STEAMSHIPS

CANADIAN SERVICE

Sept. 17........ANDANIAOct. 3 Steamers call Plymouth Eastbound. Rates Cabin Rates-Cabin (II) Eastbound, Andania and Alaunia \$63.75 up, Ascania \$57.50 up. Westbound, \$10 less Third Class eastbound and westbound, Alaunia and

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

Andania \$36.25 up, Ascania eastbound \$35.25

westbound \$35.00 up.

DONALDSON

From Glasgow. Aug. 22 LETITIA Aug. 29 CASSANDRA Sept. 12 Passenger Rates-Cabin (II.) Eastbound \$57.50 up. Westbound \$47.50 up. Third-class, eastbound and westbound, \$31.25. For all information apply to

General Agents, 20 Hospital Street. Street. Street. Street. Street. Street. Uplown Agency, 530 St. of necessaries for the population the British had to member of the new Arbitration Court which will dea



Delightful Water Trips

VISIT THE CAMP AT VALCARTIER ner leaves Nightly 7,00 p.m., connecting

Also the Famous SAGUENAY RIVER Friday and Saturday, 8.00 a. m.

> Toronto Exhibition Service Daily

SPECIAL LOW RATES.

Ticket Office-9-11 Victoria Square

HER BALLIN DID HIS BEST

Big Shipping Interests Exerted All Efforts To Maintain Peace.

London, August 31. - A page that has escaped tention in the fateful history of the past fortnight was the effort of Her Ballin, the chief figure German shipping and personal friend of the Kaiser, to avert war. He interrupted a cure at the state shall fix the insurance premfum to be charged sibly to conduct negotiations for the acquisition of oil fields in California. In reality his visit was to with Lord Haldane, Sir Edward Grey and L S. Churchill. He discussed the situation with them, and on his return to Germany a special ger from Berlin was sent through the German nes with a despatch for Lord Haldane.

No one realizes more than Herr Ballin the critica on in which the German mercantile marine now is, because even with the cessation of hosit will be many years before it recovers its there are 2.013 steamers of 4.743.046 tons and to them of modern construction, the that no ship shall start on a voyage if ordered by the admirality not to do so, and that the ship insured

New York August 31.—Total dividend and interest disbursements for September are estimated at \$112.—

O00,000, as compared with \$114,000,00-) last year.

O00,000, as compared with \$114,000,00-) last year.

O00,000, as compared with \$114,000,00-) last year. recent prosperity, if ever it does so. On the German register there are 2,019 steamers of 4,743,046 tons the admirality not to do so, and that the ship insured shall be deemed to be at all times fully insured to be were than twenty-five-fine liners for all perils covered by an ordinary Lloyd's policy.

Up to the present time dividends declared payable and sound from one end to the covered by an ordinary Lloyd's policy.

Up to the present time dividends declared payable and sound from one end to the covered by an ordinary Lloyd's policy.

Up to the present time dividends declared payable and sound from one end to the covered by an ordinary Lloyd's policy. asgregate, while no fewer than twenty-five fine liners being built for them. of the staff have rejoined the army, and Count Wen. generally, its representative, left Lordon last week a broken hearted man. He is captain in an infantry or clubs of white the manufactural insurance associations 062516.

HARBOUR IS FILLED

manager of the International Mercantile Marine company at 9 Broadway, said that its steamships Vaderland Boyle, Manhatten and Maniton were waiting for
cargoes, and the harbor was blocked with transp
Affed Holt, continue to run their own war risks

EMPLOYEES TO DONAT steamers that had come over to carry the grain crops insurance. These vessels would probably act in the burden. Mr. H. S. Holt, President of the Montreal Light, to Europe. The conditions in Boston, Philadelphia, same way as the vessels insured in the club.

Mr. H. S. Holt, President of the Montreal Light, Heat and Power Company, has issued a circular to

into shed it just right with \$7 passengers and a large cargo, including 31 horses had a fine passage across the Atlantic, no hostile warships being sighted. A ship lines will have to make their own arrangements for transfer of the passengers were Americans for transfer of cargo across the Lithmus and the coming horse works or morths earlier than they

INSURANCE SCHEME ADOPTED

Cargoes to United Parts of Empire.

New York, August 31. - Details of the British hipping insurance scheme under which at least four-fifths of British shipping is now organized have been called by mail. The Chancellor of Exchequor, David Lloyd George, announced in the House of Commons August 4. that the Government has endorced this scheme which was based on the recommendation of a sub committee of the Committee

of Imperial Defence, appointed to consider specially the question of insurance against war risks. To work the scheme a state insurance office has already been opened in London.

The state office would undertake to insure cargo in British ships insured under the scheme which started on voyages after the outbreak of war, but it was not proposed that any steps should be taken with regard to cargoes already affoat at the time whe the scheme took effect. The rate of premium to be charged by the State and covering these risks was to be a flat one, irrespective of the cargo insured. The flat rate was to be capable of variation from time to time with a maximum of five guineas per cent. It was proposed to set up a strong advisory board consisting chiefly of persons versed in in-... Sept. 5 surance matters, together with an official element which would have executive powers to advise as to settling the rates as to ships and cargoes.

The scheme was not confined in any way to the voyages of ships bringing food supplies and raw a few scattered showers. materials to the United Kingdom. He thought it was vital that British shipping in every part of the For all information apply world should be protected. A little reflection would committee of the Imperial Merchant Service Guild Seneral Agents, 20 Hospital Street. Steerage Branch. show that in order to maintain the stream of supplies have nominated their Secretary, Mr. T. W. Moore, as a keep going the whole mechanism of their overseas with questions concerning merchant ships arising out trade. It might seem at first sight to matter very of the war. little whether or not a British ship could make a voyage free from New York to Buenos Ayres, but unless the ship made the woyage it would not be available to bring the food from Buenos Ayres to England. The Government therefore felt bound to endorse the conviction of the committee that there was no valid distinction to be made as to the voyage or the nature of the cargo.

The recommendations of the sub-committee relating to cargo insurance carried out in the Govern- live in the grain trade and five boats were reported ment's plan provide:

vary such rates of premium within a maximum of per cent and a minimum of 1 per cent.

There is a steady demand for additional tonnage for the same purposes. Rates have

the values agreed in the marine insurance policies covering the same cargo. That marine insurance policies will only be cepted by the state if issued by members of Lloyd's British insurance companies and other approved in-

surance companies and underwriters. That the state shall be prepared to insure all on such vessels irrespective of nationality of the owner of such cargo except enemy cargo.

That all claims shall be settled by the board advisers. The sub committee's recommendations in the hulls were:

1. That arrangements should be made with existing dubs or mutual war risks associations that they should extend their existing standard forms of policy to cover the King's enemy risks up to the arrival of the Wassels at the final port on the voyage which they are making when war breaks out or ostilities have begun, and for ten clear days after such arrival

That arrangements should be made with these clubs for the issue of policies covering the King's enemy risks on vessels starting on voyages after this country is at war.

3. That the state shall reinsure 80 per cent of al ese risks.

4. That no premium shall be charged by the state in respect of voyages current at the outbreak of

on a voyage basis, and shall receive 80 per cent of such premium. 6. That the state shall have the right to fix and

vary the premiums from time to time as may be considered necessary within a suggested maximum 5 per cent and a minimum of 1 per cent. That the club shall run the remaining 20 p

cent of these risks both before and after the out-

tons most of them in most of the same of the same that no snip snam start on a voyage if ordered by discussements for september and the admirality not to do so, and that the ship insured 000,000, as compared with \$114,000,000 last year.

The North of England Protecting and Indemnity Association, comprising in its war risk steamers of a as those of clies, states and counties, in the United value of about £ 200000000 the Lorent of a states and counties in the United the centre of the river is being value of about £ 30,000,000; the London Group of States, and the government debt totals \$1,01,647. War Risks Associations, comprising steamers of a value of about \$27,000,000; The London and Liver-pool War Risks Insurance Association, Ltd., com-While United States Government Contemplates pool War Risks Insurance Association, Ltd., compute the contemplates of Line—New York Harbor is Lined prising steamers of a walter of about £28,000,000. The total steamer tonnage of the United Kingdom en-

wilting for cargoes. Ships could not sail without is neutral, but the risks covering incidents to a war ed States could not take a band in the matter until willing for carsons. Since the same of the freight the spents contended, and if conditions did in which that country is a party are strictly limited. In of improve several salings would have to be can celled.

It follows that soon after the outbreak of such a war 76 per cent of the total British steamships energy and was ready to turn the situation over to the Fedral Covernment as in the case of Colorado. General Covernment as an an interval of the country is a party are strictly limited. In the State had exhausted all means within its power and was ready to turn the situation over to the Fedral Covernment as in the case of Colorado. General Covernment as in the case of Colorado.

STEAMSHIP LINE TO MAKE NEW ARRANGE the National Patriotic Fund.

MENTS.
Washington, August 31.—The Panama Railroad Co. The Donaldson Line steamship Leitia, which came for the arrives that the arrangement whereby not shed it just night with 187 passengers and a large the road has acted as an intermediate carrier will be Ryndam, from Rotterdam is due to dock Tuesday

Shipping and Transportation

MONDAY, AUGUST 31, 1914.

Sun rises—5.10 am. Sun sets-6.46, p.m.
Full moon—August 5.
Last quarter—August 18. First quarter-August 27.

High water-2.05 a.m., 2.56 p.m

-12.9 feet, a.m., 11. feet p.m. Next highest tide on September 22. Rise 18,3 f Weather Foresat

south winds; fine and quite warm to-day; showers in Ottawa Valley and Upper St. Lawrence-Fine and

little warmer Lower St. Lawren first, but mostly fair and a little warmer. Gulf-Fresh winds, shifting to westerly; clearing,

higher temperature. Maritime-Showers at first in Cape Breton, elsewhere fair and a little warmer, Superior-Moderate to fresh southerly and south

westerly winds; fair and warm to-day; showers in some localities Tu Manicoba-Generally fair and cooler, but a few Alberta-Generally fair and comparatively cool, but

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce. New York, August 31 .- Chartering was fairly a closed for Montreal, Baltimore and Gulf loading to That the state shall have the right to fix and the United Kingdom and French Atlantic ports for That the values of cargo for state insurance shall declined materially during the week, due to the abundant offerings of boats available for prompt delivery. In other of the trans-Atlantic trades the dernand is limited, except for coal carriers to Mediter ranean ports. For long voyage business there is a moderate demand for case oil carriers, principally Far East, and one exceptionally large carrier was closed for September loading. The South American market is as yet quiet, due entirely to the difficulties of exchange, but there are still several coal orders in the market. In the West India ma ket, there are no new developments and what little demand there is comes from coal and sugar shippers The sail tonnage market is unchanged in all important particulars and only a limited coastwise business was reported. Off shore freights of all kinds continue scarce, while the demand from coastwin charters is but moderate.

Charters.-Grain-British steamer Atlas. 21.00 Charters, Grain Montreal to France (Havre, Bordeaux, lowed to run in at a moderate quarters, nome aconvent to prairies steamer Anglo loved to run in at lange). 2s. 18%d., prompt. British steamer Anglo last evening, and before Australian, 28,000 quarters from Baltimore to Avonmouth or London, 2s. 3d. option French ports 2s. 9d.

British steamer Iddesleigh, 34,000 quarters, oats, from Baltimore to French ports, 2s. 1%d., prompt. British steamer Ardmount, 25,000 quarters, from the Gulf to French ports 2s. 9d. prompt.

British steamer Thessalia, 26,000 quarters, same.

more to Genoa, p.t., prompt. Schooner Warren Adams, 587 tons, from Philadelphia to Charleston, p.t.

adelphia to St. John, N.B., \$1.50.

During recent years the insurance of shipping various corporations of the United States aggregate against war risks has passed from the underwriters \$60,98,576, based on a total capitalization of \$2,543, of the canal water, and the reports obtained were

New Pork, August 31. — Shipping agents complained yesterday that while the Government at Washigton was considering the purchase of certain stannables to move the grain crops. New York and other ports on the Alamite were filled with vessels the risks incident to war so long as Great Britain was considered in the War Department for rederations to nove the grain crops. New York and the risks covered by these associations cover fully the risks incident to war so long as Great Britain wash, of Montana, and informed him that the Unit-

employees asking the donation of one day's pay to

of emer-the Germans have lost 60,000 killedand 130,000 wound-ed and captured.

SIGNAL SERVICE. nt of Marine and Fisherics.
Left up 8.16 a.m., W.S.D. Canada,

Uniet 48—Dense tog. main.
Cape Salmon, 81—Dense fog. calm. Out 1.05 and
Handens, 3.25 am. Querida.
Factor Point, 157—Poggy sast. In 3.20 a.m.,
steamer, 4.20 a.m. Monkahaven. Cape Chatte, 214 Dense fog, east.
Farme Point, 215 Foggy, east in 6.20 am.

Cape Race, 324 - 10 t 00 p m. Saturday, Rage. Ralifax - Arrived in 3 th am yesterday Evan line, 3 to am, yesterday Shengadoah, 10 to

Quebec-to-Montreal.

Lone Point 5—Clondy, calm. In 1.44 a.m. Spray and tow, 5.50 a.m. Karnouraska, 6.30 a.m. Ascania, 6.24 a.m. Quebec, 7.50 a.m. Saguenay.

Vercheres, 19—Clear, south west. In 8.30 am. Brighton.

Sorel, 39-Clear, calm Three Rivers, Il-Light fog, calm. In 5.50 a.m. Vaverly, 6.50 a.m. Englishman. Batiscan, 88—Clear, calm. In 5.45 a.m. Lake Manitoba, 6.05 a.m. Canadian St. Jean, 94-Clear, calm.

Grondines, 98-Clear, calm. Portneuf, 108-Clear, calm. St. Nicholas, 127-Clear, calm. Bridge, 133-Clear, calm. Quebec, 139—Clear, calm. Arrived down 5.80 m. Montreal, 9 . 00 a.m. Virginia and tow.

West of Montreal. Lachine, 8-Cloudy, calm. Eastward midnight Nicaragua, 6.50 a.m. McKinstry, 7.10 a.m. Midland Queen, 7.50 a.m. lroquois, 8.00 a.m. Dunmore Yesterday 11.00 p.m. Windsor. Cascades, 21-Cloudy, calm. Eastward 11.25 a.m. esterday Glenellah

C. Landing, 33-Cloudy, calm. Eastward. Galops Canal, 99-Cloudy, calm. Eastward 5.30 Keywest, 8.45 a.m. Dunelm, 6.80 am. Simila, 7.45 am. Glenmavis. Yesterday 3.45 p.m. Bronson and

CITIZENS WILL HAVE TO DRINK CANAL WATER NO LONGER

Conduit After Complete Overhaufing is Now as Sound As New, Says Supt. Lesage.

After being empty for four weeks while underfoing repairs, the lateral conduit was again filled partment Sleeping Car Montreal to Toronto daily with water yesterday. During last night the pumps were connected with it, and by this morning Supt esage announced the regular water supply from the centre of the St. Lawrence River would be Going September 2 and 9

According to all accounts, which Supt. Lesage fully confirms, the conduit is now as good as new.
the interior repairs have been thoroughly carried out, as the work was not rushed when it was Going September 1, 2 and 3 found that the sterilizing of the canal water was Going August 30, 31. September 4 and 5 \$6.55

the last repairing was completed on Saturday and the man holes all tightened down, water was slowly turned on yesterday at 9 a.m., and was alspeed all day and fore morning Supt. Lesage stated the pumps would be disconnected from the emergency intake at the canal, and attachments made to the lateral conduit, as was the case before it was emptied at the beginning of August.

Whole Length Inspected. Every part of the conduit in his length of five miles, said Mr. Lesage, which showed any signs of British steamer Taessana, 19,000 cases, were at times 200 men in the interior, and to enm New York or Philadelphia to one or two ports able them to work a full electric lighting system provincial department of railways headed by Premier provincial department of Philippines at or about 22 cents of three ports % cent was installed. Material had to be taken in through Siften, that construction work will be continued or Philippines at or about 22cens of all very large points of the continues on additional, option Hong Kong 21s. September.

Coal-British steamer Haxby, 2,252 tons, from Baltimore to Genoa, pt., prompt.

September Werner Adams, 587 tons, from PhiladelSeptember Werner Werner Adams, 587 tons, from PhiladelSeptember Werner Werner Adams, 587 tons, from PhiladelSeptember Werner W

Schooner Kate B. Ogden, 541 tons, from Philadelphia to have been damaged by an explosion, it was made and Great Waterways road, which is being built by stronger than ever by putting on a heavy exterior coating of cement. The section which gave way last December was also carefully examined on the cent of these risks both Delore and arter the out.

break of war, receiving for voyages commencing after the outbreak of war 20 per cent of the premium after the outbreak of the premium after the outbreak of the premium after the outbreak of th was plugged up, and in order to make sure that was overlooked every foot of the five miles

"We are all right now," said the superintendent "The conduit is safe

With vessels waiting only agents comNew Pork, August 31.— Shipping agents comOcc., 900. The majority of vessels not entered in one tana, appealed to the War Department for Federal especially when a new motor is being attached to the war part of the pump that broke down in the early part of The new 12-million gallon pump was tried for the pump that broke down in the early part of summer, and was later temporarily repaired,

PUBLISHED FALSE NEWS

REGARDING BRITISH DEFEAT. BILL WOULD INCREASE REGARDING BRITISH DEFEAT.

London, August 31.—Drastic means to prevent publication of false news was threatened by Franier

Asquith in the House of Commons. The threat was called forth by a special article published by the London Times under an Amiens date, declaring that the British army was broken by a terrific attack of the Germans and that only bits were left of many research.

PAY FOR CARRYING MAILS.

Washington, August 31.—A final report of the Joint Congressional Committee on Railway Mail Pay, of which former Senator Bourne is chairman, recommends the enactment of a bill which would increase the British army was broken by a terrific attack of the Germans and that only bits were left of many research.

This dispatch was passed by censor on the Con-thent and was also cabled through the London cen-an average of 24.22 cents per 66-foot car mile.

over its publication in London.

The Premier was questioned concerning it when the Commons convened and he replied: "Referring to the London Times" special article of yesterday, it may become necessary to enact drastic legislation

Jeney, declared a dividend of 15 per cent. payable

RAILROADS

CANADIAN PACIFIC EXHIBITIONS

TORONTO Going September 1, 2, 5... \$4.5 Going August 20, 31, September 4, 5... \$4.5 Return Limit, September 7, 1914. QUEBEC. Ly. Place Viger 19.00 am. 1.30 p.m. 5.00 p.m.

Ding August 29 THREE RIVERS. am. Return Limit, August 11, 1914 \$3.35 Lv. Place Viger *9.00 a.m. *1.30 p.m. *5.00 p.m.

SHER BROOKE. September 9, 10, 11, .. September 9, 10, 11. \$3.28

September 5, 6, 7, 8, 12. \$4.30

Return Limit, September 14, 1914. \$4.30

Lev. Windsor St. =8.25 a.m. \$11.15 p.m. \$4.10 p.m. · Daily. † Dally ex. Sunday. i Sat. only.

> CHICAGO EXPRESS TORONTO-DETROIT-CHICAGO.

Lv. MONTREAL 8.45 a.m. 10.00 p.m. Canadian No. 21

Lake Ontario Shore Line

via Belleville, Trenton, Brighton, Colborne, Port Hope, ewcastle, Bowmanville, Oshawa, Whitby. Leave Windsor St. 8.45 a.m.

TICKET OFFICES: 141-141 St. James Street Phone Main 8125 Windsor Hotel, Place Vider and Windsor Street Stations

GRAND TRUNK RAILWAY SYSTEM DOUBLE TRACK ALL THE WAY Montreal-Toronto-Chicago INTERNATIONAL LIMITED.

Canada's Train of Superior Service. Leaves Montreal 9.00 a.m., arrives Toronto 4.30 p.m., Detroit 9.55 p.m., Chicago 8.00 a.m., dail IMPROVED NIGHT SERVICE. Leaves Montreal 11.00 p.m., arrives Toronto 7.30 a.m., Detroit 1.45 p.m., Chicago 8.40 p.m. Club.Com.

EXHIBITIONS

Going September 4, 5, 6, 7, 8, 10 Return Limit, September QUEBEC Round Trip From Montreal.

Return Limit, September 7 SHERBROOKE. Going September 5, 6, 7, 8, 12...... \$3.20 Return Limit, September 14, 1914.

1228t. James St. cor. St. François Xavier — Phone Main 6905 Windsor Hotel Sonaventure Station

ompleted on Saturday last.

As to the section of the conduit which is alleged lng work in the Peace River country. The Alberta The section which gave way Fort McMurray, 280 miles, has completed \$5 miles of McArthur, president and builder of the line, says the

The following announcement has been made by Mr. Chas. C. Moore, President of the Panama - Pacific Exposition :-

cause of the war in Europe, would be postponed. will not be postponed.

The Exposition will open on its schedule date-February 20th, 1915. It will be completely ready pleted to-day. Nothing will be permitted to interfere with the consummation of the plans originally laid down."

RAILWAY FARES LESS

Chicago, August 31.—Henry A. Blair says that bebut without restoring its full pemping capacity.

The installation of another new pump will asset the war, there is a reduction in Chicago railways installation of another new pump will afford traffic, and the company which has been making 7 water department a sufficient margin to make to 3 per cent increase in receipts the past ten years

Rates recommended by the commission will yield sor to America, but the British Government is ang.

compares with an average of a little more than 18

over its publication in London.

Aurust 29th

VOL. XXIX. No. 99

REAL ESTA

Outremost property, which figured principal resity purchases of last we wridenee on Saurrday, when the large deals formally registered was the purchasely versalities, of versalities Building, St. 13-2, 3 and 4, parish of Monfress thereon known as Nos. 1126 to 1134 i and No. 2525 Del Epec averue. The 1145,000.

Another sale of size was the Durchs Robin from Joseph Sauiol, of the no of lot 1158, St. Anne ward, measuring 134 feet, with the buildings thereon of Mrs. Sauriol lots 172, 1664, 1665, 2036, 2187 and 2138, St. Anne ward, Joseph H. Prevost sold to Joseph B

and 259. Hochelaga, with Nos. 403 to svenue, and 557 to 571 Lafontaine stre paid was \$43,200. Adolphe Charron sold to Leopold Le two-thirds of lots 323-257 to 260 and 26 of Sault au Recollet, the same being v

Remaining deals included the sale b 1657, Hochelaga, with Nos. 300 to 30 Viauville, for \$8,000; Mrs. A. Bourg Bourgue lots 36-339 and \$40, parish of taining 5178 square feet, with buildings Outremont, for \$6,472; J. Monette sold 0-81 parish of Longue Pointe, with Blave street, for \$5,500; and T. Lauri Gladu lot 339-565. Cote St. Louis, W. Papineau avenue, for \$5,162.

ACTION AGAINST ILLINOIS FIRE

Springfield, Ill., August 31.-Insuran dent Rufus M. Potts Saturday aftern trust suits against 133 fire insurance ing business in Illinois, charging that form a gigantic combination preventing in restraint of trade, and for the pur the price of fire insurance. This is action promised by Superintendent P surance conditions in this State, in manded that the companies lower their nois, abandon their illegal rate-making discontinue certain practices relative of their business in this State.

The companies were given thirty da answer with Governor Dunne. At t time, they petitioned for more time, an was granted to August 20th, but no an The defendant companies control pr the stock fire insurance business in this bill declares that they are members of tions, one called the "Union" and "Western Insurance Bureau," the purp are to unlawfully fix fire insurance re and prevent competition in that line.

PRICE ADVANCED.

Chicago, August 31.—An official of concern here says that the company's pressed 72 per cent last week and on demand in South America f manufacturers have advanced prices \$

New York August 31.—Sicula Ameri San Glovanni, arrived from Genoa wit gers, all Americans.

Real Estate

Quotations for to-day on the Montre Exchange, Inc., were as follows:-Beaudin, Ltd. - Bellevue Land Co. Bleury Inv. Co. Caledonia Realty, Com- Can. Cons. Lands, Ltd. Cartier Realty Central Park, Lachine Corporation Estates Charing Cross Co., 6 D.c Central Real Estates, com Cote St. Luc R. & Inc. Co.... C. C. Cottrell, Ltd., 7 p.c., Pfd.

Credit National /-Daoust Realty Co. LtC Denie Land Co. Dorval Realties, Ltd. . Eastmount Land Co. - -

Greater Montreal Land com. .. Do., Pfd. Highland Land Co...... Improved Realties, Ltd., Pfd. Oo., Com. K. & R. Realty Co. nore Realty Co...... Les Teresa Ciment, Ltee..

Lauson Dry Dock Land, Ltd..... La Societe Bivd, Pie IX. La Compagnie des Terres de Ciment. La Compagnie National de L'Est ... snie Montreal Est. . . .

D. de G.

D. de G.
D. de G.
L'Union de l'Est
Mountain Sites Md.
Model City Annex Montmartre Realty Co.
Mont Deb. Corp. pcd.
Mont. Deb. Corp. Com.
Montreal-Edmorton Western Land &
Inc. Co. of Canada.