#### CANADIAN SERVICE

Sailing dates will be announ For information apply to

THE ROBERT REFORD CO., LIMITED, Uptown Agency, 530 Catherine Street West.

GLASGOW PASSENGER AND FREIGHT

Oct. 17...... LETITIA.. .. ..... Oct 31 Passage Rates-Cabin (II.) Eastbound and Westbound \$52.50 up. Third-class, eastbound and westbound, \$33.75.

THE ROBERT REFORD CO., LIMITED.

General Agents, 20 Hospital Street. Steerage Branch.

Messrs. John Reid and Company received the diday for the whole equipment except the floating crane; and contracts were placed for the dredge plant in gama.

Cape Wast Britain, the scows being built

#### The Charter Market

\*\*\*\*\*\*\*\*\*\*

• (Exclusive Leased Wire to The Journal of Commerce.)

New York, October 26.-A moderate miscellancluding boats for grain cargoes to European ports, from the Trans-continental Railway Commission for the rates in all cases being fully up to the basis re- the train ferry Leonard, with elevating tidal deck, and general cargo to Europe shows no signs of fall- recently delivered at Quebec. Ing off, but chartering is to some extent restricted by the limited offerings of boats for November loading at the rates bid.

Freights in other of the trans-Atlantic trades, such as deals, timber, coal and cotton, continue to offer sparingly. There is a limited inquiry for West In-dia time boats for forward delivery, but for South appears in the current issue of the Fishing Gazette. America and long voyage business there is less in- and is worth relating quiry and only neutral boats are wanted, owing to in rates over the prices recently prevailing. The the warship. He passed up practically all the con sailing vessel market is dull in all trades and no tents of his hold, valued, roughly, at \$100. charters of any kind were reported.

Philadelphia to West Coast Italy 4s, option Mont- more fish.

ading 4s 9d, or Gulf 4s 71/2d. prompt. British steamer Oakfield, 30,000 quarters oats, fro

British steamer Roanoke, 25,000 quarters, from the Atlantic range to picked ports United Kingdom, or France, p.t., November.

Coal-Steamer John A. Hopper, 1,321 tons, from Fear of Zeppelin Raids Leads Admiralty to Take ore to San Francisco, p.t., pdompt. Dutch steamer Sophie H., 1,864 tons, from Vir ginia to Ria Janeiro, 15s 6d, prompt.

eous-British steamer Kohistan, 2,949 tons, from Baltimore to the Persian Gulf with pipe

British steamer Ribston, 1,962 tons, New York and Mdeiterranean trade, one round trip, p.t., prompt.

Dutch steamer Albergen, 1,118 tons, West India trade, six months, £800, Nevember-December Dutch steamer Louise 1,315 tons, same.

steamer Satilla, 2,044 tons, from New You

to Key West, with cement, thence Gulf to New York,

#### GIVING ADEQUATE SERVICE

United Railways of St. Louis Should, However, Possess New Downtown Loops.

Service Commission, who has been making an investigiving adequate service during the rush hours.

wever, he recommends the construction of sev eral new downtown loops to relieve congested con ons in rush hours, the construction of extensions to several lines and the purchase of additional cars. The total cost of loops and extensions recommended is estimated at \$773,134. The engineers says that the condition of the depreciation reserve of the company is 1913 being \$952,243.

St. Louis, as compared with other cities, the report Ambassador states that annual earnings per car in St. Louis are \$5,540; in Kansas City, \$9,140; in Philadelphia, \$7,350; American shipping and exporting interests the fullest in Boston, \$4,460; in Baltimore, \$4,800; in Pittsburg, freedom of trade with the neutral countries surrounding Germany. The British are willing to admit this

PERHAPS THEIR LAST TRIP.

Commanders, officers and crews of three of the mark for use in Geri largest steamers plying between this port and England were downcast and sorrowful as those vessels a basis of these discussions. Great Britain announces alled from their moorings in the Hudson River ed that her Admiralty rules, issued early in the war, sailed from their moorings in the Hudson River
Thursday. The vessels referred to are the Olympic
and the Battic of the White Star Line, and the Mauretania of the Cunard Line. Each of these is to be converted upon arrival in England, into a war vessel,
for transport or other service. Moreover, one hundred and fifty of the stewards of the Mauretania, and
corresponding numbers of the other vessels, are going
corresponding numbers of the other vessels, are going
to the front as enlisted men. Each member realized
that he madure is sued early in the war,
would be based on this convention despite the fact
that the British Government never ratified it.

A Provision Opposed.

The British incline to the view, however, that they
are entitled to take exception to the provision of the
contraction of ultimate destination in connections with
conditional contraband. They desire to maintain the
position that if they can prove conditional contrathat he may be a see in J. J. Hanauer and H. H. Wehrhane to sue
that the British Government never ratified it.

Succession of Felix Warburg by J. J. Hanauer and James H. Perkins. The
two latter declined offices to which they were elected
by stockholders.

Succession of Felix Warburg by J. J. Hanauer and H. H. Wehrhane to sue
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Succession of Felix Warburg and James H. Perkins. The
two latter declined offices to which they were elected
by stockholders.

Succession of Felix Warburg and James H. Perkins. The
two latter declined offices to which they were elected
by the heavy seas, and launched her torpedo. She
two latter declined offices to which they were elected
by the heavy seas, and launched her torpedo. She
two latter declined offices to which the war,
which prevents the first the two latter d ective steamers, as each let loos and sailed down the river.-Wall Street Journal.

C.P.R. DOUBLE TRACKING.

New York, October 25.—About half of the main at that time, when the Washington Government took at the view in regard to shipments to the Southern States via the Bahamas which the British Government is now taking respecting shipments to neutral countries adjoining Germany.

The United States Government rather inclines to the view that the London Declaration must be adopted in full or not at all. It also holds that it is a matter for Great Britain and neutral countries to arrange with regard to the exportation of contraband from these countries into Germany.

British have gone unto States with its own arguments the continued slowness in the movement of western grain to the seaboard.

The following table gives, the figures of the week compared with last year.

1914 1913. Decrease.

32,040,000 \$3,252,000 \$1,212,000

M. P. EARNINGS.

Missouri Pacific, 3rd week, October, \$1,214,000; decrease sp8,000. From July 1st, \$19,297,332; decrease, posited in Holland, give the spatial in the continued slowness in the movement of western grain to the seaboard.

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The Collowing table gives the figures of the week compared with last year.

1944 195.

1950 Missouri Pa C.P.R. DOUBLE TRACKING.

ing Grain Elevator Big Or

elevator for the Harbor Commissioners, Messrs. John Reid and Co., of Glasgow and Montreal, have completed one of the most important orders for marin

quipment ever placed in Canada. When the Quebec Harbor Comm tituted, under the chairmanship of Mr. Wm. Price equipment. Mr. St. George Boswell, Harbor Engi-neer, made seven recommendations, as follows:

sea-going suction and reclamation dredge. A self-propelling bucket-ladder dredge Six steel scows to attend on the

A large sea-going tug and service vessel fully

sipped with salvage and fire fighting appliance be used on occasion as an ice-breaker A small tug for service with scows in shallow

ters and for general duty around the harbor. A floating grain elevator, 30,000 bushels carrying apacity, with ability to unload grain from canal and oasting vessel and deliver direct into the largest liners frequenting the harbor of Quebec, and a floating

by Messrs. Polsons in Toronto; the large tug on the orth-east coast of England; the grain elevator also in England; and the small tug at Sorel in the Sinnes-McNaughton yard.

The complete plant was assembled from these va rious countries and delivered at Quebec within a period of twelve months without mishap, delay occurring only in the delivery of the grain elevator, occa sion by the outbreak of war

ntly prevailing. The demand for carriers for grain built by Messrs. Cammell Laird and Co., Ltd., and These orders for Quebec involved the expenditure

A little anecdote, which shows the complete free-

The Dundee trawler U. S. A. on her recent advances in insurance rates on war risks. market, was spoken by a British battleship, which tow. The supply of tonnage, and particularly of neutral inquired if she had any fish. The skipper replied boats is limited, and owners continue to ask advances "Yes," and with a little manoeuvring got alongside

Charters-Grain: British steamer (Ropner boat), payment. But the sturdy smacksman said it "would 24,000 quarters, from New York or Philadelphia to be a poor tally if he couldn't do a bit for those who plcked ports United Kingdom, 2s 9d, November.

British steamer Longscar, 18,000 quarters, from man to cast off, that he might go and catch some man to cast off.

## 2s 9d, November. ALL OIL SHIPMENTS TO GERMANY

Extraordinary Precautions Even When Cargo Is In Neutral Bottoms.

Washington, October 26 .- The fear that German will get indirectly from the United States supplies oll for use in aircraft and army motor trucks is still agitating the English public, according to informa tion received here.

of American oil to neutral countries near German will for some time be carefully scrutinized by the Titish, who control the North Sea.

The British Government, responsive to public as tation over the fear of aircraft raids on England, is determined to exercise fully its rights as a belliger reaching Germany.

While the British Government has given orders for the release of the American oil ship John D. Rocke- is small. feller, which was seized when found off the Scottish coast with a cargo of oil for Denmark, it is probable that other American oil ships encountered in those will enter November operating about 45 per cent. of waters will be subject to stoppage and exam gation into the service given by United Railways of The Rockefeller was so seized and detained until the St. Louis, has filed his report finding the company is British authorities had satisfied themselves as to the neutrality of the destination of her cargo

The Rights Discussed. Just what British rights are in such cases now forms the subject of discussions proceeding between the United States and the British Governments These discussions are going forward both in Wash-

Ambassador Page, in fact, has been charged with 309; decrease \$634,413. such that all loops and extensions may be completed by 1918, the depreciation reserve fund at the close of States with regard to these shipping questions, 913 being \$952,243.

In regard to car earnings of United Railways of here between acting Secretary of State Lansing and

The State Department is trying to maintain for The commission will ing Germany. The British are willing to admit this traband passing through Holland, Sweden and Den-

The provisions of the Declaration of London form at basis of these discussions. Great Britain announces are seen in the New York According to unofficial accounts, the S-90 made a dash out of the harbor, partially shielded from sight.

Passenger Agent Will Ascertain What General Public at the announces are seen and the provisions of the Declaration of London form at the announces are seen and the provisions of the Declaration of London form at the announces are seen and the provisions of the Declaration of London form at the announces are seen and the provisions of the Declaration of London form at the announces are seen and the provisions of the Declaration of London form at the announces are seen and the provisions of the Declaration of London form at the announces are seen and the provisions of the Declaration of London form at the announces are seen and the provisions of the Declaration of London form at the announces are seen and the provisions of the Declaration of London form at the announces are seen and the provisions of the Declaration of London form at the announces are seen and the provisions of the Declaration of London form at the announces are seen and the provisions of the Declaration of London form at the announces are seen and the provisions of the Declaration of London form at the announces are seen and the provisions of the Declaration of London form at the provisions of the Declaration of London form at the provisions of the Declaration of London form at the provisions of the Declaration of London form at the According to the Declaration of London form at the According to the Declaration of London form at the London fo

to the front as enlisted men. Each member realized that he might be sailing from New York harbor for the last time. Rousing cheers went up from the plers of the respective steamers, as each let losse

To enforce their arguments on this point, the To enforce their arguments on this point, the British have gone back to the American civil war and confronted the United States with its own arguments

# Shipping and Transportation

Lower Lakes, Georgian Bay, Ottawa Valley and UTILITIES ADOPT CODE OF Upper St. Lawrence,—Strong winds and gales from

Lower St. Lawrence and Gulf.-Strong

and becoming sho showers of rain or snow.

Manitoba and Saskatchewan.—Fine and quite coo

Alberta.-Fair and not much change in ten SIGNAL SERVICE.

(Department of Marine and Fisheries) Crane Island, 32-Cloudy, southwest. L'Isiet, 40-Clear, west.

Cape Salmon, 81-Cloudy, gale west.

Father Point, 157-Cloudy, northwest. Little Metis, 175-Cloudy, strong south Matans, 200-Cloudy, strong south.

Cape Chatte, 234, Cloudy, west Martin River, 260-Cloudy, southwest Cape Magdalen, 294-Cloudy, south Fame Point, 325-Cloudy, south. n. 7.30 a.m., Wa

Cape Rosier, 349-Cloudy, southwest ANTICOSTI West Point, 332-Cloudy, south, Wacov at Ellis B

wharf. Southwest Points 360-Cloudy southwest South Point, 415—Raining, strong southwest. Heath Point, 438—Cloudy, strong northwest. Belle Isle, 734-Hazy, strong south, 2 bergs

Quebec to Montreal.

Longue Pointe, 5—Raining, strong south. In, 9.20 .m., Sin-Mac and tow. Vercheres, 19-Cloudy, south. In, 5.45 a.m., Sygna

Sorel, 39-Cloudy, south. Three Rivers, 71-Light rain, strong south Point Citrouille, 84-Raining, very strong couth-

St. Jean, 94-Cloudy, very strong south. Grondines, 98-Rainig, strong south. Portneuf, 108-Raining, strong west St. Nicholas, 137-Raining, southwest.

Bridge, 133-Raining, southwest. In, 8.50 a.m. Batiscan. Quebec, 139-Raining, southwest. Arrived in, 8.15 to a.m., Tadousac. Arrived down, 3.50 a.m., Spray and

West of Montreal.

Lachine, 8—Cloudy, west. Eastward, 2.40 a.m., Dunelm, 6.40 a.m., Nicaragua. 7 a.m., City of Ottawa, and Aberdeen, 7.25 a.m., Simla. 7.40 a.m., Toiler. The captain of the battleship offered immediate Yesterday, 8.30 p.m., Advance. 9.30 p.m., Bickerdike. Coteau Landing, 33-Cloudy, west. Eastward, 6.35

a.m., Myra and tow.

Galops Canal, 99-Raining, west. Eastward Northount, 6.30 p.m., Meaford, 7.30 a.m., Peliatt, yesterday. Pert Dalhousie, 298-Cloudy, gale northwest. Eastward, 1.10 a.m., India, 1.40 a.m., Rosedale, 2.35 a.m Marshall, 4.30 a.m., Kinmount, 5 a.m., Arabian, 6.30 a.m., Cabotia. Yesterday, 6 p.m., Georgetown, 7.25 .m., Northmount. 11.49 p.m., Pellatt. Sault Ste. Marie 826-Cloudy, northwest.

vard. 4.55 a.m., Homiltonian.

#### GRAND TRUNK EARNINGS

The Grand Trunk Railway System's traffic earnngs from October 15th to 21st, 1914, were as fol-... ... 1.163.397 Decrease ... \$ 193,914

STEEL CONDITIONS UNCHANGED. New York, October 26.-The week opens with litent on the seas to prevent possible supplies of oil the change in the steel industry. Producers find some encouragement from scattered orders of various classes of steel for export, but the volume of busine

The discouraging feature continues to be the rectance of railroads to place orders. Steel compamaximum capacity. Steel and iron works in Brit ain appear to be doing better than this. Unless the Inter-State Com

grants an increase in freight rates, steel mills will Japanese reports indicated that the cruiser had struck experience a hard winter. One steel says conditions have not been so bad in twenty years

ST. LOUIS AND SOUTHWESTERN. From July 1st, \$3,458,

## CHANGES IN EXECUTIVE OF NATIONAL RAILWAYS OF MEXICO

New York, October 26.—The full executive combold a hearing on the report in St. Louis, October 29.

The British are willing to admit this mittee of the National Railways of Mexico is now as follows:—Carlos Bassave, Luis Cabrera, Modesto voiced their love for their country in the supreme mo Rolland, Elia S. De Lima, Rafael Nieto.

Two changes have been made in the New York post on the bridge."

#### C.R.P. EARNINGS

The weekly return of C. P. R. earnings for the third week of October shows one of the largest decreases in the history of the road. This decrease is

# PUBLIC RELATIONS PRINCIPLES

ter Feeling is Gultivated Between Utilities and the Public Which They Serve.

presented to the convention of the American Electric Railway Association by Thomas N. McCarter, presi-dent of the Public Service Corporation of New Jersey, a definite plan of action was outlined

The code of principles laid down to govern relation between the electric railway and the public was sun marized as follows: 1. The first obligation of public utilities engaged i

ransportation is service to the public. The first essential of service is safety. Quality of service must primarily depend upon th

essary that the rate of fare should be sufficient to permit the companies to meet the reasonable demand of patrons and to yield a fair return on a fair capital-2. Regulated private ownership and operation of

ctric railways is more conducive to good service and the public welfare than government ownership and operation, because the latter are incompatible with administrative initiative, economy and effi-ciency, and with the proper development of cities through the extension of transportation lines. The interests of the public are fully protected by the authority given to regulatory bodies. 3. In the interest of the public and good service local

transportation should be a monopoly and should be transportation should be a monopoly and should be subject to regulation and protection by the state DIRECT SERVICE TO L'EPIPHANE, JOLIETTE, rather than by local authorities

4. Short-term franchises are detrimental to civic welfare and growth because they ultimately check the extension of facilities and discourage good service. 5. In order to render good service, electric railways must be allowed to earn a fair return on a fair capitalization, and the foundation for this result will be obtained, if the issuance and sale of securities re presenting such a fair capitalization shall be legally

authorized to such as will produce the requisite funds 6. Securities which have been issued in accordance with the law as it has been interpreted in the pas should be valid obligations on which an electric rail way is entitled to a fair return.

7. The relation of adequate wages to efficient oper ation should always be recognized, but electric railways, being public servants regulated by public auth- 924. Total income \$2,467,112; decrease \$55,783. Surorities, should be protected against excessive demands of labor and strikes 8. The principle of ownership of securities of local

companies by centralized holding companies is economically sound for the reason that the securities of the latter have protection against the varying business conditions of a single locality or company and because noney for construction and improvements can thus be more readily obtained.

9. In the appraisal of an electric railway for the purpose of determining reasonable rates, all methods of valuation should have due consideration. 10. Full and frank publicity should be the policy

of all transportation companies, to the end that proper information may be available to the investor the public.

To carry out these principles a bureau of public reations is recommended and co-operation with similar bureaus of other groups of public service corpora-Publicity in various forms includto carry on the work a fund will be raised. As a comof a large sum it is planned, for a time at least, to on special occasions where conditions would seem to and will be on this coast in time for the first coast justify the expenditure.

#### HOW JAPANESE CRUISER SANK

Struck by German Torpedo, Takachiho Went Dow With Crew Singing National Anthem.

Tokio, October 26.-The Japanese acmiraity an-Tokio, October 26.—The Japanese Admiratty an-tion Company, which operates its vessels between ounced to-day its belief that the cruiser Takachiho, San Francisco and Los Angeles and San Diego, and which was sunk in Kiao-chow Bay on October 17, which will augment its service for the coming year by was torpedoed by the German destroyer S-90. Earlier

manding the second squadron before Tsing-tao, how-ever, agrees with the German and Chinese reports that the S-90 was responsible. The Vice-Admiral tain Walter Goodall negotiated the p ses his findings on the condition of the wreckage Atlantic steamer for the Pacific Navigation Comand the fact that the explosion was visible for a distance of twenty miles as well as on the stories of sur- Pacific by way of the Panama Canal.

The magazines of the Takachiho blew up imme- will be materially changed with the commission diately after the explosion of the torpedo. The sur- of the Old Colony, and it will then be possible to mainvivors say that many members of the crew were tain a daily service between San Francisco and southblown overboard. The crew sang the National An- ern California ports. It is expected that the steamthem as the vessel sank.

"This is evidence," the Vice-Admiral says in his roads in time, rates and accommodations. ment. The commander of the Takachiho died at his

ges are: J. J. Hanauer and H. H. Wehrhane to suc- by the heavy seas, and launched her torpedo. She

#### C.N.R. SEPTEMBER EARNINGS

Canadian Northern earnings for the m expenses, \$1,519,200; net \$590,700. Increase in net \$65,800.

July first to date, gross, \$5,071,900, expenses \$3,-Decrease in gross, \$676,-

ROCK ISLAND DEPOSITS. New York, October 26.—Rock Island bonds de-posited on October 24 were \$480,000, making a total to date of \$28,442,000, which with the \$7,000,000 de-

### RAILROADS

## CANADIAN PACIFIC

CHICAGO EXPRESS TORONTO-DETROIT-CHICAGO

TORONTO (YONGE ST.) Lv. Windsor Street 10.50 p.m. daily. Standard Sleet

TICKET OFFICES: 141-143 St. James Street Phone Main 8121 ndsor Hotel, Place Viger and Windsor Street Station

#### GRAND TRUNK SYSTEM DOUBLE TRACK ALL THE WAY Montreal - - Toronto - - Chicago

INTERNATIONAL LIMITED. Canada's Train of Superior Service 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 Compa

nent Sleeping Car, Montreal to Toronto, daily, 122 St. James St., cor. Francols Xavier —Phone Main 690) Windsor Hotel

#### CANADIAN NORTHERN

SHAWINIGAN FALLS, GRAND MERE, PORTNEUF, AND QUEBEC.

> WHERE TO HUNT? ST. PAULIN, LA TUQUE LAKE EDWARD, MONTFORT, HUBERDEAU. Write for Bookle

For rail and steamship tickets apply to City Ticket office, 230 St. James street.

#### CHICAGO AND NORTHWESTERN

030,464; increase \$82,358. Net \$2,399 260 plus after charges, \$1,527,596; decrease \$45,619. Three months' gross \$23,101,425; decrease \$6,309,708; 495; decrease \$68,476. Surplus after charges \$4.267.

# **NEW SERVICE INAUGURATED**

Colonel E. Stone, of St. Paul, Has Been Appointed Steamship Company.

Paul, has been appointed general manager of the Great Northern Steamship Company, which will inaugurate its service between San Francisco and Port rehensive scheme of advertising would entail the use headquarters. The steamers Great Northern and onfine this form of publicity to specific purposes and service, are rapidly nearing completion in the East, wise trip which will inaugurate the new run between

this port and Portland With the opening of the new line, the Pacific Co will have a service which is comparable in the size and speed of the steamers with any such service the world. What will also tend to make this ser at this port with the steamers of the Pacific Naviga the addition of the fine steamer Old Colony.

The Pacific Navigation Company has just put the Old Colony, which has been running in the At-The report of Vice-Admiral Sadakichi Kato, com- ltntic coastwise service, from the Nantasket Stea

The schedule of the Pacific Navigation Company

#### HIS SCOUTING EXPEDITION

s The Baltimore and Ohio Railroad is sending an assistant general passenger agent on a 5,000-mile possible her commander beached her and fired the magazines.

The contained and another than assistant general passenger agent on a 5,000-min trimagazines.

The contained and fired the concerning the concerning the concerning the concerning the concerning the contained and the concerning the contained the concerning that the contained the concerning the contained the concerning the contained the concerning the contained degree to which the service meets the requirements escaped in the direction of Shanghai, but later were of communities, as well as to ascertain the attitude taken in custody and interned by Chinese soldiers. agents of the failroad and others interested in a high standard of transportation facilities.

The trip has been begun by William E. Lowes, assistant general passenger agent at Baltimore, who will be engaged on the work for several months as weather conditions permit, and who will compile a report for the information and records of the gene

Accompanied by a photographer and a super tracks, Mr. Lowes has covered a portion of the main line and branches of the Eastern divisions on his scouting expedition. 846; decrease \$170,569.

TWIN EARNINGS. Twin City Lines-2nd week October \$176,066; in-From January 1st, \$7,225,251; increase \$377,183.

### REAL ESTATE

OL XXIX No. 145

part of lot 195 Parish of St. Lawrence, con part of lot 195 Parish of St. Lawrence, con part of lot 195 Parish of St. Lawrence, con

for \$32,000.

lots 637-1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, St. Catherine street, for \$25,000. H. Lefebvre sold to S. Gagnon lots 3405-418 a h of Montreal with Nos. 357, 357a, 359 and

361 Church avenue, Verdun, for \$17,100. witch and others sold to David Bart 230, 14-283, the southeast part of lot 11-12; 14-284 Cote St. Louis, with buildings on St. I

Louis G. Deschesnes sold to A. Gelina and 103 St. Jean Baptiste, with Nos. 125 to 131 L street, for \$15,000.

of the sales were for sums of \$10,000 each. 1014 NOT PROSPEROUS YEAR.

ore to reach the end ies are beginning to wonder sts are—as regards some departments of the ss at least-about as gloomy as they have been , it was reported, had not made a penny at the close of the first six months, the half bing, on the whole, the worst since 1906. The in in which the companies are placed in rance treaties with German offices ned the gloom, and only the most optimisti to get a satisfactory trading account ou 114, which, according to some, is going to ran of the blackest years in insurance annals.—P

00000000000000000000 FIRE PARTLY DESTROYS TOWN.

Calgary, Alta., October 26.-About a quarte of the business area of the town of Hanna 160 miles northeast of Calgary, on the C. N. R., was wiped out by a disastrous blaze riginating through an explosion of gasoline stored in a restaurant yesterday afternoo Seven frame business buildings with their conents are a total wreck. The insurance carwhich is estimated at \$20,000.

00000000000000000000000 e German life insurance company on wi

ssible has given notice that loans to the ma

m amount of only 1,000 marks each will be m

and that the small policyholders will be taken

first. The New York Life is lending the us

## Real Estate and

udin, Ltd. .. .. .. .. .. .. .. Caledonia Realty, Com... entral Park, Lachine ..... Charing Cross Co., 6 p.c... City Central Real Estates, Co.

te St. Luc R. & Inc. Co C. C. Cottrell, Ltd., 7 p.c., pfd. .. .. sdit National ... Land Co | Land Co... 75
| Deval Land, Ltd. 15
| Drummond Realties, Ltd. 100
| Estmount Land Co... 90
| Pairsiew Land Co... 100
| Pairsiew Land Co... 100 

roved Realties, Ltd., Pfd... . . . 50 ne Land Co. .... .. ... ... Land of Montreal .... lers Co., Ltd. 

La Societe Blvd., Pie IX.

La Societe Blvd., Pie IX.

La Compagnie des Terres de Ciment. 40

La Compagnie National de L'Est .. 80

90 

D. de G. .... ... ... ... ... D. de G. 91

Mont. Deb. Corp. pfd. 91

Mont. Deb. Corp. Com.

Inv. Co. of Canada

Inv.

auni, Lachine Land Syn., Ltd.

Lagueul Realty Co...

(Thing de PEst 100

Rountain Sites, Ltd. 85

Sodel City Annex

Montmartre Realty Co... 10