REAL ST LARS 14 ALL AND ALL AN VOL. XXIX. No. 3 VOL. XXIX: No. 37 PAGE TWO THE JOURNAL OF COMMERCE, THURSDAY, JUNE 18, 1914 -Real Estate U. S. RAILS FIRST IN MILEAGE THE CHARTER MARKET LATEST NEWS OF THE SHIPPING WORLD Bailmays NEWS OF RAILROADS There were lifty-seven real est transfers registered yesterday, most important of these was the s of a block of land on St. Luke stre composed of lots 1664, 105, 168, 164, 48,550; the lots were sold by Jose S Pietre to Mrs. N. T. Gagnon. **In the second set of the s** 18TH IN CAPITAL PER \*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\* CANADIAN PACIFIC SIGNAL SERVICE BULLETIN. \$10,000,000 IN PENSIONS. O (Issued by Authority of the Depar Approximately 31,000,000 have been paid in pension allowances to employes of the Pennsylvania Railroad up to May 1, 1814, according to a report just issued. The pension roll, or "roll of honor," as it is termed by the company, contains 4,123 names. Of this number 63 were added in May, making a total increase of 306 names since the end of inst year. tion Excursion to New England Stands First From Point of View of Capitalisaof Marine and Fisheries.) Going June 25th. Return July 25th St Fielre to Mrs. N. T. Gagnon. Other transfers were: J. E. Lalonde sold to Mrs. Joseph Laberge, Iots. Nos. 10-888 and 88. Core St. Louis village, with huildin X68, 682 to 589 De Gaspe street, ea. emplacement measuring 25 by 72 fee for \$13,000. PORTLAND, OLD ORCHARD, KENNEBUNK. Montreal Noon June 18th 1914 Jaontean, Joon, June 1str. 1914.
Island of Orleans, 14-In 10.45 a.m.,
Querida.
Crane Island, 32-In, 11.20 a.m. (as-capedia.
L'Islet, 40-Out, 7,55 a.m., a Domin-ion coal steamer. In 10.40 m.a., sup-In Effect June 22nd. Lv. Windse In Effect June 26th. ·· ·. ..9 a.m ast year. Some idea of the scope of the pensio for coal steamer. In 10.46 ma, supposed Bursfield. 10.50 a.m., supposed Bursfield. 10.50 a.m., supposed Kamouraska. Father Point, 157-Out, 9 a.m., C. P. Windsor St. .. .. 9 a.m. 9.05 p.m. hrough Parlor and Sleeping Com system of the Pennsylvania may gathered from the fact, that, since t ping Cars Herbert Jennings Rose sold to t mancia: Trust Co., Limited, Mr. 7 Bryant, president, lot No. 1821-Anfoine ward, with building Lorne Crescent avenue, at u mor of Okenden avenue, for \$13 TICKET OFFICES: 341-343 St. James Street Phone Main 5125 Window Makin 5125 Window Street Streets "roll of honor" was established on t lines east of Pittsburg, on January 1900, and on the lines west, a year is er, 8.047 employes have enjoyed benefits. Of that number 3,924 ha died Montreal.
Little Metis, 176—Foggy, light, south Matane, 200-Clear, calm. In, 8 a.m., GRAND TRUNK SAILWAY Matane. 200—Clear, calm. In, 8 a.m., Dalton Hall. Martin River, 260—Clear, calm. In, 9 a.m., Imatlca. 'Out, 8.50 a.m., a two-masted steamer. Cape Magdalen, 294—Clear, calm. In, 9.15 a.m., Port Colborne. Famé Point, 325—Clear, light south-west. In 9 a.m., 140 miles east, Tu-nisian, Out, 7.10 a.m., Wacousta. Cape Rosler, 343—Cloudy, light west. THE "INTERNATIONAL LIMITED." Canada's Finest and Fastest Train Leaves Montreal 9 a.m., arrives Toronto 4.30 p.m., Detroit 9.55 p.m., Chicago 8 a.m. daily. The Pennsylvania was the first Am-Mrs. Sue Lee Johnson and Mrr Faward Durant, sold to Frederic H. Shaw i certain emplatement j Melpose, fronting on Sherbrooke St and known as Nos. 174-362 and 366 Parish of Montreal, with an area of 5307 square feet, and another em-placement on Park avenue formin-part of lot 47-19. St. Lawrence ward with an area of 2,600 square feet with boildings, for \$1 and other conf iderations. erican railroad to establish for its em ployes a pension system wholly disso-ciated from any other provident under-taking and financed exclusively from the company's revenues. Last year the total apropriations on the lines east yearly figures of the Royal Prussian Department of Public Works. During the year 1912, according to these figures, approximately \$1,745.-000,000 was added to the world's in-vestment 'in railways, or an average of \$119,455 for every mile added to the total wilesed during the near 'This St. Lawrence—Fair and warm. Gulf—Fresh southwesterly to west-erly winds; generally fair and mod-Physical Conditions Differ. This, by comparing the capitalization tion per mile of railways in the United States with the capitalization per mile of those in other countries, brings out the fact that by comparison American railroads are very moderately capital-zed. However, before coming to the states have a low capitalization, it would be well to remember that differ-nt physical conditions are present in the different countries mentioned in his list. Also that the railways of dif-ferent countries extend their opera-ions to a more or less wide range of elated economic activities. Taking no consideration, for instance, the ap-no or wate ware stread difference of capiwegian steamer, 1,928 tons, same schooner, 927 tons, coal, Philadelphia NIGHT EXPRESS. and west of Pittsburgh for pensi amounted to \$1,158,584. Maritime - Moderate to fresh south-westerly winds; fair and a little warmer. Leaves Montreal 10.30 p.m., arrives To-ronto 7.30 a.m., Detroit 1.53 p.m., Chi-cago 9.25 p.m. dally. of \$119,455 for every mile added to the total mileage during the year. This brought the aggregate capital of the world's railways at the end of 1912 to the kiganitic sum of \$58,655,6300.664 "To give an idea of this sum." says the German commentator, "it may be re-marked that a pile of 20 mark pieces (\$4.76) equaling this amount would have a height of 11,468 miles, and that to carry this sum likewise in 20 mark ACCIDENT RECORD. armer. Manitoba and Saskatchewan—Part fair, with some showers and loca Point Maquereau, 400-Clear, south 'The acident record of the New York 'entral lines is better than it has been THE LAKE AND RAIL ROUTE TO WESTERN CANADA. Mrs. W. Ewing sold to the Tacka wanna Co. Ltd., lot No: 793, St. Annu ward, measuring 56 by 88 feet, and the portnesst part of 792, bounded. If front by the Grand Trunk Railway Alberta- Cooler; partly fair, with Point Escuminac, 462-Cicar, west in many years. Marcus A. Dow, gen-eral safety agent, has just rande a re-port comparing the first four months of 1914 with the same period in 1912 and 1913, on the four principal roads comprising the Central lines. In this period in 1914, 117 fever person were tilled than in 1912 and 104 fewer than in 1913. In the same period 657 fewer persons were injured than in 1912 and 1,409 fewer than in 1913. The reduc-tions in death and injury are charged by the road to zealous work of the saf-ety committee, which was organized June 1, 1912, to enlist the co-operation of all employes in the work of accident prevention. More than 109,000 em-ployes have been instructed in accident ent prevention by the safety exclibit CUNGRESS DEMANDS n many years. Marcus A. Dow, ge From Toronto, 11.15 a.m., Mondays, Wednesdays, and Saturdays, via Grand Trunk to Sainia, Northern Navigation Co. to Fort William, and Grand Trunk Pacific to points in Western Canada. Bersimis—Clear, strong west. Glen-y'e at wharf. Point des Monts—Clear, strong west Grindstone Island—Clear, strong showers. International Convention for PORT OF MONTREAL. est. Point Tupper—Clear, southeast. Scatari—Clear, strong southwest. CITY CITY TICKET OFFICES Bonaventure Sta'n " Main 8229 Safety of Life at Sea **pieces**, about 9,860 freight cars, each with a capacity of 10,000 (11 tons) Arrivals. Stigstad, 2,488, Larsen, Sydney, coal Black Diamond Line. Lingan, 3,082, Garbult, Sydney, coal Black Diamond Line. Plabault Bros. and Co. sold to Jo-seph Art. Codin lot 974-36 to 39, St. James ward, with buildings 459 to 473 Amherst atreet cast, measuring 84 by 83 feet, for \$25,000. **Upholds** Conditions NTICOSTI-ANTICOSTI— West Point, 332—Clear, strong south vest. Norhilda and Savoy at wharf. S. W. Point, 360—Clear. south. South. Point, 415— Clear, light, **ANSWERS CRITICS** Lands, Ltd., sold to J. P. Amedec Totlier, part of lot 559, 558, St. Mary ward, with buildings at the corner of Demontizny and Dorion streets, east, measuring 5 by 52, and 50 by 52 feet, for \$11,000. Mr. Trottier sold Departures. uthwest. Heath Point, 439—Cloudy, light west. Money Point, 537—Cloudy, west. Cape Ray, 553—C.G.S. Montmagny, CANADIAN S. Chamberlain, the United States Montreal, 5.552, London and Antwerj riffiths, general cargo, Canadia Commissioner, Says that Conven-tion Did Not Degrade Standard Set by Congressional Committee. PACIFIC Pacific. Ida, 3,093. Martinolich, Marseilles an Frieste, general cargo. Austro-Ameri an Line. Flat Point, 575-Clear, light west. In lent prevention by the safety exhibit ar, which has been on the road for a New York, June 17.-The United tates Commissioner of Navigation, E MONTREAL he same property to Napoleon Mal-nfant for \$11,80. 1 a.m., Sahra, 5 a.m., Epson. Out, 2.39 a.m., General Gordon. 7.30 a.m., Felix. In. 2.30 yesterday, Wabana. 11.30 p.m., Cape Breton. Out, 3 p.m., Boethie, 6.30 p.m., Sandtjord. Point Amour, 673 — Cloudy, west. Heavy colse packed ice everywhere. Snowstorm last night. Numerous bergs. a.m., Sahara, 5 a. ates Commissioner of Navigation, E. Chamberlain, answering the critics the International Convention of ngsby, 2.157, Smyth, Chicoutin ear. TORONTO light. Reth lin ght. Roth line. Sticklestad, 3,458, Lodrup, Sydney ght. Black Diamond Line. CHICAGO Miss Georgiana Allan sold to A. H. St. Donis the northwest part ( 101 43-12 and the southwest part ( 43, St. Lawrence ward, with 120 POUND RAILS. Safety of Life at Sea who asserted that Overating and transportation men-re much interested in the decision of he Pennsylvania to try out a rail of 20 pounds for lines on which high peed is maintained for passenger rains. In the event of satisfaction reght. Black Diamond Line. Stigstad, 2,488, Larsen, Sydney, light U.S. 18th in the List. This places the United States 18th in the list of countries in order of capital per mile, though by a margin of more than 200,000 miles first in point of mileage. The countries which exceed the United States in capital per mile are in order:--Sz69,496 hybrid in the United States in same the order of capital same sthe capital of English railways has been increased to provide for the acquisition and operation of coal mines which would justify English roads in hybrid per mile there. n several cases the requirements ar below the standard of present Ameri are Black Diamond Line. Sinbad, 539, McCarty, St. John's Mfld., general cargo. H. E. Hall & an laws and particularly in regard to the installation and operation of radio-clegraphy the convention relaxes the American rules for continuous wireless watch on ships, writes as follows:-"Congress, in the American wireless aws of 1910 and 1912, did not under-take to avvent to a tid the buildings on Manco street, the measuring 20 by 92 fect, for \$8,000. 120 **New Fast Express** Halifax-Arrived in 11 a.m., yester alting, this weight of rail will be mad U. H. DANDURAND SAYS lay, Field, 4.30 p.m., Evange VESSELS IN PORT. tandard. Service Bertrand, T. R. McCarthy. Quebec to Montreal. Twenty-three hours of solid cor artment-Buffet-Library-Obse WEAK DEALERS GONE **ANOTHER COLLISION** Anglo Egyptian, New Zealand Ship Longue Pointe, 5-Clear, calm. In, 2.05, yacht Virginia. Vercheires, 19-Clear, southwest. Soiel, 39-Clear, south. Out. 11.45 p. 7de standard and Tourist Slee ing Co. At Tarte Pier. Coningsby, Roth Line. Windmil Kaiser Wilhelm II. Rammed by Grain Steamer—Puts Back to Port. "The Can ilan" via Canadian oint Vindsor, and Michigan Central . Ida. nree Rivers, 7.--Claar, west. Out, Only "Old Guard" of Real ont. Tyrolia, Canadian Pacific. 'Shed 8 Andania, Cunard Line. Shed 12. Laurentic, White Star-Dominior ine. Shed 4. The canadian No. 21 x. MONTREAL 5.45 a.m. 10.00 p.m. ET. r. TORONTO 5.40 p.m. 7.35 a.m. " r. WINDSOR 12.10 a.m. 2.00 p.m. " r. DETROIT 11.35 p.m. 130 p.m. CT, r. CHICAGO 7.45 a.m. 3.05 p.m. " Thr Southampton, England, June 18. 1 30 a.m., Stagpool. Batiscan, 88--Clear, west. St. Jean, 94-In, 12,20 p. Estate Men Now Doing Busi-The North German Lloyd steamer Kaiser Wilhelm II., which left South-Kaiser Wilhelm II., which left South-ampton shortly after noon yesterday, bound for New York with a thousand passengers, lies at anchor off Netley, three miles to the southeast, with a big hole in her amidships, caused by a collision with the Liverpool grain' steamer Incemore, bound from a Black Sea port for Antwerp. The Incemore, a much smaller craft than the Ger-man steamer, of 3,000 odd tons, is in dock here with her bows badly smashed. The London office of the North German Lloyd Company made the fol-lowing statement last night regarding the collision: ness---Situation is Strong. ine. Shed 4. Willehad, Canada Line. Shed 16. Stagpool, T. R. McCarthy, Winr altoba, modilines, 93 - Cloudy, west. Out, 1 10 p.m., Virsinja and tow. Fortnenf, 93 - Smoky, southwest. Out 1 20 p.m., Caindy, Grapp Lins, 1 St. Nicholan, 127--Clear, light north-est. In, 1055 an M. Asskinonge. Er dge, 133 - Clear, light northwest. Galee, 132--Clear, light northwest. Galee, 132--Clear, light northwest. Gale, 132--Clear, Serrana. Left to 1130 a.m., Broomield. In 1, 245 anitoha. Groadines, 98 - Clouey, west. Out, oint **IMPROVEMENT AHEAD** Allan Line. Shed 3. Scotian, Wascana, Black Diamond Line, Nuceria, T. R. McCarthy, Windmill TICKET OFFICES: 141-143 St. James Street. Main 8125 Much Depends on Crops and Settling of Mexican Situation, but Cardiff Hall, T. R. McCarthy, Wind-nill Point. Windsor Hetel Place Viger and Windsor Street Station <text><text><text> Prospects are Bright. Kwara, Elder Dempster Co., Laurie ier. Nora, McLean, Kennedy. Windmill 130 a.m., Broomfield. In 1 2.1 Querída. Out, 140 a.m., Skog oint. Hesperian, Allan Line, Shed 3. Scawby, T. R. McCarthy, Shed 8. Steamships Point, Antores, Eld. Dempster Co., Sec. 42. Cassandra, R. Reford Co., Shed 11. Sticklestad, Andresen, Sydney, coal. the collision: West of Montreal. 2.4 Galers Canal, 99 --Clear, west, East-rard, 2 am, F. P. Jones, 4 a.m., Mo-ittle, 5 a.m., Keybell, 6 a.m., Calgary, 30 J.m., Keybell, 6 a.m., Calgary, 30 J.m., Keybell, 6 a.m., Calgary, "The Kaiser Wilhelm II, w. into at 3.30 o'clock this afterno the steamer Incemore in a dens Kaiser Wilhelm II, was ru THE ATLANTIC ROYALS Into at 3.30 o'clock this afternoon by the steamer Incemore in a dense fog ten miles southeast of St. Catherines Point. The Incemore rammed whe Kaiser Withelm II. at right angles and scraped along for some distance, but the watertight doors in the bulkheads kept back the water, which leaked into one compartment. Directly the fog came on Captain Dahl had closed his watertight doors to be ready for any contingency." Shed 11. Montreal--Bristol Argentina ... Argentina ... Chile .... New Zealand Sweden .... Canada South Africa South Africa a lurges. ESSELS BOUND FOR MONTREAL **ROYAL EDWARD** 

N MAIL LINE

58,588exist to a more limited degree.voyages to or from the United States.<br/>The International Convention, ac-<br/>contingly, not only affirms the Ameri-<br/>ican law for all vessels with 'fifty or<br/>Devona, Newen Montreal and Toronto, two<br/>Of 0,380 them running through to Chicago.voyages to or from the United States.<br/>The International Convention, ac-<br/>contingly, not only affirms the Ameri-<br/>tanta ican law for all vessels with 'fifty or<br/>their nationality, in trade across the<br/>Atlantic or Pacific to the United States.<br/>States with 'fifty or<br/>their nationality, in trade across the<br/>Atlantics or Pacific to the United States.<br/>States with 'fifty or<br/>their nationality, in trade across the<br/>Atlantic or Pacific to the United States.<br/>States with 'fifty or<br/>their nationality, in trade across the<br/>Atlantics or Pacific to the United States.<br/>States with 'fifty or<br/>their nationality, in trade across the<br/>their nationality, in trade across the<br/>to such ships between Europe and<br/>to such ships in trade between Asia and Aus-<br/>ships in trade between Asia and Aus-<br/>ships in trade between Asia and Aus-<br/>ships in trade between state of the Pacific<br/>"As to the allegation that the In-<br/>ternational Convention reduces safety,<br/>many's rall line thence to Chicago.North and South America on the other<br/>as to the allegation that the In-<br/>ternational Convention reduces safety,<br/>Witesind, Rotterdam<br/>Witesind, Rotterdam<br/>Witesind, Rotterdam<br/>Witesind, Rotterdam<br/>Witesind, Maryman, Avonmouth<br/>Raysan across the<br/>mandreas conder and with the current American regulation,<br/>which reads:<br/>"Coecan steamers carrying passen<br/>persons shall be coulored rying passen<br/>transment Witesing that com-<br/>termine which reads:<br/>"Coecan steamers carrying passen"<br/>transment when the safety or the safe carrying passen<br/>transment when the safety or the safety or the safety or the safe

which reads: "Ocean steamers carrying passen, gers shall be equipped with lifeboats of sufficient capacity to accommodate at one time all persons on board in cluding passengers and crew. One-half of such lifeboats or approved collapsible lifeboats." "The convention rules, in effect, re-quire lifeboats for all on transatiantic steamers leaving the United States, judged by the voyages during 1912 and <text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text><text>

CANADA STEAMSHIP LINES, .May 1 . . . . . . Othello, Buenos Ayres Montfort, London..... . May 1 Location of steamers at 6 p.m., June . May 29 t. 1914: t. 1914:— Canadian—Montreal. Acadian—Due up Soo to-night. Hamiltonian—Port Arthur, discharg-June .June Cairntorr, Middlesboro en Head, Belfast Lake Manitoba, Liverpool Jun -day Jun .June June June

.. ...June 13

his watertight doors to be ready for any contingency." "No one on board was injured. The boats were got ready for swinging out, but were not swing out. There was no excitement on the vessel. Cáptain Dahl decided to come into dock so as to be ready in the morn-ing for an evanimation by divers." g. Calgarian—Left Port Dalhousie at a.m. rdinian— Down, Soo, at 4.30 p.m., to-day, D. A. Gordon—Up Port Huron at 2 I.m. to-day, Glenellah—Due Toronto to-night, Dundee—Due Port Huron to-night, Dundem—Up Port Dalhousie, 10 a.m. BACK TO OLD RATE Corn Exchange's Application is Grant-

May 30.....Letitia

From Glasgow

June 6.....Cassendra ...June 20th June 13....Saturnia ... June 20th Paissenger Rates—One class cab!a (I.) §47.50 upwards. Third-class, east and westbound, \$31.25.

From Montreal

a .....June 13th ndra ....June 20th

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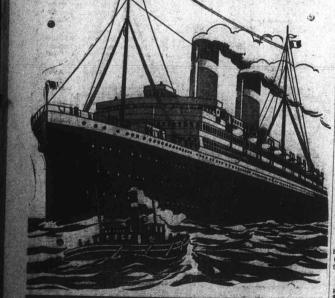
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THREE SAILINGS WEEKLY NTREAL and QUEBEC to LIVERPOOL, GLASGOW, HAVRE & LONDON ane, Tiekets, Etc., Apply Local Agencies or Tree: Cook & Son, 530 St. Catherine V W. H. Way, 246 St. James St. Hone & Rivet, 9 St. Lavrence Bivdg-For Reservations, 1999 & A. ALLAN --- 875 St. Catherine W.



**BUILDINC PERMITS** 

Twenty-one building permits were taken out yesterday, amounting ti 49,855, making the total for the month to the present time \$1,161,261. ti Th

II. Gaffney, 204 St. James street, We took out a permit for the erection of two houses in Marcil avenue, Notre Jame de Grace, costing together \$6.-at 000 and a permit for the erection of four more on West Hill avenue, Notre Jame de Grace, to cost \$12,000, G. Ouimet. 1911 Esplanade avenue, list was granted a permit for the erection of six houses of three storeys each on Da Colornie street, St. Gabriel ward, bal costing \$15,000.

SUN LIFE OI LEADS THE F

Outside of Companies issuing Industri ada does the largest life assurance, business The Sun Life of Canada loads all Can Bueness in Force, New Business, Net Sur Which companies are usually compared. SUN LIFE ASSURANCE COMPANY ROBERTSON MACAULAY, President Head Office \*

