. C. E. Archibald has closed his su

ou, where his family has been sp

William I. Gear, of Montreal, has been gr

Captain N. C. Ogilvie, corps reserve, of the

Mrs. Joseph Pultiser, whose late husband wa

of the leading lights in American journalism, at the time of his death proprietor of the New

at the time of his death proprietor of the New World, spent yesterday at the Ritz-Carlton, re

AT THE HOTELS.

Mrs. R. Stanley Harrison, Winthrop;

Fort William; Mr. and Mrs. W. T. McH

At the Windsor:—Mrs. J. T. Wilson, & Springs, Mo.: Mr. and Mrs. W. M. Fiske, F

more; MIS. R. Stallies McGill, Winthfop; Tynge, New York; H. R. McGill, Fort William

Boston; Mr. and Mrs. Butchell, Houston, Texas,

At the Ritz-Carlton: -R. H. Lukins, Toronto

M. Warren, Boston: J. W. Sifton, Ottawa; H. McLean, Sudbury; Miss Kingsmill, Ottawa; Miss

lan, Ottawa; Mrs. Roert Rogers, Ottawa; Mrs. R. G. Rogers, Winnipeg.

At the Place Viger-A. McKillop, Calgary:

and Mrs. and Miss Strang, Shotr Hills, N.J.;

Elder, Baltimore; J. Morrison, Toronto; Miss

kell, New York; Capt. and Mrs. Regan, Winni

Louis Sears, Cleveland, Ohio; James K. Symi

At the Queen's-J. F. Connor, Boston; J. H.

At the Queens—J. F. Connor, Buston; J. H. tier, Quebec; F. A. Hurfley, Toronto; E. M. ham, London, Eng.; Mr. and Mrs. J. Elms, Otto

Granby: Mr. and Mrs. G. H. Allen, Waterloo

FATAL ACCIDENT TO WORKMAN.

John Smersack, who was injured at St. Con-

n Tuesday, died at the Notre Dame Hospital

night. Smersack was working on a scaffold d

pair work on a church, when he slipped and

The man fractured his skull, his right leg, his

The man fractured his said, his figure leg, his and his left hip bone, besides suffering interna juries. Smersack is of Indian descent, and of a

would have expected death almost immediatel

the majority of cases, he fought death for t

SPRINTERS WANTED.

We understand now why Tom Longboat was

cepted for overseas service. It is going to large between Russia and the Allies in the wes

seat of war, as to who will get to Berlin first. T

Real Estate and

Quotations for to-day on the Montreal

of these fine days .- Kingston Standard.

Bleury Inv. Co.

Caledonia Realty, Com.

Cartier Realty

Corporation Estates .. . 55 Charing Cross Co., 6 p.c....

City Estates - - - 55

Cote St. Luc R. & Inc. Co... . 50

C. C. Cottrell, Ltd., 7 p.c., pfd. .. he 14

Credit National

Crystal Spring Land Co. - 50

Fairview Land Co. 100

Fort Realty 25

Greater Montreal Land, Com. .. . 174

Do., Pfd. 100 Highland Factory Sites, tLd.

Eastmount Land Co.

Improved Realties, Ltd., Pfd.....

Do., Com.

& R. Realty Co.

Les Teresa Ciment, Ltee....

Lauzon Dry Dock Land, Ltd...

a Compagnie Montreal Est.....

La Compagnie Immobiliere du Canada

La Compagnie Industriel et d'Immeu-

Mountain Sites, Ltd. 85

Model City Annex

Montmartre Resity Co. 10

Mont, Deb. Corp. pfd. 26

Mont, Deb. Corp. Com. 26

Mont, Deb. Corp. Com. 26

Montreal Edmonton Western Land & Liv. Co. of Canada

Montreal Land & Investment Co. 27

Montreal Extension Land Co. 35

Montreal Factory Land 55

dontreal Factory Land

Societe Blyd., Pie IX.

ompagnie National de L'Est ...

Kenmore Realty Co. ..

ust Realty Co., Ltd.

City Central Real Estates, Com. - 151/4

strength and vitality. Though the do

Forward, St. George's, Nfld.

V. S. Kearton, Albany; William G

ing to New York last evening.

Rifles of Canada, has been detailed as in

norary colonel.

tor of small arms.

PERSONALS

STEAMSHIPS

CANADIAN SERVICE

ASCANIA .. . Steamers call Plymouth, eastbound. Rates, Ascania,

Westbound \$47.50 up. Third-class, eastbound and tinguish between westbound \$26.25.

THE ROBERT REFORD CO., LIMITED. General Agents, 20 Hospital Street. Steerage Branch,



Delightful Water Trips

VISIT THE CAMP AT

VALCARTIER

Steamer leaves Nightly 7,00 p.m., connecting Quebec with trains direct to the Camp.

Also the Famous SAGUENAY RIVER

er leaves Quebec Tuesday, Wednesday, Friday and Saturday, 8.00 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 24.-A limited amount of business of a miscellaneous character was done in business of a miscellaneous character was done in chartering including a large carrier for a full carge on tonnage, so that the space occupied in a ship's hay from Montreal to Havre and a good-sized hold by freight makes more difference than boat for a full cargo of flour from the Gulf to picked ports, United Kingdom or France. There is a steady fornia send out, consisting largely of canned goods, trades, particularly for grain and deal cargoes but going from here to the Pacific coast, which are, in owing to the decreasing supply of same. For for- their vessels now, he declares, and goods which make ers are not contracting for boats for later than October cheaply than those which are lighter, but take up The salling vessel market continues ex- much room, such as many kinds of machinery ceptionally dull and there is little or no demand for

quarters from Galveston to Hull 2s. 6d., prompt. deals 42s. 6d., prompt.

Baltimore to Havana, p.t., prompt.

418 tons, time charter, general trades 3 to 6 months at cific forest products here in competition with the or about 4s. 3d., prompt. Foreign steamer

p.t., September-October.

REVISING RATES.

Chicago, September 24.-The Central Freight Association Lines are conducting a thorough investiga-tion of their commodity rates to revise them up-ward to general basis in official classification territory, with the additional 5 per cent. allowed by Inter State Commerce Commiss

MAY MEAN TWO REPUBLICS IN MEXICO.

Washington, September 24.—The development of held November 30th. open strife between Carranza and Villa is causing little concern in official and diplomatic circle here. Although the break was not unexpected in many quarters, students of Mexican affairs express-ed the belief that the conflict between the two leaders may mean the division of Mexico into two repub-They also viewed Villa's declaration as evi-

see that the northern general's recent assurance of glance to Carranza was but efforts to cover his parations for the revolt against the first chief. While no official connected with the administration would discuss the situation, the general impres-sion among diplomats was that the American forces Vera Cruz now would not be withdrawn, Presi-Wilson has not set a definite date for the real of the troops, and it is expected the Chief Exlive will take no decisive step until he is able
cquaint himself with the new situation.

EFFECT OF PANAMA GANAL IS NOT YET KNOWN

Are Yet Fixed and Some May Advance Slightly—Railroads Have Not Yet Considered Cutting Charge to Meet

That there has been any large loss of transconting ntal railroad freight due directly to the opening of . Oct. 10 Panama Canal is not considered likely by men here familiar with the present state of traffic by both rail Cabin (11), eastbound \$57.50 up; westbound, \$47.50 and water, says the New York Journal of Commerce THE ROBERT REFORD CO., LIMITED,
General Agents, 20 Hospital Street. Steerage Branch,
488 St. James Street. Uptown Agency, 530 St. opened (the shrinkages heins contradicts stories which came from Pittaburg recently to the effect that Pacific coast freight traffic had shrunk so in the first month after the canal opened (the shrinkages heins contradicts stories which came from Pittaburg recently to the effect that Pacific coast freight traffic. ing to arrange for a reduction of rates to the coast in their effort to compete with the canal route or

Further contradiction was given by the state nt made at the general traffic office of the South-Pacific, that the railroads had made no rate re ductions, and didn't purpose doing so at present, so are to come up soon at the Interstate Commerce Passenger Rates—Cabin (II.) Eastbound \$57.50 up. prepared to say. It was declared impossible to disamount of goods to be moved, due to general business lethargy, and any effect canal steamship com-petition may have had.

Steamship men agreed with this view of the mat General Agents, 20 Hospital Street. Steerage States, 1488 St. James Street. Uptown Agency, 530 St. Catherine St. West. wailan Line, said that he did not believe any of the loss of railroad freight was due to shipments being spite of the fact that his company's vessels draw cargo from as far west as lowa, the goods being sent his ships, instead of going straight westward by rail

due to business conditions." he said vesterday, "The steamships feel it exactly as the railroads do. Last year the Panama Railroad carried 150,000 tons of freight across the Isthmus. We are not keeping up that average through the canal at all, even on the basis of a sailing once in five days instead of once

Mr. Douglas continued. "California has very heavy crops this year, and its foreign business is cut off by inability to finance shipments to Europe. The result has been a congestion at San Francisco which it is the Pennsylvania to San Francisco from Philadelphia in ballast a while ago to help clear the docks, and, by the way, she made the record trip for the canal route so far-16 days."

It has been talked about fown that the steam people using the canal originally intended to boost rates 50 per cent, over what they were when cargoes were transshipped across the Isthmus. Finding the traffic would not bear this, so the talk went, they decided to make an increase of only 10 per cent.

Mr. Douglas described all this as ridiculous or mis-

"All of our eastbound rates have been appreciably educed," he said, "and some of them have been cut as much as a third. These are the rates on bulk goods go into our westboand cargoes, and permanent schedules haven't yet been fixed on all these, but there is a downward cut in them, though from the nature of the freight involved, it is not as extensive sary to make a few slight increases.

Mr. Douglas explains the situation as controlle nand for tonnage in several of the trans-Atlantic are in general less bulky for their weight than those drements in all other trades continue limited. large part manufactured articles. Ship owners operue firm, particularly for prompt boats, ating through the canal are really selling space in Edward. ward loading tonnage offers moderately, but charter- a compact, even if heavy, cargo can be carried more

tonnage in either the coastwise or offshire trades. ing this way-a very important part of the traffic Rates are entirely nominal in all trades and the of course—amounts to 33 1-3 per cent." said Mr. Douglas. "It was 45 cents when we had to transship supply of unchartered vessels is large.

Charters—Grain—British steamer Fernmoor, 20,000

Charters—Grain—British steamer Fernmoor, 20,0 rate is 85 cents. Other commodities go considerably amer Kronstad, 1,609 tons, cheaper than they used to, but few of them, obviousfrom Quebec and Point Du Chene to Glasgow with ly, have characteristics which make it possible to car

ry canned goods so cheaply."

Nevisbrook, 1,968 tons, from the That California, Washington and Oregon lumber is Guif to the United Kingdom with timber, p.t., prompt.

likely to cut much of a figure in the traffic through Coal—Norwegian steamer Romsdal, 2,028 tons, from the canal, under present conditions, is not believed by steamship men who were asked about the pre-Miscellaneous-Norwegian steamer Bratsherg 2 dictions that an attempt would be made

supplies on which the East has heretofore drawn. Foreign steamer ______, 7,000 tons, D. W., from ______ "There are two reasons why I don't expect to see much Pacific coast lumber coming this way," said one of the best informed men in the canal trade British steamer Neil Rose, 2,297 tons from Savannah, "First, a market for it must be created, and second, to the United Kingdom with cotton, basis 30s., one the lumbermen of the Northwest would have a hard time financing such shipments now. Lumi British steamer Crown of Cordova, 2,239 tons, from mand depends on remote influences. For instance, Gulf to the United Kingdom or France with flour, architects, who specify with their plans what sort of wood is to be used in a building. They know all about what the woods they've been using will do-how they stand strain, climate, and so on. Woods from the Northwest have got to be tried out here before they will edge in very far on the Southern timber

TO INVESTIGATE PULLMAN RATES.

Chicago, September 24 .- Advices from San Franrisco are that the California Railroad Commi has started investigations of rates charged within the state by the Pullman Company. Hearing will be

DISPOSING OF ENTIRE PRODUCTION.

Pittsburg, September 24.—Seep Purchasing Agengin this morning to take all oil offered in Pennsyl vania, West Virginia and Southeastern Ohio fields. This is the first time since July 31st producers could dispose of their entire production.

MONTREAL BANK CLEARINGS.

A very material reduction is still shown for the week ending to-day, in the bank charings in Mont-real from those that obtained at this time in pre-

1912 59,902,821

Shipping and Transportation

THURSDAY, SEPTEMBER 24, 1914.

Moon's Phases. 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.

Weather Forecast.

Lower Lakes and Georgian Bay.-Light to moderat rinds, a few light scattered showers, but mostly fair

Ottawa Valley and Upper St. Lawrence.-Light to derate winds, a few light scattered showers but ostlý fair, not much change in temperature. Lower St. Lawrence and Gulf-Moderate winds

Maritime-Moderate winds, showers and local thunerstorms and turning cooler.

and cool. All West-Fine and warm New England-Cloudy and cooler on Thursday; Friday, cloudy,

THE MANCHESTER LINE.

The S.S. Manchester Merchant from Manchest arrived at Montreal on September 21st, 1914.

CANADA STEAMSHIP LINES, LIMITED (Operating Department Freight Steamers.)

Location of steamers at 6.40 p.m., Sept. 23rd, 1914. Canadian-Down Dalhousie 7.35 p.m. 22nd, for Mon-

Acadian Due Fort William this afternoon Hamiltonian-Port Colborne, loading, for Montreal Calgarian-Left Montreal 5 p.m. 22nd for Port

Fordonian-Left Montreal 11 a.m. for Toronto. D. A. Gordon—Down Soo 10 p.m. 22nd for Montreal. Glenellah—Up Dalhousie 6 a.m. for Cleveland, Dundee-Left Montreal 3 p.m. 22nd for Port Col-

Dunelm-Montreal, discharging, Strathcona-Left Montreal 6 p.m. 22nd for Port Col-

Donnacona-Left Toronto 3.30 a.m. for Montreal. Doric-Up Kingston 3.15 p.m. for Port Colborne. C. A. Jaques-Due to Kingston for Port Colborne. Midland Queen-Arrived Kingston 2.45 p.m., returns Colborne

A. E. Ames-Due up Soo H. M. Pellatt-Out Dalhousie 1.30 a.m. for Montrea

J. H. Plummer—Arrived Buffalo drydock 7 a.m. Rosedale-Due Montreal Neepawah-Left Montreal 9 p.m. 22nd for Port Col-

Wahcondah-Due up Port Huron to-night. Bickerdike—Up Dalhousie 5.15 a.m. for Cleveland. Beaverton-Fort William.

Tagona-Hamilton, loading, westbound. Kenora—Down Colborne 9.30 a.m. for Quebec. Ionic-Left Colborne 11 p.m. 22nd for Montreal

Bulk Freighters. W. Grant Morden Conneaut-Loading, finishes car-

go Cleveland. Emperor—Arrived Fort William 2 a.m. 22nd. Midland Prince-Left Ashtabula 5 a.m. for Port Arthur

Martian-Left Colborne noon to-day for Ashtabula Emp. Ft. Wm.—Due Fort William. Emp. Midland—Left Ashtabula 6 p.m. 22nd for

Fort William Winona-Left Michipoctoen 9 p.m. 22nd for Point Stadacona-Left South Chicago noon to-day for

Scottish Hero-Up Soo poon to-day Turret Crown—Due Port Arthur to-night.
Turret Cape—Due Port Arthur to-night. Turret Court-Fort William, loading

A. E. McKinstry-Left Montreal 9 a.m. for Que Renvoyle-Ellis Bay, loading, Saskatoon-Left Ashtabula noon to-day Mapleton—Up Montreal 11 p.m. 22nd for Thorold. Cadillac—Welland Canal, eastbound for Montreal. Natironco-Due down Kingston for Montreal Haddington-Arrived Sasdusky 6 a.m., left 3 p.m.

SIGNAL SERVICE Department of Marine and Fisheries. Montreal, Sept., 24th,

Crane Island, 32—Cloudy, north east. In 6.10 a.m. Imatica 6.25 a.m. Batiscan

L'Islet, 40-Cloudy, east. Cape Salmon, 81-Cloudy, north east Father Point, 157—Cloudy, calm. In 4.30 a.m. Wabana, 4.00 a.m. Wagama, Out 2.30 a.m. Glendene, 4.00 a.m. International, 5.30 a.m. Maskinonge.

Little Metis, 175—Smoky, south west. Matane, 200-Smoky, calm.

PACIFIC COAST MARINE NOTES

(Special Correspondence.)

Vancouver, September 24.—The Government have ow requisitioned the last of the C. P. R. liners serving the Vancouver-Orient run, having taken over the C. P. R. entirely without steamers for the Pacific ser-The local offices are unable to state whether he service, and in the meantime advice has been re ceived that the Osaka Shosen Kaisha will institut Japan ports. The Mexico Maru will be the first vessel to call here during the current m owed by regular steamers of this line.

The British steamer Brodmount, of the Blue Star Line, is due here between September 19 and 26 from Nankin and Hankow with 200 tons of eggs. and the Panama Canal. The trip is an experimental one and if successful, will lead to the establishment of a regular line between here and United Kingdom The Brodmount was formerly the Wakanu of the New Zealand Shipping Company and was employed on the London and China trade. She is notable for the large refrigerator capacity of 5,530 tons out of her total 8,755 tons freight capacity.

The Admiralty have taken over eleven of the Harison liners for transport purposes, which leaves the ne very short of steamers. The Vancouver service will, however, be maintained, the next steamer to arrive here being the Historian, about October, to be followed by a steamer at present undesignated, and then the Discoverer, now loading in Unietd Kingdom, which will sail at the end of September for this coas via Panama Canal

The Candidate, which was here last month, is The Candidate, which was here last month, is on the way to Liverpool, via Panama, being the first GRAND TRUNK RAILWAL SYSTEM steamer of the line to proceed on the homeward run

The Maple Leaf Liner Buena Ventura, held up a alparaiso since the beginning of the war, has now sailed with her cargo of steel and general, for Van-Squamish and Prince Rupert. The steam ers of the Maple Leaf Line have been transferred to American Registry and now sail under the Stars and Stsipes. The Santa Rosalia, of the same line, s due to leave Seattle to-night, and it is reported that her deck hands refused to sail, on the that they had signed on under the Union Jack and would not serve under the Stars and Stripes. The vere replaced with an American crew, so it is stated the Seattle despatch. The local office of the line here have no official statement on the subject.

From San Francisco we continue to hear of char ers for grain steamers, and under the present condions it looks as if the entire exportable surplus of the Pacific coast will be disposed of for European account, including both the present crop and last year's carry over. The latest charters are the panish steamer Antonio Lopez at 37s. and the British steamer Queen Adelaide at 35s.

C. Magdalen, 294-Cloudy, north west. Fame Point, 325—Clear, north west. Cape Rosier, 349—Clear, north. Anticosti:

Ellis Bay-Renvoyle and John Sharples at wharf S. W. Point, 300—Clear, north west. South Point, 415—Cloudy, north west. Belle Isle, 734—Heavy rain north east. Dense fog

Longue Pointe, 5-Cloudy, calm. In 8.00 a.m. Lady f Gaspe, 8,50 a.m. Blackheath. Vercheres, 19-Cloudy, north east,

Sorel, 39-Cloudy, north east. Out 7.15 a.m. Stig-Three Rivers, 71—Cloudy, north east Batiscan, 88-Cloudy, north east St. Jean, 94-Cloudy, north east.

Grondines, 98-Cloudy, north east. Portneuf, 108-Cloudy, north east. In 8.50 a.m. Ca-Out 8.20 a.m. Nevada. St. Nicholas, 127-Cloudy, north east Bridge, 133-Cloudy, north east.

a.m. Imatica, 9.20 a.m. Batiscan. Arrived down 6.30 a.m. Querida, 6.50 a.m. Saguenay, 6.10 a.m. Alaska Quebec: †9.00 a.m. *1.30 p.m. *11.30 p.m

West of Montreal.

Lachine, 8-Cloudy, west. Eastward 1.30 a.m. Arabian, 5.30 a.m. Rosedale, 5.55 a.m. Howe, 6.10 a.m. Marshall, 6.25 Belleville, 7.45 a.m. Edmonton, 8.30 a.m Steelton. Yesterday 5.30 a.m. Marie, 11.30 p.m. Key-

west. Cascades, 21-Raining, west. Eastward 7.40 a.m. Natironco.

Galops Canal, 99—Cloudy, calm. Eastward. 6.15 Windsor, 7.30 a.m. Donnacona. P. Dalhousie, 298—Eastward yesterday 2.40 p.m. (a) except saturday and Sunday only §Sun-

Belleville, 3.45 p.m. Cabotia.

P. Colborne, 321—Eastward, 12.55 a.m. Cadillac. 1.30 a.m. Saskatoon, 3.40 a.m. Port Dalhousie. Yesterday 8.40 a.m. Beatty, 9.40 a.m. Kenora, 10.30 a. m. Westerian, 11 a.m. Glenmavis, 1.20 p.m. Keynor,

9.05 p.m. Rockferry, 11 p.m. Hamiltonian.

RAILROADS

CANADIAN PACIFIC

CANCELLED AFTER SEPT. 26, 1914: for Winnipeg; 5.10 p.m. for Pt. Fortune; 5.00 p.m. for Quebec. IN EFFECT SEPT. 27, 1914:

9.00 a.m.

COLONIZATION EXXCURSIONS TO NEW ONTARIO, Wednesday, September 30th.

REDUCED RATES TO PACIFIC COAST,

an Francisco, Los Angeles, San Diego, via . . . \$52.95 Chicago \$54.00 Low fares to many other points.

CHICAGO EXPRESS

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

via Belleville, Trenton, Brighton, Colborne, Port Hope, Newcastle, Bowmanville, Oshawa, Whitby. Leave

TICKET OFFICES 741-143 St. James Street Phone Main 8123 Windsor Hotel. Place Viger and Windsor Street Statle

DOUBLE TRACK ALL THE WAY Montreal--Toronto--Chicago

INTERNATIONAL LIMITED. Canada's Train of Superior Service

IMPROVED NIGHT SERVICE Leaves Montreal 11.00 p.m., arrives Toronto 7.30

To Porcupine, Cochrane, Haileybury and other oints on T. & N. O. Ry. Going September 30th; re

LOW FARES TO PACIFIC COAST. Sept. 24 to Oct. 8.

TIME TABLE CHANGES

Windsor Hotel

CHANGE IN TIME EFFECTIVE SEPT. 27, 1914.

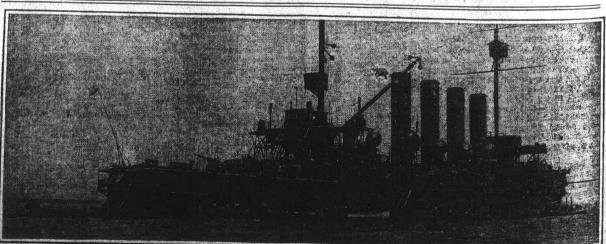
Labelle: *8.45 a.m. (i) 1.45 p.m. †4.00 p.m Mt. Laurier: k8.45 a.m. (i) 1.4 5pm. †4.00 p.m. St. Eustache: *8.00 a.m. \$9.30 a.m. †12.30 p.m. †4.30 St. Lin: †8.45 am. †4.30 p.m.

From Windsor Street Station.

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

9.45 a.m. for Winnipeg cancelled. 9.00 a.m. for Boston will leave 9.30 a.m. daily. *Daily. †Daily except Sunday (i) Saturday only. (a) except Saturday and Sunday (k) Tuesday and

Martin River, 260—Cloudy, west. In 7.30 a.m. Hop.m. Keybell, 7.20 p.m. Corunna, 8.00 p.m. Glenfoyle, ceived following cable from Liverpool: Jan.-Feb. re-New York, September 24.—Cotton Exchange



TYPE OF CRUISER SUNK BY GERMAN SUBMARINES. THE GRUISERS WERE OF 12,000 TONS BURDEN.

Change of Time

Lv. Windsor Station 9.30 a.m. instead of

Folders on application.

September 24 to October 8:

TORONTO-DETROIT-CHICAGO.

to Toronto

Leaves Montreal 9.00 a.m., arrives Toronto 4.30 p.m., troit 9.55 p.m., Chicago 8.00 a.m., daily.

a.m., Detroit 1.45 p.m., Chicago 8.40 p.m. Club-Com, partment Sleeping Car Montreal to Toronto daily. SETTLERS' EXCURSIONS

Vancouver, Seattle, Portland . \$52.95 San Francisco, Los Angeles, San Diego \$54.00 Low fares to many other points.

A change of time will be made Sept. 28th. Time tables containing full particulars and all information

122 St. James St. cor. St. Francols Xarlsf -- Phone Main 6901

From Place Viger Station. For St. Jerome: *8.45 a.m. (i) 1.45 p.m. †4.00 p.m. †9.00 p.m. (i) 11.15 p.m. St. Agathe: *845 a.m. (i) 1.45 p.m. †4.00 p.m. (i) 11.15

Calumet: *8.00 a.m. ‡2.15 p.m. *5.45 p.m. a6.15 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. †5.30 p.m Quebec, 139-Cloudy, north east. Arrived in 9.00 Three Rivers: *9.00 a.m. *1.30 p.m. †630 p.m. *11.30

Following trains cancelled after Sept. 26

11.20 p.m. for Rigaud will run Saturday and Sun-

LIVERPOOL CARLE

day only.

duced to-day to 5.25d, middling 5.55d, Imports none.