

**STEAMSHIPS**

**CUNARD LINE**

**CANADIAN SERVICE**

Sailing dates will be announced when arranged.

For information apply to  
**THE ROBERT REFORM CO., LIMITED,**  
General Agents, 20 Hospital Street, Steerage Branch,  
23 St. Catherine St., Uptown Agency, 530 St. Catherine Street West.

**DONALDSON LINE**

Sailing dates will be announced when arranged.

For information apply to  
**THE ROBERT REFORM CO., LIMITED,**  
General Agents, 20 Hospital Street,  
Steerage Branch, 23 St. Catherine Street,  
Uptown Agency, 530 St. Catherine West.

**WHITE STAR DOMINION LINE**

**MONTREAL - QUEBEC - LIVERPOOL**

S.S. Zealand - November 14th  
This Service, 12,017 Tons

**PORTLAND - HALIFAX - LIVERPOOL**

Next Sailing - November 14th  
S.S. Zealand, 15,000 Tons  
S.S. Zealand, 15,000 Tons  
S.S. Zealand, 15,000 Tons

Apply Local Agents for full particulars or  
Office, 110 Notre Dame Street W., Montreal, Que.

**The Charter Market**

(Exclusive Leased Wire to The Journal of Commerce)

New York, November 11.—Steamer chartering was restricted to some extent by the scarcity of boats available for fairly prompt delivery. Tonnage is wanted for grain, cotton, general cargo, coal and timber to various of the European ports, and there are also a number of inquiries for boats suitable for long voyage and South American business. Rates for prompt boats are exceedingly stiff, but for December and later loading tonnage offers more freely, and the tendency of rates is more favorable to charterers. A small boat of good carrying capacity obtained 75¢ on cotton from the Gulf to Havre, and an American boat was rumored closed to Havre from Savannah to Bremen. In the sailing vessel market the only feature of interest was that of a foreign bark chartered for a cargo of asphalt in barrels, from Port Arthur, Texas, to Liverpool or London.

Chartering in other trades was light and the market was unchanged in all important particulars.

Charters: Grain—Danish steamer Absalon, 13,990 quarters, from Baltimore to Scandinavian ports, p.t., November.

Norwegian steamer Ravn, 7,000 quarters, same.

British steamer Cleopatra (previously), 40,000 quarters, from Baltimore to London 2s. 4½d. with options, November.

British steamer Wandby, 32,000 quarters, same.

Coal—Norwegian steamer Farmand, 561 tons, from Philadelphia to Calbarien, p.t.

Schooner Margaret Haskell, 1,870 tons, from Baltimore to Portsmouth, p.t.

Miscellaneous—Steamer Mastick, 2,103 tons, New York and Rotterdam trade, one round trip, p.t., November.

British steamer Colla, 2,552 tons, from St. John, N.B., to a French Atlantic port, with hay and oats.

British steamer Cayo Romano, 2,327 tons, from one or two ports, Gulf of London, with cotton, 60s, November-December.

British steamer Ashmore, 1,574 tons, from the Gulf to Havre, with cotton at or about 75¢, November-December.

British steamer Lodger, 2,053 tons, from Biera to the United States, with ore 25s, November.

Norwegian bark Atlantic, 980 tons, from Port Arthur, to London and (or) Liverpool, with asphalt in barrels 20s. one, or 25s. if both ports December.

**ANTHRACITE SHIPMENTS IN OCTOBER SHOW INCREASE.**

New York, November 11.—The shipments of anthracite over the leading coal roads for the month of October amounted to 6,644,476 tons, against 6,338,194 for the corresponding month last year. The tonnage over each road for October and the tonnage of the year compares as follows:

October—	1914.	1913.	Increase.
Phila. & Reading	1,692,056	1,232,367	x459,689
Lehigh Valley	1,391,144	1,162,850	228,294
Cent. R. R. N. J.	892,285	896,525	x4,260
Del. Lack. & W.	290,578	295,252	x4,674
Del. & Hudson	678,104	625,049	53,055
Pennsylvania	611,599	593,800	17,799
Erie	778,866	709,400	69,466
Ont. & Western	214,757	212,951	1,806
Total	6,644,476	6,338,194	306,282
Jan. 1 to Oct. 31—			
Phila. & Reading	9,951,608	10,736,917	x785,309
Lehigh Valley	10,941,943	10,834,778	107,165
Central of N. J.	7,452,435	7,791,921	x239,486
Del. Lack. & W.	8,128,793	8,253,236	x124,443
Del. & Hudson	6,095,697	5,928,124	167,573
Pennsylvania	5,308,918	5,294,192	14,726
Erie & Hudson	8,943,394	8,928,702	14,692
Ont. & Western	1,948,269	2,122,259	x173,990
Total	56,712,057	57,620,979	x908,922

**PRECAUTIONS TO GUARD SAILORS.**

Toronto, November 11.—Mr. R. F. Stupart, director of the Meteorological Survey at Toronto, has been notified by the Marine Department, to have his staff observe particular care in displaying weather signals from now until the close of navigation.

The Department at Ottawa is doing all in its power to prevent a repetition of the disaster to shipping caused by the great storm on the Great Lakes last Autumn.

**CARRYING GUNS TO VANCOUVER.**

Minneapolis, November 11.—A special 32 car train has arrived here on the 800 line, carrying six 16-inch guns and supplies from South Bethlehem, Penn., to Vancouver, on fast time.

**NEW STEAMSHIP LINE STARTED FROM RUSSIA TO VANCOUVER**

First Sailing Will be From Vancouver on Nov. 25—This Fore-runner of a Monthly Service Canada to Russia.

In connection with its round the world traffic the Canadian Pacific Railway has for a number of years had close relations with the Trans-Siberian Railway, and indeed has been the only railway on the North American Continent to take part in the International Round the World Railway Conference, which in 1913 was held at Moscow, and this year would have been held at Marseilles if the war had not broken out. It was on the proposal of the Canadian Pacific Railway that the Japanese State Railways and the Chinese Eastern Railway were elected members of the Conference at Moscow. The direct ocean link between the Canadian Pacific Railway and the Trans-Siberian has hitherto been lacking, but this link may very soon be forged by the establishing of a direct service of the Russian Volunteer Fleet, a Russian Government service operating from Vladivostok in connection with the Trans-Siberian Railway.

The recent war has brought Russian and British Empire interests much closer together, and with considerable enterprise the Russian Government has arranged to send the Nijni Novgorod, a Volunteer Fleet steamer to Vancouver, to see what business can be picked up. She will leave Vancouver on November 25th, with several thousand tons of freight delivered to her by the Canadian Pacific Railway. Indeed, so promising is the business that a second vessel, the Kiev, is scheduled to arrive at Vancouver early next month, leaving again for Russia on Christmas Day. This is evidently leading up to a possible monthly service between Canada and Russia, and though the Canadian Pacific Railway is at present only sending through bills of lading for freight, there is no reason why a passenger business should not grow up also. As a matter of fact, the C. P. R., which handled the Novgorod from the Japanese ports on her eastern voyage, booked several passengers for Vancouver. The displacement of this vessel is 5,285 tons.

There are many commodities which can profitably be exchanged between the two countries, for instance, grains, machinery, minerals, hides, furs, tea, cotton, tobacco, condensed milk, automobiles, apples, etc. The Russian Volunteer Fleet is an extensive and well managed organization consisting of 14 vessels, totalling about 15,000 tons. It has an excellent service from Vladivostok to Tientsin and other ports on the Japanese coast. The steamers in its service were built mostly in Glasgow or Newcastle, the Novgorod coming from the yards of Armstrong, Mitchell and Co. of Newcastle, and the Kiev from those of J. & S. Thompson, of Glasgow.

**MOVIES TO SHOW BEAUTIES OF CANADA AT PANAMA EXPOSITION**

G. T. R. Will Erect a Cinematograph Hall in Their Pavilion at Panama, Where Scenic Beauties of Dominion Will Be Exhibited.

A cinematograph hall, it has been decided, is to be a feature of the Grand Trunk Railway System's Pavilion at the Panama Pacific Exposition opening at San Francisco, February 20th, 1915.

The hall will seat several hundred people and moving picture exhibitions, will be given throughout the day to the visitors. The scenic beauties of Canada and of the Alpine Wonderland opened up by Grand Trunk Pacific in particular, will be shown on the screen.

At the private exhibition of these films given in Montreal the other day they were declared by experts to be among the best travel pictures ever shown. "That is Mount Robson," enthusiastically declared one of the officials present at the private view when a magnificent snow-capped mountain, with other glaciers melting at its base came into view. The highest and most majestic peak in the Canadian Rockies kept appearing and re-appearing as the train sped on, presenting itself to the traveller at every possible angle. A remarkable clear and life-like picture of the driving of the last spike on the G. T. P. at Nechako Crossing was also shown, with the exciting competition between the track laying gangs for the honor of finishing their allotted half mile in record time. Scenes in Prince Rupert's great harbor, the incomparable lakes of British Columbia, reproducing in their shadows the mountains rising on their margin; and waiting the vista of the new agricultural territory awaiting the settler in this part of the Dominion make an exhibition that will fascinate the visitors from the four corners of the earth who gather at San Francisco next year.

**TORONTO RAILWAY COMPANY MUST APPEASE CITIZENS.**

Toronto, Ont., November 11.—The Ontario Railway and Municipal Board has handed down a decision in the long-drawn-out litigation between the city of Toronto and the Toronto Railway Company over defaults and defects in the street car service.

The railway company is ordered to provide 50 new double-track motor cars before May 1 next; to extend various lines in different parts of the city, and to reconstruct 13.45 miles of the present track, as recommended by the board's expert.

**ADVANCE IN FREIGHT RATES.**

Michigan railroads have been granted an advance of five per cent. in class freight rates by the State Commission. The roads wanted more, but a compromise arrangement was made by which the average will exceed five per cent.

**NEW DOCK FINISHED.**

Belleisle, Ont., November 11.—Work has been concluded on the new Government dock at this port by the Randolph Macdonald Company, of Toronto. The contract called for concrete work. The wharf is extensive, projecting far out into the Bay of Quinte. Dredging work has not yet been completed.

**RATE CASE DECISION ABOUT DEC. 1st.**

New York, November 11.—The Sun says indications in Washington are that a decision in the Eastern Rate Case should not be expected before December 1st at the earliest.

**EXTENDED PASSENGER LIST.**

The Canadian Pacific steamship Misramah, which is expected to arrive in Montreal during the week-end, is bringing 153 passengers. There are 125 cabin passengers and 282 steerage passengers.

**NORTH PENNSYLVANIA RAILROAD.**

Philadelphia, November 11.—The North Pennsylvania Railroad has declared its regular quarterly dividend of 2 per cent., payable November 25th, to stock of record November 12th.

**Shipping and Transportation**

**CAN'T GET INSURANCE PROTECTION ON COAL TO SOUTH AMERICA**

Activity of German Cruisers Frightens Insurance Company Who Will Not Even Quote Rates on Coal Cargoes.

New York, November 11.—Coal, whether in neutral ships destined to neutral countries and sent by neutral shippers or otherwise, is practically a prohibited cargo to the west coast of South America. Insurance companies cannot be found that will insure a whole cargo of it. Such a cargo offers too great a temptation to a German cruiser needing fuel.

It was learned yesterday that no insurance could be found last week for a cargo of 1,000 tons of coal destined for Guayaquil, Ecuador, in a neutral ship. The shipment had to be given up.

Underwriters said yesterday that the situation in South American waters so far as British ships were concerned had not changed. This region was still held to be prohibited territory for the British merchant flag.

Insurance men said yesterday that cotton was not going to Germany for two reasons. One was that shippers to Berlin were finding it difficult to negotiate their bills to secure payment. The other was that there was little belief among underwriters that Great Britain had actually guaranteed not to molest cotton shipments to Germany and Austria.

The high rates for war risk insurance and the special conditions made necessary are becoming an increasingly serious source of difficulty to shippers.

Exports reported yesterday were \$4,180,590, as compared with the approximate figure for last year of \$2,922,710, an increase of about 30 per cent. It was reported yesterday that the head of a British shoe manufacturing concern arrived in New York on Sunday to buy \$2,500,000 of leather, mostly for shoes for the allied armies. The British steamer Rembrandt left Baltimore on Sunday with 800 horses, and grain and barbed wire for the allied armies.

It is reported that E. W. Bliss & Co., manufacturers of torpedoes among other war materials, plan to build a new factory; that the Tindell-Morris Company will increase its plant at Edgelynton, Pa., and that it has under consideration an offer to make 2,500,000 shrapnel cases for the French Government; that the Bethlehem Steel Company will build a factory at New Castle, Del., for making paper mache cases and loading large projectiles.

The French Government purchased 300 tons of flour in New York on Saturday. The Netherlands Government recently purchased 3,000 tons of flour here.

**TURKISH TRANSPORTS WERE SUNK**

Russian Torpedo Boats Sighted Heavily Freighted Steamers After Raid on Port and Sent Them to Bottom.

Petrograd, November 11.—An official communication from the General Staff of the navy gives the details of the sinking recently of several Turkish transports. "The commander of the Russian fleet, on hearing Port Sangouidji, sent two of his ships with some torpedo-boats to destroy the buildings and workshops of the port. This was done successfully. Moreover, a Turkish steamer was sunk. At the same time our scout ship sighted a Turkish military transport filled with soldiers which was about to put to sea. Our cruiser approached this vessel and opened fire and sank it. Then the Russian fleet put to sea.

Shortly afterwards the Russian fleet sighted through the mist a Turkish naval column of two transports, one of which, the Midhat Pasha, had hoisted the war pennant. Torpedo-boats sent to destroy these transports soon sighted a third one. The three transports, laden with ammunition, guns, automobiles and aeroplanes, were sunk. We saved and captured 248 men from the ships, among them several German officers and a staff officer who was bearing some documents. The prisoner declared that the transports were to be used to take troops of Trebizond."

**SIGNAL SERVICE.**

Department of Marine and Fisheries.

Montreal, November 11th, 1914:

L'Islet, 40—Cloudy, calm. In 4.10 a.m. Savoy.

Cape Salmon, 81—Cloudy, calm.

Father Point, 147—Cloudy, calm. Out. 7.00 a.m. Hochelaga.

Little Metis, 175—Clear, north west.

Matane, 200—Clear, west.

Cape Chate, 234—Cloudy, west.

Martin River, 260—Cloudy, west.

Cape Magdalen, 284—Cloudy, south west.

Fame Point, 325—Cloudy, south west. In 7.00 a.m. Louisbourg; 8.00 a.m. Imatic.

Anticosti:—

West Point, 332—Cloudy, north.

S. W. Point, 360—Snowing, north east.

South Point, 415—Cloudy, north-west.

Heath Point, 438—Cloudy, strong north.

Money Point, 537—Light snow gale, north west.

Flat Point, 577—Clear, gale north west.

Point Amour, 673—Snowing gale, north west.

Belle Isle, 734—Raining, snowstorm hurricane north east.

Quebec to Montreal.

Long Point, 5—Snowing strong east. In 4.55 a.m. Robert Rhodes, 7.20 a.m. Quebec.

Vercheres, 19—Snowing, north east. In 3.15 a.m. Sin-Mac and tow.

Sorel, 39—Cloudy, north east. Left up 8.30 a.m. Prefontaine.

Three Rivers, 71—Cloudy, light, north west.

P. Citrouille, 94—Cloudy, north east.

St. Jean, 94—Cloudy, light north.

Grandines, 98—Cloudy, light north. Alaska and tow anchored.

Portneuf, 108—Cloudy, light north.

St. Nicholas, 127—Cloudy, light north.

Bridge, 133—Cloudy, light north.

Quebec, 139—Cloudy, light north. Arrived down 6.40 a.m. Murray Bay, 7.30 a.m. Lady of Gaspé.

West of Montreal.

Lachine, 8—Snowing east. Eastward 3.15 a.m. Keynor, 3.45 a.m. Keybell. Yesterday 9.40 p.m. Masaba.

Cascades, 21—Snowing east. Eastward 2.45 a.m. Calgarian.

Galops Canal, 99—Snowing calm. Eastward 12.30 a.m. Midland Queen, 1.45 a.m. McKinstry.

P. Colborne, 32—Cloudy, south west. Eastward midnight Keewee, Yesterday 10.25 a.m. Port Colborne.

S. S. Marie, 329—Cloudy, north west. Eastward 1.30 a.m. Fairmount.

**Freight Steamers.**

Location of steamers at 6.45 p.m. November 10, 1914

Canadian—Up Colborne 9.30 p.m. 9th for Fort William.

Acadian—Leaves Montreal to-day for Toronto.

Hamiltonian—Arrived Toronto 2.30 p.m.

Calgarian—Due Montreal to-morrow afternoon.

Fordonian—Due down Port Huron.

D. A. Gordon—Up Kingston noon to-day for Hamilton.

Glenellah—Leaves Montreal to-night.

Dundee—Left Cleveland 3 p.m. for Windsor.

Dunelm—Montreal discharging (light to-night).

Donacona—Arrived Fort William 8.30 p.m. 9th.

Doric—Due up Kingston to-night.

C. A. Jaques—Montreal discharging.

Midland Queen—Down Kingston 8 a.m. for Montreal.

Sarnian—Due Port Arthur.

A. E. Ames—Fort William.

H. H. Plummer—Fort William.

Neepawa—Fort William. (No report of leaving.)

Beaverton—River, loading, westbound.

Tagona—Left Kingston noon to-day for Welland.

Kenosau—Montreal, discharging.

Arabian—Montreal, discharging.

Bulk Freighters.

W. Grant Morden—Fort William loading.

Empress—Arrived Fort William, 7 p.m. 9th.

Midland Prince—Fort William discharging.

Midland King—Due Fort William.

Martian—Due up Soo late to-night.

Emp. Ft. Wm.—Due Fort William.

Emp. Midland—Left Sandusky, 10 a.m. for Fort William.

Stadacona—Left Buffalo, 3 p.m. for Ashtabula.

Scottish Hero—Up Soo 8 a.m.

Turret Coat—Due Fort McNicol, to-night.

Turkey—Due Port Arthur.

A. E. McKinstry—St. Lawrence River eastbound for Quebec.

Renoupe—Down Colborne 1 a.m. for Montreal.

Saskatoon—Left Montreal 2 p.m. for Canal.

Magleton—Montreal.

Haddington—Leaves Montreal late to-night.

Cadillac—Due Milwaukee to-morrow afternoon.

Natronic—Due up Kingston for Erie, lays up at Toronto.

Latest report—Glenellah left Montreal 9.30 a.m. for Canal.

**C. P. R. WILL LEASE LINE.**

The C. P. R. will apply to the Board of Railway Commissioners of Canada for sanction of a lease of the Lake Erie and Northern Railway Company for a term of 99 years from December 1st next.

**WEATHER MAP.**

Cotton Belt—Partly cloudy. Temperature 36 to 64. No precipitation.

Ohio Belt—Partly cloudy. Temperature 32 to 42. No precipitation.

American Northwest—Cloudy. Temperature 24 to 38. No precipitation.

Canadian Northwest—Partly cloudy. Temperature 20 to 36. No precipitation.

**SHIPBUILDERS TO MOVE PLANT.**

London, Eng., November 11.—Furness, Withy and Co., a British ship-building concern with wide connections in Canada, early in the New Year will, owing to the development of its Atlantic trade, move its works from West Hartlepool to Liverpool.

**RAILROADS**

**CANADIAN PACIFIC**

Toronto-Chicago Express

Lv. Windsor St.—

Ar. Toronto (Union)— 8.45 a.m. 10.00 p.m.

Ar. Chicago— 6.40 p.m. 7.35 a.m.

1.45 a.m. 9.05 a.m.

Toronto (Yonge St.)

Lv. Windsor St. 10.50 p.m.

Ar. Toronto 8.00 a.m.

Day train: Cafe, Observation, Parlor and Day.

Night train: Observation, Compartment and Standard Sleepers.

**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. daily.

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 Compartment Sleeping Car, Montreal to Toronto daily.

CITY TICKET OFFICES: 122 St. James St., cor. Francoeur, Windsor Hotel, Bonaventure Station.

**RAILROAD NOTES**

Illustrative of the significance of the claim of the railroads that the difficulties of securing new capital and of refunding old issues will be greatly increased as a result of the war in Europe, the Canadian railroads have filed with the Interstate Commerce Commission a statement of the aggregate amount of securities maturing during the fiscal years ended June 30, 1915, 1916 and 1917, respectively, for these railroads now asking an increase in freight rates.

These railroads alone must pay off or refund a total of \$57,000,000 during the next three years.

Of this amount, \$325,000,000 are represented by short-time notes, debentures and plain bonds. Of mortgage bonds, \$28,000,000 will mature; of collateral trust bonds, \$52,000,000; of equipment obligations, \$92,000,000; of receiver's certificates, \$30,000,000.

By far the greater portion of these maturities will become due before June 30, 1915, the total amount which must be funded by that time being \$29,000,000, of which \$22,000,000 are notes, debentures and plain bonds.

New Haven reports a total operating revenue for September of \$5,802,378, as against \$5,127,739, or a decrease of \$350,361. By reducing operating expenses \$370,737, including a reduction of \$7,591 in maintenance of way and \$28,710 in maintenance of equipment, the company was able to report an increase in net operating income of \$95,203. The showing, therefore, is encouraging in so far as it reflects more economical operation.

Total operating revenue for the first three months of the current fiscal period shows a falling off of \$850,941 but operating expenses were reduced sufficiently to offset all but \$65,783 of this loss in gross.

The Wallace-Crest Trust Company on Rock Island collateral trust bondholders' committee has issued a circular letter to the depositing bondholders as a result of many letters of inquiry received by the committee which makes it apparent that misunderstanding exists regarding the true situation in connection with the pending Rock Island foreclosure proceedings.

**SOON RAILROADS WILL NOT CARRY ANY PASSENGERS FREE**

In the opinion of an official of a road operating in Pennsylvania the time is not far distant when no man will be carried free by railroads except when employed by the road over which he wishes to travel, the transportation of all baggage except hand baggage will have to be paid for, and a check certificate of reduced fares of children made by requiring certification of the age of a child passenger. Any such drastic departure will make a substantial addition to revenues.

**LIVELY CONTEST AT ANNUAL NEW YORK RAILWAY COMPANY.**

New York, November 11.—It is probable that there will be a lively contest at the annual meeting of the New York Railway Company on account of the movement on the part of President Darwin P. Kingsley, of the New York Life Insurance Company, and representatives of other large holders of 5 per cent. bonds, to secure the five places on the board to be filled by the vote of bondholders.

The management will endeavor to keep the personnel of the board as it is, contending that the only issue is whether it is advisable to maintain the continuing reserve fund to provide for accident claims, and that the wisdom of so doing is shown in the fact that in the re-organization of the old Metropolitan Street Railway it was necessary to capitalize \$5,000,000 of such claims entailing an annual charge of \$100,000 upon the present corporation.

**G. P. R. EARNINGS IMPROVE.**

Traffic earnings of the G. P. R. for the first seven days of the month were \$1,968,000 as compared with \$3,207,000 for the corresponding period last year.

The decrease of \$1,239,000 is equal to 40.5 per cent. and compares with a decrease of 44 per cent. for the period of October, 37.3 for the third week and 31.2 for the second week of October.

The slow movement of the Western crop so far has had much to do with reducing the earnings of this Transcontinental system, but an improvement in this regard is expected in the near future.

**STANDARD FISHERIES CO., LTD.**

Vancouver, B.C., November 11.—Application for the winding up of the Standard Fisheries Co., Ltd., one of the subsidiary Alvensleben companies, has been granted by Chief Justice Hunter.

The liabilities of the company are stated to be \$174,000, the assets consisting largely of a fertilizing plant and cold storage premises at Moresby Island.

Mr. Herbert Lockwood has been appointed liquidator.

**GRAND TRUNK EARNINGS.**

The Grand Trunk Railway System's traffic earnings from November 1st to 7th, 1914, are as follows:—

1914	\$96,941
1913	1,118,707
Decrease	\$211,766

**REAL ESTATE**

The sale of three buildings with land on Bert street led the thirty-five real estate deals registered yesterday. The property at Nos. 1217, 1219 and 1221 in the street is the land being officially known as lot 1, Jean Baptiste ward and the price realized.

David Mosovitch Brothers purchased from Rohback and others lots 108-426 and 821-H ward, with Nos. 647 to 834 Frontenac at \$11,225.

Louis Napoleon Desjardins sold to John A. Robb and others lot 108-426 and 821-H ward, with Nos. 647 to 834 Frontenac at \$11,225.

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**TWO CHILDREN BURNED TO DEATH IN TOWN OF LA**

Parents Leave Home for Few Minutes While Return Find House in Flames—Building Light Wooden Structure.

Lachute, November 10.—The two young sons and Mrs. Robert Copeland lost their lives in a fire which totally destroyed the house at Lachute, eight miles north of this place, on Tuesday. The house, a light wooden structure, was built by the late Mr. Copeland, aged seven and six years respectively, were burned to death by the fire. The house was built by the late Mr. Copeland, aged seven and six years respectively, were burned to death by the fire. The house was built by the late Mr. Copeland, aged seven and six years respectively, were burned to death by the fire.

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**TEN HORSES BURNED TO DEATH**

Ten Valuable Draught Animals Perished in Fire Destroyed the Stables of the Ottawa Eastern Trading Company.

Ten draught horses were suffocated last night in a fire which destroyed the stables of the Ottawa Eastern Trading Company, at 307 Wellington street, near the river. Six of the animals which were being bred to the above-named company, while the other four belonged to the Consumers' Sack Supply Co., of 189 Wellington street. The blaze was caused by the stamping of an axle at the corner of Wellington and St. Lawrence streets, the firemen were soon upon the scene, but the fire had gained such a start that they were able to save only one of the eleven animals in the building. In order to eliminate the danger of the fire spreading, the firemen were forced to demolish the stables. The origin of the fire is unknown, the drivers having left the stables at 4.30 o'clock, locking the stable door and the door of the yard, which is surrounded by a high fence.

**AMBULANCE AND LOCOMOTIVE COLLIDE—NO ONE IS HURT**

Hurled many feet through the air when a Western Hospital ambulance responding to an emergency call last night, was run down by a locomotive at the Altvater avenue crossing of the Grand Trunk Railway tracks, the ambulance driver narrowly escaped losing his life for a call which proved a trifling one. Both men escaped with no more serious injuries than minor bruises, while the ambulance was wrecked.

**THE WILL OF RICHARD W. SEARS.**

Richard W. Sears, founder of the Sears, Roebuck & Co., and one of the world's leading retailers, who died last month at Watoukwa, Wis., has left 127 words and disposed of an estate of \$17,000,000.