STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

From Southampton.	From Montreal.
Oct. 3.....AUSONIA	Oct. 20
Nov. 4.....ASCANIA	Nov. 21

Steamers call Plymouth Eastbound.

Rates:—Cabin (II.), Eastbound and Westbound, AUSONIA $51.25 up. ASCANIA, $52.50 up. Third Class, Eastbound, $32.75. Westbound, $32.50.

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

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE.

From Glasgow.	From Montreal.
Oct. 17.....LETITIA	Oct 31

The Head Office, 20 Hospital Street, should be consulted before booking passage for these sailings, as accommodation is rapidly being taken up. 'Phone Main 5652.

Passage Rates—Cabin (II.) Eastbound and Westbound $52.50 up. Third-class, eastbound and westbound, $33.75.

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.

ALLAN LINE

MONTREAL---GLASGOW

*PRETORIAN,	Saturday, 24 October
*SCANDINAVIAN,	Saturday, 7 November
†NUMIDIAN,	Saturday, 14 November
*PRETORIAN,	Friday, 20 November

*Cabin (II.)	$52.50
†Cabin (II.)	$50.00
Third Class	$33.75

MONTREAL---LIVERPOOL
HESPERIAN, Thursday, 5th November.

Saloon	$90.00
Second Cabin	$55.00
Third Class	$33.75

For all particulars apply:
H. & A. ALLAN
2 St. Peter Street and 576 St. Catherine West; T. Cook & Son, 530 St. Catherine West; W. H. Henry, 286 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, October 14.—An active business was reported in steamer chartering, the major portion of which was for trans-Atlantic voyages and include boats for grain, apples, oil cake; cotton and general cargo, several of which are destined for Scandinavian ports. Freights continue to offer steadily in several of the trans-Atlantic trades, but as yet there is no appreciable increase in the demands of shippers in any other of the various trades.

Tonnage continues to offer moderately, but not at any concessions in rates from those recently paid, and in some cases owners are demanded an advance over recent figures. For sail tonnage there is but little inquiry in any of the various trades, and no charters of any kind were reported.

Charters—Grain— British steamer Jessmore, 26,000 quarters from Monteral to picked ports United Kingdom, 3s October.

Norwegian steamer Vinland, 6,500 quarters, from Baltimore to Scandinavian ports, 5s October.

Norwegian steamer Maud, 14,000 quarters, same.

Swedish steamer Vasconia, 19,000 quarters, same, 6s 4d, October.

British steamer Lanhool 26,000 quarters, from the Atlantic range to picked ports United Kingdom, 2s 9d, option French Atlantic ports, 3s 3d, November.

British steamer Maresfield, 40,000 quarters oats, from Baltimore to London, 2s 3d, option Genot, 3s October.

Coal—British steamer Angola, 3,179 tons, from Norfolk to the Philippines, p.t., prompt.

British steamer Isle of Jura, 2,485 tons, from Baltimore to Havana, p.t., prompt.

Miscellaneous—British steamer Desola, 1,864 tons, from Portland to Liverpool, with apples, 3s 5d, prompt.

Norwegian steamer Vincenze Di Giorgio, 615 tons, from Halifax to Liverpool, or Glasgow, with apples, 2s 9d. prompt.

Norwegian steamer Fram, 1,762 tons, from Charleston to Scandinavian ports with oil cake, p.t., prompt.

British steamer Linwood, 1,025 tons, from the Gulf to Leith with general cargo, 15s October.

British steamer Kildale, 2,436 tons from the Gulf to the United Kingdom, with cotton, etc., 41s 3d, October-November.

Norwegian steamer, ——, 625 tons, Gulf trade two years, 675 March.

PULLMAN CO. EARNINGS

Pullman Company—Year ended July 31, 1914—Total income, $44,725,514; increase, $1,884,623.
Net x $21,397,463; increase, $1,527,257.
Depreciation, $10,552,545; increase, $1,823,447.
Surplus, $10,844,918; decrease, $296,190.
Dividends, $9,599565; increase, $59.
Surplus, $1,245,353; decrease, $296,249.

x—Equal to 17.82 per cent. on $120,000,000 stock before charging off depreciations as against 16.56 per cent. previous year.

B. & M. ANNUAL POSTPONED.

Boston, October 14.—The annual meeting of the Boston and Maine was adjourned until October 28, because the directors' statement for the coming year awaits the confirmation of the proposed trustees of the majority stock which cannot happen until the New Haven dissolution decree is signed.

M'GILL SCHOLARSHIP GIVEN BY C.P.R. TO APPRENTICES IN COMPETITION

Statement Issued From Head Office Giving Conditions of Offer by Which Any Apprentice May Secure a Higher Education.

The following announcement has been issued from the office of the president of the Canadian Pacific Railway:

One free scholarship, covering four years' tuition in the Faculty of Applied Science of McGill University, is hereby offered, subject to competitive examination, to apprentices and other employes enrolled on the permanent staff of the company and under twenty-one years of age, and to minor sons of employes.

The competitive examination, which will be the regular entrance matriculation examination provided for in the annual calendar of the university, will be held at the university, Montreal, and at other centres throughout Canada, in June, 1915. The candidate making the highest average and complying with the requirements of admission will be awarded the scholarship and have the option of taking a course in any department of the Faculty of Applied Science.

Scholarship will be renewed from year to year, to cover a period not exceeding four years, if, at the close of each session, the holder thereof is entitled, under the rules, to full standing in the next higher year.

In case a scholarship holder finds it necessary to interrupt his course for a year or more, notice must be given at the close of the session to the railway company and to the head of the railway department of the university, in order that the scholarship may be open to other apulicants.

In order to establish prior claim to the next available scholarship, notice of the student's intended return must be given to the railway company and to the head of the railway department not later than January 1st, preceding the opening of the session in which such scholarship will be available.

Applications for certificates entitling eligible persons to enter the competition should be addressed to Mr. C. H. Buell, office of the vice-president, Montreal. Copies of the annual calendar containing the conditions of admission and announcement of courses may be obtained upon application to Mr. J. A. Nicholson, Registrar, McGill University, Montreal.

BRITISH STEAMER FLORISTON HAS SERIES OF MISHAPS

Loaded With Cargo of Grain Steamer Ran Ashore at Guyon Island and Will Likely be a Total Loss.

Louisburg, C.B., October 14.—The British steamer Floriston, with a cargo of grain ran ashore at Guyon Island Monday night and will likely be a total loss. Yesterday morning the steamers Elinore, Gates, C. M. Winch and the Coastguard left here to render her assistance, but all the boats returned in the evening unable to do anything for the ship. They report the steamer lying on the eastern side of Guyon Island Ledge, with all holds full of water, including the engine room. The crew landed at Gull Cove Gabarus to-day, but the captain and officers were still standing by the ship this afternoon.

The Floriston, 2,229 tons register, of Newcastle, Eng., has had a hard run of luck since the present cargo was loaded on board at Montreal. She ran ashore at Newfoundland, but was floated by the steamer Seal, after lightering some of the cargo. After repairs were made at Quebec she sailed to take bunkers at Louisburg and intended proceeding to Halifax to complete her cargo.

Three-quarters of a mile northeast of the light on Sacatri Island the steamer Floriston, loaded with grain for Great Britain, ran ashore while making her way into the port of Louisburg for bunker coal, according to advices received here yesterday afternoon. The statement made is that the vessel will be in all probability a total loss, although the crew were saved. This is the second attempt of the Floriston to take grain since the outbreak of the war to England, and twice she has failed, the last time disastrously. On both occasions she cleared the St. Lawrence River and the Gulf before encountering trouble. An iceberg stopped the first voyage short. After temporary repairs she was able to come back to Quebec for repairs and later to Montreal, where she re-loaded for Great Britain. The Floriston is a steel screw steamer of 3,429 gross tonnage and 2,236 net tonnage. She was built in 1899 for Chapman & Sons, Newcastle-on-Tyne, who are the owners. The vessel is 325 feet long, 46 feet wide, and can draw 21 feet 6 inches of water. Captain A. E. Kennedy was in charge of her, and the agent in Montreal for her was Mr. T. R. McCarthy.

ERIE DIRECTORATE CHANGES.

New York, October 14.—Changes in the Erie Railroad directorate in the past year have included the resignation from the board of Chas. Steele, M. P. Davison, Robert S. Lovett, James J. Goodwin and Chas. A. Peabody. In their places have so far been elected Albert M. Wiggin, Gates W. McGarrah, Robert W. Pomeroy and M. D. Follansbee, leaving one vacancy. In January of this year members of the Morgan firm announced their resignation from many boards, but Chas. Steele and M. P. Davison retained their directorships in Erie. Announcement made at that time by J. P. Morgan, however, said expressly that the partners expected from time to time to withdraw from other boards on which they felt there was no special obligation to remain. The retirements since have been in line with that policy. Wm. Pierson Hamilton, of the Morgan firm, still remains an Erie director.

MANCHESTER LINE SAILINGS.

Furness, Withy & Co. announce the arrival in Manchester from Montreal on October 9th of the Manchester liner Manchester Merchant. The steamship Manchester Corporation is also reported as having left Manchester on October 10th for Montreal.

NATIONAL RAILWAYS OF MEXICO.

New York, October 14.—At the postponed annual meeting of the National Railways of Mexico the following were elected members of the New York board: M. Brown, Wm. Edmond, Ignacio Enriquez, Jas. Perkins, Roberto V. Tesquiera, Walter T. Rosen, Cas. H. Sabin, Rich'd Schuster and Felix Warburg. On the Mexican board the following were elected: Manuel Aguirra Berlanga, Juan N. Amador, Garlos Basave, Luis Gebrera, E. S. A. De Lima, Gabriel Mancera, Rafael Niete, Alberto J. Pani, Modesto G. Rolland, Jose Simon and Rafael Zubaran.

Those succeeded on the New York Board are: D. P. Bennett, vice-president; W. M. Nichols, Henry W. Taft, H. H. Wehrhane and Ricardo Huerta. Notably among those retired from the Mexican board are: E. N. Brown, president of the National Railways and Wm. B. Mitchell.

Shipping and Transportation

WEDNESDAY, OCTOBER 14, 1914.

Moon's Phases.

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.

2.27 a.m.—Rise 13.0 feet.
3.04 p.m.—Rise, 12.7.

SIGNAL SERVICE.

Department of Marine and Fisheries.
Montreal, October 14th,

Crane Island, 32—Clear, south west.
L'Islet, 40—Clear, west.
Cape Salmon, 81—Clear, west. Out 7.00 a.m. Stigstad.
Father Point, 157—Clear west. Out 1.00 a.m. Wacousta.
Little Metis, 175—Clear, west.
Matane, 200—Clear, strong west. In 6.30 a. m. Morwenna.
Cape Chatte, 234—Clear, west.
Martin River, 260—Clear, north west. In 8.00 a.m Kendal Castle.
C. Magdalen, 294—Cloudy, west.
Fame Point, 325—Cloudy, west. Out 6.00 a.m. Maskinonge.
Cape Rosier, 34—9Clear, north.
Cape Despair, 377—Clear, north west.
P. Escuminac,—Clear, north west.
Anticosti:
West Point, 332—Cloudy, strong north west. Norhilda at Ellis Bay wharf. Savoy left up this a.m.
S. W. Point, 360—Clear, north.
South Point, 415—Cloudy, strong north west.
Heath Point, 438—Cloudy, north west.
Flat Point, 575—Cloudy, west.
Belle Isle, 734—Clear, strong north west, 6 bergs.
Cape Race, 826— Clear, north. 1 berg 12 miles south west.

Quebec to Montreal.

Longue Pointe, 5.—Clear, east. In 8.20 a.m. Murray Bay.
Vercheres, 19—Clear, east.
Sorel, 39—Clear, calm. Arrived in 5.15 a.m. Hudson and tow. Out 1.10 a.m. Spray and tow.
Three Rivers, 71—Clear, light north east. In 5.45 a.m. Glendene.
P. Citrouille, 84—Clear, north.
St. Jean, 94—Clear, north.
Grondines, 98—Clear, north.
Portneuf, 108—Clear, north.
St. Nicholas, 127—Clear, north east.
Bridge, 133—Clear, north east.
Quebec, 139—Clear, north east. Left up 7.45 a.m. Virginia and tow. Arrived down 5.45 a.m. Saguenay, 6.55 a.m. Gaspesien.

West of Montreal.

Lachine, 8.—Clear, north east. Eastward, 3.00 a.m. Harry Packer, 6.10 a.m. Plummer, 6.40 a.m. Rockferry. Yesterday 10.30 p.m. Alexandria.
Cascades, 21—Clear, east. Eastward, 2.30 a.m. Arabian, 6.15 a.m. Parent, 6.45 a.m. Water Lily, 7.20 a.m. Hiawatha.
Cornwall, 62—Clear, calm. Eastward, 5.30 a. m. Mary P. Hall and tow.
Galops Canal, 99—Clear, east. Eastward 7.45 a.m. Iroquois.
P. Dalhousie, 298—Eastward yesterday 1.45 p.m. Carleton, 2.35 p.m Byron Whitaker, 5.45 p.m. Yorkton.
P. Colborne, 321—Hazy east. Eastward 6.00 a.m. Haddington. Yesterday 11.00 a.m. Haques, 1.15 p.m. Beatty, 1.50 p.m. Advance, 3.25 p.m. Carleton, 4.40 p.m. Keywest, 5.15 p.m. Dunelm.

FREIGHT STEAMERS.

Location of steamers at 6.40 p.m. October 13th, 1914,
Canadian—Due Fort William.
Acadian—Arrived Montreal, 4 a.m.
Hamiltonian—Montreal loading cement for Fort William.
Calgarian—Left Colborne 3 p.m. for Montreal.
Fordonian—Kingston loading bagged oats for Montreal.
D. A. Gordon—Up Kingston, 1 p.m. for Toronto.
Glenellah—Left Kingston midnight last night for Montreal.
Dundee—Due down Soo.
Dunelm—Due down Colborne to-night for Kingston.
Strathcona—Due up Port Huron.
Donnacona—Due Fort William.
Doric—Arrived Colborne 11 p.m. 12th.
C. A. Jaques—Left Colborne 10.45 a.m. for Montreal.
Midland Queen—Leaves Colborne to-night for Toronto.
Sarnian—Soo discharging.
A. E. Ames—Due Fort William early morning.
H. M. Pellatt—Due up Kingston to-night for Colborne.
J. H. Plummer—Due down Kingston for Montreal.
Rosedale—Leaves Montreal to-night for Colborne.
Neepawah—Leaves Montreal 8 p.m. for Colborne.
Wahcondah—Montreal discharging.
Bickerdike—Up Kingston 1 p.m. for Colborne.
Beaverton—Up Soo 10.55 a.m.
Tacona—Montreal discharging.
Kenora—Left Montreal 6 a.m. for Colborne.
Arabian—St. Lawrence River eastbound for Montreal.

Bulk Freighters.

W. Grant Morden—Due up Soo for Fort William.
Emperor—Arrived Colborne 5 p.m.
Midland Prince—Erie loading.
Martian—Due up Soo.
Emp. Ft. Wm.—Goderich discharging.
Emp. Midland—Due down Soo.
Winona—Due Tiffin.
Stadacona—Allouez loading.
Scottish Hero—Left Goderich 7.30 a.m. for Ft. Wm.
Turret Court—Due Fort William.
Turret Cape—Due Fort William.
Turret Corwn—Due up Soo.
A. E. McKinstry—Arrived Lorain 4 a.m.
Renvoyle—Up Dalhousie noon to-day for Colborne.
Saskatoon—Leaves Montreal to-day for Colborne.
Mapleton—Due Quebec.
Haddington—Arrived Colborne 4 a.m. leaves to-night.
Cadillac—Up Dalhousie noon to-day for Lorain.
Natironoco—Due up Kingston for Colborne.

RATE CASE MONDAY.

Washington, October 14.—As the date for the hearing of the 5 per cent rate advance approaches, interest in the final outcome in the case before Inter-State Commerce Commission increases. All Inter-State Commerce Commissioners are now in the city. Hearings will begin Monday next and are expected to run over three days.

CHRONOLOGY OF THE EUROPEAN WAR TO DATE

June 28—Archduke Francis Ferdinand assassinated.
July 23—Austria sends an ultimatum to Servia.
July 27—Sir Edward Grey proposes an international conference.
July 28—Austria and Germany decline Sir Edward Grey's proposal—Austria declares war on Servia.
July 31—The Kaiser demands that Russia suspend mobilization within twelve hours —Russia orders general mobilization.
Aug. 1—Germany declares war on Russia—French Cabinet orders general mobilization.
Aug. 2—German forces enter Luxemburg —Germany addresses ultimatum to Belgium demanding free passage for her troops.
Aug. 4—England sends ultimatum to Berlin, demanding unqualified observance of Belgian neutrality—Germany rejects ultimatum—German troops begin attack on Liege—President Wilson issues proclamation of neutrality.
Aug. 5—England announces existence of state of war with Germany—President Wilson tenders his good offices to the warring nations.
Aug. 6—Austria declares war on Russia.
Aug. 7—Germans enter Liege—French invade southern Alsace.
Aug. 8—Italy reaffirms her neutrality—French occupy Mulhausen.
Aug. 10—France proclaims a state of war with Austria.
Aug. 13—England declares war on Austria.
Aug. 15—Austrians enter Servia—Japan sends ultimatum to Germany.
Aug. 17—British expeditionary force completes its landing in France—Belgian capital removed from Brussels—Beginning of a five days' battle in Lorraine, ending in repulse of French across frontier with heavy loss—Beginning of five days' battle between Servians and Austrians on the Jadar, ending in Austrian rout.
Aug. 20—Germans enter Brussels—Belgian army retreats on Antwerp.
Aug. 21—Germans begin attack on Namur.
Aug. 23—Germans begin attack on Mons—Austria announces victory over Russians at Krasnik.
Aug. 24—Germans enter Namur—British begin retreat from Mons—Zeppelin drops bombs into Antwerp.
Aug. 25—British on the line Cambria-Le Cateau—Austria declares war on Japan—Mulhausen evacuated by the French.
Aug. 26—Non-partisan French Cabinet organized—Germans take Longwy.
Aug. 27—Louvain burned by Germans—Japanese block Tsing-tau.
Aug. 28—British fleet sinks five German warships off Heligoland.
Aug. 29—Germans capture La Fere—Russians defeated in three days' battle near Tanenberg.
Aug. 30—Germans occupy Amiens.
Sept. 1—St. Petersburg to be known henceforth as Petrograd by Imperial decree.
Sept. 2—German advance penetrates to Creil, about 30 miles from Paris and swings eastward—French centre between Verdun and Rheims driven back—Seat of French Government removed to Bordeaux.
Sept. 3—Russians occupy Lemberg.
Sept. 5—Battle begins south of the Marne and east of Paris, in which the German right wing is pushed back, followed by a general retreat.
Sept. 7—Maubeuge taken by the Germans.
Sept. 10—The Kaiser protests to President Wilson against use of dum-dum bullets and civilian excesses by the Allies.
Sept. 12—German retreat halts on the Aisne.
Sept. 16—Belgian commission protests to President Wilson against German "atrocities."
Sept. 17—Austria armies effect junction and hold line of San River against Russians—Servians driven out of Semlin—Austrians invade Servia.
Sept. 20—Germans bombard Rheims and injure the famous Cathedral.
Sept. 22—German submarine sinks British cruisers Aboukir, Cressy, and Hogue, in the North Sea—Russians capture Jaroslav and invest Przemysl.
Sept. 24—Northwest march of Allies reaches vicinity of Cambrai.
Sept. 25—Germans forced back from Ossowiecz in Russia.
Sept. 26—British troops from India land at Marseilles.
Sept. 28—Germans begin siege of Antwerp—Russian patrols penetrate Carpathian passes into Hungary.
Sept. 29—Germans deliver fierce attacks around Noyon—French press forward from Toul and Verdun.
Sept. 30—German warships bombard Japanese position before Kiao-chau.
Oct. 1—Heavy fighting near Arras begins.
Oct. 2—End of weeks' battle at Augustowo, in which the Germans are defeated and forced out of Russian territory.
Oct. 3-5—Russians occupy towns in Hungary.
Oct. 5—German attacks at Lassigny repulsed—Belgian government removed from Antwerp to Ostend.
Oct. 7—Cavalry fighting beyond Belgian frontier — Bombardment of Antwerp begins—British submarine sinks German destroyer—Japanese seize Caroline Islands.
Oct. 8—Zeppelins bombard Antwerp.
Oct. 9—Antwerp occupied by the Germans.
Oct. 12—Russian cruiser Pallada sunk by German submarine in Baltic.

LAUNCHED NOVEMBER 9.

Ottawa, October 14.—The Grenville, a new vessel for lighthouse service on the St. Lawrence, from Lake Ontario to Coteau, will be launched on November 9. It is now being completed at the Polson Iron Works, Toronto.

STEAMSHIP MOVEMENTS.

The Campanello, chartered by the Canadian Northern, will arrive in Quebec to-night about midnight, the passengers leaving at daybreak, when the vessel will proceed to Montreal. The Canadian Pacific new boat Missanabie is expected to arrive in Montreal to-morrow with a large list of passengers, thus completing its first voyage. The Torrhead, chartered by the Donaldson line to take its regular sailing of next Saturday, arrived yesterday with cargo from Glasgow. The Donaldson liner Letitia arrived at Glasgow on Sunday. Two cargo steamers from England will arrive to-day, the Burnholme and the Etonian, Mr. T. R. McCarthy being agent for both.

RAILROADS

CANADIAN PACIFIC

CHICAGO EXPRESS
TORONTO—DETROIT—CHICAGO

	The Canadian	No. 21
Lv. MONTREAL	8.45 a.m.	10.00 p.m.
Ar. CHICAGO	7.45 a.m.	9.05 p.m.

Lake Ontario Shore Line
TO TORONTO.
Via Belleville, Trenton, Brighton, Colborne, Port Hope, Newcastle, Bowmanville, Oshawa, Whitby. Leave Windsor Street 8.45 a.m.

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141-143 St. James Street Phone Main 8123
Windsor Hotel, Place Viger and Windsor Street Stations

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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., daily.

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CITY TICKET OFFICES:
122 St. James St., cor. Francois Xavier —Phone Main 6900
Windsor Hotel —Phone Up. 1186
Bonaventure Station —Main 8229

RALWAY EARNINGS.

Detroit and MacKinac—First week October, $22,604; decrease, $1,645. From JJuly 1st, $317,667; decrease, $38,882.

Colorado Southern——First week, October, $265,552; decrease, $4,846. From July 1st, $3,749,956; decrease, $431,286.

Denver and Rio Grande—1st week October, $502,300; decrease, $44,000. From July 1st, $6,834,700; decrease, $482,700.

Western Pacific—1st week October, $124,000; decrease, $34,200. From July 1st, $1,816,500; decrease, $248,000.

Jersey Central—August gross, $2,683,787; decrease, $77,325.
Net, $933,164; decrease, $131,901.
Two months' gross, $5,196,715; decrease, $222,014.
Net, $1,733,017; decrease, $288,888.

Louisville and Nashville—1st week October $1,053,860; decrease $267,475. From July 1st, $15,200,883; decrease $1,499,865.

NORTH ATLANTIC CONFERENCE NOT IN RESTRAINT OF TRADE

Prayer of United States Government Not Upheld By Courts, But Latter Sustain Goverment's Contention Re Fighting Ships.

New York, October 14.—The North Atlantic Conference, if devisted of one of its business features, declared by the Government to be obnoxious, is not a combination in restraint of trade and competition under the Sherman Anti-Trust Law, according to a decision handed down in the United States District Court yesterday. Against this business feature the operation of the so-called fighting ships, an injunction is issued.

The Government filed suit against the conference, composed of trans-Atlantic steamship lines, in January, 1911, pleading for its dissolution. Under the decision yesterday the Government has not prevailed upon the main part of its case, as the courts decree without costs to the defendants dismisses all of the Government's prayers except the one alluding to the "fighting ships."

Government attorneys announced late yesterday that an appeal from the decision here would be taken direct to the United States Supreme Court.

The "fighting ships" were vessels which the North Atlantic Conference put into operation to compete with ships which lines not in the conference employed to carry steerage passengers at rates under those charged by the conference. Ostensibly they were put on by one of the members of the conference, according to the Court's decree, but they were really supplied by the conference, the defendants thus cooperating to "keep out the competition."

When the suit was filed the Allan Line and the Canadian Pacific Line had withdrawn from the conference, hence the bill against them is dismissed, the decree declares. The defendants against whom the "fighting ships" injunction issues are the following steamship lines and individuals:

Hamburg-American, International Mercantile Marine, American, International Navigation Company, Limited; Anchor, Henderson Bros., Limited; Dominion, Cunard, British and North Atlantic Steam Navigation, Limited; Holland-American, North German Lloyd, Red Star, Russian East Asatic, Russian-American, White Star, Bryce J. Allan, P. A. S. Franklin, John Bee, William Coverly, Charles P. Sumner, Emil L. Boas, Adrian Gips, Herman C. Vonpost, Gustave H. Schwab, Jr.; Alexander E. Johnson, and Max Strauss.

ALLAN LINE SAILINGS.

The Allan Line have just announced that they will have three sailings for Glasgow during November, instead of only one as previously expected. The Scandinavian, fresh from transporting part of the Canadian contingent to the Old Country, will leave Montreal for Glasgow on the 7th November, to be followed by the Numidian on 14th November, and Pretorian on the 20th of November. These additional sailings are important in view of the approaching winter season.

THE MANCHESTER LINE.

S.S. Manchester Merchant from Montreal arrived at Manchester on October 9th.

S.S. Manchester Corporation sailed from Manchester

N. Y. SECURITIES.

New York, October 14.—New York City new 4's quoted as follows:

Maturity.	Bid.	Asked.	Last Sale
1917	102 15-16	103 1-16	102
1916	101¼	101⅝	101⅝
1915	100 7-16	100 9-16	100⅜

PERSONALS

Mr. William P. McFeat is in Ottawa to-day.

Hon. Rodolphe Lemieux returned from Ottawa yesterday.

Major John T. McBride and family are moving from Pointe Claire to their winter home, Dorchester street, Westmount, to-morrow.

Mr. Guy Wolferstan Thomas has arrived from England.

Mr. Stuart S. Bain has arrived from Winnipeg.

Mr. Edmund Burke, who is expected on the Missanabie, will be the guest of his mother, Mrs. David Burke, Grosvenor avenue.

Mr. Andrew Allan is in Ottawa at the Chateau Laurier for a few days. Among others from Montreal at present at the Chateau are: Mr. T. Chase Casgrain, Mr. Justice Chauvin, Mr. H. B. Ames, M.P., Colonel Lindsay.

Lieut. Quentin Bovey, younger son of the late Dean Bovey, of McGill, and Mrs. Bovey, of London, England, is with his regiment, the Gordon Highlanders, at present at Aldershot.

Mr. Norman Gault has gone to New York and Atlantic City for a few weeks' stay.

Mr. J. T. Davis, Drummond street, sailed for England last week.

Cadet G. Morrison, of the Royal Military College, Kingston, spent Thanksgiving in town, the guest of his father, Mr. M. J. Morrison, K.C., and Mrs. Morrison.

Mr. Edwin J. Brice has returned from Toronto.

AT THE HOTELS.

At the Queen's—Rev. C. C. Fisette, Sherbrooke; Mr. and Mrs. H. F. Beland, Richmond; G. M. Wilson, Toronto; Fred. C. McCrory, Hamilton; Mr. and Mrs. T. A. Wright, Philadelphia; Senator Derbyshire, Brockville; R. Mackenzie, McAdam; G. W. Laidlaw, New York; W. B. Earle, Cornwall; C. B. Price, London; H. M. Moncrief, Peterboro'.

At the St. Lawrence Hall—J. O. Rogers, New York; J. W. Dutin, Alexandria; H. McClong, Quebec; R. Ford, Portneuf; R. B. Daigle, Quebec; F. McPherson, Port Tupper; M. Macleod, Charlottetown, P.E.I.; C. H. Kinnear, Moncton; A. C. Norton, Halifax; E. E. Cribb and J. W. McIntosh, Truro, N.S.

At the Ritz-Carlton—Mr. and Mrs. George Bury, Miss Bury, and Mrs. Drummond Hay, Winnipeg; S. Cohen, Cobalt; F. A. Sansome, Los Angeles; J. D. Aldridge, New York; Capt. P. M. Lydig, New York; A. T. Prescot, New York; R. A. Stevenson, New York; Robert Henderson, Vancouver; R. L. Blackburn, Hamilton; George Hutton Balfour, New York.

At Freeman's—W. H. Rosevear, Winnipeg; A. M. Kennedy, Ottawa; John Thomson, Quebec; D. Ross Ross, Rossleigh, Ont.; D. Macdonald, Toronto; G. U. Holmberg, Chicago; J. Begin, Windsor; J. Louis Benoit, New York; W. E. Sharpe, Toronto.

London rate for insurance against bombs has risen from 1s per £100 to 5s, due largely to the great demand for such insurance.

Real Estate and T

Quotations for to-day on the Montreal Real

	Bid.	Asked.
Aberdeen Estates	120	124½
Beaudin, Ltd.	...	198½
Bellevue Land Co.	70	78¼
Bleury Inv. Co.	97	104
Caledonia Realty, Com.	15	18
Can. Cons. Lands, Ltd.	3	5
Cartier Realty	...	79
Central Park, Lachine	100	107½
Corporation Estates	55	68½
Charing Cross Co., 6 p.c.	4¾	24¾
City Central Real Estates, Com.	...	13½
City Estates	55	63
Cote St. Luc R. & Inc. Co.	50	52
C. C. Cottrell, Ltd., 7 p.c. pfd.	..	17½
Credit National	120	122
Crystal Spring Land Co.	61	74½
Dunoost Realty Co., Ltd.	45	50
Denis Land Co.	75	94
Derval Land, Ltd.	...	20¾
Drummond Realties, Ltd.	100	101
Eastmount Land Co.	90	98½
Fairview Land Co.	100	125
Fort Realty	25	29
Greater Montreal Land, Com.	174	190
Do., Pfd.	100	118
Highland Factory Sites, Ltd.	25	39
Improved Realties, Ltd., Pfd.	50	60
Do., Com.	15	18
K. & R. Realty Co.	76	100
La Compagnie Montreal Est.	80	99
Les Teresa Ciment, Ltee.	55	68
Lachine Land Co.	100	130
Land of Montreal	100	130
Landholders Co., Ltd.	...	98
Lauzon Dry Dock Land, Ltd.	85	97
La Societe Blvd., Pie IX.	...	64½
La Compagnie des Terres de Ciment.	40	65
La Compagnie National de L'Est	80	99
La Compagnie Montreal Est.	90	92½
La Salle Realty	...	97
La Compagnie d'Immeuble Union, Ltee.	55	68
La Compagnie Immobiliere du Canada Ltee.	40	73
La Compagnie Industriel et d'Immeubles, Ltee.	91	94½
La Compagnie Montreal Ouest de N. D. de G.	91	95
Longueuil Realty Co.	...	100
L'Union de l'Est	100	...
Mountain Sites, Ltd.	85	89
Model City Annex	40	46
Montmartre Realty Co.	10	10¼
Mont. Deb. Corp. pfd.	...	49½
Mont. Deb. Corp. Com.	35	36
Inv. Co. of Canada	...	89½
Inv. Co. of Canada	90	95
Montreal Land & Investment Co.	95	Na
Montreal Extension Land Co.	92½	Pr
Montreal Factory Land	55	67
Mont. Lachine Land Syn., Ltd.	95	100½