# **STEAMSHIPS**

| CANADIAN     | SERVICE                                 |
|--------------|---|
| From         | F                                       |
| Southampton. | Monta                                   |
|              | ANTENNESS DE LE LE LE REMERCE PROPRIÉTE |

Steamers call Plymouth Eastbound. Rates:—Cabin (II.), Eastbound and Westbound, AUSONIA \$51.25 up. ASCANIA, \$52.50 up. Third

und, \$32.75. Westbound, \$32.50. THE ROBERT REFORD CO., LIMITED, General Agents, 20 Hospital Street. 488 St. James Street. Uptown Agency, 530 St.

GLASGOW PASSENGER AND FREIGHT

Oct 31 The Head Office, 20 Hospital Street, should be selled before booking passage for these sailings, as accommodation is rapidly being taken up. Phone Main and to impress neutrals.

"The statements based on information available on the Atlantic may be accepted as accommodation."

For all information apply to

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

### \* The Charter Market

× -----(Exclusive Leased Wire to The Journal of Commerce.)

New York, October 19.—An active business was Z done in steamer chartering, almost all of which was I for the transportation of grain and other cargo to Z closed for a lumber cargo from the Gulf to the River 2 Plate, but freights of the kind are exceedingly few. S For steamers for trans-Atlantic business of various kinds this demand holds steady ,the orders being largely for boats in position to make fairly promp delivery. Rates are firm in all trade, with but for quotable changes, and tonnages offers moderately can passenger is reported to have been chartered by the British Government to carry horses from Seattle to the United Kingdom. In the sailing vessel market, nofixtures of any kind were reported, and there

Miscellaneous-British steamer Bedeburn, 2.177 basis about 7s 6d, delivery north of Hatteras, Oc-

vannah to the United iKngdom, with cotton, etc

Grain-British steamer Nunima, 26,000 quarters oats. from Baltimore to London. 2s 3d, October British steamer Vathfield, 26,000 quarters, same.

the Gulf to picked ports United Kingdom, 3s 3d, op-Genoa, 4s 3d, October. British steamer Badminton, 26,000 quarters, same

option France or Belgium, 3s 10 1/2 d, Marseilles, 4s specially for use over the sea 114d, or Genot 4s 14d, November. British steamer barrels refined, from Philadelphia to Scandinavi.

Norwegian steamer Belita 5,000 harrels same Lumber—Dutch steamer Eemdijk, 1,870 tons, from the Gulf to the River Plate, 110s, early November.

### RAILWAY EARNINGS.

St. Louis and San Francisco-Year ended June 30 1914—Operating revenue, \$44,923,569; decrease, \$1. 126,721.

Operating income, \$9,503,754; decrease, \$3,778,002. Other income, \$749,911; decrease, \$629,112. Total income, \$10,253,665; decrease, \$4,407,114.

Deficit after charges, x, \$1,915,161; increase, \$1,

1st preferred dividend, blank; decrease, \$149,790. Deficit, \$1,915,161; increase, \$1,098,023.

X-Charges for 1914 include six mo on refunding mortgage, \$1,371.140. Eight months 'interest on general lien mortgage, \$2,292,960, and \$338,446 interest on notes not paid. New York Railways-Year ended June 30, 1914 Gross, \$3,860,828; decrease, \$204,321.

Net after tax, \$4,008,759; decrease, \$110,543.

Other income, \$434,201; increase, \$24,170 Total income, \$4,442,960; decrease, \$86,373. underlying bonds, rents, etc., \$2,674.510 decrease, \$21,046.

terest on refunding 4's, \$651,838; unchanged Interest paid on 5 per cent. adju onds, x, \$1,112,678; decrease, \$77,486. Surplus, \$3,934; increase, \$12,159. Previous surplus, \$67,423; increase, \$13,097. tal surplus, \$71,357; increase, \$25,256.

X-Equal to 3.63 per cent., paid on \$30,626,977 ads during fiscal year. Allotted 5 per cent. would require payment of \$1,531,348.

M. P. EARNINGS.

crease \$95,000. From July 1st, \$18,078,771; decrease, \$355,210.

HOCKING VALLEY RY. SELLS NOTES.

# DOUBTS THAT GERMANY HAS MORE ZEPPELINS THAN ANNOUNDED

ion with airships-particularly the German air fleet-is highly interesting at the mo

In an article in the London "Daily Telegraph," Mr. Archibald Hurd deals with the Zeppelin fleet, in which he says the estimates of the number of airships available vary considerably. The writer says:-"It is reported that as a result of the almost super

from 100 to 150 available.

"I am always suspicious of miracles. It would be a miracle if Germany possessed at the opening of war a single Zeppelin more than was known to the nava and military attaches of foreign countries resident in Berlin. You could as easily hide a Dreadnought as a Zeppelin airship—in fact, easier in some respects—

Maritime Moderate winds, fair; not much change in temperature.

Maritime Moderate winds, fair; not much change in temperature. from 100 to 150 available. pelin airship—in fact, easier in some leagues, as we proved, a country may have the larg-fair; not much change in temperature, articalism of the sea without sufficient docks in st battleships of the sea without sufficient docks in which to put htme, but for each battleship of the ir you must have a shed or dock, or in the first high wind it will be destroyed.

Particulars of Zeppelins

"How many Zeppelins did Germany possess when the war opened? We cannot accept German figures, The Head Office, 20 Hospital Street, should be conanxious to frighten us-to create a feeling of panic-

the other side of the Atlantic may be accepted as acbound \$52,50 up. Third-class, eastbound and west- curate. The 'Scientific American' recently gave details of all the airships possessed by Germany when the war began-naval, military and civilian owned,

| r | . The      | particul | ars are  | as  | follows | 3:     |        |
|---|------------|----------|----------|-----|---------|--------|--------|
|   |            | Naval    | Airships | (R  | igid T  | ype.)  | - 1    |
|   |            |          |          | Dis | place.  | Length | Speed  |
|   |            |          |          | m   | ent.    | in     | in     |
| ī | ame        |          | Date.    | in  | tons    | ft.    | m.p.h. |
| 5 | <b>(Z)</b> |          | 1914     |     | 32.0    | 550    | 62     |
| ļ | (S.L.)     |          | 1914     |     | 30.0    | 550    | 50     |
| 3 | (Z)        |          | 1914     |     | 32.0    | 550    | 50     |
|   |            | Army A   | Airships | (Ri | gid Ty  | pe.)   |        |
| 3 | (Z)        |          | 1914     |     | 22.0    | 515    | 48     |
| ٠ | (2)        |          | 1912     |     | 99 0    | E15    | 40     |

| 5 5 (Z)           | 1913     | 19.5      | 465   | 48 |  |
|-------------------|----------|-----------|-------|----|--|
| 4 (Z)             | 1913     | 19.5      | 465   | 48 |  |
| Z I (Z)           | 1913     | 19.5      | 465   | 48 |  |
| 3 (Z)             | 1912     | 17.5      | 462   | 49 |  |
| 2 (Z)             | 1911     | 17.8      | 485   | 48 |  |
| SL. (S.L.)190     | 9-(1912) | 19.0      | 430   | 46 |  |
| L. 2 (S.L.)       | 1914     | 23.0      | 475   | 50 |  |
| Passenger         | Airships | (Rigid Ty | (pe.) |    |  |
| achsen (Z)        | 1913     | 19.5      | 465   | 48 |  |
| Iansa (Z)         |          |           |       | 50 |  |
| iktoria Luise (Z) | 1912     | 18 7      | 485   | 10 |  |

Z 6 (Z) ..... 1913

Other Airships (Army.) The P airships are non-rigid and the M airsh

| iv.   | Displa<br>mer | ce- Leng   | th Speed<br>in |
|---|---------------|------------|----------------|
| Name 1  | Date. in      | tons ft.   | m.p.h.         |
| P 4 (P)   | 1914          | 11 28      | 30 .47         |
| P 5 (P)   | 1911          | 10 . 28    | 80 40          |
| P 2 (Ersatz (P) .   |               | 8 25       | 4 32           |
| M 4 (G)   | 1913          | 13 32      | 0 47           |
| M I :(G)  |               | 6 24       | 5 28           |
| <ul><li>(Z) Zeppelin; (S.I.</li><li>(G), Gross.</li></ul> | .) Schutte-   | Lanz; (P), | Parseval;      |

"This gives an aggregate of twenty-one-nava military, and passenger-carrying. Of these only the rigid could be sent on a long trip over the North Sea, British steamer Carlton, 35,000 quarters, from owing to various technical difficulties "This reduces the number to sixteen, and from this

Atlantic 3s, Ad; Marseilles 4s 1%d, or aggregate must be deducted those lost during the oprations on the Continent, and there remains possibly ten or a dozen, of which three have been constructed "But this does not finish the story. We are in-

formed that Zeppelins are being completed with Petroleum-Norwegian steamer Brighton, 6,006 lightning rapidity. Everything depends on what is eant by 'lightning rapidity.'

"Under the most favorable conditions an airship the conditions in Germany can hardly be favorable for obtaining the necessary materials, and there is an indoubted petrol famine, owing to access to the Galician oilfields being cut off.

"Moreover, an airship without a highly-trained crew is useless, and a crew cannot be trained in a day or a week. Moreover, again, an airship cannot exis inless it has a shed, and the erection of a shed is a very considerable proposition.

"Once more, a dirigible in thick fog, rain, or snow" to quote from a statement by the instructor in aeronautics at the Massachusetts Institute of Technology

"Yet another point is that the prevailing wind in diately ahead, and gales are of frequen and Zeppelins do not like a head wind—at the best it reduces their speed and at the worst it wrecks

So it comes to this: If Germany can obtain all the specialized material she requires in suitable quanti-ties, in spite of the activity of the British Navy, can train the crews, can secure plenty of petrol, can count favorable wind, an airship, or perhaps two or three. might get to one of the bases of the British Fleet, or might even come over London—and drop bombs

which might or might not do damage. "No one can say that a Zeppelin will not as our men-of-war are concerned the danger is slight ed seaplanes, and if attacked by a group of seaplanes, with a speed considerably exceeding its own,

"We do well to be on our guard against vary nanufactured in Germany for the 'education' of the peoples of neutral countries."

INCREASED RAILROAD RETURNS IN SOUTH

A satisfactory feature in connection with the undertakings of the Government of South Austra HOCKING VALLEY RY. SELLS NOTES.

New York, October 19.—The Hocking Valley Railway announces that it has sold to Khun, Loeb and
Company and the National City Bank, subject to
approval of the Ohio Public Utilities Commission a
wissue of 4,000,000 one year 6 per cent. notes due
November 1, 1915, to provide for the payment of an
qual amount of 5 per cent. notes maturing Novembor 1, 1915.

Ethun, Leeb and Company and the National City.

The total receiping from railways for the favore.

Loeb and Company and the National City
first to exchange the new 6 per cent. notes for
to each \$1,000 note exchange. This makes
to old helders of \$99.23 for new notes or
better than a 6.2-3 per cent. busis.

# Shipping and Transportation

MONDAY, OCTOBER 19, 1914.

October 19. First Quarter—October 25. Sun Rises 6.9 a.m., sets 5.11 p.m.

High Water at Quebec To-

Manitoba and Saskatchewan-Fine and warm Alberta-Generally fair and warm

The SS. Manchester Spinner sailed from Man chester for Montreal on October 17th The SS. Manchester Citizen, from Manchester arrived Montreal on October 17th.

CANADIAN STEAMSHIP LINES, LIMITED.

Canadian-Due to leave Fort William to-day. Acadian—Due up Kingston for Colborne. Hamiltonian—Due up Kingston for Canal. Calgarian-Arived Montreal noon to-day D. A. Gordon-Left Hamilton 9 p.m., 16th for

Cleveland. Dundee-Due out Dalhousie for Montreal. Dunelm-Arrived Montreal 1 p.m. Strathcona—Up Port Huron 4.40 p.m., 16th. Donnacona—Left Fort William 5 p.m., 16th. Doric-Arrived Montreal 3 p.m.

Midland Queen-Due Montreal Sarnian-Up Soo, 5 p.m., 16th A. E. Ames-Down Soo 10.30 a.m. H. M. Pellatt-Arrived Toronto 4 p.m. J. H. Plummer-Welland Canal for Colborne Rosedale-Left Colborne 9.45 a.m., for Montreal Neepawah—Colborne loading. Wahcondah—Arrived Colborne 4 p.m., 16th Bickerdike—Dued own Kingston for Montreal.

Tagona-Arrived Toronto 8 a.m. Beaverton-Fort William loading for Quebec Kenera-Colborne loading Arabian-Canadian Vickers, Ltd., drydock (ou Wednesday.)

Bulk Freighters. W. Crant Morden-Fort William loading for Col-

Midland Prince-Due up Soo. Midland King-Arrived Colborne, 8 a.m. Martian-Left Fort William 6 p.m., 16th for Col-Emperor Fort William- Arrived Fort William

o.m. 16th. Emperor Midland-Leaves Colborne to-night for Buffalo. Winona-Fort William loading.

Stadacona-Arrived South Chicago 2 a,m Scottish Hero-Left Fort William 8 p.m., 16th for Turret Court-Down Port Huron 6.45 a.m., for Col

rret Cape-Due Goderich to-night. Turret Crown-Down So 10.15 p.m., 16th for

Saskatoon-Due up Colborne for Lorain. Mapleton-Due up Kingston for Colborne. Haddington-Due Montreal. Cadillac-Left Lorain 3 p.m. for Ashtabula. Natironco-Left Erie 3 p.m., for Colhorne

SIGNAL SERVICE. (Department of Marine and Fisheries.)

Shipping Report 9.30 a:m., Montreal, October 19th. L'Islet. 40-Unsettled northeas

Cape Salmon, 81-Cloudy, strong northeast. Out 6.30 a.m. Norwenna. Father Point, 157-Cloudy, est. In 1.00 4a.m.

Little Metic, 175-Clear, west. In 6.00 a.m. steam barge, 6.30 a.m. Canada (G. L.) Matane, 200—Clear, east. Cape Chatte, 234—Cloudy, east. Martin River, 260-Clear, northeast. C. Magdalen, 294—Clear, south.

Fame Point, 325-Clear, northeast. In 4.30 a.m. Kromprins Olav. Out 5.00 a.m. Hochelaga. Cape Rosier, 349-Clear, west. Cape Despair, 377-Clear, east. P. Maquereau-Clear, northeast.

P. Escuminac-Clear, east. ANTICOSTI-West Point, 332-Clear, northeast. S. W. Point, 360—Clear, east. South Point, 415-Clear, north. Heath Point, 438-Clear, east.

Flat Point, 575-Cloudy, strong northwest Belle Isle, 734-Clear, northwest, 5 bergs. Quebec to Montreal. Longue Pointe, 5-Cloudy, strong northeast. In

4.35 a.m. Norhilda. Vercheres, 19-Cloudy, northeast. Sorel, 39-Cloudy, strong northeast. In 7.00 a.m.

Three Rivers, 71-Cloudy, strong northeast. 9.00 a.m. Kamouraska, left up 5.50 a.m. Masking P. Citrouille, 84-Cloudy, northeast. In 5.25 a.m.

Virginia and tow, 7.40 a.m. Sticklestad. St. Jean, 94-Cloudy, northeast. Grondines, 98-Cloudy, northeast Portneuf, 108-Cloudy, strong northeast, St. Nicholas, 127-Cloudy, strong northeast. Bridge, 133-Cloudy, strong east. a.m. Lingan. Left down 6.25 a.m. Batiscan.

Lachine, 8.—Raining, east. and residence burgiary lines and is operating in twenty-eight States. a.m. Keyvive.

a.m. Keyvive.
Cascades. 21—Raining. east. Eastward 5.30 a.m.
Sinia, 7.00 a.m. Gienfoyle, 7.40 a.m. Keyport.
Galops Canal. 39—Raining, cast. Eastward 5.30
a.m. City of Ottawa, 5.30 a.m. Pellatt, 6.45 a.m. Keynor, 7.30 a.m. McKingtry.

# CHARGES FRANCE WITH BREACH OF NEUTRALITY ON SEA

of Colorado

made in the Senate by Senator Thomas, of Colorado, that the rights of the United States as a neutral in Windsor Street 8.48 a.m. the European war had been violated by the French cruiser Conde. The Senator did not make the charg irectly, but brought to the attention of the Senate letter written by Robert W. Patterson, ex-presiwas a passenger on board the Metapan.

Patterson wrote to both the Colorado that the ship, an American vessel, flying the American flag, was boarded by two French officers and and Puerto Colombia; that the French officers examined the ship's papers with the permission or without the protest of the captain of the Metapan, British officer

letter charged that all of the passengers wor ordered into the dining room and examined and that five young Germans on board the Metapan were the young Germans on boatu the satespan would Detroit 1.45 p.m., Chicago 8.40 p.m. Club Compart. be permitted to have their liberty. agreed that they would not take up arms fo Germany in the war against France.

Senator Thomas read the letter to the Senate is the midst of profound silence and spoke highly of the character of the man who had written it. Later nator Stone, who is Chairman of the Foreign Rela tions Committee, uttered a solemn warning against tions Committee, uttered a solemn warning against any violation of the neutrality of the United States HOW PENNSYLVANIA ROAD by belligerent nations. by belligerent nations

"When we are performing our duty to maintain neutrality, nations involved in war should be careful to recognize our rights and to keep faith with us or the responsibility will rest upon their own heads, said Senator Stone

The Metapan, which was a United Fruit Company steamship, was formerly under British charter, but came under American registry since the European war began under the legislation recently passed by Congress. She was still manned and officered by British when she was rammed and beached in Ne Mr. Patterson complains that the British officer

offered no resistence to the action of the French officers and sailors. In addition to writing to both enators from Colorado, Mr. Patterson intends to odge a formal protest with the State Department. In submitting the matter to the Senate, Senato homas demanded that the State Department should investigate the facts and that if Mr. Patterson's were borne out, a vigorous protest Emperor-Left Ashtabula noon to-day for West- be lodged with the French Government.

## PRIZE COMES TO HALIFAX

German Steamer George Washington Said to Ha Been Improperly Transferred to American Flag.

Halifax, N.S., October 19.—The first prize of war es of accidents. The causes in turn are classified brought to this harbor in just a century arrived here under 36 general headings which yesterday, and by a curious coincidence flying the same flag as her predecessor, that of the United States. A few weeks ago this craft was the German general heading we ascertain what kind of work is steamer George Washington. Now she appears as the American steamer Brindilla.

She was boarded by a British cruiser south of New York on Tuesday and found to have cleared from New York for Alexandria, Egypt. The course any particular kind of accident is most frequen she was steering, however, was due south, heading for the West Indies, and this in itself was enough to cize her, but the British ships had been ordered to watch for her, as she was understood to have been improperly transferred to the American flag. The captain and crew refused to work the Brindilla port, and her captor then wirelessed the converted cruiser Caronia, which was on the way to Halifa: for bunkers and supplies, to escort the ship in. Finding the Brindilla's crew obdurate, the Caronia had to tow the oil tanker to port. An attempt was also made by the Germans aboard to sink the craft by opening the seacock, but this was frustrated.

NEW YORK-MONTREAL CANAL PROPOSED. Engineers appointed by the United States Govern--is likely to become lost and unable to return to its Gladstone, 4.00 a.m. Stigstad. Out 12.30 a.m. Imatica. ette, in connection with the revival of a scheme for tive points of the interior for both agricultural and the revival of a scheme for tive points of the interior for both agricultural and the revival of a scheme for tive points of the interior for both agricultural and the revival of a scheme for tive points of the interior for both agricultural and the revival of a scheme for tive points of the interior for both agricultural and the revival of a scheme for tive points of the interior for both agricultural and the revival of a scheme for tive points of the interior for both agricultural and the revival of a scheme for the revival of a schem the construction of a 12-foot canal for barges and manufactured products. James J. Hill in the early light craft between Montreal and New York, by way years of the preceding decade had seven surveyed, the object of the Washington authorities the Far East, following upon an exhaustive inquiry eing to provide competition by water with the existing lines of railways between the two countries. In 450,000,000 Asiatics fronting on the Pacific. Canada, however, objection is strongly taken to the his calculations did not apparently hold out. He had depth proposed, as it is contended that goods could to compete with Asiatic labor and higher capital cos not be shipped in sufficient quantities to make the of investment under the American flag. He testitances, it is considered likely that the plans will be cantile marine that he would be willing to turn over

RAILWAY EARNINGS.

The C. P. R. statement for the second week of Oc-000, or about 32 per cent., the largest decrease for a of \$1,012,328, a decrease of only \$70,854.

THE AMERICAN FIDELITY.

pany of Montpelier, Vt., has been completed. The trade... But all have come to the same conclus capital has been reduced from \$375,000 to \$300,000, releasing \$75,000 for surplus, and in addition there- were too heavy a handicap to succeed against free to the stockholders have contributed \$150,000 in cash and older competitors. The Robert Dollar inclpresent total assets of \$1,148,800, a reserve for earned not be altogether plain sailing. premium of \$170,000, a reserve for losses of \$562,-000, of which \$430,000 is for liability losses, and a net surplus of about \$80,000 The liability loss reserve of \$430,000 includes \$100,-

fidelity and surety personal accident and health class of sleeping and parlor car conductors it has

GOLD FOR CANADA. New York, October 19.—There has been withdrawn received the above from a from the Sub-Treasury \$67,000 gold coin for shipment to Canada,

RAILROADS

CANADIAN PACIFIC CHICAGO EXPRESS

TORONTO-DETROIT-CHICAGO 

Lake Ontario Shore Line

TO TORONTO.

Via Belleville, Trenton, Brighton, Colborne, Port Hop

TICKET OFFICES. 141-143 St. James Street Phone Main 5123
Windsor Hotel, Place Viger and Windsor Street Statio

GRAND TRUNK SYSTEM DOUBLE TRACK ALL THE WAY French sailors from the Conde, a French was Montreal - - Toronto - - Chicago INTERNATIONAL LIMITED.

Canada's Train of Superior Service. streal 9.00 a.m., arrives Toronto 4.30 p.m., etroit 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., In the parole ment Sleeping Car, Montreal to Toronto, daily,

Head of Insurance Department Discusses the Method in Vogue on the Great American Railway.

Chicago, Ill., October 19.—R. H. Newbern, superintendent of the insurance department of the Penn sylvania Railroad System, to-day addressed the Naional Council for Industrial Safety on the safety problem of railroads. Mr. Newbern said in part:

over 225,000 men and carrying over 185,000,000 sengers and with a freight movement exceeding 385,-000,000 tons annually, there are 60,000 reports of accidents to employes and 10,000 reports nsurance department.

"For statistical purposes employes are of equipment, commonly known as shopmen, and the other, all other employes, such as trainmen, main tenance of way men, station men, etc., designated as road and vard men.

shop and road and yard accidents, excepting as to 340 road and yard causes, making 700 separate caus-

the most hazardous and the specific cause un which the accidents are reported. The primary caus of every accident is indicated. The records are

### WHY HILL ESCHEWS SHIPPING

Would Turn Over His Freight Flat to Anyone W Would Guarantee Him 4 Per Cent. on Investment.

(Wall Street Journal)

Shipbuilding under railway auspices has never Probably the main reason is to be found i the fact that the ownership, control and conduct of ocean shipping is usually a defensive measure dealing with competitors, because the influence The route has already been freight ships constructed for the Pacific trade w commercial success. Under the circum- fied before the Lodge subsidy commission on merhis fleet to anybody who would guarantee him 4 per cent, on the investment.

After the Interstate Commerce Commission com pelled him to publish the proportions of the through ber reports gross of \$2,226,000, a decrease of \$1,072,- land-and-ocean rate, giving his competitors an advantage through Canada against him, he apparently gave up the plan of developing a Pacific service un-Grand Trunk reports for the same week earnings der the American flag. The opening of the Hill coastwise line on the Pacific serves to recall another failure of a well-meant attempt on the part of our railroad systems to do what was in their power to rganization of the American Fidelity Com- build up the prestige of the nation in the ocean -the laws and the regulations of the Government This gives the company at dent indicates that even under new laws there may

"Railroad men have so many knocks that I want Bridge, 133—Cloudy, strong east.

Quebec, 139—Cloudy, strong northeast. Out 2.50

m. Lingan. Left down 6.25 a.m. Batiscan.

West of Montreal.

West of Montreal.

> An officer of the Canadian Government Railways of one of the most important railways across the bor-

PERSONALS

L XXIX No. 139

ult and family ch

Montreal shortly Montgomery, She

r J. B. Williams, Ontario avenue, have re Waterbury Inn, Vermont.

was in Winnipeg last week, when of Ottawa, was in the city for

Mrs. Sifton, who was there for a short time

Sawyer, Auburn; H. C. Mc-Lanark; Mr. and Mrs. John Breakey, Breakis; F. P. Richards and family, New York; Mr. Hr. E. Ploff, New York; Hon. E. F. de Varennes, Mrs. J. Whalen and daughter, Port Ar-

ur; C. A. Lingham, Lockport. at the Ritz-Carlton: A. Augustus, Cleveland; A. B. on, Toronto; Mrs. J. A. Outreson, Carthage; w. Grant, Perth: J. B. Allan, Ottawa; Mr. and R. E. Lyons, Sackville. at the Place Viger: Mr. Owen Williams and Miss

Williams, Sydney, Australia; H. Buckleton, and, New Zealand; F. W. Coulter, Bradford, E. L. Cox, Boston; R. P. Sievers, Chicago Denison, Toronto; T. J. Nagle, Erie; Rev uge and Mrs. Duncan, Ottawa; Mr. and Mrs. H. S. den. Philadelphia. ey, New York; F. W. Winter, Moncton; N. N. eland, Port Arthur: John Witmer, Toronto;

Granell, Liverpool; Gumersmide Vizcia, iana; H. J. King. Toronto; J. McK. Cameron. ou, N.S.; J. A. Landry. Winnipeg; Mr. and Mrs. H. Ross, England 

PEACE BY MARCH 31?

At Lloyds policies are being issued by unrwriters at premium of 40 guineas per cent. to pay a total loss only in event of peace ny on or before March 31, 1915.

Real Estate and

Quotations for to-day on the Montreal Rea

Bid. 1241/ en Estates ..... 120 wue Land Co... .. ... .. 104 nia Realty, Com... .. .. ..

an. Cons. Lands. Ltd... .. .. .. Central Real Estates, Com... .. St. Luc R. & Inc. Co. . . . 50 C. Cottrell, Ltd., 7 p.c., pfd. .. .. 171/2 ..... 120 ratal Spring Land Co.. 65 st Realty Co. Ltd. 201/4

& R. Realty Co. Compaignie Montreal Est. . . . . ent, Ltee.. .. .. achine Land Co.

Land of Montreal

Landholders Co., Ltd.

Landholder

Compagnie des Terres de Ciment. Compagnie National de L'Est ... Compagnie Montreal Est.... 90
Salle Realty Compagnie d'Immeuble Union, Ltc. 55 mpagnie Immobiliere du Cannpagnie Industriel et d'Immeu-

D. de G. ... Union de l'Est

Guntain Sites, Ltd.

Gultain Sites, Ltd.

Geld City Annex

Softmarte Realty Co...

Softmarte Realty Co...

Inv Co. of Canada

Investment Co.

Investment Co.

Investment Co.

Investment Co.

Investment Extension Land Co.

Invest Factory Land

Int, Lachine Land Syn., Ltd.

9814