### **STEAMSHIPS**

CANADIAN	SEI				
From			From		
Southampton.		Montreal.			
Oct. 3AUSONIA		 	Oct.		
Nov. 4ASCANIA		 	Nov.		

Steamers call Plymouth Eastbound. bin (II.), Eastbound and Westbound, AUSONIA \$51.25 up. ASCANIA, \$52.50 up. Third Class, Eastbound, \$32.75. Westb ind, \$32.50

THE ROBERT REFORD CO., L'IMITED, ral Agents, 20 Hospital Street. Steerage Branch 488 St. James Street Uptown Agency,

GLASGOW PASSENGER AND FREIGHT

. Oct 31

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

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

THE ROBERT REFORD CO., LIMITED

General Agents, 20 Hospital Street. Steerage Branch, fusion in the administration of prize court procedure 488 St. James Street. Uptown Agency, 530

### The Charter Market

New York, October 13.-A steady demand was encountered for steamers of grain, coal and barrel oil to various European ports for October loading, and, as tonnage for same offers with reserve, rates are strong and buoyant. The requirements of shippers in the West India and South American trades conthe near future. The demand for long voyage carriers is light, but as suitable vessels offer sparingue in receipt of firm support. Several boats were closed, for trans-Atlantic round of a year, trips on time charter, and two large carriers for time to show a disposition to maintain its attitude prompt delivery. The sailing vessel market continues exceedingly quot and nothing out of the ordinary developed. Rates remain about as last quoted, and the recent demand is light.

Charters-Grain- British steamer Margam Abbey, 40,000 quarters oats, from Baltimore to Genoa, 3s. October

British steamer Thistleard, 380,00 quarters, same. steamer Cassiopea, 10,000 quarters, grain, from Baltimore to Scandinavian ports, 4s 9d. Petroleum-Swedish steamer Narvik, 23,000 bar-

rels refined, from Philadelphia to Scandinavian ports or about 5s 3d, October. Coal---Norwegian steamer Kosfjord, 961 tons from

Philadelphia to Sagua, p.t., pro oner Agnes Manning, 879 tons, from Phila-

delphia to Jacksonville, \$1. Schooner Pendleton Sisters, 882 tons, from Phila delphia to Calais, p.t.

Lumber-Schooner Francis M., 1.096 tons, from Port St. Joe, Fla., to North of Hatteras, p.t. Schooner Agnes Manning, 87 Otons, from Jackson-

ville to New York, \$5.

£800 delivery New York, prompt.

Italian steamer Enrico Millo, 2,270 tons trans-Atlantic trade, one round trip, basis 4s, deliveries Europe, prompt.

Italian steamer Prud mza, 2,068 tons, same. Italian steamer Rosalie, 2,673 tons, same

### STEAMER QUEBEC DAMAGED.

While the Canada Steamships line steamer Quebarge, H. W. Dwyer, at anchor in Lake St. over will give close attention Peter, during the dark hours on Sunday morning the pulling up of the anchor on the Dwyer allowed back into the Quebec with sufficient force to knock a hole in the port side above the wa-

#### BRITISH EVADED CAPTURE

Dodged German Cruiser That Lay in Wait For Ho Outside Harbor of Pernambuco Yesterday.

The British steamer Sussex, which arrived from Australia and New Zealand ports with 2,300 tons of frozen meat, narrowly escaped being captured by a German cruiser which followed her into the harbon at Pernambuco, Brazil, on September 7, according to only a short time when the warship appeared. Her name had been painted out. That night the cruiser left the harbor, but the Sussex remains the cruiser left the harbor, but the Sussex remains the cruiser left the harbor, but the Sussex remains the cruiser left the harbor, but the Sussex remains the cruiser left the harbor, but the Sussex remains the cruiser left the harbor, but the Sussex remains the cruiser left the harbor, but the Sussex remains the cruiser left the harbor, but the Sussex remains the cruiser left the harbor, but the Sussex remains the cruiser left the harbor, but the Sussex remains the cruiser left the harbor, but the Sussex remains the cruiser left the harbor, but the Sussex remains the cruiser left the harbor left the ha left the harbor, but the Sussex remained until September 9, meantime having her coal bunkers replen-ished. As it was considered that the warship was undoubtedly lying in wait for her, the Sussex upon leavlowed a course that carried her between the two lanes regularly used by merchant vefor several nights afterwards ran with all lights screened to avoid being seen.

#### CALLS AT VICTORIA.

The steamship Mexico Maru, of the Osaka Shos-enkaisha fleet, will be their first steamer to call at Victoria when she arrives October 16, and will proce to Tacoma and Seattle. Later on she will go to Vancouver, as the Blue Funnel boats have lone. Returning to the Sound to load, she will call at Victoria on the outward trip. Messrs, G. Gard-ner Johnson and Co. are agents for the company at

# GERMANY'S SILENGE MAY LOSE HER SHIPS

Failure to Respond to Sir Edward Grey's Note Has Complicated Prize Court Procedure

#### DECISIONS ALL PRECEDENTS

Vork Undertaken by Sir Samuel Evans is First Prize Court That Has Sat in England Since the Crimean War.

The war's effect on the maritime standing of the varring powers depends largely on the attitude of the prize courts of England and Germany, says the York Journal of Commerce.

The English Prize Court, sitting at London under the guidance of Sir Samuel Evans, has shown a dissition to refrain from condemning merchant vesels seized in British harbors at the otubreak of hoslities. It will be recalled that on August 4, when England notified Germany that a state of war was in effect, Sir Edward Grey sent telegrams to both Ber-lin and Vienna asking whether Germany and Austria would give consent to a period of grace in which to allow the shipping of the three nations to providing for their voyage unmolested to a home port. Austria entered into such an arrangement with England, with the result that ships flying the Austrian flag which were seized by England were later released and allowed to proceed to Austrian ports. Germany, however, did not reply to England's in quiry and her failure to do so has caused much con Sir Samuel Evans, in the first case which came before him-that of the sailing vessel Chile, which was eized in the harbor of Cardiff-decided that in view Germany's failure to enter into an arrangement

**\*** for the release of British vessels held under similar nces to the Chile, the Chile properly belonged to the Crown, but that he would not condemn the vessel and would issue an order for its detention, fin al adjudication pending the receipt of official advices (Exclusive Leased Wire to The Journal of Commerce.) as to Germany's disposition of British vessels which were seized in German ports.

The question arises, would it be more profitable for Germany to relinquish all future claim on the 394 German vessels held by England, hoping that the British vessels now German prizes will more than compensate the nation at large. For a time it was believed that Germany held almost 1,000 British vesse Hamburg and Bremen, but this theory is dispelled by the fact that not more than 4,000 foreign vessels entered either Hamburg or Bremen during the cours

to release German vessels seized contrary to Article II. of The Hague Conference, which is binding on both Germany and England, Germany will at some later time indicate that it will release all British mer cantile vessels now held in its ports.

In reference to the release of neutral cargo in Ger- a.m. Lady of Gaspe. man steamers which have been captured or England has already indicated that it would facilitate the release of such cargo. A special con was appointed to deal with cargoes of grain consigned to Germany in British ships which were diverted a.m. Imperial. to English ports. These cargoes are being sold in England and the American shippers are being paid. tannic, 5.30 a.m. Mary and barges.

The naval prize court at London has freed shipwhich are still awaiting hearing by the prize court. Yesterday 5.30 p.m. Rockferry, 5.45 p.m. Arabian. The goat skins on the German steamer Schneefels, held at Gibraltar, have been released, while word was Westerian, 4.00 p.m. Carleton, 6.00 p.m. Byro Whitaker received this week that a shipment of brewers' grains on the steamer Prinz Adalbert, which is held by Eng land at London, was also released.

It is apparent that the administration of prize court procedure will occupy the attention of English authorities for many years to come. The laws afrecting the disposition of prizes of war have nev Miscellaneous—Norwegian steamer tree, been tested. Since the crimean and been tested. Since the crimean and while the rules govrning the procedure were revised a short time be- Oregon fore the outbreak of hostilities, Sir Samuel Evans, the first time in the history of the port that this has president of the prize court, has indicated that the been done, and the port of Portland refused to asdecisions now being handed down, being of signifi-

> essels taken into ports after being captured, the ly accomplished in about eighteen hours. payment of charges on vessels which were seized in British ports and a host of other important questions

#### TO RE-ORGANIZE DOCKYARD. The far-reaching interests of the Armstrong-Vick-

ter-line between the bow and the paddle-box. Both British consul at Constantinople, who gives details up on the coast this season. boats continued on their course, the Quebec arriving of an agreement entered into between them and the Turkish Government for the formation of a com-In Montreal six nours late to discharge passengers and cargo, after which Captain Demers took her to Sorel under her own steam for repairs. She will be out again in a few days, and in the meantime the dock of the capacity of 32,000 tons and naval build-dock of the capacity of 32,000 tons and naval build-ments carried in one steamer for a long time past. Africa, being only fifty-two. But he began to Considerable quantities of hemp are shipped from with its lifting capacity of 8,500 tons has also been The million dollar capital will be held by both the Government and the

#### WABASH EARNINGS

Wabash-August gross \$2,792,630; decrease \$106,-

SOUTHERN RAILWAY.

decrease \$245,868. From July 1st, \$18,238,753; de crease \$583,461.

M. P. EARNINGS \$300,210.

C. N. R. EARNINGS.

\$688,300. C. P. R. EARNINGS. For the week ending October 7th, 1914, C.P.R. carnings amounted to 2,270,000, as compared with

3,145,000 showing a decrease of \$872,000.

# Shipping and Transportation

TUESDAY, OCTOBER 18, 1914. Moon's Phases

New Moon-October 19. Last Quarter-October 12 rises 5.59 a.m., sets 5.41 p.m.

High Water at Quebec To-morrow 1.16 a.m.—Rise 12.2 feet. 2.07 p.m.—Rise, 11.4 feet.

Lower Lakes and Georgian Bay Strong ettled; with lo

cal rains Ottawa Valley and Upper St. Law Wednesday

Lower St. Lawrence. Gulf and Mariti pected bark flying the commercial flag of the Nethe orth and northwest winds; much cooler, frost Wednesday. Superior-Fresh north and east winds, mostly fair

Manitoba-Fine and cool Alberta and Saskatchewan-Fine, becoming warm

New England-Fair on Tuesday, Wedn

#### SIGNAL SERVICE. (Department of Marine and Fisheries.)

Shipping Report, Montreal, October 13th, 1914 Crane Island, 32-Clear, north. Out 6.00 a.m. Mask

Father Point, 157-Clear, west. In 4.30 a.m. Gle Little Metis, 175-Clear, strong northwest.

Matane, 200—Clear, strong north. Fame Point, 825—Clear, northwest.

Cape Despair, 377-Clear, west. P. Maquereau-Clear, west -Cloudy, strong north.

Belle Isle, 734-Clear, strong north; seven bergs Quebec to Montreal. Pointe, 5-Clear, light north.

Storstad, 5.30 a.m. Hochelag Vercheres, 19-Clear, north Sorel, 39-Clear, north. In 7.45 a.m. Thyra Meni-

8.20 a.m. Waccamaw Three Rivers, 71-Cloudy, light north. Left up 74

a.m. Sin-Mac and tow St. Jean, 94-Clear, north Grondines, 98-Clear, north

Portneuf, 108-Clear, north. St. Nicholas, 127-Clear north Bridge, 133-Clear, north. Quebec, 139-Clear, north. Out 9.20 a.m. Rober Rhodes, 8.15 a.m. Murray Bay. Arrived down 5.10

#### West of Montreal

Lachine, 8.-Clear, north. Eastward 2.15 a.m. Por Colborne, 7.45 a.m. Howe

Coteau Landing, 33-Clear, north. Eastward 7.45 Cornwall, 62-Clear, north. Eastward 5.10 a.m. Bri-

Galops Canal, 99-Cloudy, northeast. Eastward 5.18 ments of various commodities on German steamers a.m. Plummer, 6.30 a.m. Packer, 7.30 a.m. Glenellah. Port Colborne, 321-Eastward yesterday 11.00 a.m

#### PACIFIC COAST MARINE NOTES

(Special Correspondence.)

Vancouver, October 13 .- The British ship Kircud brightsnire has been towed from Astoria to Portland, empty of cargo and without ballast. This is decisions now being handed down, being of signifi- sume the responsibility of taking the vessel up the cant importance, must necessarily be carefully convessel on an even keel, large ballast logs were made The question of payment of freight, dock dues for fast alongside her, and the 100 mile course was safe-

Mr. S. C. Hayden, of the Canadian Tidal and Curbec, on its regular trip with passengers and cargo will tax the prize court, and each decision will form rent Survey, has left for Ottawa, after spending about from Quebec to Montreal, was trying to clear the a precedent to which admiralty lawyers the world six months on this coast making tidal observations at various stations along the coas:. The government tide tables are distributed free to mariners and are given preference owing to their greater accuracy by American masters plying from Puget Sound ports to ers' group are again illustrated by a report of the the north. About ten thousand copies were taken

The Den of Airlie of the Royal Mail Steam Packet his duty.-Cape Town despatch. the floating dock at Stenia, in the Upper Bosphorus, scarcity of available boats now on the trans-Pacific he defeated Sir Redvers Buller at Spion Kop, soon service.

company, the Government having three-effiths of the war two Royal Mail liners are approaching this coast blood is up. The Germans in South West Africa capital and the company \$250,000 worth in privilege almost together, the Merionethshire as well as the are to be commiserated in having to deal with almost together, the Merionethshire as wel las the are to be commiserated in having to deal with Den of Airlie both will arrive about the end of Oc- Louis Botha instead of Christian Beyer, who had tober. Owing to the war conditions, the Royal Mail compunctions about fighting them. There has pro line have abandoned their proposed all-round-the- bably never before been an instance of the world route which called for vessels to pass through of a great commenwealth taking the field from a the Panama canal in both directions en route from sense of duty. Louis Botha's sense of duty wh Vancouver to London.

Nameless, homeless, flagless. Such is the prese peculiar position of the ex-Kosmos liner "Alexandria" recently reported sold to the Northern and Souther Southern Rallway—First week October \$1,295,422; Navigation Co. of San Francisco. This is a recently lecrease \$245,868. From July 1st, \$18,238,763; deorganized corporation, and the owners applied to Washington to register their purchase, as the "Sac. \$411,377. Net \$1,883,893; decrease \$124,522. Surplus ramento" under the stars and stripes. Some doubt xisted in official quarters as to the bona fides of Missouri Pacifis—1st week October, \$1.129,000; de-crease, \$48,000. From July lest, \$16,916,771; decrease, reservists and the cargo might be destined for a German warship. Therefore the U. S. officials have laced an officer on board from the cruiser New Or-Canadian Northern-1st week October \$563,900; de- leans, and there she lies, with full cargo, but no clearanaman Northern—1st week October 4988,790; decrease, and there are papers, name, fing or registry, and it is stated and application to have her owners have made a second application to have Corn beit—Scattered rains in Nebrasks rate to grant clearance under the old registry and old nan. Meanwhile the master and crew are aboard ture, 34 to 46. her re-transferred to the German registry, or at any compared with and wondering when and under what flag they will

## RUSSIAN CRUISER SUNK BY GERMAN TORPEDDES

aft From Shooting Fatal Projectile.

Petrograd, October 13.-An official ned to-day announces that on October 11 the Russian armored cruiser Pallada was torpedoed in the Baltic Sea by a German sub The text of the communication, which was r

sublic by the Marine Department, follows: October 10, German submarines were sighted in the Baltic Sea. The same day, early in norning, the submarines attacked the cruiser Admiral Makarow, which had stopped to search a sus-

"A submarine of the enemy launched several to edoes, which luckily missed the mark and caused no amage whatsoever to the cruiser.

"On October 11, at 2 o'clock in the afternoon, th submarines of the enemy again attacked our cruisers Sayan and Pallada, which were patrolling the Baltic "Although the cruisers opened in time a very strong fire, one of the submarines succeeded in launching torpedoes against the Pallada, whereupon an explosion resulted and the cruiser with all her crew sank.

The Pallada was an armored cruiser, completed 1911, of 7,900 tons displacement and 16,500 designed orse-power, with a speed of 221/2 knots, and armor to 7 inches thick. It carried two 8-inch, eight 6-inc and twenty 3-inch quick-firing guns, with sever smaller quick-firers.

The Pallada carried a complement of 568 men. With niral Marakov and the Bayan, she constituted a group of cruisers known as the "Bayan class."

## WILL FORM BRANCH NATIONAL SAILORS AND FIREMANS UNION

nterests of this Branch of Industry Neglected Locally Will Be Attended Nov

The fact that at present there is no branch of the National Sailors' and Firemen's Union in Montreal, as, it is stated, been the cause of much inconvenince and at times severe loss to the men employed as sailors and who in following their vocation come the port of Montreal. With a view to a branch being formed, Mr. H. C. Shearton appeared before the Building Trades' Council and discussed the sitation from the men's point of view. Afterwards a emmittee consisting of Mr. Joseph Wall, Mr. E. Morgan, and Mr. J. A. Belland was appointed and given full power to bring the matter before the public and to take such other steps as they might consider advisable

The following points were discussed at the meet. ing: Amending the Shipping Act to exclude all but vessels under the British flag and register from trading between Canadian ports; to prevent the the granting of any certificate as pilot, officer or engin-, either permanent or temporary, to any but Britsh subjects; improvements in food scale and accommodations in shipping under the register of Canada and the general looking of marine laws. Many foreign vessels, it was explained, when chartered for Canadian waters, bring all stores with them to last the two years or more of charter, and purchase only perishable food in Canada. The stores could always be landed under bond and used when needed.

It was stated that the crews of the foreign ships were usually young and incompetent, and the little ceived was spent in their home coun-The case of the sinking of the Empress of Ireland was given as a case in point, the Storstad, it vibration of the tremor. was clearly proven, having neither the class of seanen or the number she should have to properly do the work.

The fact that foreign officers are bound to be a danger in a crisis of the present nature and could being weakened in one way or anoth easily send information as the cnannels and defences of coast and lake ports, and are a contsant danger in fighting it with success." Yes, that other respects, was mentioned as instances in the present war in a number of cases, the masters of tain Persius base their dream of world-wi rawlers fishing out of the ports of Hull and Grimsby have deliberately steamed into German ports with their British trawler and foreign officer and crews.

Generla Louis Botha, former Boer commander, and ow Premier of the Union of South Africa, will and the operations against the Germans in South West Africa. General Botha said he had taken the co

after becoming commander-in-chief of the Boer forces. Louis Botha has a genius for veldt cam-it inspires him to put on a uniform is terribly effective

-New York "Sun."

#### NEW HAVEN EARNINGS.

New Haven-August gross \$5,756,909; decrease \$411,377. Net \$1,883,893; decrease \$124,522. Surplus months' gross \$11,512,542; decrease \$499,680. Net \$3,712,865; decrease \$119,744. Surplus after charges \$744,892; decrease \$95,323.

WEATHER MAP. ouisiana, Arkansas, Mississippi, Tennessee and

Canadian Northwest-Clear, no moisture. Temperature, 22 to 40.

# RAILROADS

# CANADIAN PACIFIC

CHICAGO EXPRESS TORONTO-DETROIT-CHICAGO The Canadian .....8.45 a.m. 10.00 p.m. Lv. MONTREAL.....

Ar. CHICAGO......7.45 a.m. 9.05 Lake Ontario Shore Line

TO TORONTO. ille, Trenton, Brighton, Colborne Newcastle, Bowmans Windsor Street 8.45 a.m.

TICKET OFFICE 141-143 St. James Street Phone Main 8123 ndsor Hotel, Place Viger and Windsor Street Stati

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Detroit 1.45 p.m., Chicago 8.40 p.m. Club Comp.

ent Sleeping Car, Montreal to Toronto, daily 122 St. James St., cor. Francois Xavier
- Phone Main 6905 Windsor Hotel Bonaventure Station

# GERMAN PEOPLE WANT TO SEE GERMAN NAVY IN ACTION

Think Force Upon Water Would Make Short Work of British and Wrnder Why Fireworks

(London Shipping World.) The German people of the man-in-the-street type re clearly and emphatically impatient because the

German Navy is not doing something. They read of the forward march of a victorious ar not have a chance to read of the retreat of that army, and, at all events, they want the realization of the prophecy that "the future of Germany lies upon the water." Somewhat unacc true, that the Germans make a great deal of noise bout very little or more than a pr portion of noise in respect of a given thing. mple, although they have only 14 per fighting tonnage of the world co than 40 per cent, of that tonnage, and that very best quality, they make such a that the first man we might Strand, if asked which was the larger n sh or the German, would probably the Germany Navy. The to the Merchant Marine of the two two great German companies have but the Merchant Navy of Germany trifle compared with ours: a noise they make about it one we was much the larger. writer who is something of an aut matters, has been trying to mind in respect of the inactivity of th does not contend that the German the equal of that of Britain, he says "would make the British s tremble." But why not put the The "Land of Culture" matters, and we should know the possible to foretell how political change in the course of give up hopes of the British Fleet in forces could then reckon cast and upon this General & on the part of Germany. ing heavily in fighting ships in an enga whereby we would "be pushed into the Edward Grey for the enemies he ha British pulse beats strongly, re dently; and we do not look forward perience of trembling

#### GRAND TRUNK EARNINGS

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1914										٠.								\$1	.008,265
1913				٠.,														. 1	088,759
De	crea	se																	\$80,494

### GOLDFIELDS EARNINGS.

Goldfield Consolidated Mines Company year ender

#### LOSSES AT SEA

Death-Roll From German Mines

The number of net tonnage of British vessels respecting whose loss reports were received at the Board of Trade during the month of September, and the number of lives lost, are as follows:—14 salling vessels of 920 net tonnage, in which eleven lives v lost, and 40 steamers, whose net tonnage was 30,186 including 18 steamers of 21,581 tons sunk by German warships, and 9 steamers of 1,554 tons sunk by mines in the North Sea, 90 lives being lost including 76 lives in steamers sunk by mines in the North Sea -a total of 54 ships of 31,106 net tonnage, and 101

lives lost. This is a record of "reports received" in the month and not of wrecks which occurred during the month. Weather-Cotton Belt-Rains in parts of Texas, Many of the reports received in September relate to casualties which occurred in previous months. Fur-ther, the figures include the losses of 8 sailing ves-Corn belt—Scattered rains in Nebraska, Iowa, Missels of 657 tons, and 2 steamers of 8 tons belonging

vessels, and 4 in steamers.

Casualties not resulting in total loss of vessels. and the lives lost by such casualties are not included.

PERSONALS

L. XXIX. No. 134

Ste. Agathe.

will sail for Canada in a few day on his arrival will leave for the coast, Barnard, of Vancouver.

Rohr spent the week-end in the Lau

tson is moose hunting in in the Laurentian Mountains. Brice spent the holiday in

lton Palmer, of the Royal Military son of Mr. C. O. Palmer, of Si Que, who was given a commiss lrish Fusiliers, sailed for England last

M. P. Davis sailed last week for England

in Fred Lindsay, who has been appro Officer to the London Mounted Brigade for ace Scouting, was formerly a rancher upon scale in Saskatchewan. He also ser ble scale in Saskatchewan. igh the South African War and was twice me

D Sutherland, who is at present is taking steps to secure a

Temes Hill spent the week end at the Water

AT THE HOTELS. the Ritz-Carlton-Mr. and Mrs. W. H. Buckle For York; Mr. and Mrs. J. G. Girard, Quebec; E. tel, New York; F. W. J. Clarke, Toronto; R.

Winnipeg.

H. Tessier, Three Rivers; Mr. and Mrs. H. Mo ra, Toronto; Armand Boily, Roberval; J. C. King, S. ines; George E. Fortier, Quebec; Dr. Doha Rivers: Dr. A. Vallee, Dr. Charles Simarel at r. F. C. Dagneau, Quebe the Queen's-W. R. Klein, New York; Mr. ar J. Newton, Pittsburg; Edward Abbey, Midland Mrs. J. Newton, Pittsburg; Edward Abbey, Midland L.D. Harden, Westfield, Mass.; J. Rolph, Brockville

at the Place Viger-Sir Lomer Gouin, Quebe

Genest, Sherbrooke; Mr. and Mrs. Hubert I s, Valleyfield; Mr. and Mrs. A. T. Moore, Quebec W. J. Browne, Ottawa; S. A. Gormley, Alexandria: the Windsor-Duncan McEachren, Ormstown and Mrs. Newton, Ottawa; C. L. Drewry, Ottawa

in Lake, New York; Mr. and Mrs. J. J. Mackenzie

; Mr. and Mrs. Jerome Fetress, St. Louis; Mr.

Mrs. Bruneau, Ottawa;.

BOARD RE-ELECTED. New York, October 13 .- At annual meeting of th t Northern Rairoad, the directors were re

### \*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\* Real Estate and

..... 120 vue Land Co. ..... eury Inv. Co. .. nia Realty, Com..... 18 Cons. Lands, Ltd... ral Park, Lachine ..... 100 107% ation Estates .. .. .. .. ring Cross Co., 6 p.c. .. .. 4 3/4 241/2 itral Real Estates, Com..... e St. Luc R. & Inc. Co. . . . . 50 52 C. C. Cottrell, Ltd., 7 p.c., pfd. .. .. Orestal Spring Land Co. 61 nis Land Co. mount Land Co... . . . . . . . 90 981/ ster Montreal Land, Com... 174 190 100 hland Factory Sites, Ltd. proved Realties, Ltd., Pfd... K & R. Realty Co. La Compaignie Montreal Les.
Les Teresa Ciment, Ltee.
Lachine Land Co. 80 la Salle Realty .....

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