

CANADA BUILT MORE SHIPS IN 1914 THAN FOR 14 YEARS

Shipbuilding in Canada registered a larger output during the past year than during the last fourteen years, according to records in the possession of the Department of Commerce. The industry in Canada, as in the United States, has been greatly accelerated on account of the war in Europe. Furthermore, it is reported that a great increase in shipbuilding has been recorded on account of the Great Lakes traffic.

Table with columns: Provinces, Number, Tonnage. Lists shipbuilding statistics for Ontario, Quebec, British Columbia, Nova Scotia, New Brunswick, Prince Edward Island, Manitoba, Yukon, and Saskatchewan.

The average size of the registered vessels, as shown by the list, is just over 100 tons. Some ships of large capacity are included, but the majority are schooners for fishing, barges, and even smaller craft that some countries do not enter on their records of ships.

TRINIDAD ELECTRIC COMPANY.

Table showing earnings for June for Trinidad Electric Company, with columns for Gross and Net.

THUNDERSTORMS PROMISED.

Generally fine and very warm to-day and on Saturday; thunderstorms in a few localities. Local showers have occurred in Southern Alberta, the Lake Superior district and the Province of Ontario, and also in the Maritime Provinces.

J. H. Wallace & Company, Limited.

PUBLIC NOTICE is hereby given that under the First Part of chapter 73 of the Statutes of Canada, 1906, known as 'The Companies Act' letters patent have been issued under the Seal of the Secretary of State of Canada, bearing date the 10th day of July, 1915, incorporating Kenneth Archibald and Spencer Lewin Dale Harris, advocates, and Rae McGillivray, Ella Jackson and Laura May Smith, stenographers, all of the City of Montreal, in the Province of Quebec, for the following purposes, viz:—

- (a) To carry on the business of engineers of every description, architects and contractors for the erection, construction, alteration and repair of public and private works.
(b) To do all acts and to manufacture, acquire, deal in or with and dispose of all property and articles in any way connected with or conducive to any part of the said business.
(c) To carry on any other business, whether manufacturing or otherwise, which may seem to the company capable of being conveniently carried on in connection with the said business of the company or calculated directly or indirectly to enhance any of the company's business or property.
(d) For the purpose of the company's business as aforesaid to acquire, dispose of and deal in or with in any manner whatsoever, either on behalf of the company or on behalf of other parties, the following property, rights or things according to their nature, to wit: real estate and rights and privileges on real estate, lands, buildings, factories, mills, works, wharves, roads, offices, walls, fences, banks, dams, sluices and watercourses; materials of construction, machinery, equipment, general merchandising, engines, rolling stock, plant, live and dead stock, barges and vessels; patents, patent rights, Trevels' inventions, improvements, processes, licenses, concessions, information, secrets, copyrights, trademarks and trade names; contracts, sub-contracts and agreements of all descriptions; and in general all real and personal property or rights whatsoever which may be necessary for or may be conveniently used with or may enhance the value of any business or property of the company.
(e) To appraise manufacturing, industrial and other properties and to make tests and expert examinations and to give reports, opinions and advice in regard to businesses of all kinds.
(f) To acquire and undertake the whole or any part of the business, good-will, assets and liabilities of any person, firm or company carrying on or proposing to carry on any of the business which this company is authorized to carry on or any similar or allied business, or to dispose of any such person, firm or company the whole or any part of the business, good-will, assets and liabilities of this company, or to acquire an interest in, or dispose of an interest in, or amalgamate with, or enter into any arrangement for sharing profits, co-operation or mutual assistance with any such person, firm or company, and to give or receive by way of consideration for any of the acts or things aforesaid or property acquired or disposed of, any shares, bonds, debentures, securities, or any other consideration that may be agreed upon and to deal with the shares, bonds, debentures, securities or other consideration so received in any manner whatsoever.
(g) To draw, make, accept, endorse, execute and issue promissory notes, bills of exchange, bills of lading, warrants, and other negotiable or transferable instruments.
(h) Notwithstanding the provisions of section 44 of The Companies Act, to subscribe for, take, purchase or otherwise acquire and hold shares or other interest in or securities of any companies having objects altogether or in part similar to those of this company or carrying on any business capable of being conducted so as directly or indirectly to benefit this company.
(i) To distribute among the shareholders of the company in kind any property of the company, and in particular any shares, debentures or securities of other companies belonging to this company, or of which this company may have the power of disposing.
(j) To do all or any of the above things as principals, agents, contractors, sub-contractors, importers, exporters or otherwise, and by or through trustees, agents, contractors or otherwise, and either alone or in conjunction with others.
(k) To do all other things or acts as may be deemed incidental or conducive to the attainment of the above objects or any of them, the whole subject to federal and provincial laws, rules and regulations.
The operations of the company to be carried on throughout the Dominion of Canada and elsewhere by the name of 'J. H. Wallace & Company, Limited,' with a capital stock of twenty thousand dollars, divided into 200 shares of one hundred dollars each, and the chief place of business of the said company to be at the City of Montreal, in the Province of Quebec.
Dated at the office of the Secretary of State of Canada, this 20th day of July, 1915.
THOMAS MULVEY,
Under-Secretary of State.

SHIPPING NOTES

The Adriatic and Noordam have arrived at New York, and the Hesperian is at Plymouth.

As a result of many steamers being taken over by the Government as transports, St. John's, Nfld., has no passenger steamers connecting it with England.

The Swedish brig Fortuna was torpedoed and sunk in the North Sea yesterday by a German submarine, according to a despatch from Copenhagen. The crew was saved. The brig was 302 tons gross burden, and was built in 1873.

When the Canadian Pacific steamship Metagama arrives here next Sunday, there will be a score of wounded Canadian soldiers on board. There are 320 passengers, 179 cabin and 141 third class. The vessel is also bringing 2,522 bags of Canadian mail, 82 sacks of Japan parcel post, 237 baskets Canadian parcel post, and 261 bags of Canadian parcel post.

The freighter Parima, of the Quebec Steamship Company, was damaged by fire yesterday at Hoboken, where the ship was undergoing repairs. The fire is believed to have started in a pile of rubbish collected for removal. An investigation is being made to determine whether the blaze was of accidental or incendiary origin.

Official figures show that the British authorities in all parts of the world at the outbreak of the war seized 71 German vessels, a number of which were of small size, but they include 29 steamers of over 1,000 tons, the total tonnage exceeding 58,000 tons gross. In addition to the above, 48 German vessels were seized in British ports, including 23 steamers of 1,000 tons and upwards, their total tonnage amounting to 123,890 tons gross.

The strike of the longshoremen at the Clyde and Mallory line piers in New York, has been settled, and the 1,500 men involved have returned to work. The dispute was ended by a compromise arranged by Col. Logan of the New York State Bureau of Arbitration and Mediation. He persuaded President Raymond of the Clyde line to offer the men increases of 1c per hour for night work and overtime, 15c for Sundays and holidays, and a reduction of one hour in the working day. Heretofore the men worked from 7 a.m. to 7 p.m. daily.

In putting out from the C. P. R. wharf at Brockville yesterday, the steamer City of Ottawa, bound from Montreal, ran hard and fast on a shoal at the outer end of the harbor. After efforts to free the boat by her own steam had failed, the services of the Government tug 'Sir John' were called in to assist. The tug was successful in pulling the steamer off, and she was released. She was not damaged, and proceeded on her trip westward after a delay of nine hours.

GERMAN SHIPS TURNED IN DOCKS.

New York, July 30.—The war news staff board of Brooklyn scented yesterday in the shifting of six German steamships at Pier 33, South Brooklyn, another attempt of the Kaiser to make a "dash for the open."

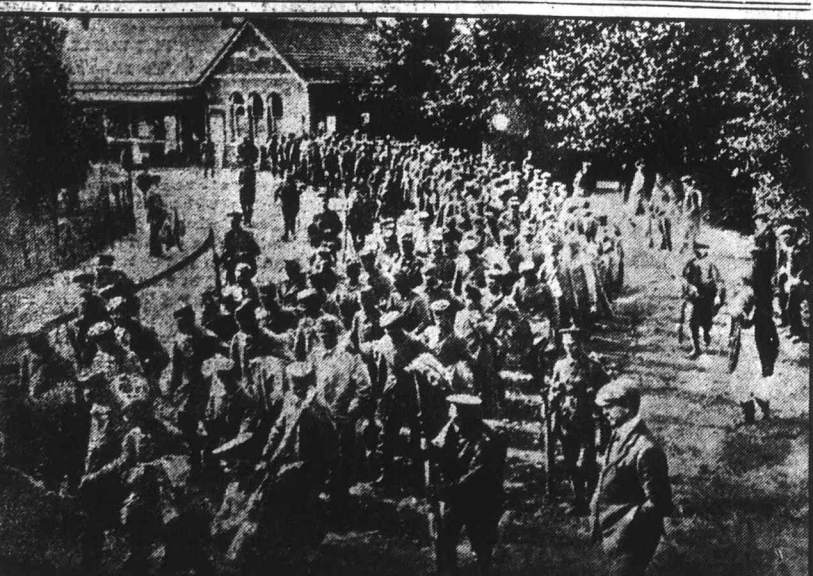
The marine superintendent of the Hamburg American Line said it was true that the ships, including the President Grant, the Hamburg and Koenig Wilhelm II., had turned end in dock in the dock. Some of them had been nearly a year in dock and the metal of the pier had badly deflected the compasses. The object of turning the other sides to the pier was to readjust the compasses to some extent.

Collector Malone confirmed the assertion of the Hamburg American marine superintendent.

PRUNE CROP ESTIMATED AT MORE THAN 100,000,000 POUNDS.

The following report has been received from San Jose, Cal., commenting upon the conditions existing in the California fruit belt: "A representative of a dried-fruit packinghouse, just back from a trip through the Santa Clara Valley and around Fresno, reports that the crop of prunes promises to be large. He estimates that the Santa Clara Valley will produce between ninety and one hundred million pounds of prunes this season. Packers have advanced their offers somewhat, and at 3 1/2c to 3 3/4c have been able to close somewhat more business. The spot market, both here and in the East, has practically been cleaned up, recent orders from England for immediate delivery having absorbed whatever had been left in the hands of the brokers there."

"Despite the fact that the apricot growers are inclined to stand off from the canners and have threatened to try their fruit rather than accept less than \$25 a ton, it seems as if the canners are getting all they need of the fruit at a range of \$20 to \$25 a ton. This is said to be the result of maturing crops and the necessity of quick handling and the fact that those growers who have fruit that is picked under adverse conditions have no alternative but the canning outlet. The muscat crop of raisins is going to be a record breaker, and with the threatened cancellation of the wine growers' contracts, as outlined a few days ago, there will be an unusually large amount of the other varieties of raisins cured as well. Nevertheless, the tone of the future demand seems to be steady and around a 4c sweetbox basis is being quoted."



GERMAN PRISONERS IN ENGLAND.



SIR H. L. DRAYTON, Chairman Railway Commission, who has been inspecting railway lines in the Maritime Provinces.

The Charter Market

(Exclusive Leased Wire to the Journal of Commerce)

New York, July 30.—Steam chartering was more active, particularly in the grain and coal trades and several fixtures were reported for prompt and forward landing. Additional grain fixtures offer freely for September and October delivery, and a moderate demand prevails for prompt basis for coal and other cargoes. Rates are firm and unchanged for prompt and strong and quotably higher for September and later delivery. Tonnage offers moderately for prompt and sparingly for forward delivery, with owners asking advances for September and October basis.

The sailing vessel market was quiet and featureless and there were no changes of consequence in any of the general positions. Freight continues to offer moderately in several of the offshore trades, but the demand in the coastwise trade is yet light.

Charters—Grain—British steamer Brautorn, 30,000 quarters from the Gulf to West Coast of Italy, 11s, August.

British steamer Tre, 31,000 quarters from the Gulf to Naples or Salerno, 11s, 3d, or both ports, 11s, 6d, August-September.

British steamer Hartfield, previously, 43,000 quarters oats from Newport News to Avonmouth, 5s, 9d, option London, 5s, late August.

Coal—Italian steamer Aleana, 2,248 tons, from Virginia to Lapaia, 34s, 6d, prompt.

Swedish steamer New Sweden, 3,287 tons, from Baltimore to Sunsvale, pt., prompt.

Swedish steamer Hogland, 2,582 tons, from Baltimore to Stockholm, pt., prompt.

Norwegian steamer Artemis, 3,002 tons, from Baltimore to Gothenburg, pt., prompt.

Lumber—British steamer Brinkburn, 2,440 tons previously, from the Gulf to London with timber, 240s, prompt.

Schooner George E. Dudley, 357 tons, from Miramichi to New York, 45, coal out to Halifax, \$1.90.

Miscellaneous—Norwegian steamer Raydon Dison, 3,029 tons, from New York or Baltimore to Glasgow with steel billets, pt., August.

British steamer Bordenale, 2,818 tons previously, trans-Atlantic trade, one round trip 14s, deliveries United Kingdom, prompt.

British steamer Dunbar, 2,357 tons, same, six or eight months, 13s, 9d.

British steamer Hyndenford, 2,775 tons, same, 14s.

SIGNAL SERVICE

Crane Island, 32—Clear, south west. In 5:45 a.m. Magnolia and tow, 6:45 a.m. Stigstad. Out 4:25 a.m. Meaford. Cape Salmon, 81—Clear, calm. In 7:00 a.m. Supp. Earl of Douglas. Father Point, 157—Cloudy, south west. In 8:30 p.m. yesterday Georgetown. Matane, 200—Clear, south. Out 6:00 p.m. yesterday Savoy, 7:30 p.m. Percepsian. Cape Chate, 234—Clear, south west. In 6:00 a.m. Hochelaga, 7:00 a.m. steamer. C. Magdalen, 294—Cloudy, calm. In 3:30 a.m. steamer, 4:00 a.m. steam barge. Fame Point, 325—Cloudy, calm. In 8:00 a.m. Corinthian, 4:00 p.m. yesterday Rosedale, 5:00 p.m. Aranmore. Cape Rosier, 318—Cloudy, calm. Anticosti:— Ellis Bay, 553—Cloudy, south. John Sharples at wharf, Haddington left 3:00 p.m. yesterday. West Point, 335—Cloudy, south east. S. W. Point, 360—Cloudy, south east. South Point, 415—Dense fog, calm. Heath Point, 438—Dense fog, strong south west. Point Escumacine, clear, south. Point des Monts—Clear, west. Bersimis—Clear, south. Cape Race, 826—Clear, variable. In 7:00 a.m. Quito, Sydney—Arrived 6:00 p.m. yesterday. Modiva, Quebec to Montreal. Longue Pointe, 5—Clear, light west. In 7:25 a.m. Saguenay, 5:30 a.m. Montreal, 8:00 a.m. Kronprins

RAILROAD NOTES

Of 2,600 ballots cast by Boston & Maine Railroad workers 95 per cent. favor strike for Saturday holiday during July and August.

Success or failure of the plan of reorganization of the Wabash-Pittsburgh Terminal Railway cannot be definitely indicated until Sept. 1. Then the time will expire for the deposit of securities by holders assenting to the plan.

The president of the Northern Pacific Railroad believes that the Northwest has before it one of the most prosperous periods in its history. This belief is based on reports received throughout the territory of the Northern Pacific.

A passenger train, bound for New York from Maine points, ran into a string of freight cars at Worcester, Mass. It was stated that an attempt had been made to wreck the train by sending it on the siding into the freight.

Train and engine men of the Chicago & Eastern Illinois have been notified that the practice of allowing tramps or other persons to work their passage on trains, by assisting in the unloading and loading of freight, shovelling coal on engines, etc., is a violation of the interstate law and must be stopped.

Directors of the Ogden, Logan & Idaho have appropriated \$1,500,000 for the improvement of the Ogden-Preston line, and the intention is to reduce the length of the road by building several cut-offs on the Cache Valley division and between Ogden and Brigham City, Utah.

Protests from manufacturers in Illinois and Missouri have resulted in the restoration of the rate of 14 cents per 100 pounds on zinc ore from Joplin, Mo., to La Salle Ill. and Peru, Ind. When prices advanced on account of the war, the carriers boosted rates to the extent of costing Central Illinois zinc companies \$2,000 per month.

The contractors on the Sudbury-Port Arthur, Ont., section of the C. N. R. have arrived at a settlement of their differences with Mackenzie and Mann and the C. N. R. Foley Bros. & Stewart, Patrick Welsh and J. W. Stewart sued for a balance which they claimed was due them, and placed a lien upon the whole Sudbury-Port Arthur section. The action has been dismissed by consent of both parties at Osgoode Hall.

New York American London cable says: Large quantities of ammunition bombs recently sold in London ultimately will be shipped to New York. It is believed, to aid in ameliorating the exchange position, to which the government apparently is giving serious attention. London & Northwestern Railway shortly will issue \$7,500,000 4 1/2 per cent. preference stock, redeemable in 19 years at par. The probable issue price is 96.

Operation of the Delaware, Susquehanna & Schuylkill may be resumed. In that case—heavy coal traffic from the Schuylkill mines to the yards at Coxtown, where trains are made up for the lake trade, will be diverted over this road by the Lehigh Valley which, it is stated, will spend \$50,000 to avoid the trips through Hazleton. The line was abandoned in 1904 when the Lehigh Valley Coal Company bought the properties of the Cox Brothers in the Hazleton region and merged the road with the Lehigh Valley.

Advices from London state that in connection with the \$50,000,000 railway construction contract just secured by Norton Griffiths & Co. in New South Wales, Major Norton Griffiths, M.P., is about to visit Australia. Under the arrangement with the New South Wales Government the firm is to receive 5 per cent. above the cost of construction of the works in payment for its services. The railway works in the North Coast district of the state will first be taken in hand. The Macleay River Bridge is not included in the contract, but it is said to be practically certain to be placed in the firm's hands.

The Turks have begun the construction of a railway line in great haste between Zungulduck on the Black Sea, the coal port which has been repeatedly shelled by the Russians, and Ada Bazar, a town near the head of the Gulf of Ismid in the Sea of Marmora. This is for the purpose of transporting coal owing to the difficulty of doing so by sea. Five thousand Greeks and Armenians are engaged in the work under the supervision of German engineers and surveyors. Another line is being constructed from Angora on the Bagdad Railway in Anatolia toward Arzerum, in Armenia, over 300 miles. These works have been paid for by monies taken from the agricultural banks.

DOMINE MINES DIVIDEND.

New York, July 30.—Domine Mines Co., Ltd., has declared an initial quarterly dividend of 50 cents a share. This places the stock on a 20 p.c. per annum basis.

Olav, 9:10 a.m. Kwara. Out 9:40 a.m. yacht, 9:45 a.m. Kinmount. Vercheres, 19—Clear, west. Sorel, 39—Clear, south west. Three Rivers, 71—Clear, light west. In 7:20 a.m. Montfort. Point Citrouille, 88—Foggy, calm. In 9:50 a.m. yacht Sweetheart. St. Jean, 94—Foggy, calm. Grondines, 98—Foggy, calm. Portneuf, 108—Smoky, calm. In 9:10 a.m. St. Andrew, 9:50 a.m. Lord Sifton. St. Nicholas, 127—Clear, west. Out 8:10 a.m. Natirongo, 8:55 a.m. Omaha. Bridge, 139—Clear, west. Quebec, 139—Clear, west. In 6:45 a.m. Toyter, 8:00 a.m. Nnglo Saxon, 10:05 a.m. Stigstad. Arrived down 9:00 a.m. Quebec.

Above Montreal. Lock No. 2—Eastward, 10:00 a.m. Edmonton. Lachine, 8—Clear, west. Eastward 2:30 a.m. McVittie, 6:50 a.m. Carleton, 8:40 a.m. Easton. Cascades Point, 21—Clear, west. Eastward 7:05 a.m. Alexandria. Coteau Landing, 33—Clear, west. Eastward 2:45 a.m. Biekerdike, 3:30 a.m. Iroquois, 3:50 a.m. City of Hamilton, 8:15 a.m. Frank E. Ewan. Cornwall, 62—Clear, calm. Eastward. Galops Canal, 99—Clear, north east. Eastward, Up 2:30 p.m. yesterday. Avon, 3:45 p.m. Malton, 4:45 p.m. Steelton. Port Dalhousie, 298—Clear, north east. Eastward 4:15 a.m. Iocoma, 8:15 a.m. Kekwest, 10:35 p.m. yesterday. Inland. Fort Colborne, 321—Clear, north east. Eastward 2:00 a.m. Rockferry, 6:30 a.m. Alvinia.

CAPE COD CANAL BOARD MAY APPROVE \$12,000,000 CAPITALIZATION

Boston, Mass., July 30.—The joint board of harbor and land and public service commissioners, which exercises the limited jurisdiction that Massachusetts has over the Boston, Cape Cod & New York Canal, met yesterday to consider action upon a reply that has been received from Attorney-General Atwill to the request for his opinion as to whether or not the board has power to approve pending capitalization petitions of that enterprise. The attorney-general has reported that the board may within its authority approve the petitions before it for issuance of \$12,000,000 stock and \$750,000 50-year 5 per cent. bonds, to complete the issues by the Canal Co. to its construction company. This would bring total capitalization of the canal up to \$12,000,000 (divided equally between stock and bonds), or the limit set by law. The attorney-general's ruling means that, if it should in future be found necessary to construct a lock or tidal gates for the canal, the money therefor would have to be obtained in some way additional to this \$12,000,000 capitalization. The joint board has doubled its authority to approve the final issues up to the \$12,000,000 limit "without reserving \$1,000,000 in such securities from which payment could be made for some device for controlling the current" in the canal, if found requisite.

SEASIDE EXCURSION TO THE MARITIME PROVINCES.

From Montreal to where the ocean breezes are blowing is not a far journey, and one that is made on the best equipped trains on the Continent. The Ocean Limited and the Maritime Express, through trains on the Canadian Government Railways, furnish a fast and luxurious service for those who desire to reach the watering places of the lower St. Lawrence or points on La Baie de Chaleur, the Straits of Northumberland, the Bay of Fundy, or the washed shores of Nova Scotia. These annual excursions over the Canadian Government lines afford the right kind of an opportunity as for a generous vacation period special fares prevail. The going rates are from August 13th to the 16th, with a return limit to August 31st. Particulars regarding fares to the various points will be furnished at the Ticket Office of the Canadian Government Railways, No. 122 St. James Street, Transportation Building, Montreal, or by the Ticket Agent at Bonaventure Station, or ticket agent Windsor Hotel, and sleeping car reservations may be secured through these sources.

THE WEATHER MAP.

Cotton Belt—Light to scattered showers in Central Texas and North Carolina. Temp. 72 to 81; precipitation, 0 to 0.02. Winter Wheat Belt—Light to moderate showers in parts of Kansas, Nebraska, Iowa, Missouri, Indiana, Illinois, and Ohio. Temp. 68 to 78; precipitation 0 to 1.30. American Northwest—Scattered showers. Temp. 64 to 64; precipitation 0 to 0.16. Canadian Northwest—Scattered showers. Temp. 50 to 58; precipitation 0 to 0.16.



Take the Water Way

Spend your vacation on the cool waters of the St. Lawrence.

Montreal-Quebec Line Daily service at 7:00 P.M.

Montreal-1000 Islands Toronto Line Steamers sail from Victoria Pier daily including Sunday.

Saguenay Line Steamers leave Quebec Daily except Sunday at 8:00 A.M.

Saguenay Express Service S.S. "Saguenay" leaves Montreal Tuesdays and Fridays at 7:15 P.M.

North Shore-P. E. L.-Pictou Service S. S. "Cascapedia" sails from Montreal every second Thursday.

Full particulars regarding the many interesting voyages on Lake Ontario and the St. Lawrence River may be obtained from your local ticket agent or by addressing:

Canada Steamship Lines Limited Victoria Square, Montreal.

RAILROADS.

CANADIAN PACIFIC

VANCOUVER and Return Victoria Seattle \$97.00

Calgary and Return Edmonton Banff \$95.30

Train Service: 10:50 a.m., 10:15 p.m., Via Canadian Rockies. 8:45 p.m., Via St. Paul. 8:45 a.m., 10:00 p.m., 10:50 p.m., Via the Great Lakes or Chicago.

TICKET OFFICES: 141-143 St. James Street. Phone Main 8125. Windsor Hotel, Place Viger & Windsor St. Stations.

GRAND TRUNK RAILWAY SYSTEM

THE DOUBLE TRACK ROUTE. TORONTO - DETROIT - CHICAGO. INTERNATIONAL LIMITED.

Canada's train of superior service. LEAVE MONTREAL 10:15 A.M. DAILY. Pullman Sleeping and Observation Cars and Parlor, Library and Dining Cars.

CHICAGO LIMITED. Leave Montreal, 11:00 p.m. daily. Pullman Sleeping and Club Compartment Cars and Parlor and Dining Cars.

Bonaventure Station Main 8279 122 St. James St. Lof. St. Francois Xavier—Phone Main 6906. CITY TICKET OFFICES. Windsor Hotel "Uptown 1147

BOND GUARANTEES ARE NEEDED WITH WAR

Most Important and Dangerous to do With Munitions—Man Have No Plants Save or

New York, July 30.—There is much information available as to the security of the foreign government against a "war order" contractors. In foreign buyers require the American with a bond conditioned for the of the contract.

One considerable class of bonds is writing difficulties, and is written for companies in behalf of experienced principals. These bonds are those of some form of financial guarantee only for the furnishing of supplies like clothing, boots, etc.

A second large body of bonds is fulfillment of contracts for the manufacture of simple forms of ammunition, of similar war supplies, not obtained sources and requiring special and these bonds are regarded as more the others, because the contractor exceptional experience, skill and capital in the manufacturing process is subject and because in the event of may not be able readily to procure for to discharge its obligations under

A third class of war bonds, the and the most dangerous of all, has the manufacture of which is dangerous, highly complex and technical carried on only in a few enterprises fully equipped with the special machinery and with an organization built up experience. Contractors of this class ordered long ago up to the completion of their plants for months to come principals upon the bonds current without experience, without sufficient with no plant except on paper.

While it is a rare occurrence for parties to charge more than the rate of their suretyship, it is the rule rather than the exception to do so in the case of war bonds. A contractor who had undertaken to government with 60,000 horses and mules apiece, agreed to pay his surety on each animal delivered under the Sixty thousand dollars under no would have been considered a huge suretyship in question, but the amount that the case was one involving ante on the part of the surety, an seller expected to make a profit of \$200 on this basis, the surety becoming a backer of the contractor and in a insurance factors maintain that the fair one.

GERMAN AIRCRAFT INSURANCE

Washington, July 30.—Insurance to property in Germany by aircraft developments of the European war. The General at Dresden, Saxony, representative of Commerce, said that an insurance against bombs had been plane attacks upon German cities. Because of this, a German insurance established what, the Consul says, called aerial insurance, policies being damaged to all property caused either thrown from aeroplanes or by the selves in landing. No provision is for injury to or loss of life.

MARITIME PROVINCE S.

(Quotations furnished by J. C. Mac members Montreal Stock Exchange Street, Halifax, N.S.)

Eastern Canada Savings & Loan Co. Eastern Trust Company Maritime Tel. & Tel. Pfd. N. S. Do. common N. S. Do. common, pfd. Porto Rico Tel. pfd. Do. common Stanfields, Ltd., Pfd. Do. common Trinidad Electric

Bonds:— Brandon-Henderson, 6 p.c. Eastern Car, 6 p.c. Mar. Tel. & Tel., 6 p.c. Maritime Tel., 6 p.c. Porto Rico Tel., 6 p.c. Stanfields, Ltd., 6 p.c. Trinidad Electric, 5 p.c.

GERMAN F