STEAMSHIPS

CUNARD LINE CANADIAN SERVICE

Aug. 13...... ANDANIA Aug. 29 Aug. 20...... ASCANIA Sept. 5 Steamers call Plymouth Eastbound. Rates, Cabin (II.), \$46.25 and up. 3rd Class, British Eastbound, \$30.25 mm. Westbound, \$30 up.

THE ROBERT REFORD CO., LIMITED. General Agents, 20 Hospital Street. Steerage Branch, 488 St. James Street. Uptown Agency, 530 St.

DONALDSON LINE

Aug. 8..........SATURNIA Aug. 22nd ...ATHENIA Aug. 29th Passenger Rates-One class cabin (II.), \$47.50 upwards. Third-class, east and westbound, \$31.25.

THE ROBERT REFORD CO., LIMITED. General Agents, 20 Hospital Street. Steerage Branch, 488 St. James Street. Uptown Agency, 530 St. Catherine St. West.



Thousand Islands Toronto, Niagara Falls Service Daily.

Week days: 1 p.m., Victoria Pier. S. 1.30 p.m., Grand Trunk Train to Lachine ROCHESTER Via Charlotte

Tues-, Thurs., Fri., Sat., 1.00 p.m., and Sunday

Quebec Service Nightly, 7.00 p.m.

Far-famed Saguenay

S.S. "Saguenay." Tues, and Fri. 7.15 p.m.; from

Toronto and Hamilton Steamers leave 7.00 p.m., Tues., Fri., and Sat

through the 1,000 Islands and Bay of Quinte Low rates, including meals and berth.

Gaspe, P.E.I., and Pictou, N.S. August 13th. Ticket Office: 9-11 VICTORIA SQUARE

WILL SAIL SOON NOW

Ruling Regarding Contraband Will Allow Several

New York. August 11 .- As the result of the ruling Port by the Treasury Department, at Washington, the sailing of some of the big liners this week with the effect that only guns and ammunition wishing to sail with a general cargo of merchandise reasury Department forbids the sailing of any ship than just enough to get it to its destination. No clearance papers were asked for to-day but it is expected that a number of requests will be made

NOT CONCERNED OVER LUSITANIA. feels no concern over the safety of the Lusitania, ac- (Exclusive Leased Wire to The Journal of Commerce. cording to an officer of the line, the steamship is taking a long course and might not reach Liverpool un-

THE SHIPPING WORLD YEAR BOOK.

Price, post free 11s.)

easily read and the quality of the paper excellent.

In addition to the usual almanac and tables the Shipping World Year Book includes a digest of the Merchant Shipping Act and a vast amount of informaregarding navigation, the loading and discharging of ships, statistics of imports and exports, consular ce tables, marine insurance clauses, etc. corporated in the volume is a Port Directory of the principal ports of the world giving information as depth of water, wharfage accommodation, pilotage and harbor dues, repair facilities, towage, etc., and also the complete tariffs of no fewer than fifty

It would be impossible to find a more valuable book and the compiler, Major Evan R. Jones, is to be congratulated for the publication of such a tal and indispensible work of undoubte

ALLAN LINE STEAMERS.

gow, passed Father Point 6 a.m. August 9th.
Victorian, from Montreal and Out an, from Montreal and Quebec, for Glas pool, passed Fame Point 6.18 p.m. August 9th.

orian, from Boston, for Glasgow, arrived a

Glasgow 4.30 a.m. August 10th. ian, from Montreal and Quebec, for Glasgov

Halifax for Philadelphia 10.30 p.m. August 9th.

rrived at Glasgow 4 a.m. August 10th. Carthaginian, from Glasgow and Liverpool, for S John's, N. F., Halifax and Philadelphia, sailed from

Total Property Affected During the First Week Represents Investment of Close on \$700,000,000

VERY FEW ESCAPE

Il Lines Will Suffer Losses in Earnings it Will take Years to Recover—For Germany, the War Will Mean Her Displacement as the Second Largest Merchant Marine Power in the Entire World.

It is hardly a week since England and France be came actively involved in the European conflagration, yet an investment in shipping property, aflor and ashore, probably nearer \$700,000,000 than \$650.

What another week of war will mean to the ship ping industry can only be conjectured. Money put into shipping property and rendered temporarily idl may then have reached the billion dollar mark.

erate to schedule and considering the additional risks and restrictions on passenger and freight business incidental to war, not one of the line boats operated is likely to earn more than the cost of steaming over and back. German shipping has been more affected than that of other countries. In fact, German shipping may be said to have been practically driven off the seas. The explanation for this is the lack of protection against the combined naval forces of the naritime powers with which the Kaiser is at war. English and French lines and such vessels of the International Mercantile Marine as fly the British and Belgian flags are continuing to operate some of their vessels, these being assured of more or less warship n on the first and last stage of the transatlantic trip. The larger vessels of these lines which are not being operated, have already been indicated as possible troop transports by the governments hav ing jurisdiction over them.

So far as the four biggest shipping companies are concerned, the property held between them and lying idle for the time, represents an investment of approximately \$330,000,000, of which \$290,000,000 is in steamship tonnage. On the basis of a combined gross re gistered tonnage of 3,230,170 employed last year, thi means an investment, per ton of shipping, of \$102.16. Against this the four companies last year showed net earnings of \$63.03. A tabulation follows:

Merc'ntile Marine 169,449,150 1,115,861 Hamburg-Amer. 56,157,576 1,051,503 N. G. Lloyd 37,677,022 778,709 15.03 G. Lloyd 37,677,022 ... 296,256,343 3.230,170 Total .. 63.03

This figure represents undertakings and the se eral properties of International Mercantile Marine at cost to latter in stocks, bonds and cash.

The above figures of fleet valuation are as of De cember 13, 1913, and after all depreciation for the year has been charged off. Valuation of Mercantile Marine's fleet is not shown separately in its property account. To the above indicated fleet valuation total Co., Agents. measure of valuation of the miscellaneous properties owned by the several companies, as indicated in their latest reports to stockholders. For Mercantile Marine \$7,000,000 has been arbitrarily allowed as representing property outside of its ocean fleet of 124

No matter what the outcome of the present war in Europe and how soon its termination, the current on contraband shipments sent to the Collector of the year will go down as the blackest in shipping history generally. For Germany, it may mean her displace ment as the second merchant marine power of the big cargoes aboard was predicted to-day. This ruling world. Heavy reprisals have already been made against her shipping and as the war continues the could be classed as certain contraband goods. Ships German merchant fleet will likely continue to suffer will be permitted to do so, but they are warned that they will be liable to capture on the high seas. The that may have been painted black during her stay less, face a loss in earnings that, according to some in port, and also forbids ships carrying any more fuel shipping men, will take five years or more to make

The Charter Market

New York, August 11.-No material imp is anticipated in the charter market until the tang led restrictions are straightened out. There is a moderate demand for prompt boats for sugar from Cuba to North of Hatteras, and the rate continues A volume which should be on the desk of Canadian shipping men, marine insurance and customs brokers, are inquiries for tonnage in a few other of the West orters and exporters generally, is the "Ship- India trades, but no actual fixtures have resulted as Effingham House, Arundel Street, London, W.C., Eng. surance on all except British vessels which fact also there is little doing in any of the various trades is contained within its covers, the Year Book is by Pates have advanced slightly in a few of the coast The type is clear and wise trades due to the fact that the tonnage freely offered.

Charters:-Grain: British steamer Waverley (pre viously) 25,000 quarters from Montreal to Avon bouth or Rotterday 28 4%d, option Liverpool, Tyne Lumber.-Schooner J. E. Dubignon, 468 tons from

Belfast, Ga., to Portland, p.t. Miscellaneous.-British steamer Lamington, 2.283 tons (previously) trans-atlantic trade, two round delivery United Kingdom via the Gulf, August.

St. John, August 11 .- Pleasing news to St. John comes in orders from Ottawa to make certain of accommodation for despatch of government supplies from here during the winter, if necessary, and also sected with shipping and commerce. to provide public employment for as many as possible. Work on the local harbor facilities will b number is to be doubled if provision can be made

WILL SAIL ON SATURDAY.

New York, August 11.—Busk and Daniels announces Ariel..... that the S. S. Tenninson, of the Lamport and Holt line. will sail from New York for Brazil and Argentine Tunisian......LiverpoolAugust ports on August 15th, with mails and passengers.

STEAMSHIP SPECIALS.

Connecting with R. M. S. Calgarian, sailing fre Ionian, from London and Havre, for Quebec and Quebec, Thursday, August 13, of First Class Coaches Ionireal, passed Cape Magdalen 140 p.m. August 10, and Standard Sleepers will leave Windsor Street Sta-Quebec, Thursday, August 13, of First Class Coaches treal, passed Cape Magdalen 140 p.m. August 10.

otian, from Montreal and Quebec, for Hawre and tion at 8.30 p.m. Wednesday, August 12, passenger and Mall Special of First Class Coaches, Diner and ton, arrived at London 3 p.m. August 9th.

Parior Cars will leave Windsor Street Station at 10 8.55 p.m., August 10th.

a.m. Thursday, August 13.

Both trains will run direct to ship's side.

Both trains will run direct to ship's side.

Shipping and Transportation

TUESDAY, AUGUST 11, 1914.

Sun rises-4.51 a.m. Sun sets-7.19 p.m. Full moon-Aug 5. Last quarter—Aug. 13. -Aug. 21. First quarter-Aug. 27.

TIDE TABLE.

High water-9.25 a.m., 9.33 p.m Rise-14.9 feet a.m., 14.8 feet p.m. Next high tide on August 24. Rise-17.6 feet.

Wanther Forecast

Lower Lakes and Georgian Bay, Ottawa Valley ar Upper St. Lawrence-Westerly and northwesterl winds; cooler, with some showers at first, then clea and fair.

Lower St. Lawrence Valley and Gulf-Fresh south westerly and westerly winds; cloudy, with shower and local thunderstorms; cooler at night. warm, with showers and local thunderstorms an

Superior-Northwesterly winds; fine and cool. Manitoba, Saskatchewan and Alberta - Fine and

PORT OF MONTREAL

Cassandra, Donaldson Line, from Glasgow, pas sengers and general cargo. Arrived 1.30 p.m., August 11th. Robert Reford Co., Agents. Coastwise Arrivals.

Colliers Maskinonge and Hochelaga. er Canobie. August 11th. a.m.

C. P. R. liner Mount Royal. Collier Kamouraska Lake freighter John Sharples. Furness liner Cots-

VESSELS IN PORT. Glasgow. To sai

Cassandra, Donaldson Line. Glass August 15th. R. Reford Co., Agents. Hesperian, Allan, Glasgow. To sail August 15th. Berlin, T. R. McCarthy, agent,

Eddie, Furness, Withy Co., Agents. Laurentic, Liverpool. To sail August 15th, James

Ennisbrook, to load grain, T. R. McCarthy, agent, Penvern. To load grain. Furness, Withy Co.

Innishowen Head, Head Line. Belfast and Car Ethel Hilda. To load grain. Furness, Withy Co

Stanley. To load grain. McLean, Kennedy and

Benguela. To load for South Africa. To sail August 20th. Elder, Dempster Co., agents. Devona, Thomson Line. Leith and Newcastle. To sail August 11th. Robert Reford Co., Agents.

Angle-Brazilian. To load for Australian ports, Sail Keramiai, (Gr.), to load grain. T. R. McCarthy,

Dalton Hall. To load for Hull. Furness, Withy Co.

Burrsfield. To load grain. T. R. McCarthy, Agt. Ribston. To load grain. Furness, Withy Co., agents. Nantwen. To load grain. T. R. McCarthy, agent Troutpool. To load grain,t T. R. McCarthy, Agent. Millpool. To load grain. T. R. McCarthy, Agent Mottisfont, To load grain. Robt. Reford Co., Agt

Upland. To load grain. T. R. McCarthy, Agent. Stagpool. To load grain. T. R. McCarthy, Agent. Wilberforce. To load grain. Elder, Dempster Co., Standard Oil Co. operates over 30 ships, sail and GENERAL SUPERINTENDENT GRAND TRUN

Gloria de Larrinaga. To load grain. Robert Re

sail Aug. New Zealand S. S. Co.,

VESSELS BOUND FOR MONTREAL.

Dio.	DBL
Hall Monte Video	July
SachemHavre	July
Reapwell Antwerp	July
Cairncross	July
HeathersideTyne	July
RivertonPort Said	July
KenilworthBarcelona	July
Manchester CommerceManchester	July
Mount RoyalAntwerp	July
ClearpoolGenoa	July
WillerbyCivita Vecchia	July
Lake MichiganAntwerp	
Cressington CourtGenoa	July
IdaTrieste & Naples.	July
BrookbyRotterdam	July
British TransportLisbon	July
RutheniaAntwerp	Tuly
SilvercedarShields	Tuly
Santeramo	Tuly
IonianLondon	Inly
Cairntorr Middlesboro	Tulu
Westonby,Rio Janeiro	July
Alden	July
Saxilby Pernambuco	July
Cassandra	ugust
Manchester Spinner Manchester	ugust
Hesperian	ugust
Haigh HallSt. Lucia A	ugust
HammershusLas PalmasA	ugust
InglebyShieldsA	ugust
Bengore HeadAndrossanA	ugust

Virginian, Liverpool Vessels Reported Inward

Montcalm Antwerp August

oint 1 a.m., August 11th. Ionian, Allan, from London, passed Father Point,

SIGNAL SERVICE.

9.30 a.m., Montreal, August 11th, 1914. Grosse Isle, 26—Left, up, 7.45 a.m., Riverton. Crane Island, 32—Smoky, southwest. In, 6.25 a.m., Cascapedia, 6.25 a.m., Waccamaw. Out, 5.20 a.m.,

L'Islet, 40-Foggy, strong southwest. Cape Salmon, 81-Foggy, southwest. lan. Out, 1.35 a.m., Alaunia. Midnight, Charter House. In, 8.55 p.m., yesterday, Kenliworth. 9.10 p.m., Wabana. Out, 11.30 pm, yesterday, Tyrolia.

11.50 a.m., Sicilian, 11.50 p.m. Letitia, Little Metis, 175-Cloudy, southwest. In, 7.30 a.m. Matane, 200-Smoky, southwest. cape Chatte, 284—Smoky, calm.

Martin River, 260-Cloudy, west. In, 5.30 a.m., Cape Magdalen, 294—Smoky, south. Out, 5.40 a.m.

Cape Rosier, 349-Cloudy, calm.

ANTICOSTI:-West Point, 332-Smoky, south. Renvoyle at Ellis S. W. Point, 260-Dense fog, southeast.

South Point, 415—Dense fog, calm. Heath Point, 438—Dense fog, west. P| Escuminac-Clear, southwest. Cape Race, 826-Out, 10.30 p.m. yesterday, Empress

Ar. CHICAGO 7.45 a.m. Point Amour, 673-In, 6.30 a.m., yesterday, Cairn-

St. John, N.B.-Arrived in, 4.30 p.m., yesterday

Halifax—Arrived in, 6.30 a.m., yesterday, Minia a.m., Cape Breton. Longue Pointe, 5-Light fog. raining, southwest. In

4.35 a.m., Canobie. 6.30 a.m., Quebec. 6.45 a.m., Maskinonge. 9.05, a.m., Hudson and tow. 6.50 a.m. Hochelaga, 9 a.m., Noavhtup, Out. 9.15 a.m., Port Vercheres, 19—Raining, west. In, 5 a.m., Alaska GRAND TRUNK RAILWAY SYSTEM

Sorel, 39-Cloudy, southwest. In, 7.50 a.m., John Sharples. Out. 8.20 a.m. Lingan. In. 9.30 a.m., Cas-Three Rivers, 71-Cloudy, southwest. In, 6.35 a.m.,

Cassandra. 12.50 a.m., Gwennith and tow. 12.50 a.m., steamer. Arrived in, 7.35 a.m., Cotswold Range. Batiscan, 88-Cloudy, northwest, Grondines, 98-Cloudy, southwest. Out. 3.50 a.m.

steamer. Portneuf, 108-Cloudy, southwest. In, 8.20 a.m., Kamouraska. 9.05 a.m., Mount Royal.

St. Nicholas, 127-Cloudy, southwest. Bridge, 133-Cloudy, southwest. Quebec, 138- Cloudy, southwest. Arrived in, 5.25 .m., Canadian, 8.25 a.m., St. Irene, 9.30 a.m., Cascapedia. Arrived down, 1.30 a.m., Spray and tow. 8.10 .m., Montreal 9.15 am., Otto Sverdrup. 4.10 a.m.,

J. H. Hackett. 7.20 a.m., Wagama. West of Montreal. Lock No. 2-Left out, 5.30 a.m., Port Colborne. 9.30

.m., Glenmavis. Lachine, 8—Raining, southwest. Eastward, 3 a.m. Ceynor. 5.30 a.m., Morley, 6 a.m. Stanstead. 6.20 a.m., Compton. 7.20 a.m., Hestor and Hilda, 7.20 a.m. Coteau. 8.05 a.m., Querida. Yesterday, 4.15 p.m., Keybell. 10.20 p.m., Carleton. 5.35 p.m., City of Ottawa

3.15 p.m., Arabian, 5 p.m., Colonial. Cascades, 21—Raining, southwest. Eastward, 7.30 a.m., Northm Coteau Landing, 33-Raining, southwest. East-

STANDARD OIL SHIPS AND FLAG

Foreign Registry Are Not Confirmed at

It is rumored that the Standard Oil Co. will trans-

fer its ocean vessels to the American flag. The

Border Knight. Australia and New Zealand. To all, of these vessels sail under foreign flags, owing to the unfavorable conditions of operation under Pontwen. To load grain. Furness, Withy Co., Agts. American registry. Their transfer to the American induces the appointment of Mr. David B. Mil Polam Hall. To load grain. Furness, Withy Co., flag would quickly give the United States a very re- as General Superintendent of the Grand Trunk spectable start in the establishment of a mercantile cific System of hotels, with headquarters a Birkhall. To load grain. Furness, Withy Co., Agts. marine. This rumor has been current several days, nipeg. but careful inquiry among Standard Oil officials failed to confirm the report. Officials when queried were non-committal as to the situation, and in the absence of denial there was a disposition in shipping Holland House, New York City, and the old Ps. Sailed circles to believe that a move of this sort was in con-templation. There are difficulties in the way, both of a domestic and international character, and these business in Ottawa for a considerable time. may delay or altogether prevent the consummation of the past three years he has been ma such a plan. Meanwhile, the vessels of the Standard Hotel Breslin in New York. Oil Co. are exposed to seizure by German, British or French war vessels when they happen to be under Garry at Winnipeg, the Macdonald at Edmonton. hostile flags. The situation is one that naturally gives Qu'Appelle at Regina. The Fort Garry has all the Standard Oil management much concern. The obtained an international reputation for the elegal 24 fact that oil is contraband of war is also understood of its appointment and the excellence of its serv to have been one reason why the Company has The hotels in Edmonton and Regina are not action, although some of its vessels bring general merchandise on their return from the Far East. Still another rumor was that Standard Oil hotels in Jasper and Mt. Robson Parks, the green band has been parked by the standard of t els had been ordered back into friendly ports.

The Steel Corporation, which does 75 per cent. of building of the new trans-continental line. ur export business in iron and steel, is arranging to bring under its ownership vessels it has under char ter heretofore flying the British flag. Thus, about twenty-five vessels will be given American registry when the pending bill is signed by the Preside trade. Canada, it is to be remembered, ordin

In this connection it may also be said that the ves sels of the Mexican Eagle Oil Co., the Pearson Syndicate, have been ordered into port as early as pos sible, in order to prevent seizure by German war CEDRIC ARRIVES IN NEW YORK

New York,-White Star Liner Cedric arrived this morning from Liverpool and Queenstown by Halifax after a delayed voyage of 12 days. Captain ess instructions from British cruiser Esse about 3 o'clock on morning of August 6 to alter her ed further orders to proceed to Halifax. Est in sight shortly after and acted as escort until Hali- ers sealed bulkhead No. 3, and arrangement

MARTIAL LAW IN HOLLAND The Hague—Martial law was proclain inces of Limburg, North Brabant, Zeela parts of Guelderland, south of River Wo

RAILROADS

CANADIAN PACIFIC Harvesters Excursions August 14th and 21st TO WINNIPEG \$12.00

Proportionately cheap rates from Winnipeg for ex-cursion of August 14th to all points in Manitoba, and for excursion of August 21st to all points in Manitoba and to a restricted territory in Saskatchewan and

Seaside Excursions

TOUGHT LIA	Cui 810118
Amherst\$16.75	No Sudney
Charlottetown 18.85	54\$22.70
Enaderictes 10.00	St. Andrews 13.95
Moncton 15 20	18.85
Monoton 15.30	Tarmouth 18.80

Going August 14, 15, 16, and 17,

Through Parlor and Sleeping Cars.

†Daily ex. Sunday. *Daily.

Return limit, September 1, 1914. PORTLAND, KENNEBUNK. OLD ORCHARD. Lv. Windsor Street †9.00 a.m., *9.05 p.m.

CHICAGO EXPRESS The Lv. MONTREAL 8.45 a.m.

New Lake Shore Route

TO TORONTO. via Belleville, Trenton, Brighton, Colborne, Port Hop Newcastle, Bowmanville, Oshawa, Whitby. Windsor Street 8.45 a.m.

TICKET OFFICES: 141-143 St. James Street Phone Main 8125 Indsor Hotel, Place Viger and Windsor Street Stati

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

THE INTERNATIONAL LIMITED Canada's Train of Superior Service. Leaves Montreal 9.00 a.m., arrives Toronto 4 30 Detroit 9.55 p.m., Chicago 8.00 a.m., daily.

IMPROVED NIGHT SERVICE.

Leaves Montreal 11.00 p.m., arrives Toronto 7 a.m., Detroit 1.45 p.m., Chicago, 8.40 p.m. Club-Co. partment Sleeping Car Montreal to Toronto daily,

HARVEST HELP To Winnipeg, Man., \$12.00

Going Dates August 14 and 21. FROM WINNIPEG: For August 14, Excursion Manitoba ONLY.

For Aug. 21 Excursion, low fares will be name to certain points in Saskatchewan and Alberta

where hepl is required. PORTLAND-MAINE COAST-THE ISLANDS.

Summer Tourist Fares-Through Service.

MORTHERN NAVIGATION LINE.

Steamships Noronic, Hamonic, Huronic. The most attractive rail and lake route via the Gre p.m. Sundays, Tuesdays and Fridays, and leave To onto, Mondays, Wednesdays and Saturdays, 11.15 a thence to Fort William, and via Grand Trunk Pacif fine service to Winnipeg, Regina, Saskatoon, Edm

ton, Calgary and all points in Western Canada. 122 St. James St. cor. St. Francois Xavie -Phone Main 6905 Windsor Hotel Bonaventure Station

PACIFIC HOTELS.

Mr. Morley Donaldson, Vice-President Manager of the Grand Trunk Pacific Railway

Mr. Mulligan is a Canadian by birth

The Grand Trunk Pacific Hotels include the proaching completion. The railway also plans to erection of a big hotel at Prince Rupert, and summ Canadian Alpine reserves now thrown open

HARVESTERS TO THE WEST. The first trains with harvesters for the West leav

-day by the C. P. R. from all points in Ontario we of Kingston and Renfrew. The number of men will fall far short of what required to reap the harvest so that all who go fro Eastern Ontario and from the Province of Queb

leaving on Friday next the 14th, will find ready en This excursion is being run by the C. P. R. on the regular Western trains and on a special leaving at a.m. The Harvesters will be engaged on their arriv nipeg and be at the places required and real for work on Monday morning.

COMPRESSED AIR AND SALVAGE. Compressed air is now doing greater wonder ver before, particularly in salvage work. steamer Gorthland recently ran on the rocks of northward and at 9.45 that morning receivthe stern to No. 3 bulkhead was carried away. Wr npressed air in Nos. 1 and 2 holds were so fective that the vessel came all the way from S to Southampton under her own steam, part of time at eight knots, and with no pumps going. ressors not having stopped work during

ISTON BANKS WILL CANCEL

ance has already and all mapricant coulded of some of the banking houses which carrying Lloyds, London, blanket policies the fidelity of their employes and officer as the bank's burglary and robbery hazar. el their Lloyds, London, contracts and ction with the regularly admitted compani ns now prevailing in Europe, Pres m B. Joyce, of the National Surety Com

to seriously consider whether or not yds policy of insurance covering the empl our bank is adequate protection at this cri In times like these Lloyds' Underwriters in a rather uncertain condition financially. brokers would have reason to consider arefully the real value of any insurance execute the Lloyd's Underwriters in war times. It d that \$30,000,000 of money has been sent ope and is yet unaccounted for. If this were red it might completely wipe out many, if not Lloyds' Underwriters. Then there is to the losses, which might be enormous, especiall the war hazard has not been excluded from the war hazard has not been excluded from t des. It has already been reported that t heen 'captures' of several mercantile ships in the loss of the entire sum insured. The Llo ning a great amount of 'war' risks including the 'war clause' in all marine policies, h also issued a great number of speculative poli the powers of Europe. Any such policies, so iss means a total loss of the face amount, w btedly will result in a very heavy loss to ers in addition to the legitimate ma *Assuming Lloyds will not become financially c

to the other serious situations in which Lloyds f elf. it would be rather difficult at least to get y for; but will you get it while the 'moratorium' is onably be expected. It is in times like these you want your money if a loss occur. An impo ral assets to support it.

"We shall be pleased to issue our direct policy

ess' policy to be collectible only if Lloyds fai NOTES OF INTEREST. The firemen of the Outremont brigade had a behour yesterday noon when they were called out

bridge over this uncertain situation, or issue

guished an area of two acres had been burned o Ten persons were drowned in the waters in und New York City on Sunday, when the h rove thousands of people to boat and bathe. safety first movement is still being ignored by ma

who seek pleasure in the water.

extinguish a bush fire above Rockland avenue. C Baker and his men were forced to lay hose for a c

lerable distance and before the blaze was ex

Real Estate and

tions for to-day on the Montreal Real Es berdeen Estates..... 120 Bleury Inv. Co.....

an. Cons. Lands, Ltd. aring Cross Industrial, com. 8 p.c.. City Central Real Estate, com..... C. C. Cottrell, Ltd., 7 p.c., Pfd. Crystal Spring Land Co. ust Realty Co., Ltd. val Land Co. mond Realties, Ltd.

lew Land Co...... 120 er Montreal Land, Com. ved Realties, Ltd., Pfd. Do., Com. K. & R. Realty Co. & R. Realty Co. ore Realty Co..... Les Teresa Ciment, Ltee..... hine Land Co. 121 % land of Montreal olders Co., Ltd. ... izon Dry Dock Land, Ltd.

La Societe Blvd., Pie IX. Compagnie des Terres de Ciment. pagnie Montreal Est La Compagnie Immobiliere du Canada Lites. La Compagnie Industriel et d'Immeu-

......

Mont Deb. Corp. Com.

Montal-Edmonton Western Land &

Co. of Canada

By. Co. of Canada

By. Co. of Canada

Contreal Extension Land Co.

Contreal Land and Improvement Co.

Contreal Factory Land

Contreal Factory Land

Mont. Lachine Land Syn., Ltd.

Contreal Westering Land

Contreal Factory Land

Co

125