CANADIAN SERVICE

Oct. 8.....AUSONIA Oct. 20

Steamers call Plymouth Eastbound. Cabin (II.), Eastbound and Westbo bound, \$32.75. Westbound, \$32.50.

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

GLASGOW PASSENGER AND FREIGHT

...LETITIA . Oct 31

bound \$52.50 up. Third-class, eastbound and west-

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PENNSYLVANIA'S DIVIDEND

vest Save One in Last Fifteen Years.

New York October 16 -- What provident manage lowest figure, save one, in 15 years, that this year matic complication gross earnings have fallen behind last years at the rate of \$11,000,000 to \$12,000,000 annually, that net earnings for eight months are off more than \$2,500,000, and that the western subsidiaries have been hit the rate of \$100,000 to \$12,000,000 gross earnings have fallen behind last year's at the not yet in serious danger of reduction. And this bound across the Atlantic or loading in Am despite the fact that the Pennsylvania is not a nat- ports will have to be taken. despite the fact that the rennsylvania is not a maximum ports will stave to be taken.

The following is a complete list of all the neutral neck of the funnel," as James J. Hill once called the vessels chartered since the 1st of September for the a great deal of branch mileage.

Loss of \$9,754,000 gross earnings in eight months of 1914 has been met in part by a reduction of \$4,-112,500 in maintenance, \$2,668,000 in transportation expenses' and \$396,500 net reduction in general and bus expenses. Taxes accrued have not, so Bergen or Christiania, 10,000 quarters far this year, substantially increased. After these

tually, in maintenance. Yet the ratio to gross earnings is still 33.3 p.c., as against 33.9 p.c. in same months of 1913. During last year as a whole maintenance accounts 1 cased \$5,779,000 and the ratio rose from 32.7 p.c. to 33.9 p.c. It would scarcely be fair to say that the maintenance has merely been reduced to the scale of 1912, because there is more property than then and maintenance is there is more property than then also reason to suppose more expensive. But there is no reason to suppose 20,000 quarters. that the condition of the property is seriously threa-

Transportation expenses have not been reduced quite in proportion to the falling off in revenues. The ratio to gross for the eight months was 37.4 p.c., compared with 36.6 n.c. last year. If this acco nave been reduced proportionately to gross earnings, the saving here would have been \$3,728,600 instead of \$2,668,000, a difference of \$1,060,600. But move ment expenses could not be reduced proportionately to the shrinkage of traffic so that upkeen had to be ately. Even then 000 quarters. reduced rather more than proportion more than \$2,500,000 of net earnings had to be lost. No large changes have taken place in the funded

debt since last year, but the inclusion of the Northern Central, now leased, may affect the divisible surplus somewhat. A more important consideration is \$45,000,000 new stock issued in the middle of 1913. di Dividends last year were \$28,394,247, on an average stock issue of \$473,237,450. Throughout this year the company will have paid dividends on practically \$500,000,000, amounting to \$30,000,000, or \$1,605,750 6,000 barrels. re than last year's requ net earnings would together draw down the year's surplus by \$4, 200.000

Last year's surplus over dividends and the usual sinking fund provisions, however, was more than dinavian ports, 16,00 barrels. \$11,500,000. If net earnings for the last four months Aquila, Norwegian steamer, should hold their own with last year and no serious navian ports, 14,000 barrels, is this year might be \$7,000,000. The would then have earned approximately 71/2 p.c. Last year the road earned 8.86 p.c. on the smalle ne of stock. It is possible that net earnings ewhat during the last four months Last year they fell off \$928,000 during that period.

nsylvania's income from its western subsidiar les this year is a matter of uncertainty. The Penr sylvania Co.'s own net earnings have fallen of close to \$1,000,000 so far and it has lost about \$1,500,000 ugh reduction and suspension of Panhandle divi-is. These two items rather more than wipe out the company's 1913 surplus of \$2,300,000 over its 7 p.s dividends all of which go to the Pennsylvania Ra

Considering the Pennsylvania's physical and finar ion it is safe to say that the present deon of earnings would have to sast perhaps ano ther six months, with no relief in the shape of higher tion of the dividend advisable

WEATHER REPORT.

on Belt—The southeast and Texas are missing red showers in Okiahoma and Arkansas, Tem

re 44 to 62.

ENGLAND STOPS VESSELS CARRYIN FOODSTUFFS DESTINED FOR GERMANY

Way to Scandinavian Ports Loaded With Food

New York, October 16.-That England is slart the alleged movement of foodstuffs, and petroleum into Germany through Scandinavian ports was indicated yesterday by cables reporting the seizure of three steamers, two Norwegian and the other Swedish, with cargoes of grain and petroleum. The steam ers were taken to Kirkwall, ostensibly for examina tion, but shipping authorities who have been watch AUSONIA \$51.25 up. ASCANIA, \$52.50 up. Third ing this movement believe that England will not

llow these cargoes to proceed.

The steamers taken to Kirkwall were as follows: The Beta, of Swedish registry, bound from Philadelphia for Helsingborg and Oscarsham, and the Norwegian steamers Aquila and Nicholas Cuneo, the former from New York for Christiansand, Korsoer and Copenhagen, and the latter also from New York

The cargo of the Aquila consisted of 306,000 gallons of petroleum, valued at \$24.735, and 259,488 gallons of naphtha, valued at \$37,626. The Nicholas
Cuneo carried 3,100 barrels and 6,160 bags of flour, showers near the Soo. valued at \$47,533, and 1,200 bags of cereals, valued at \$6,900

Shortly after the outbreak of war factors in the urday. The Head Office, 20 Hospital Street, should be con- ship chartering trade were puzzled by the demand sulted before booking passage for these sailings, as acodation is rapidly being taken up. , Phone Main Scandinavian ports. What added to the mystery were the demands that the oil be shipped in barrel Passage Rates-Cabin (II.) Eastbound and West- and the flour in bags or barrels. After much chartering of this nature had been consummated rumor began to gain circulation that while such cargoe were being cleared for Scandinavian ports would eventually find their way into Germany. The shipping requirements asking for oil in barrels and flou rin bags or barrels tended to confirm these rumors, as such cargoes could be easily placed freight trains or transshipped to a small Balt

> While there is nothing in the navigation laws of it was stated yesterday that England could act in IN A YEAR OF ADVERSITY such a manner as to prevent their ever reaching Germany, provided, of course, that that country was the ultimate destination.

It is considered that England's action in the case Earnings of Stock Will Fall Below Last Year's, the of the Beta, Aquila, and Nicholas Cuneo is only the forerunner of what may be expected in the cases of ports or being loaded. It is asserted that England ment may mean to the stockholders of a railroad can could seize any cargo that it considers may be inbe expressed in the statement that in 1913 the share tended for the enemy, and by the payment of the be expressed in the statement that in the statement to the value of the cargo England could avoid any diplo-

England controls the movement of shipping bound quite as hard; yet the parent company's dividend is goes of grain and petroleum fully forty steamers now

Lake Shore. It is simply a well located railroad, with movement of grain and petroleum to Scandinavian ports:

Grain Steamers

Diana, Norwegian steamer, Baltimore to Berger or Christiania, 7,000 quarters.

Manchioneal, Norwegian steamer, Baltimore

Urd, Norwegian steamer, Baltimore to reductions a loss of \$2,577,700 in net earnings remains.

Curtailment was greatest, proportionately and ac-

Finland, Norwegian steamer, Balti navian ports, 6,500 quarters. Bowden, Norwegian steamer, Baltimore to Scar

dinavian ports, 7,000 quarters Soborg, Danish steamer, Atlantic range to Scar dinavian ports, 13,000 quarters.

Ovidia, Swedish Scandinavian port, 18,000 quarters. Liv. Norwegian steamer. Baltimore to Christian

Esrom, Danish steamer, Baltimore to Norwa 20,000 quarters Skoldborg, Danish steamer, Baltimore to Norway

Sarmatia. Danish steamer, Baltimore to Norway 13,000 quarters. Stella, Dutch steamer, New York to Scanding orts, 18,000 quarters.

Kronborg, Danish steamer, Gulf to Christiania 24,000 quarters Drot, Norwegian steamer, Baltimore to Bergen, 18,

Marelisborg, Danish steamer, Baltimore to Ber gen, 18,000 quarters.

Refined Petroleum Steamers. Taunton, Norwegian steamer, New York to Scan-

navian ports, 8,000 barrels. Daggry, Norwegian steamer, New York to Scandinavian ports, 7,500 barrels. Grande, Norwegian bark, New York to Copenhagen,

Roisheim, Norwegian steamer, New York to Scannavian ports, 11,000 barrels Barmston, Norwegian steamer, New York to Scan

inavian ports, 8,000 barrels, Polstad, Norwegian steamer, New York to Scan

Aquila, Norwegian steamer, New York to Scandi-

Herman Wedel Jarlsberg, Norwegian steamer, New York to Scandinavian ports, 19,000 barrels. Uranienborg, Danish steamer, New York to Copenhagen, 12,000 barrels

Dansborg, Danish steamer, New York to Copen hagen, 14,000 barrels. Caprivi, Norwegian inavian ports, 19,000 barrels.

Kong Haakon, Norwegian steamer, New York to vian ports, 9,500 barrels. Beta, Swedish steamer, New York to Sc ports, 11,000 barrels.

GUARD AGAINST STOWAWAYS

Copenhagen, October 16.—The Scandinavian American Line, which runs a weekly service between portation, and a worthy and notable adjunct to the New York, Christiania and Copenhagen, has given its officers in New York strict orders to see that no stowaways get aboard its steamers at New York, and to examine with greatest care the berth certificates and other papers of their passengers, in order to prevent those who may belong to the armies of ligerent powers returning to their countries. It was discovered recently that a dozen Ge boarded the steamer Heligoland under false names,

with the assistance of the well-known champion Walter Rutt, a German by birth, but who speaks Danish like a native, who booked all tickets in New York. This ship was not stopped by English war-ships, so the trick was not discovered. The Germans landed in Europe and made their way to Ger

Shipping and Transportation

FRIDAY, OCTOBER 16, 1914.

New Moon-October 19. First Quarter-October 25 Sun Rises 6.9 a.m., sets 5.11 p.m.

High Water at Quebec To-morrow. 4.17 a.m.—Rise, 15.7 feet 4.33 p.m.-Rise, 15.9 feet.

Weather Report. Lower Lakes and Georgian Bay-Easterly wind

nd showery. Ottawa Valley and Upper St. Lawrenceinds, and showery.

Lower St. Lawrence and Gulf,-Fresh westerly winds, shifting to northeasterly winds; mostly fair Maritime-Westerly winds; a few local showers -Moderate winds; fair and mild, excep

Western Provinces Fine and warm New England-Rain on Friday and probably Sat-

SIGNAL SERVICE.

Dpartment of Marine and Fisheries Shipping report, 9.30 a.m., Montreal, Oct. 16th

L'Islet, 40-Foggy, strong west, Father Point, 157-Clear, west. In 8.00 p.m. yes

Little Metis, 175-Clear, northwest Matane, 200-Clear, southwest Cape Chatte, 234-Clear, southwest Martin River, 260-Clear, west. In 9.00 p.m. yes

rday Imatica C. Magdalen, 294-Clear, northwest Fame Point 325-Clear northwest Cape Despair, 377—Cloudy, calm. P. Escuminac-Clear, west. Cape Rosier, 349-Clear, west.

West Point, 232-Clear, strong northwest, Norhild. t Ellis Bay wharf. S. W. Point, 360-Clear, northwest

Heath Point, 438-Clear, west Belle Isle, 734-Foggy, west. Quebec to Montreal.

Longue Pointe, 5-Cloudy, strong northeast. 7.53 a.m. Morwenna, 8.12 a.m. Murray Bay. Vercheres, 19-Clear, northeast. Sorel, 39-Clear, northeast Three Rivers, 71-Clear, light northeast. Left up

P. Citrouille, 84-Clear, north. In 8.35 a.m. Kendal Castle

St. Jean, 94-Foggy, calm. Grondines, 98—Foggy, calm.
Portneuf, 108—Light fog, calm. Out 8.10 a.m.

Prefontaine. St. Nicholas, 127-Clear, north, Bridge, 133-Clear, north. Quebec, 139-Clear, north. Arrived down 9.55 a.m.

West of Montreal. Lachine, 8—Cloudy, northeast. Eastward 4.20 a.m. Shippers Are Ignorant of Contraband Regulation

Carleton. Yesterday 10.10 p.m. Avon. Cascades, 21-Cloudy, northeast. Eastward midnight Valencia, 1.00 a.m. Windsor, 3.25 a.m. Cobourg. 7.00 a.m. John Gaskin.

Galops Canal, 99-Cloudy, northeast. Eastward 7.15 a.m. City of Hamilton, 7.45 a.m. Byron Whit-

NEW C.P.R. LINER MISSANABIE

fic Steamer a Splendid One-class Boat With All Latest Conveniences and Safety

Equipment.

aliway Company's steamship "Missanable" arrived prize court has had before it several cases of seizure in Montreal and completed her first trip across the of ships that had not offended in any way against Atlantic. The "Missanabie" is the first of the cruis- the existing regulations. er stern type of trans-Atlantic passenger and cargo steamer to dock in this port, although Quebec has wishes of the nations now at war provided their legihad the honor of accommodating similar craft in the timate interests are not sacrificed. The last thing

The new liner is a handsome two-masted, two- with this object in view Norwegian shippers have tain." She is 520 feet in length, 64 feet beam, 41 feet ference with Norwegian trade with America. This deep, tonnage 13,000 gross, 18,000 displacement, and a trade has witnessed an important increase, due partcargo capacity of 400,000 cubic feet. The passenger ly to the fact that it is one of the few direct routes third-class, and nearly a thousand of both classes trans-Atlantic markets goods hitherto sold to Eu made the initial voyage to Canada upon her

With the ill-fated "Empress of Ireland" as an ex ample, the C. P. R. Company have paid unusual attention to safety in the construction and equipm of the new steamer. Thirty-two life boats, including a motor life boat, are carried upon her decks and City all are of the orthodox type—none being collapsible.

Patent launching gear is fitted to each boat and so

Chairman—Carlos Basava. arranged that the boats can be swung out from either side of the ship in spite of a heavy list or inability to launch boats on a weather side. Particular lar pains were taken in the building of the to the water-tight compartments and self-closing bulkhead doors and she is so arranged that will any three compartments full of water the ship will float and remain seaworthy

Upon her trials, the "Missanabie" maintained speed of 171/2 knots, but on the passage to this port she was not driven. Captain G. C. Evans, form in command of the "Lake Manitoba," is master of the new vessel and he is loud in his praises of her seaworthiness and comfort at sea. The "Missanable" ment of 7,350, and the original cost was \$2,003,510 lis a welcome addition to Canadian Overseas trans-

COPPER DEMAND BETTER.

New York, October 16 .- Demand for copper is re ported to be a shade betetr. Electrical companies are understood to have taken several million around 11% cents. Sales are reported as low as 11.35 but no large agencies seem to care to sell at that figure. One producer estimates exports this month will run between \$5,000,000 and 40,000,000 pounds.

MEAT ADMITTED FREE.

Bordeaux, October 16.- President Poincare has signed a decree admitting fresh meat to France free

SECRETARY OF ADMIRALTY ISSUES STATEMENT OF SHIPS CAPTURED

Germany the Greater Sufferer as Result of Dete ion at British Ports and Capture on High Seas.

Admiralty has issued a long tabular statement with Newcastle, Bowmanville, regard to the capture and destruction of British and Windsor Street 8.45 a.m. erman merchant shipping.

From this it appears that the number of Britis hips sunk on the high seas by German cruisers up to September 23 was twelve, the aggregate being 59,332 tons. Six were sunk by the Emden in the Bay of Bengal, two by the Kaiser Wilhelm der Gross off the Canaries, and the remainder fell to the Konisberg. Karlsruhe, and Dresden.

British and neutral vessels sunk in the North Sea British and neutral vessels sunk in the Foundation of Montreal - Toronto - - Chicago by mines number fifteen, of an aggregate tonnage of

Of these eight were British, five Danish, one Nor wegian, and one Swedish. The largest was the
Danish vessel Maryland, of 5,136 tons, sunk off the
Danish vessel Maryland, of 5,136 tons, sunk off the
Danish vessel Maryland, of 5,136 tons, sunk off the mouth of the Thames on August 21. All the crew vere saved on that occasion, but in connection with other vessels, sixty-nine are reported as lost or missother vessels, sixty-nine are reported as low am, other vessels, sixty-nine are reported as low am, ing, while in the case of one vessel the information Detroit 1.45 p.m., Chicago 8.40 p.m. Club Compart,

The fishing vessels captured and sunk by Ger nans in the North Sea and neighboring waters are twenty-four, and twenty-two of these were accountde for between August 24 and 25 by a German flotilla probably the mine-layer Albatross and three or four torpedo boats. The others were sunk by the Kaiser Wilhelm der Grosse and a torpedo boat. German shipping detained amounts to 387 vessels. made up as follows:

Detained in British ports at outbreak of war.. 102 Captured since ... temaining in the Suez Canal zone .. Capable of being armed and detained in American ports

erican ports A summary table shows that Germany has sunk aptured, or detained 86 British ships, totalling 229. 000 tons, as against the 387 German ships, totalling 1,140,000 tons, detained or captured from her

GREAT WESTERN.

Chicago, Great Western-Year ended June 30, 1914-Total operating revenue, \$14,260,522; increase, \$259,904.

Other income, \$2,927,022; decrease, \$376,328 Other income, \$146,140; increase, \$27,665. Total income, \$3,073,163; decrease, \$348,662. Surplus after charges, x, \$895,930; decrease, \$349,

X-Equal to 2.02 per cent. on \$44,137,402 preferred stock, compared with 3.03 per cent. on \$41,021,402 preferred stock previous year.

NORWAY COMMENTS ON SEIZURES

and Chape Under Seizures by British Ships.

Christiania, Norway, October 16 .- (Dispatch to the London Morning Post).-Considerable comment being made in the Norwegian press upon British November. seizures of Norwegian vessels, an almost daily oc-The Trade and Shipping Gazette says: Andrews Bay, Fla., to New York, with tie "The restrictions placed upon neutral trade by the and lumber \$7. regulations concerning contraband may be troubleme but they are bearable provided shippers are tons, New York and Brazil trade, one round trip, correctly informed as to what is contraband and basis 4s. 9d., October-November. what are the regulations affecting such. culty, however, arises when shippers are ignorant trade, about 6 months, basis about 4s. Octo First of Type to Come to This Port. Canadian Paci- of these regulations, or having been informed them find that they are not being carried out.

"In such cases restrictive measures may seem arbitary. Even shippers who are loyally anxious to observe the regulations are in danger of being in-Shortly after noon to-day, the Canadlan Pacific volved in difficulties. During the last few days a curities, while the tone is distinctly easy owing to

"Neutral countries are loyally deferring to the they desire is to irritate the belligerent powers, and eamer not unlike the "Empress of Bri- taken measures to prevent the necessity for interprovides for 520 cabin and 1,200 and also because Norway is obliged to export to British cruisers in the North Sea, the "Gazette of British cruisers in the North Sea, the "Gazette of British cruisers in the North Sea, the "Gazette of British cruisers in the North Sea, the "Gazette of British cruisers in the North Sea, the "Gazette of British cruisers in the North Sea, the "Gazette of British cruisers in the North Sea, the "Gazette of British cruisers in the North Sea, the "Gazette of British cruisers in the North Sea, the "Gazette of British cruisers in the North Sea, the "Gazette of British cruisers" in the North Sea, the "Gazette of

NATIONAL RAILWAYS OF MEXICO.

New York, October 16.-At a meeting of the directors of the National Railways of Mexico at Mexico n Thursday, according to a Mexico City des-

Secretary-Juan Tames. Executive President-Luis Cabrera Second Vice-President-Chas. Hudson

BRITISH CRUISER HAWKE SUNK. London, October 16 .- The British cruiser Hawke has been sunk by a German submarine in the North Sea. Of a crew of 400, only 50 were saved.

Note-The Hawke was a second class protected cruiser, built in 1893. She had a tonnage ment of 7,350, and the original cost was \$2,003,510.

STEAMER CAPTURED OFF MOUTH OF

London, October 16.-A ship which is reported to have been a German craft trying to plant mines of the mouth of the Thames has been captured by Brit-Neither the Admiralty nor the Press Bureau would give any information about the cap ture, nor character of the captive.

Germans are said to favor scheme to transport ubmarines to Channel ports by rail.

nment estimates record, apple crop at 70. 000,000 barrels.

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122 St. James St. cor. Francols Xavier — Phone Main 699 Windsor Hotel

************** The Charter Market *********

(Exclusive Leased Wire to The Journal of Commerce) New York, October 16.-A limited amount of charering was reported in the steamer market, including two boats for grain cargoes to Europe and two on time charter basis, one of which is for a round trip to Brazil. Steamers are in steady request in several of the trans-Atlantic trades, but boats are sparingly tendered for either prompt or forward delivery, owners in many cases holding for further advances in rates. Rates continue in a very strong osition, but are not quotably higher than the basis prevailing a few days ago. A limited business was done in sail tonnage, but there is no apparent im provement in the demand in any of the off-shore or coast-wise trades. The supply of available ves sels is more than sufficient for current requirement and there are no quotable changes of

Charters-Grain-Dutch steamer Loppersum, 12,-000 quarters, from Baltimore to Copenhagen 4s. 6d,

British steamer Foylemore, 25,000 quarters, from Montreal to London, Avonmouth or Glasgow, 3s. early November. Coal-Schooner Lewis H. Goward, 1,954 tons, from

Philadelphia to Porto Rico, p.t. Schooner Margaret Thomas, 1,161 tons, same Lumber-Norwegian bark Blanca, 1,477 tons, from St. Andrews Bay, Fla., to Rio Janeiro at or about \$11,

November Norwegian bark Braemer, 1,036 tons, from Grindis stone Island, to the United Kingdom with deals, p.t.,

Miscellaneous-Dutch steamer Vrijbergen, 2.711

British steamer Balgray, 2,318 tons, trans-Atlanti

C. P. R. AT 1561/4 IN LONDON

London, October 16 .- There is no change in mone tary conditions. Business is restricted in public se the complete absence of buyers. Consols sold ve terday at 68%, and Canadian Pacific at 156%.

A USEFUL DUTCH HABIT

Profusion of Clothing Benefits Wrecked British

Travellers who have visited the Dutch island of olendam, near Amsterdam, will remember the cur Describing the rescue of men of the three torpedeed light regarding the rescue work of the steamer Titan of the Royal Netherlands Steamboat Company, which should enhance British sympathy for our well-known Volendam! It appears that a large part of the Dutch crew, consisted of Volendammers, who still stick to their old custom of wearing a profusion of underclothing. When the exhausted, in some ca almost naked, Britishers were hauled aboard this Volendam mode did excellent service. Some of the brave Volendammers were wearing as many as seven pairs of pants; and so each Volendam sailor was able to provide about six of the rescued men with a covering, and still to retain a pair for himself. It was thus in these wide Volendam trousers that a large part of the British sailors were later taken over by a British gunboat.

TO EXPORT PIT PROPS.

Ottawa, October 16-The ordinary regulations governing the loading of timber have been suspen in Canada, following the example of the United Kingdom so as to allow the exportation of pit propi and other timber from the Dominion to the Mot Country, where it is urgently needed.

The Marine Department to-day wired to Thomas Robb, manager and secretary of the Ship oing Federation at Montreal, stating that the Dtpartment had been advised that masters or over of vessels arriving in the United Kingdom fro Canadian ports between October 31 and November 15 with summer deck-loads of wood goods would not be proceeded against by the Board of Trade. The decided to allow ships to load accordingly in Canada up to Nov

BALTIC TO DOCK THIS A.M. New York, October 16.—The White Star Line

litic is expected to dock at 10 o'clock this morn

VOL. XXIX No. 137

PERSONALS

wis, who are spendin

ing Lewis has returned to the city

R. H. Cardy, assistant accountant at the M nch of the Bank of Toronto, is spending on in London, Ont.

AT THE HOTELS.

he Windson-Mrs. D. Breakey, Breakeyv Gordon, Wallaceburg; O. B. Muller, Sar and Mrs. H. F. Baset, Taunton; Mr. and ton, Ottawa; Mr. and Mrs. H. B. Howell, M. ask LL: Mr. and Mrs. A. A. Fournier, Otta J A. Cocherance, Lennoxville

at the Ritz-Carlton .- John W. Sifton, Ottawa; Mrs. W. A. Grant, Stanstead; H. W. Marsh, ferk: D. R. McLennan, Chicago; A. E. Osler, Gordon Taylor, Toronto; Mr. and Mrs. G. ding, Toronto; A. C. Bulling, Halifax; W. mer, Winnipeg; D'Arcy Scott, Ottawa; Mr. Porter, Ottawa.

PENN. RAILWAY INSURANCE DEF

October 16.-R. H. Newbern, Super nia Railroad System, in an address before nal Council for Industrial Safety on the sai em of railroads, said in part: on the Pennsylvania System employing norm over 225,000 men and carrying over 185,000, sengers, and with a freight movement exce

in \$85,000,000 tons annually, there are 60,000 ports of accidents to employes and 10,000 reports deries to passengers and others forwarded to pany's insurance department. For statistical purposes employes two classes-One, employes in the maintenar of equipment, commonly known as shopmen, and and-All other employes such as trainmen, ma

ce of way men, station men, etc., designated

"The stastics are compiled on the same basis hop and road and yard accidents, excepting as to d miled causes, there being 360 shop causes and 3 and and yard causes, making 700 separate caus The causes in turn are classifi under 36 general headings which indicate the natu the work at time of accident

"By comparing the number of accidents under ea eral heading we ascertain what kind of work ost hazardous and the specific cause und which the accidents are reported. The prima use of every accident is indicated. are kept by divisions, shops, stations and yards, ar is therefore, easily seen at what points any par mar kind of accident is most frequent,

The State Department has conceded that Amer ans to nations now at war without violating t les of international law.

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