		CONTRACTOR DE LA CONTRA	GARGEDINESKS
CAN	DIAN	SERV	ICE

	From
From	Montreal
Southampton.	Aug. 25
Aug. 18ANDANIA	
Ang 20 ASCANIA	cept.
Aug 97 ALAUNIA	Sept. 1
Steamers call Plymouth Eastbound	Rates, Cabir
Steamers call Plymouth Eastboah	Acceptio \$57.50
(II.), Andania and Alaunia, \$63.75 up	ASCAIIIA, Voint
up. 3rd Class, British Eastbound, \$	30.25 up. West
[17] [18] [18] [18] [18] [18] [18] [18] [18	

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

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE.

until they had the suggestions competed within the next fortnight.

Passenger Rates—Cabin (II.) Eastbound \$57.50 up.

Vestbound \$47.50 nm. Third. Aug. 29......CASSANDRA westbound, \$31.25. For all information apply to

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



An ideal week-end trip is To VAL CARTIER

Going by boat Saturday to Quebec, thence rail to the Camp. Returning from Quebec Sunday or Monday.

Fare to Quebec \$7.50 ncluding berth and dinner on steamer both ways.

Also an attractive week-end holiday TO PRESCOTT

Going Saturday, 1.00 p.m. Returning Sunday through all the Rapids. Fare \$7.00

Including meals and berth.

SUNDAY EXCURSION
Steamer "THREE RIVERS"
As far as Sorel and Berthier. Leaving 9.00 a.m.
returning 8.30 p.m. Fare \$1.00

Ticket Office-9-11 Victoria Square

SHIPS NEED NOT BE PRESENT IN ORDER TO BE REGISTERED

rangements Being Made So That Consuls of United States Can Perfect Registry of Vessels
After Application is Made.

Washington, August 27.—Edmund F. Sweet, acting the registering of foreign built ships under the American flag. It has been decided that it will not be lieved, will materially shorten the time needed for the points to avoid any estrangements." registering of many vessels. Arrangements are being made so that Consuls of the United States can perfect the registry of vessels after application has been made

to remove a mistaken idea that there is a wide differ- lost when first boat was lowered and capsized; vessel ence between American regulations for measuring is pounding and appears to be a total loss. them somewhat more liberally than Am- as before reported. and lighthouse duties on deck cargoes, while the United States does not. The regulation issued to-day to collectors of customs is as follows:—

erchant vessels of Great Britain Belgium, Den Sweden Borway, Spain, the Netherlands, Russia, Finland, Portugal, Japan and France will be deemed to be of the tonnage denoted in their certificates of register or other national papers and it shall not be neort of the United States, the measurement law of being substantially similar to the laws of the United States. This regulation superthe Department's regulations included in article 85 customs regulations 1908, and so much of article 87 as may conflict with this order."

American registry, as many ship owners have been that the American rules for measuring tonnage added materially to the cost of operation as ed with the rules of other countries.

How many foreign vessels will register under the ican flag depends now on the action of the sident. The Department of Commerce has recom-nded that the President suspend the present law which requires that the watch officers on all ves States. The recent registry act leaves this to the President's discretion

Reading Pa August 27.—Reading Railway and when the firing became heavier. out a plan by which they can increase their revenues obable an important announcement will be given out one of vessels was a German cruiser

STEAMSHIP MEN MUST MAKE THEIR VOICES HEARD QUICKLY

Might Find Themselves Further Handicapped Restrictions in Addition to Those Which

(Special to The Journal of Commerce.)

New York, August 27.—The committee appointed by President Simmons, of the Maritime Exchange, to make recommendations as to the advisability of amending the Navigation Laws of the United States, held its first meeting yesterday.

Chairman Luckenbach said that prospects of imme diate legislation by Congress affecting shipping made it imperative that those who were engaged in the steamship business should make their voice heard or it was probable that they would find their operations further handicapped by restrictions in addition navigation laws and steamboat inspection regula-

A discussion followed in which the onerous nature of many of the requirements of the steamboat in-

gulations, it was said, as regarded the inspection of boilers, fusible plugs, measurement of tonnage and It was thought inadvisable to take other details. Aug. 15......ATHENIA Aug. 29th up the question of the revision of the navigation laws Aug. 22.....LETITIA Sept. 5th until they had the suggestions coming in as they ex-

F. W. Ridgeway, another member of the com-Westbound \$47.50 up. Third-class, eastbound and mittee, called attention to the question of different standards of measurement under which American ships would be mulcted, sometimes to the extent of several hundred tons in comparison with the British

MUST TAKE CARE NOT TO BECOME EMBROILED WITH U.S.

sing Contraband to be Carried in American Bot

London, August 27.-The Daily Chronicle in a long article to-day warns the English Government of danger of England becoming embroiled with the United States over questions of contraoand of war, and argues that any estrangement between the two coun tries would be the extreme of bad management "It must be the guiding principle of the British

Government," the article says, "to direct its naval policy so that we may not become embroiled with any neutral power. In nearly every war of the past two centuries we incurred this danger. "The only really powerful neutral of the presen

time is the United States. If there is wise statesmanship we shall remain in perfect amity with tha as well as with the Netherlands, which pos sesses the great gateway to the heart of Germany. "The United States possesses the right to send car goes to Rotterdam and will exercise that right. We

must be prepared to see neutral American vessels dis charging cargoes in Holland ports. Many questions are likely to arise regarding the exclusion of absolute conditional contraband—that is, things that may be used by the German naval and military forces.

"It has been the British practice to regard as liable

o capture any contraband cargoes concerning which t could be proved they had an ulterior hostile destintion. It is evident that this provision presents very real danger, as the character of a cargo can only ascertained by exercising the right of search which the United States has strongly resisted and which was the cause of the war of 1812.

"Picture, then, an American ship approaching the port of Rotterdam and a British naval office exercising the right of search and detaining the ship on the presumption that her grain cargo is contraband. The polest judgment will be needed in such a case to avoid a dispute and a misunderstanding

"It has been suggested that we allow food ships Secretary of Commerce, has taken steps to expedite to enter Dutch ports on the mere declaration that ther such a declaration would be sufficient it is difry for these vessels to be physically present ficult to say, but it is evident that the officers of the erican ports to be registered. This, it is be- fleet should have very definite instructions on thes

CASUALTIES.

Prince Rupert, B.C., August 19.-British steamer Prince John arrived to-day with 26 survivors of Acting Secretary Sweet to-day issued a regulation wrecked British steamer Prince Albert; one life was

vessels and the regulations of other maritime nations.

London, August 25.—Cunard liner Aquitania (take by the British Admiralty) was in collision off Kin features, but to a great extent these offset one another. The principal difference is in the interpretation anchored near Liverpool bar with bows damaged; the of the words "shelter decks," the British authorities Canadian arrived at Liverpool considerably damaged,

IDA HELD UP BY ESSEX.

New York, Quarantine, August 25 .- Steamer Ida Island Lightship was halted by the British cruiser Essex, which sent a boat alongside containing three and her holds; she was then permitted to proceed.

New York, August 27.—The English freighter rancisco, sailed to-day from her dock in Hoboken N.J. She is bound for Hull, and carried about 6,00 tons of cargo, principally grain. From her rear deck protruded two guns of 4.7 calibre, which she carried when she arrived at Hoboken about two weeks ago. The guns are covered with tarpaulin, which conceal

Theg uns are said to have been placed in position by order of the British Admiralty, but when the vessel arrived in Hoboken, it was said that they were merely a saluting battery.

BATTLE OFF DELAWARE COAST REPORTED.

Cape Henlopen, Del., August 27. — This morning about 2 o'clock flashes were seen seaward from this place. An engagement between two cruisers was to have taken place about five miles out at sea and that both vessels sank. The flashes ap intermittently until shortly before daybr Shortly before o'clock both vessels were seen to be on fire and lat they were lost to view. Wreckage began to float in lines suggested by inter-State Commerce Com-on in its rate decision, issued August 1. It is spars and part of bow of a vessel. It is believed that

> In official statement French War Office says that in the north the Franco-British lines had been moved It says the airship took fire when it was struck by back a short distance. Between Nancy and Vosges the French offensive is making headway.

Shipping and Transportation

THURSDAY, AUGUST 27, 1914.

Sun rises-5.05 a.m. Sun sets-6.50 p.m Full moon-August 5. Last quarter-August 13. New moon—August 21. First quarter—August 27...

TIDE TABLE.

Quebec. High water—10.09 a.m., 10.18 p.m. Rise-15.1 feet, a.m., 15.7 feet p.m. Next highest tide on September 22. Rise 18.3 ft

Lower Lakes and Georgian Bay- Moderate winds generally fair with about the same temperature

showers in a few localities Ottawa Valley and Upper St. Lawrence The rules laid down by the British Board of Trade fair, but showers in a few localities; chiefly towards ere much more favorable than the American re- evening or at night; stationary or slightly highe temperature.

Lower St. Lawrence, Gulf and Maritime- Light to noderate winds; fine and cool.
Superior— Moderate winds; chiefly northwesterly and northerly: fair and cool.

Manitoba-Fine and a little warmer Saskatchewan-Generally fair and a little warmen but a few scattered showers, chiefly in the western portion. Alberta-A few scattered showers, but for

most partf air and warm.

CANADA STEAMSHIP LINES, LIMITED. Location of steamers at 6.30 p.m., August 26th, 1914.

Acadian-Montreal Hamiltonian-Windsor, Calgarian-Kingston Fordonian—Port Arthu

Canadian-Three Rivers.

D. A. Gordon-Left Fort William 6.30 p.m. 25th. ellah—Due Montreal. Dundee-Up Port Huron 3 a.m. to-day. on, loading bagged oats for Mont-

Strathcona-Up Soo 3.40 a.m. to-day. Donnacona-Due down Kingston late to-night. Doric-Montreal. C. A. Jaques-Up Port Huron 1.20 p.m. to-day.

Midland Queen-Arrived Buffalo midnight Sarnian-Arrived Buffalo 8 a.m. to-day.

H. M. Pellatt-Due Montreal. Rosedale—Left Port Colborne 2.45 p.m. to-day. Neepawah-Due Toronto 9 p.m. Tagona-Due passed Kingston late to-night.

Kenora-Due Montreal Arabian-Left Port Colborne 9 p.m. 25th, cast

Ionic-Left Montreal 10 a.m. 25th, for Port Colborne Bulk Freighters. W. Grant Morden-Arrived Ashtabula 10.30 p.m.

Emperor-Cleared Point Edward midnight last

Midland Prince-Arrived Toledo 9.30 a.m. to Midland King-Arrived Point Edward 2 p.m. 25th.

Winona-Due Port William. Martian-Cleared Key Harbor 4 p.m. 25th. Emp. Ft. Wm.-Due Fort William Emp. Midland—Due Fort William. Stadacona-Left Rogers City 25th.

Scottish Hero-Fort William. Turret Crown-Left Port Colborne 1 p.m. to-day. A. E. McKinstry-Erie Renvoyle-Due Montreal. Mapleton-Ellis Bay.

Haddington-Leaves Quebec to-night. Cadillac-Due up Port Dalhousie

ona-Arrived South Chicago midnight 25th. H. M. Pellant-Arrived Montreal midnight 25th. Renvoyle-Leaves Montreal to-night for Anticosti

The Charter Market

he limited demand prevailing for same, and the over- receiving loading and sailing orders. abundance of unchartered boats offering for prompt

coal cargoes to Mediterranean and South American dia to-day. ports, and there are also a few inquiries for arriers for petroleum in barrels and cases to European destin-Cotton and lumber freights are scarce and (Aus), from Trieste, etc., via Quebec, reports at 10.50 fair amount of chartering was completed, including n.m. Tuesday when about 2 miles distant from Fire four steamers grain to French Atlantic or United Kingdom ports, and three boats were closed for Mediterranean ports, a small one for case oil to Alofficers and seven men, who boarded the steamer and giers and two good size carriers for coal. No fixtures spent one hour in an examination of the ship's papers of any kind were reported in the sail tonnage market and the demand from all sources continues ligh Rates are nominal at the basis of last previous cha-

Charters-Grain-British steamer Satsuma, 36,000 quarters oats from Baltimore to French Atlantic ports, p.t., prompt.

British steamer Roseric, 40,000 quarters, British steamer Queensland Transport 33,000 quar rs from the Gulf to a few picked ports in Unite Kingdom, 2s. 101/d, open Havre, Dunkirk or Calais, 414d or Bordeaux 3s. 6d. September

British Essex Abbey, 25,000 quarters, same Petroleum-British steamer Mobile, 70,000 cas from New York to Algiers, 22 cents, prompt.

Tampa, p.t., prompt.

Steamer Jacob Luckenbach, 1,744 tons, same. Steamer D. N. Luckenback, 1.851 tons, same from

DESTROY AFROPLANE

London, August 27.—The destruction of a Germa ondon, August 21.

SIGNAL SERVICE.

Department of Marine and Fisheries. Shipping Report, Montreal, August 27th, 1914. Crane Island, 82—Clear, south. In 4.40 a.m. Sind oad, 5.00 a.m. Honoriva, 6.20 a.m. Exmoor. Grosse Isle—Left up 7.00 a.m. Exmoor.

L'Islet, 40-Clear, calm. Cape Salmon, 81—Clear, calm.
Father Point, 157—Clear, southwest. In 1.05 a.m. ntaren, 1.25 a.m. Manchester Citizen. Out 5.45 a.m.

Little Metis, 175-Clear, west. Matane, 200—Clear, west. In 7.20 a.m. Sahara. Cape Chatte, 234—Clear, west. In 5.80 a.m. Gas

Martin River, 260-Clear, northwest. In 4.45 a.n. Hartlepool, 5.20 a.m. Alden, 5.30 a.m. Hochelaga, 6.20 C. Magdalen, 294-Clear, west. In 7.40 a.m. Nevada

.40 a.m. steam barge. In 7.30 p.m. yesterday Stickle

Fame Point, 325-Clear, west. In 6.10 a.m. Wes Cape Rosier, 349-Clear, west,

West Point, 332-Clear, east. Mapleton and Joh S. W. Point, 360-Clear, north.

South Point, 415-Clear, northwes Heath Point, 438-Clear, northwest. P. Maquereau-Clear, west, P. Escuminac-Clear, west.

Longue Pointe, 5-Clear, northeast. In 6.00 a.m tuebec, 6.05 a.m. Talisman, 6.08 a.m. Andania, 6.20 a.m. Sin-Mac and tow, 7.55 a.m. Cascapedia, 7.45 a.m.

Vercheres, 19-Clear, northeast. Out 8.25 a.m. ouisburg, 8.40 a.m. Prince Ito Sorel, 99-Clear, northeast. In 8.25 a.m. Hadding

Three Rivers, 71—Clear, calm. Arrived in 7.50 a.m. lirginia and tow. Batiscan, 88-Clear, light northeast. St. Jean, 94-Clear, northeast. Grondines, 98-Clear, calm. Portneuf, 108-Clear, calm. St. Nicholas, 137-Clear, west

Bridge, 133-Clear, west. Quebec, 139-Clear, west. In 8.30 a.m. Sindbad, 8.21 .m. Honoriva. Left up 8.45 a.m. Lady of Gaspe. Left out 8.10 a.m. St. Irenee.

West of Montrea Lachine, 8.—Clear, west. Eastward 5.30 a.m. Ken ora, 6.00 a.m. Samuel Marshall. Cascades, 21—Clear, west. Eastward 6.45 a.m. Belleville, 7.25 a.m. Alexandria

C. Landing, 38-Clear, west.. Eastward 6.50 a.m. teelton, 2.05 a.m. Stormount. Cornwall, 62—Clear, calm. Eastward 3.45 a.m. Going Sept. 4, 5, 6, 7, 8, 10....

Galops Canal, 99—Cloudy, northwest. Eastward .30 a.m. Corunna, 5.15 a.m. Fairmount, 5.45 a.m. In ernational, 6.35 a.m. Glenfoyle, 7.30 a.m. Donnacona .45 a.m. Packer. Yesterday 3.45 p.m. Imperial, 4.15 Going September 1, 2 and 3 p.m. S. O. Co. No. 41.

P. Colborne, 321-Eastward 12.30 a.m. yesterday rabian, 12.40 p.m. Turret Crown, 2.20 p.m. Rosedale 2.50 p.m. Dalton, 4.20 p.m. Advance, 4.30 p.m. Wallace,

PORT OF MONTREAL.

Arrived-August 27th. Andania, Cunard Line, from London and Southamp on, passengers and general cargo, 7 a.m. Rober

Reford Co., Agents. Talisman, from Port of Spain, Trinidad, sugar cargo, 7 a.m. Cascapedia, from Lower Gulf ports. 9 a.m.

PACIFIC COAST MARINE NOTES

(Special Correspondence.)

Vancouver, August 27 .- At the local offices of the anadian-Australian line it was announced to-day that the Marama has now sailed from Honolulu, and should arrive at Vancouver during next week. The Nigara, of the same line, has proceeded from Honoulu for Sydney, both liners having been held by

There is strong evidence that shipping will resume New York, August 27.—Steamer rates are weak and its normal condition onthis coast within a very quotably lower, particularly for grain cargoes to United Kingdom and French Atlantic ports, due to San Francisco that vessels ordered detained are now

Tonnage is in demand to a moderate extent for 14 days, and is to be followed y the Empress of In-

We continue to get "news" from American sources there is but little inquiry for tonnage for general North Pacific. Yesterday we heard from a New York cargo from either Gulf or North Atlantic ports. A source that a German cruiser was approaching Prince Rupert, or rather had actually visited that ort, and taken a levy of coal and provisions. Then seattle informed us yesterday that a British firstclass cruiser of the County class has arrived as Es. uimalt, and had been sighted passing Cape Flattery. Neither of these reports is in any way correct.

> The naval authorities will not make any statepublication regarding any defensive nents of ships, their intention to shipowners MW ments of ships, their intimation to shipowners that ssels may proceed being sufficient indication to the public.

The Grand Trunk Pacific steamer Prince Albert on the Vancouver-Prince Rupert run, went ashor on a charted shoal between Masset and Prince Ru pert at 9.30 p.m. on August 18. There was a heavy fog when she struck, and a considerable sea was running. A wireless message for help was taken Tom New York Steamer Eugenie S. Embiricos, 2,670 up by the Prince John, of the same line, which ons, from the Atlantic range to Piraeus, 21s., Septemon, from the Atlantic range to Piraeus, 21s., Septemon, 1 control of the wreck three hours later, er.

British steamer Peebles, 2,732 tons from Virginia to had meanwhile taken to the boats. There was only some fatality, an infant having been drowned at the British steamer Balgray, 2,318 tons, from Baltinore to Havana, p.t., prompt.

one fatality, an infant having been drowned at the bottom of one of the boats, in the cofusion which paul, says that where the railroads anticipated a paul says that where the railroads anticipated a paul says that w British steamer.

nore to Havana, p.t., prompt.

Steamer San Mateo, 1,929 tons, from Baltimore to passengers and crew. The passengers speak highly of the behaviour of Capt. promptitude in dangerous circumstances. At the said that company had no intention of bottling up time the boats were launched, the vessel had got in-Mackenzie and the crew, who acted with great to a bad position, and several big seas swept her as was intimated in the resolution introduced in Conn stem to stern. The Albert is fast on the rocks, and will become a total loss.

Dispatches from The Hague say Germany plans to

RAILROADS

CANADIAN PACIFIC CHICAGO EXPRESS

The 10.00 p.m. 9.05.p.m.

EXHIBITIONS

Toronto QUEBEC.

Three Rivers
Single first class fare. Going, August 26. Return

Fare and One Third, Going Aug. 24, 25, 27, 28, 29. turn limit, Aug. 31, 1914.

SEASIDE EXCURSIONS

Old Orchard and Return 8.80 ortland and Return ... Geing August 28, 29 and 30. Return limit Septemer, 14, 1914. Lv. Windsor Street †9.00 a.m., *9.05 p.m.

Through Parlor and Sleeping Care.
†Daily ex. Sunday. *Daily.

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

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

GRAND TRUNK 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 3.00 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.

TORONTO EXHIBITION Going Sept. 2 and 9...... \$10.00 .\$13.35 Return limit, Sept. 15, 1914.

QUEBEC EXHIBITION. Round Trip from Montreal. Going August 30, 31, Sept. 4 and 5 Return limit, September 7, 1914.

PORTLAND-MAINE COAST-THE ISLANDS. Summer Tourist Fares-Through Service.

Seaside Excursions

Round Trip from Montreal to:-PORTLAND, ME. Old Orchard, Me. Kennebunkpart, Me NEW LONDON, CONN Watch Hill, R.I. \$10.50 Going August 28, 29, 30; valid for return until Sept. 14, 1914.

122 St. James St. cor. St. Francols Xavler —Phone Main 6905 CITY TICKET OFFICES: Windsor Hotel Bonaventure Station

LESS TRAFFIC THROUGH SUEZ CANAL IN JULY.

Traffic through the Suez Canal during the month of July fell off from that of the same month a year ago, according to a compilation made by Worms & Co. of Port Said, who report that 393 vess way in July, yielding receipts of 10,530,000 fram

Last year in July 422 vessels passed through the Orient on August 19, after a delay at Vancouver of 14 days, and is to be followed y the Empress of Inported as passing through with receipts of 11,340,000

100 FOREIGN VESSELS FOR U.S. REGISTRY. Washington, August 27 .- President Wilson devoted his attention to the rules and regulations in connection with the new bill admitting foreign built ships to American Registry. A tentative draft of the regulations prepared by Assistant Secretary of Commerce Swee

plates a time limit for eligibility of foreign watch offi-

cers to serve on American ships. He hopes in this

way to encourage naturalization. The bill does not

restrict foreigners service to any period, but it is

proposed not to enforce this provision About 100 foreign ships are awaiting the issuance of these regulations to apply for American registry, the officials state.

JAPAN MAY SEND FLEET TO ADRIATIC.

London, August 27.—Dispatches from Tokio say that Japanese troops have landed at Raiyanga, north of Fiao Chow, near the British territory Wei Hai Hal. In response to the Austrian declaration of war no great surprise would be occasioned if Japan sent a fleet to the Adriatic, relieving the ships of the Allies for duty in other waters.

TOURIST TRAFFIC ENCOURAGING. Chicago, August 26.—Vice-President Hiland, of St.

surprised with a volume of traffic which has held onstant during the summer. Winchell, of the Union Pacific, Traffic Director gress by Senator Thomas, of Colorado.

PRICES ADVANCE.

bandon temporarily East and West Prussia and ithdraw to the River Oder, where the main defences ton in billets. Wire nails, fence wire and barb wis are up \$1 per ton.

VOL. XXIX. No. 96

PERSONALS AT THE HOTELS.

hath, Janes He. Wile, Goods Communication of the Manner of F. O'Toole, New Yor han, Rochester; T. Allen, Toronto; Dr. M. spell, State College, Pa.; Mrs. I. H. Harley striey, Redlands, Cal.; Mrs. Chanter and M. H. Hallfax; H. S. Schott, New York. At the Place Viger.—Col. J. M. Balderson Major de Hertel, Perth; Col. S. B. Steele, W

At the Queen's.-William D. Vreeland, Philad J. MacIvor, New York; C. F. Coyne, Bost and Mrs. W. W. Southern, Cleveland; Wil Maunsell, St. John; E. A. Glasgow, Rochester Graham, Ottawa; Paul Klopstock, London.

and Mrs. J. P. Ashworth, Desero

Mr. Jack Hunter is the guest of his aunt, Starke, at Metis. Amongst Montrealers at the Hotel McAlpi York, were Mr. F. P. Sawyer, Mr. G. Gord

Garry, and Mr. C. Kelly. Mr. Arthur B. Browne, Berri street, is spe two weeks' vacation at Lakeview Farm, Albur

Dr. H. E. Studer, who has been attending th ention in Buffalo, has arrived for a fe visit with his sister and brother-in-law, Mr. well Sinn, at his summer home at Lac Supe

Mr. J. A. Bonin returned some days ago three weeks' visit at Prout's Neck, Me. orge Earle, of New York City, wh

town for the marriage of his niece is the gues Mr. Edwin Brice has returned from a sho

Mr. David McNicoli is home from a six wee

Mr. Arthur Magill left on Saturday for Ferg

WAR RISK INSURANCE BILL. Washington, August 27 .- House leaders to-de prepared to put through the Administration B viding government insurance against war ri American merchant ships and their cargoes,

opposition of the Republicans, and it was e the measure would be in the hands of the P by to-night. To expedite the passage of the bill, the leader ned to bring in a special rule limiting the deb to remove all danger of a filibuster engineered

opponents of the measure. A meeting of th Committee was called for this purpose. immediately after the War Risk Insurance been disposed of, the bill urged by President providing for a government controlled corpor purchase foreign ships will be taken up. Cl Alexander, of the House Committee on Mercha ine and Fisheries, to-day announced that no ti be lost in pressing to passage the measure, v

simed to build up an American merchant ma BERLIN ANNOUNCES VICTORY. erlin, August 27 .- Complete victory over in Belgium is officially announced.

Real Estate an

Quotations for to-day on the Montreal Res

Bellevue Land Co. Bleury Inv. Co. Caledonia Realty, Com. ... Can. Cons. Lands, Ltd. C. C. Cottrell, Ltd., 7 p.c., Pfd. Denis Land Co... Dorval Realties, Ltd. Drummond Realties, Ltd. 100 Eastmount Land Co. Fairview Land Co. 119

Fort Realty 25
Greater Montreal Land, com... 225 mproved Realties, Ltd., Pfd. Do., Com. & R. Realty Co. Kenmore Realty Co... Les Teresa Ciment, Liee achine Land Co. 121% Land of Montreal 40 auzon Dry Dock Land, Ltd... La Societe Bivd., Pie IX. La Compagnie des Terres de Ciment. La Compagnie National de L'Est ... gnie Montreal Est.

La Salle Resity 97
La Compagnie d'Immeuble Union, Lte. 55
La Compagnie Immobiliere du Canada La Compagnie Industriel et d'Immeu-

Mountain Sites, Ltd. 85

New York, August 27.—The Iron Age reports