

### STEAMSHIPS

## CUNARD LINE

From Montreal to Southampton

Sept. 23...ASCANIA...Oct. 10

Sept. 28...CASSANDRA...Oct. 15

Sept. 30...ATHENIA...Oct. 17

Passenger Rates—Cabin (II) Eastbound \$75.00 up. Westbound \$47.50 up. Third-class, eastbound and westbound, \$36.25.

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 St. West.

## DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE

From Glasgow to Montreal

Sept. 19...LETTITIA...Oct. 3

Sept. 26...CASSANDRA...Oct. 10

Sept. 30...ATHENIA...Oct. 14

Passenger Rates—Cabin (II) Eastbound \$75.00 up. Westbound \$47.50 up. Third-class, eastbound and westbound, \$36.25.

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 St. West.

## CANADA STEAMSHIP LINES

DELIGHTFUL WATER TRIPS

VISIT THE CAMP AT VALCARTIER

Steamer leaves nightly 7.00 p.m., connecting at Quebec with train 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 22.—The full cargo steamer market was unchanged in all important respects but only a limited amount of business resulted in chartering. The demand holds steady in general of the trans-Atlantic trade, particularly for grain, petroleum, coal and steel carriers, and rates in all instances are firmly supported at the basis of last previous charters. The requirements of West India charterers are apparently well covered for the time being, and there is but little inquiry from South American shippers. A few boats are wanted for case oil and general cargo to the Far East and Australia. Tonnage offers moderately for prompt and forward shipment, with rates ruling about as last quoted.

Among the fixtures reported were three of a prompt boat for case oil to Malta and another for refined in barrels to Scandinavian ports. In the sailing vessel market a very limited business was concluded, and there was no improvement in the demand for tonnage in any of the several departments. Rates are low and favorable to charterers, and the supply of vessels is considerably in excess of charterers' requirements.

Charters—Petroleum—Danish steamer Samul, 100,000 cases from New York to Malta, 15 cents, September-October.

Norwegian steamer Polstad, 16,000 barrels refined from Philadelphia to Scandinavian ports, p.t. prompt.

Coal—Italian steamer Pietro, 2,429 tons, from Baltimore to Naples, Savona or Leghorn, p.t. prompt.

British steamer Thura Menior, 734 tons, from Norfolk to Chandler, Quebec, p.t. prompt.

Schooner Flores A. Kimball, 321 tons, from Philadelphia to Nassau, \$2.50.

Schooner Edward H. D. Lake, 484 tons, from Port Reading to Camden, Maine, 65 cents.

Miscellaneous—British steamer Meridian, 2,248 tons, from Colon to Philadelphia, with scrap iron, p.t., September-October.

Norwegian steamer Vitalia, 723 tons, same October.

Norwegian steamer Bjorn, 705 tons, from Jamaica to New York or Stamford with Logwood, p.t. prompt.

Schooner Edward R. Baird, Jr., from Warren Island to Philadelphia, with tankage, \$1 net, thence Lewes, Delaware to Charleston, with fish scrap, \$2 net and back to New York, with K. D. boards, p.t.

**PORT NELSON READY FOR STEEL.**

Ottawa, September 22.—That the terminals and harbor at Port Nelson will be completed by the time that steel has been laid to the port, was the statement made by Mr. W. A. Bowden, chief engineer of railways and canals, who returned from an inspection trip yesterday. The big dredge, the Port Nelson, is working in the channel at the mouth of the river. Mr. Bowden will submit a report to Hon. Frank Cochrane. His journey was made by way of Hudson Straits, and although he met some ice on the way, in none was visible on the return route. At the port, the health of the men working on the contracts is good, and they are amply provisioned for a year.

**SUBSCRIPTION LIST CLOSED.**

New York, September 22.—It is announced that the subscription list for \$100,000,000 New York City notes has been closed.

### GERMANY HEAVIEST LOSER IN SHIPPING TO NEW YORK

British Shipping Also Shows Decrease, But That of Germany is Practically Negligible by Comparison.

New York, September 22.—A comparison of the North Atlantic shipping which entered and left the port of New York during the thirty-one days from August 16 to September 15 of this year with the shipping for the corresponding period of 1913 shows a considerable falling off for the nations now at war. The shipping of neutral nations has slightly increased, Norway leading in this respect.

Germany is the worst sufferer, three-quarters of the total loss being here. In fact the German shipping to New York has been practically wiped out, only one ship having entered and only one having left. England's shipping has decreased slightly, but it can partly be accounted for by deducting the number of English ships taken over by the Government for auxiliary cruiser and transport service. The North Atlantic is practically safe for English ships. Several German and French liners have also been converted into cruisers.

The total number of ships in the trans-Atlantic trade which arrived during the thirty-one days from August 16 to September 15, 1913, was 181. The number dropped to 136 for the same period this year. The number of vessels sailing in that period of 1913 was 137, but the number dropped in the same period this year to 98.

**Table Shows Comparison.**

	Arrived.	1913.	1914.	Sailed.	1913.	1914.
England	74	59	59	48		
Germany	35	1	30	1		
France	14	9	13	7		
Belgium	4	1	4	1		
Russia	3	0	2	2		
Austria	6	1	3	0		
Italy	16	17	8	8		
Holland	14	13	8	11		
United States	7	10	5	7		
Denmark	4	2	3	2		
Norway	2	14	0	6		
Spain	1	3	1	2		
Greece	1	5	1	2		

The following table, which includes ships for the Far East, via Suez, offers a comparison in detail for the thirty-one days from August 16 to September 15 in 1914 and 1913:

The alertness of British cruisers on the trans-Atlantic lanes is such that the only German ship which has been able to get into the port is the Magdeburg, which steamed up the bay on September 8, her flag floating from the masthead, and landed a cargo of dynamite. She picked a day to enter when the British cruisers had slipped off south on a two days' mission. The only German ship to leave in the month was the Graecia, which cleared for Cadiz, Spain, and slipped out of port on August 27. It is not known whether or not she eluded the cruisers.

**War Turns Ships Here.**

The increase in Norway's shipping is due to the closing of European ports at which her ships were accustomed to call and the increased profit resulting to neutral bottoms in the trans-Atlantic trade. Several Norwegian ships have also brought American refugees. The large increase in Greek shipping is also due to trade diverted from the Continent, and number of refugees who came home by the southern route.

The slight increase in United States shipping is partly due to the transfer of registry in two boats that formerly flew the Belgian flag, the Kroonland and Finland.

There is one big German steamer well known in New York Bay which will never return—the Kaiser Wilhelm der Grosse. She was sunk by the British cruiser Fvaxoy off the African coast while she was acting as auxiliary cruiser. The Kronprinzessin Cecilie will certainly not be seen until the war is over, as she was seized at Falmouth, England, at the outbreak of hostilities.

### PEACE RIVER AND ATHABASCA RY.

(Consul General R. E. Mansfield, Vancouver, B.C.)

Survey work along the proposed Peace River and Athabasca Railway will be completed this autumn. The route, which includes various waterways, rivers, and lakes, electric and steam roads, aggregating many hundreds of miles, will open up resourceful sections of the country, especially in British Columbia.

**C. P. R. Selkirk Tunnel.**

The 5½ mile double track Canadian Pacific tunnel through the Selkirk Mountains, which will be the longest in the Western Hemisphere, is to be lectricified. This tunnel will shorten the main line by six miles, will eliminate 5½ miles of snow sheds, reduce the peak of grade 513 feet and do away with all but 6 miles of 2.2 per cent. grade.

On its entire system of more than 12,000 miles in Canada, it will have but a dozen miles of 2.2 gradient. The latest systems of electrification are to be used in operating the trains through this tunnel.

**G. T. Pacific.**

When the Canadian Government entered into an agreement with the Grand Trunk Railway for its construction across the Continent, the necessity of branch feeder lines were considered, and in 1906 the subsidiary Grand Trunk branch lines, capital \$50,000,000 was organized to build a total of 7,600 miles of such lines through fertile adjacent country.

About 1,300 miles of the subsidiary lines west of Winnipeg have been completed, and arrangements have been made between the various provincial governments and the railway for early construction of many hundreds of miles of additional branch lines, including a north and south road in British Columbia, which will have its terminus at Vancouver, connecting with the main line further north.

The Grand Trunk Pacific has erected along its route several hundred elevators.

It also has a chain of hotels and terminals at various points nearing completion.

**Pacific Gt. Eastern Railway.**

The Pacific Great Eastern Railway has been completed from Dundarave to Horse Shoe, British Columbia, and is running a regular schedule of electric trains from North Vancouver to Horse Shoe Bay on Howe Sound. Sufficient steel has been delivered along the route for the completion of 300 miles of road on the Pacific Great Eastern.

Active construction work is in progress on the line south of Port George and north of Clifton, and a considerable portion of the road connecting Vancouver with the main line of the Grand Trunk Pacific at Port George will be completed.

### REGULAR DIVIDEND.

New York, September 22.—American Agricultural Chemical declared regular quarterly dividends of 1 per cent on common and 1½ per cent on the preferred stocks, payable October 15th, to stock of record September 28th.

## Shipping and Transportation

### ARMED VESSELS OF BELLIGERENTS IN PORTS OF UNITED STATES

Washington Authorities Issue Regulations for Guidance of Port Officials in Matter of Armed Merchantmen—Furnishing of Supplies, Etc.

Washington, September 22.—Rules for the guidance of American port authorities with regard to permitting armed merchant vessels of belligerent nationality and merchant vessels acting as tenders for belligerent warships to leave United States ports have been issued by acting Secretary of State Lansing.

The issuance of the rules is the result of cases which have already arisen under both heads. English passenger liners carrying guns have sought to leave United States ports, claiming that their armament was solely for purposes of defence and that they did not intend to cruise or operate against hostile vessels.

The Department rules that such vessels need not be detained if the evidence, after a thorough investigation in each case, justifies the contention that the armament is for defence only. What character of evidence will be regarded as proof of the absence of intention to engage in offensive operations is stated specifically in the Department rules.

**Tenders for Warships.**

With regard to belligerent ships using United States ports as bases of operation through the medium of merchant vessels acting as tenders to bring them supplies the Department lays down the general rule that the decision will be against the vessel suspected if it takes supplies for warships oftener than once in three months from American ports.

Detailed rules are also provided to show what operations by suspected merchant vessels will be regarded as inconsistent with the neutrality of the United States.

The Department rules that the presence aboard a belligerent merchant vessel of armament and ammunition is a presumption that the vessel has become a ship of war, but the owners or agents may overcome this by evidence showing that the armament is solely for defence.

Indications of such evidence are that the calibre of the guns does not exceed six inches; that the guns and small arms carried are few in number; that no guns are mounted forward; that the quantity of ammunition carried is small; that the vessel is manned by its usual officers and crew; that the vessel clears for a port lying in its usual trade route, or a port indicating it is engaging in the same trade as before hostilities; that the vessel takes on board fuel and supplies sufficient only to carry it to its destination or its customary amounts; that the cargo consists of articles unsuited for a ship of war; that the vessels carry passengers not suited for military purposes, particularly women and children; that the speed of the vessel is slow.

**Must Get Authority.**

It is furthermore provided that port authorities should immediately report to Washington the arrival of an armed vessel of a belligerent flag; no clearances will be granted for such vessels without authority from Washington.

Regarding the carrying of supplies to belligerent warships by vessels clearing from American ports, the Department holds that a common rumor or suspicion regarding a merchant vessel's intentions does not impose upon American port authorities the obligation to detain the vessel unless it is positively known that the vessel has previously been engaged in furnishing supplies to belligerent warships.

Such rumors supported by circumstantial evidence, however, warrant the detention of such a vessel for investigation. Such circumstances include: The presence of a belligerent warship of the port where the vessel is taking on cargo; when the merchantman is of the same nationality as the nearby belligerent warship; when the vessel taking on naval supplies has not had such a cargo on its previous voyages; when coal or other supplies are purchased by agents of a belligerent or when an agent of a belligerent is taken on board the vessel in question.

The Department's ruling states that the essential idea of neutral territory being the base for naval operations by a belligerent is repeated departure from such territory by a naval tender of the belligerent or by a merchant vessel in belligerent service, which is laden with fuel or other naval supplies.

**Limitations of Duty.**

It is also ruled that a merchant vessel clearing with a cargo of naval supplies, which it lands at a neutral port, need not be detained if it returns to the United States for a second similar cargo.

Even if the port of the neutral nation is notorious by a base of operations for one of the belligerents that fact imposes no duty on the United States, as it is the duty of the other neutral State, and not the United States, to prevent unneutral acts being performed upon its territory.

Even if the supplies are shipped directly to an established naval base in territory controlled by a belligerent there is still no duty of detention imposed on the United States Government.

A neutral can be charged with unneutral conduct in such cases only when the supplies furnished to a belligerent warship are furnished to it directly in a port of the neutral nation or through naval tenders or merchant vessels acting in that capacity departing from neutral ports.

The foregoing rules do not apply to furnishing munitions of war, which are absolute contraband, since in no event can a belligerent warship take on board such munitions in neutral waters, nor should it be permitted to do so indirectly by means of naval tenders or merchant vessels acting as such tenders.

The above rules were drafted by the neutrality board constituted for that purpose, which consists of Dr. James Brown Scott, of the Carnegie Endowment for International Peace, and Capt. Harry A. Knapp, and Capt. James H. Oliver, of the United States navy.

### Weather Forecast.

Lower Lakes and Georgian Bay—Strong southerly, shifting to westerly and northwesterly winds, fair and very warm, then showers and thunderstorms, turning cooler at night.

Ottawa Valley and Upper St. Lawrence—Fair and decidedly warm to-day; showers and local thunderstorms at night, cooler on Wednesday.

Lower St. Lawrence—Fresh, westerly to southwesterly winds, fine and decidedly warm to-day, showers by Wednesday.

Maritime and Gulf—Moderate to fresh southwesterly to southerly winds, fine and decidedly warm.

Superior—Strong westerly to northwesterly winds, showers and local thunderstorms and turning cool.

Manitoba, Saskatchewan and Alberta—Fair and cool.

### CANADA STEAMSHIP LINES, LIMITED.

Location of steamers at 6.25 p.m. September 21.

Canadian—Down, Port Huron midnight, last night.

Acadian—Up Port Huron midnight last night.

Hamiltonian—Up Kingston 2 p.m., for Port Colborne.

Calgarian—Montreal, discharging.

Fordonian—Montreal, Takes Tuesday sailing.

D. A. Gordon—Port William.

Glenellah—Left Montreal 1 a.m., for Canal.

Dundee—Arrived Montreal 8 a.m. to-day.

Dunelm—Montreal, discharging.

Strathcona—Montreal, discharging.

Donacoona—Due Toronto to-morrow morning.

Doric—Leaves Montreal to-night for Port Colborne.

C. A. Jaques—Montreal discharging.

A. B. Ames—Sombra loading.

Midland Queen—Welland Canal, eastbound.

H. M. Pellatt—Port Colborne, loading.

Rosedale—Welland Canal, eastbound.

Neepawah—St. Lawrence river, eastbound for Montreal.

Wahondah—Leaves Welland Canal to-night westbound.

Bickerton—Up Kingston, 3 p.m., for Toronto.

Beaverline—Up Soo, 4.30 a.m. to-day.

Tagona—Kingston, loading Plummer's cargo westbound.

Kenora—Down, Soo, 8 p.m., 20th.

Arabian—St. Lawrence River, eastbound.

Ionic—Welland Canal, for Port Colborne.

**Bulk Freighters.**

W. Grant Morden—Arrived Port Colborne, 11 a.m. to-day.

Emperor—Due up Soo, last night.

Midland Prince—Port Colborne.

Midland King—Leaves Port McNicholl to-night for Port William.

Martian—Due Port Colborne.

Emperor Port William—Due up Soo.

Empress Midland—Left Port Colborne 1 p.m., for Ashtabula.

Winona—Soo, discharging.

Stadacona—Down Soo, 10.15 p.m., 20th, for South Chicago.

Scottish Hero—Due Goderich to-night.

Turret Court—Due Port William to-night.

Turret Cape—Due up Port Huron.

Turret Crown—Down Port Huron 3.30 a.m.

A. E. McKinstry—Lorain.

Renvoye—Ellis Bay.

Saskatoon—Arrived Thorold 6 a.m.

Mapleton—Due up Montreal to-night for Canal.

Edgington—Up Port Dalhousie, 8 a.m., for Sandusky.

Cadillac—Left Port Colborne noon 20th for Lorain.

Natronoo—Port Colborne.

Belleville—Leaves Toronto to-night for Montreal.

City of Ottawa—Due Montreal.

### SIGNAL SERVICE.

Department of Marine and Fisheries.

Montreal, Sept. 22, 1914.

Crane Island, 32—Smoky, south west.

L'Islet, 40—Clear, strong west.

Father Point, 157—Clear, west. In 10.00 pm. yesterday Kronprinz Olav.

Little Metis, 175—Smoky, south west.

Matane, 200—Smoky, south west.

Cape Chatte, 234—Smoky, west.

Martin River, 260—Smoky, south west.

C. Macdalen, 284—Smoky, south.

Pointe Point, 325—Smoky, c.m. Out 10.00 p.m. yesterday Monksaven, 5.00 p.m. Sindbad.

Cape Rosier, 349—Clear, calm.

Anticosti:

West Point, 332—Clear, calm.

Ellis Bay—Renvoye and John Sharples at wharf.

S. W. Point, 360—Smoky, south east.

South Point, 415—Hazy, calm.

Heath Point, 438—Hazy, calm.

Cape Despair, 4—Clear, west.

P. Maquereau—Clear, strong south west.

P. Escuminac—Clear, south west.

Clark City—Foggy, east.

Point Amour, 673—Cloudy, east, 4 bergs.

Cape Race, 826—Dense fog, west.

Quebec to Montreal.

Longue Pointe, 5—Hazy, south. In 7.20 a.m. Caspedia, 9.10 a.m. Prince Itlo, 9.05 a.m. Canada (Gaspe Life).

Vercheres, 19—Clear, south.

Sorel, 39—Clear, west.

Three Rivers, 71—Clear, light south west.

Batiscan, 88—Smoky, light west.

St. Jean, 94—Clear, light south west. In 5.50 a.m. Mapleton.

Gronddens, 98—Clear, west.

Portneuf, 108—Light, smoky, west. In 8.55 a.m. Storstad.

St. Nicholas, 127—Clear, south west. In 8.35 a.m. Spray and tow, 6.00 a.m. Stigstad, 8.05 a.m. Galefa.

Bridge, 133—Clear, south west.

Quebec, 133—Clear, south west. Arrived down 7.50 a.m. Sagueunay.

**West of Montreal.**

Lachine, 8—Clear, west. Eastward 6.50 a.m. Masaba.

## RAILROADS

### CANADIAN PACIFIC

Change of Time

CANCELLED AFTER SEPT. 26, 1914:

9.45 a.m. for Winnipeg; 8.10 p.m. for Pt. Fortne; 5.00 p.m. for Quebec.

IN EFFECT SEPT. 27, 1914:

For Boston, Lv. Windsor Station 9.30 a.m. instead of 8.30 a.m.

Folders on application.

**COLONIZATION EXCURSIONS TO NEW ONTARIO.**

Wednesday, September 30th.

**REDUCED RATES TO PACIFIC COAST.**

September 24 to October 8:

One way second class—

Vancouver, Seattle, Portland . . . . . \$52.05

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. Leave Windsor St. 8.45 a.m.

**TICKET OFFICES.**

741-743 St. James Street. Phone Main 4155.

Windsor Hotel, Place Viger and Windsor Street Station.

### 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, Halleybury and other points on T. & N. O. Ry. Going September 20th; returning October 10th.

**LOW FARES TO PACIFIC COAST.**

Sept. 24 to Oct. 8.

One way second class via Chicago to—

Vancouver, Seattle, Portland . . . . . \$52.05

San Francisco, Los Angeles, San Diego . . . . . \$54.00

Low fares to many other points.

**CITY TICKET OFFICES:**

122 St. James St. cor. St. Francis Hotel. Phone Main 3111.

Windsor Hotel. Uptown 1111.

Bonaventure Station. Main 3211.

### CHANGE IN TIME EFFECTIVE SEPT. 27, 1914.

From Place Viger Station.

For St. Jerome: \*8.45 a.m. (1) 1.45 p.m. 4.00 p.m. 19.00 p.m. (1) 11.15 p.m.

St. Agathe: \*8.45 a.m. (1) 1.45 p.m. 4.00 p.m. (1) 11.15 p.m.

Labelle: \*8.45 a.m. (1) 1.45 p.m. 4.00 p.m.

Mt. Laurier: 8.45 a.m. (1) 1.45 p.m. 4.00 p.m.

St. Eustache: \*8.00 a.m. 9.30 a.m. 11.20 p.m. (43)

St. Lin: \*8.45 a.m. 14.30 p.m.

Calumet: \*8.00 a.m. 12.15 p.m. \*5.45 p.m. 8.15 p.m.

Ottawa: \*8.00 a.m. \*5.45 p.m.

Joliette: \*8.20 a.m. 19.00 a.m. 15.30 p.m.

St. Gabriel: 8.20 a.m. 19.00 a.m. 15.30 p.m.

Three Rivers: \*8.00 a.m. \*1.30 p.m. 4.00 p.m. 14.30 p.m.

Quebec: 19.00 a.m. \*1.30 p.m. \*11.30 p.m.

From Windsor Street Station.

Following trains cancelled after Sept. 28:

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 9.30 a.m. daily.

\*Daily. †Daily except Sunday (1) Saturday only. (2) except Saturday and Sunday (3) Tuesday and Thursday only. †Saturday and Sunday only (Saturday only).

### GERMAN LINER ESCAPED

North German Lloyd Liner Arrived in Baltimore After an Exciting Trip Across Atlantic.

Baltimore, September 22.—After dodging back and forth on the Atlantic for seven weeks and being several times chased by British warships the North German Lloyd liner Neckar, once reported captured by the British, arrived here yesterday.

The Neckar sailed from Havana on August 5 after unloading 450 passengers from Galveston, bound for Bremen, who were sent home by another steamer. She then steamed for the German port taking a northerly route and attempting to round the northern end of Scotland. When within 200 miles of the Scotch coast she was detected by an English cruiser, from which she escaped.

Only night before last the steamship passed within twenty miles of the British cruiser Lancaster which did not know of the liner's proximity until the Neckar had got a safe distance away. With fifty tons of coal in her bunkers and her crew living on reduced rations, the Neckar made port not a day too soon.

In her present dress she is scarcely recognizable even by the steamship officials in this city, for her upper decks have been painted a dirty brown and her funnel black.

The captain called the entire time without lights and kept extra lookouts constantly on duty. Capt. British were to look out at right angles to his course after leading his pursuers to believe that he considered Hincin's favorite tactics, he said, in escaping the ed himself safe.

## REAL ESTATE

Real estate registrations were apparently affected by the civic holiday, few deals being formally recorded. The largest of the thirty-threes was the transfer by John Allan to Walter B. Ramsey of lots 37 and 38 in 25 parish of Montreal, measuring 18 feet by 120 feet, with No. 482 Wood avenue, Westmount. The purchase price was \$15,250. The remainder of the registrations were for small amounts.

### FAIL TO OVER-RIDE MAYOR'S VETO IN ST. AUGUSTIN, FLORIDA

City Council Has Ordered That Another Fire Limit and Building Ordinance Be Drawn Up.

St. Augustine, Fla., September 22.—Falling in a vote to override the Mayor's veto of the 14,000 word fire limit and building ordinance, which has been passed by the City Council, the City Council passed an ordinance which will be drawn up by the Mayor and the City Council. The ordinance will be drawn up by the Mayor and the City Council. The ordinance will be drawn up by the Mayor and the City Council.

### CLOTHING CATCHES FIRE

Carelessness About an Oil Stove Coat Little Girl Her Life Yesterday.

Her clothing ignited by a coal from the grate of a kitchen stove early yesterday afternoon, four-year-old Ella Driver, daughter of Alfred Driver, of 462 Woodland avenue, Verdun, sustained burns which resulted in her death a few hours later in the hospital.

The child's mother had left the child alone for a moment while she went to a grocery store next door. When the mother returned to her house she was startled by the screams of her little girl, and she rushed into the kitchen to find the child with her clothing aflame. Neighbors came to the mother's assistance and the flames were extinguished with a rug.

The victim was removed in a semi-conscious condition to the Royal Victoria Hospital. The doctor found the little victims to be suffering from burns which covered her from head to foot and very little hope was entertained for her recovery. The child died rapidly and expired at 10.15 last night. The body will be removed to the morgue for inquest.

### PREDICT GREAT BOOM.

Chicago, September 22.—Chas. G. Dawes, says they return to prosperity is due and the European war will accelerate it. American International Bank will find its first practical foundation. Samuel Gomper, predicts great boom we ever had.

### Real Estate and

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

	Bid.	Asked
Aberdeen Estates	120	124 1/2
Broadin, Ltd.	199	199
Bellevue Land Co.	70	78 1/2
Bleury Inv. Co.	97	104
Caledonia Realty, Com.	15	18
Can. Cons. Lands, Ltd.	3	5
Dartier Realty	79	79
Central Park, Lachine	100	107 1/2
Corporation Estates	55	69
Clearing Co. Co.	10	25
City Central Real Estates, Com.	15 1/2	15
City Estates	55	63
Cote St. Luc R. & Inc. Co.	50	52 1/2
C. C. Cottrell, Ltd., 7 p.c., ptd.	14	17 1/2
Credit National	120	123
Crystal Spring Land Co.	60	62
Douart Realty Co., Ltd.	45	50
Denis Land Co.	75	95
Dorval Land, Ltd.	20 1/2	20 1/2
Drummond Realities, Ltd.	100	101
Eastmount Land Co.	90	91
Fairview Land Co.	100	125
Fort Realty	25	31 1/2
Hotel Montreal Land, Com.	174	190
De. Pte.	100	118
Highland Factory Lands, Ltd.	100	118
Improved Realities, Ltd.	50	60
De. Com.	15	18
K. & R. Realty Co.	62	75
Kenmore Realty Co.	70	78 1/2
La Teresa Cement, Ltee.	55	65
Lachine Land Co.	100	105
Land of Montreal	40	64 1/2
Landholders Co. Ltd.	80	98
Lanson Dry Dock Land, Ltd.	80	98
La Societe Blvd., Pte IX.	64	64
La Compagnie des Terres de Ciment.	40	65
La Compagnie Nationale de L'Est	80	99
La Compagnie Montreal Est.	90	92 1/2
La Salle Realty	97	98
La Compagnie d'Immeuble Union, Ltd.	55	68
La Compagnie Immobiliere du Canada	40	73
Les. . . . .	40	73
La Compagnie Industrielle et d'Immeubles, Ltee.	80	92 1/2
La Compagnie Montreal Ouest de N.	91	95 1/2
D. de G.	91	95 1/2
Montreal Realty Co.	100	100
D'Union de l'Est	101	101
Montreal Sites, Ltd.	85	88
Model City	47	47
Montmartre Realty Co.	70	100 1/2
Mont. Deb. Corp. pfd.	10	10 1/2
Mont. Deb. Corp. Com.	95	95
Montreal-Edmonton Western Land & Dev. Co. of Canada	80	80
Montreal Land & Investment Co.	95	95
Montreal Extension Land Co.	94	94
Montreal Factory Land	65	