STEAMSHIPS

CANADIAN SERVICE

ASCANIA 3...... AUSONIA Oct. 20 amers call Plymouth Eastbound.

nia \$52.50 up, Ausonia \$51.25 up. Third class Eastound \$32.75, Westbound \$32.50.

THE ROBERT REFORD CO., LIMITED. Agents, 20 Hospital Street. Steerage Branch Uptown Agency, 530 St.

The Head Office, 20 Hospital Street, should be consulted before booking passage for these sailings, as ac-

Passage Rates-Cabin (II.) Eastbound and West- of the Cap Trafalgar, opened fire bound \$52.50 up. Third-class, eastbound and west- German vessel. The casualties on the British side

For all information apply to THE ROBERT REFORD CO., LIMITED.

The Charter Market

teamer and there were no new features. As has marine in the sinking of this fine ship. The Cap een the case for some time past, trading was largely Trafalgar was a boat of 18,700 tons gross, 590.5 ft. for trans-Atlantic account and a moderate demand long, by 72 feet beam, and a displacement of 23,000 continues to come from the same sources for boats for October loading. In all other trades, including West India, South America, China, Japan and Austo Buenos Ayres in 17 days. tralia, freights are exceedingly scarce for either A question which now occupies the attention of prompt or forward loading.

what above the basis of recent fixtures

cargoes for Scandinavian ports from Baltimore at ried arrangements made when war is imminent comparatively low rate for boats of their size. The cannot bring these vessels up to war standard. By sailing vessel market shows no indication of improve- comparison with vessels of war they suffer in a ment, either as regards the general demand or the number of instances, and it is difficult to say what rates bid, and only a limited general business was re- handicaps them the most. The speed of the fastest

or Mediterranean 3s 9d, prompt.

Itimore to Genoa, pt. t. prompt.

more to Mayport, p.t.

adelphia, to Calias, p.t.

from New York to West Coast of Africa and back attach a good deal of importance to this. The thin

BROOKLYN CITY RAILROADS. New York, October 7.—Brooklyn City Raliroads de-clared regular dividend of 2 per cent, payable October

EQUIPMENT ORDERS. New York, October 7 .- During the quarter begin-

ates. These figures compare with those of second quarter of this year as follows: 840,000 rails; 40,000 cars and 310 locomotives.

84,000 cars and about 1,000 locomotives. As the last quarter of the year will probably show unusually will be the smallest in six or seven years.

AUGUST EARNINGS.

521, decrease \$35,654; deficit after charges \$45,545; in-

RIO TINTO PASSES DIVIDEND

ary shares has been passed. Previous dividend was find ample time to launch them when a merchant cruiser with equal it.

THE USE OF PASSENGER SHIPS AS CRUISERS IN WAR TIME

After the good work done by the C. P. R. line Empress of Russia, the following article, which appears in the current number of Shipping Illustrated is apropos.

Following the sinking at sea by the British cruise Rates: Cabin (II) Eastbound and Westbound As- Highflyer of the German merchant cruiser Kaiser Wilhelm der Grosse, the German register has lost luxurious liner completed only this year for the trade between Hamburg and the River Plate. Like the Kaiser Wilhelm der Grosse, the Cap Trafalgar was armed as an auxiliary cruiser, but her end came about through the agency of a vessel of Reports conflict as to what exactly hapened during the naval engagement. According to he British version, the battle took place at a point 300 miles off the coast of Brazil, in the latitude of Rio de Janeiro, and lasted two hours. The Cap Traupon a boat filled with sailors, put out from the modation is rapidly being taken up. 'Phone Main the boat, which sank, the boat's crew perishing. The Carmania, whose officers were angered by the acwere nine men killed and five wounded. The Ger on the boat's crew from the Carmania. Part of the ral Agents, 20 Hospital Street. Steerage Branch, German boat's crew which were landed at Buenos 488 St. James Street. Uptown Agency, 530 St. Ayres, after being transferred to a passing German eighter, state that the Cap Trafalgar was blown up by her captain. Three officers and eleven of the crew perished. The captain and eight sailors Kingston. were devoured by sharks, the survivors think. It is further asserted that a fire started on board the Carmania, and that she had to leave hurriedly. The survivors from the Cap Trafalgar have been terned on the island of Martin Garcia by (Exclusive Leased Wire to The Journal of Commerce.) gentine authorities at Buenos Ayres. The briefest description of the Cap Trafalgar will show the ex-New York, October 7.—Chartering was limited in the tent of the loss suffered by the German mercantile

prompt or forward loading.

There is a moderate supply of boats available for of such vessels as the Cap Trafalgar is the strategic early delivery, but they offer sparingly at the rates value of armed merchant cruisers. At first glance indicated by charterers, owners' ideas being some- it is apparent that commercial vessels cannot be placed on a level with even ordinary war cruisers Two exceptionally small boats were closed for grain without undue sacrifice in time of peace. The hur merchantment varies generally from 19 to 23 knots Tonnage of various kinds is quite plentiful and the reneral tendency of rates favor the charterers.

Charters—Grain: Norwegian steamer Diana, 7,000 quarters from Baltimore to Scandinavian ports 4s 9d, considerable tactical advantage over the former, Norwegian steamer Mancioneal, 10,000 and it would be out of the question to build mer quarters, same, 4s 6d October, British steamer Tron-chant vessels to run at this speed, as they would quarters, same, 4s 6d October, British steamer Trongate, 17,000 quarters from the Gulf to picked ports, not be a commercial success. The only liners possessing a speed of over 25 knots are the Lusitania Arthur. Turred or Mediterranean 3s 9d, prompt. Coal-British steamer Ben Nevis, 2,525 tons from in receipt of an annual subvention from the British Admiralty, without which they would earn no pro-Schooner Maude Palmer, 1,485 tons from Baltimore, fit. This was borne out in the case of the Aquito San Juan, p.r., p.t. Schooner Henry W. Cramp, 1,448 tons from Báltitania. Although longer than her predecessors, was made in order to make the vessel pay her way na P. Pendleton, 21,321 tons, from Phil- without a subsidy. High speed liners are large ones, and their enormous superstructures present easy ter John B. Manning, 995 tons from Phila. targets for an attacking cruiser, where the superdelphia to the Sound, 60 cents, option Boston, 70 cents. structure is reduced to a minimum. It may be Lumber—Schooner Eva B. Douglass, 910 tons, from argued that considerable damage to the superstruc-Charleston to New York, with ties, p.t.

Miscellaneous—Schooner Adelia T. Carlton, 208 tons,

ty. but it carries its moral effect, and naval officers

skin plating of a merchant vessel affords very little protection to the enemy's fire, while cruisers steel of at least twice the thickness. The bridge ning tower of a war vessel, where the walls are formed of specially prepared armor about six inches thick. This extreme liability of the liner to shell penetration presents a very real danger from fire, New York, October 7,—During the quarter of the more especially on account of a large amount of ning with July, railroads bought 390,000 tons of rails, inflammable material used in her construction. Part of the preparation of a passenger steamer for wa consists of the removal of all woodwork that is reasonably accessible. Considering the enormous The increase of 50,000 cars and 310 locomotives.

The increase of 50,000 tons of rails in the third value of such fittings in high class passenger liners, it can be seen that this is a very costly process.

Still, a good proportion of the woodwork must repood foreign orders.

It is estimated that for the first three quarters of this year railroads bought about 1,300,000 tons rails, duced to an absolute minimum. The complexity of the complexity of the quantity of the quanti the system of communication between the var

year will probably show unusually parts of a cruiser is not appreciated by those who are not brought into close contact with these vessels. It is sufficient to say that it forms a very important part of their equipment, and is essential for quick handling and efficiency in transmitting Duluth, South Shore and Atlantic-August gross orders. It is hardly necessary to point out that this \$301,087; decrease \$63,957. Net \$77,066, decrease \$23,-elaborate system is entirely absent in a commercial \$301,687; decrease \$43,957. Net \$77,065, decrease \$42,5-elaborate system is entirely absent in a commercial vessel, the communications being only sufficient to meet her needs in peace time, a different condition merchantmen. Possessing a speed of 23 knots, and merchantmen with the system of the communications being only sufficient to meet her needs in peace time, a different condition merchantmen. Possessing a speed of 23 knots, and with ten 4.1 in. guns, she fell an easy prey to altogether. The great attention paid to quick man- armed with ten 4.1 in. guns, she fell an easy prey to ocuvring in war vessels gives them a further ad-vantage over the merchantmen. It would be a curi-steel in the vital parts, and armed with eleven 6 in. Portneuf, 108 ous cruiser which did not carry torpedoes, and, if guns. The real use of the armed liner is to dictate London, October 7.—Dividend on Rio Tinto ordinthe exigencies of the case demanded it, she would
to an unarmed one, but she cannot remain long on
find ample time to launch them when opposed to

Shipping and Transportation

WEDNESDAY, OCTOBER 7, 1914

Moon's Phases

New Moon-October 19. Last Quarter—October 12. Sun rises 5.59 a.m., sets 5.41 p.m. High Water at Quebec To-mor 8.19 a.m.—Rise, 14.3 feet. 8.13 p.m.—Rise, 15.3 feet

Weather Forecast.

Lower Lakes and Georgian Bay—Moderate easter winds, mostly fair with a few scattered showers Ottawa Valley and Upper St. Lawrence, Lower St.

Lawrence, Gulf and Maritime-Light to mo winds, fair and cool. Superior-Moderate to fresh easterly winds; show

Manitoba and Saskatchewan- A few scattered showers but mostly fair with about the

Alberta-Fair and a little warmer. New England-Generally fair Wednesday sday, not much change in temperature

CANADA STEAMSHIP LINES, LIMITED. Location of Steamers at 6.30 p.m., October 6. Freight Steamers

Canadian—Due up Kingston for Acadian—Due Colborne to load. Hamiltonian-Due up Kingston for Colborne Calgarian-Arrived Montreal noon to-day. Fordonian-Left Port Arthur 2.30 p.m., 5th, for D. A. Gordon-Due Montreal

Glenellah-Down Port Huron 5.30 p.m., 5th, for

Dunelm-Up Soo, 5.33 a.m. Strathcona-Due Montreal. Donnacona-Cleveland, loading westbound Doric-Due, down Kingston for Montreal. C. A. Jaques-Out Dalhousie, 5.40 a.m., for Mont

Sarnian-Down Port Huron 11.40 a.m., for Col-

A. E. Ames-Montreal loading

H. M. Pellatt-Arrived Colborne, 6 p.m., 5th J. H .Plummer-Montreal, discharging. Rosedale-Arrived Colborne, 1.30 a.m.

Neepawah-Colborne, loading. Wahcondah-Left Kingston 3 p.m., for Montreal. Bickerdike—Left Colborne 5 p.m., for Montreal. Beaverton—Due Toronto 7 p.m. Tagona-Down Colborne for Montreal Kenora-Up Kingston 4.30 a.m. for Colborne. Arabian-Left Montreal midnight last night

Bulk Freighters.

W. Grant Morden-Due Colborne. Emperor-Fort William (light to-day) Midland Prince-Fort William loading for Col

Midland King—Arrived Fort William noon 5th. Martian—Leaves Colborne to-day for Ashtabula.

Emperor Fort William — Goderich, discharging, leaves to-night.

Emperor Midland—Up Soo 9.30 p.m., 5th. na-Down Soo midnight last night fo

McNichol. Stadacona-Up Soo 3 a.m., for Port Arthur. Scottish Hero-Left Goderich 2:30 a.m. for Port

Turret Court-Due Fort William. Turret Cape-Due up Soo to-night Turret Crown-Left Goderich 10 a.m., for Port Ar-

A. E. McKinstry-Arrived Quebec 9 a.m. (Leaves Renvoyle-Due down Kingston for Quebec Saskatoon-Left Lorain midnight last night

Montreal. Haddington-Due down Kingston for Montreal Cadillac- Due Montreal Natiornoc-Port Colborne loading

SIGNAL SERVICE.

Department of Marine and Fisheries Montreal, October 7th, 1914. Crane Island, 32-Clear, light west. Out 8.30 a.m Cape Salmon, 81-Clear, light, week

Father Point, 157—Clear, light, west. Little Metis, 175—Clear, light south west Matane, 200- Clear, light south west Cape Chatte, 234—Clear, light west.

Martin River, 260—Clear, light south west C. Magdalen, 294-Clear, north west

Fame Point, 325-Clear, north west

P. Marquereau,-Clear, light west

P. Escuminas-Clear, light north west. Bersimis-Clear, light north. Canobie at wharf. Caribou Islands-In 7. a.m. Cascapedia.

West Point, 332-Clear, light north Ellis Bay-Norhilda, at whar South Point, 360-Clear, north. Heath Point 433-Clear north Flat Point, 575-Cloudy, strong west.

special properties of the complicated machinery necessary for the operation at the special properties of the complicated machinery necessary for the operation at the special properties of the complicated machinery necessary for the operation at the special properties of the complicated machinery necessary for the operation of the Cornginate and the properties of the complicated machinery necessary for the operation that a secretary sevenue cutter there all the time on the watch.

The Canadian Atlantic Coal Co. Ltd, of Boston and Ethermood, N.S., has incorporated under Massachusetts laws with 31550,000 authorised capital, some thought in the becomes hopeless. By reason of the correspondance of th other consideration can be put forward in pointing out the weakness of armed merchantmen, it is the held for the time being at the disposal of the British in the company are suspended. The vessels will continue to take in firm here and will call at Halifax, N.S., on the British Government. The Bohemian, sehelf British Government. The Bohemian, sehelf British Government. The Bohemian, sehelf In Steam from Boston, October 7, will be the Grosse is a good example of the limitations of armed the missing of the limitations of armed the missing of the British government. The Bohemian, sehelf In Steam from Boston, October 7, will be the Grosse is a good example of the limitations of armed the missing of the British Government. The Bohemian, sehelf In Steam from Boston, October 7, will be the Grosse is a good example of the limitations of armed the manufacture of the fastest vessels of the Cunard Company are held for the time being at the disposal of the British Bickerdike, 5.30 p.m. Klanica, 2.20 p.m. Lambert, 4.00 p.m. Bickerdike, 5.30 p.m. Astronce, 9.15 p.m. Algonquin, 11.45 p.m. Sassing the Grosse is a doubtful, however, whether the held for the time being at the disposal of the British Bickerdike, 5.30 p.m. Astronce, 9.15 p.m. Algonquin, 11.45 p.m. Sassing the Grosse is a doubtful, however, whether the held for the time being at the disposal of the British Bickerdike, 5.30 p.m. Astronce, 9.15 p.m. Algonquin, 11.45 p.m. Sassing the Grosse is a doubtful, however, whether the held for the time being at the disposal of the British Bickerdike, 5.30 p.m. Astronce, 9.15 p.m. Algonquin, 11.45 p.m. Sassing the Grosse is a doubtful, however, whether the held for the time being at the disposal of the British Bickerdike, 5.30 p.m. Astronce, 9.15 p.m. Algonquin, 11.45 p.m. Sassing the Grosse is a doubtful, however, whether the held for the time being at the disposal of the British Bickerdike, 5.30 p.m. Astronce, 9.15 p.m. Algonquin, 11.45 p.m. Sassing the Grosse is a doubtful, however, whether the held for the time being at th



DAVID McNICOLL.

Vice-President and General Manager of the Canadian Pacific Railway, who has been for years the

NEARLY FORTY EIGHT MILLION BUSHELS SHIPPED FROM HERE

Since Opening of Navigation Three Elevators Hav Handled Enormous Quantities Coming in and Going Out.

Since the opening of navigation, the harbor eleva-tors one and two and the floating elevator combined have sent to British and other European ports 47,986, 087 bushels of grain. During the same time the elevators received 49,654,028 bushels. No. one elevator received in this time 22,812,711 bushels: No. two ele vator, 23,281,194 bushels, and the floating elevator 3,560,123 bushels. No. one elevator delivered to vessels in this period, 21,379,937 bushels; No. two elevator 23,046,027 bushels, and the floating elevator the me amount that it received. During the past week ending October 3, No. one elevator received 1,199,534 bushels of grain, No. two elevator 1,124,387 bushels, and the floating elevator 115,815 bushels, a total re ceipt of 2,439,736 bushels. The am ivered to steamships last week by elevator No. one was 1,108,320 bushels, by elevator No. two, 1,075,988 bushels, and by the floating elevator 115,815 bushels, a total delivery of 2,300,123 bushels.

New York, October 7.-The Holland-American linr Noordam sailed last night for Rotterdam with More or Less Feverish Haste to Get on With Naval ety passengers, said to be the smallest number ever carried on a trans-Atlantic liner leaving Hob ken, N.J. Four other ships sailed to-day for Europe, carrying, with the Noordam, nearly 2,700 pessengers: the Sant'Anna, the Napoli and the Tomaso sengers: the Sant'Anna, the Napoli and the Tomaso Di Savoia, for Naples, and the Kristianiafjord, for Bergen.

PANAMA EXPOSITION

way officials to-day confirms the opinion already held it is likely to continue for some time. This is by transportation experts that the European War is side of the business about which we are not permit likely rather to increase travel to the Panama Pacific ted by the naval censor to say very much, but we International Exposition, opening in San Francisco on should not be surprised if we were told that the February 20th, next year, than reduce it.

The flood of American and Canadian tourists to Europe will be far less than in ordinary years, and the make to the aggregate of the work on hand would inquiries flowing into headquarters in San Francisco not be very great, but if the business were gone about prove that the thousands of travellers who ordinarily judiciously good use might be made of the

Perry, Director of Exploitation for the Exposition, we shall lose only about 6 per cent of our promised exhibits from Europe, and we have the assurance, from all participating nations now involved in the struggie, that their plans will not be seriously interfered with.

"We have heard from Exhibitors Committees in oth Germany and Great Britain within the past few days, requesting that the space originally reserved for hem be held, and in the case of the German Committee an intimation was given that increased space sels with an aggregate of 233,781 gross tons have might even be asked for

European nations not at show marked increase since war broke out."

Point Amour, 673-Clear, strong north west. Belle Isle, 734—Clear, strong north. 9 bergs.

Longue Pointe, 5-Clear, east. In 5.30 a.m. Blackath, 6.00 a.m. Kendal Castle: 7.20 a.m. Batiscan. on and tow, Out 7.45 a.m. Wagama.

orel, 39-Clear, calm. Arrived in 4.30 a.m. Preentaine, Arrived down 3.00 a.m. Sin-Mac and tow. Three Rivers, 71-Clear, light north west. St. Jean, 94-Clear, calm,

Grondines, 98-Clear, calm. In 6.50 a.m. Sygna, Both were formerly under British registry. Portneuf, 108-Clear, north east St. Nicholas, 127-Clear, north east. In 6.35 a.m.

ady of Gaspe. Arrived down 5.50 a.m. Saguenay
30 a.m. Hackett and tow. Out 4.00 a.m. Glardon.

Spray and tow, 8.30 a.m. Lady Grey.

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- Phone Main 6905 Windsor Hotel

SHIPBUILDING INDUSTRY IN **GREAT BRITAIN RECOVERING**

Construction is Likely to Continue for Some Little Time.

reak of hostilities gave to it, says "The Syren and Shipping," How far the recovery will go is not easy to say, but there is unquestionably a recovery which is expressing itself in mercantile orders-a remoreover which a little sympathy on the part of the War Will Increase Travel to California, Rather Than providers of material might accelerate. shipbuilding, marine engineering and ordna gineering work is still proceeding at high pressure A telegram received by the local Grand Trunk Rail- and the more or less feverish haste to get on with whole of the vessels belonging to the 1914-15 program were now on order. The difference that would flock to the various pleasure resorts of the Continent, ity to minimise unemployment by placing the conwill turn their faces towards the Pacific Coast in 1915. "Under worst possible conditions," wired Mr. G. H. vessels for mercantile coasting trades have

60 CHANGE REGISTER

An Aggregate of 233,781 Gross Tons Have Been Removed From Danger of Capture by Changing Flags.

Washington, October 7.—Sixty foreign-built vesbeen removed from danger of capture by the Euro-Cape Rosier, 349—Clear, north. In 6.00 a.m. Gas
"Requests for space and for additional space from pean powers involved in the American registry, according to an official manufacturers and producers in this country and "Requests for space and for additional space from pean powers involved in the present war by admis-Great Britain has suffered most, as fiftyfour of the vessels previously sailed under the Bricomplete the list. An analysis of the list show fifty-seven of the vessels operating in Atlantic waters, the remaining three being Pacific liners. Nineteen are passenger steamers and 37 are freight ers. Four are not indicated as in either class. Vercheres, 19-Clear, north east. In 5.15 a.m. Hudare included.

7,796 gross tons, is the largest of the vessels trans ferred to American registry, while the schooner oseway, of 291 tons displacement, is the smallest.

TRANSFER OF I. C. R. DEPARTMENT.

(Special Correspondence.)

Moncton, N.B., October 7.-It is understood that have been notified to prepare for the transfer, which

Ottawa, October 7 .- Hon. Frank Cochrane has be gun his inspection of the National Transcontinental line from Quebec to Superior Junction. The line is

\$38,172. Net \$76,049; decrease \$320,061

RAILROADS

A. C. Geddes has closed

PERSONALS

ival in Liverpool of Col. Jeffrey H. Burla Ira Burland, of Montreal.

ceived in Montreal yesterday a

Edwin Brice is leaving for Toronto on Frid

George S. Campbell and J. Walter Alliso of the Bank of Nova Scotia, are at the Rit R. R. L. Fairbairn, general passenger agent of the

rthern Railway, and Mr. A. C. Bourlie ral agent of the Canadian Northern Steamship Toronto for Chicago to attend the conve-anadian Ticket Agents which opened yeste and will close to-morrow.

at the Windsor: Mrs. William Spier, Sherbrooke F. A. Knapp, Prescott; Mr. and Mrs. S. L. Shanno eton; Mr. and Mrs. G. Barling, Buffalo; W. A in, Winnipeg: J. McKenna, Sherbrooke: Donal ser, Fredericton; Mr. and Mrs. A. Frased, Me me, Australia: Miss O'Halloran, Cownasville Hon. E. F. de Varennes, Waterloo.

at the Ritz-Carlton: R. N. Tweedie, Winnipeg; E Paine, Boston; Mr. and Mrs. H. W. Keith, New fork; Mr. and Mrs. E. M. Bruce, London; Dr. an Mrs. G. R. Lockwood, New York; R. O. Stephenson ton; Clive Pringle, Ottawa.

Green, Oakville; C. S. Johnson, Granby; A. Dese; free Rivers; Murray Kennedy, Quebec; A. Joli cour, Quebec; Wm. Seale, Ottawa; B. de la Bruer-Hardwell, Ottawa; N. Lavoie, Quebec ens: A. H. Hyslop, Hamilton; V. C ips, Berlin, Ont.; J. S. Lowe, Amherst; E. Pal niver: T. Murray, Pembroke; S. J. Roy nto; J. Dickenson, Thethford; H. S. McAdam

to; A. H. Graham, Ottawa; P. M. O'Neill, S

Peter Reid, Chateaugauy; E. E. Frith. Tor

WILL NOT BE REGARDED AS RESERVE.

Washington, October 7 .- The Federal Reserve Board and Comptroller of Currency have ruled that, gold actually contributed to the \$100,000,000 gold pool for re of foreign exchange situation cannot be regarded contributing banks as a part of their reserves. Th uling was handed in answer to a querry made by two

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