

## STEAMSHIPS

## CUNARD LINE

CANADIAN SERVICE  
CHRISTMAS

SAILINGS FROM HALIFAX TO LIVERPOOL.

Ordnua, 15,500 tons - Dec. 14th 1 a.m.  
Transylvania, 15,000 tons Dec. 21st 1 a.m.

For information apply to

THE ROBERT REFORM CO., LIMITED,  
General Agents, 20 Hospital Street. Steamer Branch,  
38 St. Catherine St. Uptown Agency, 530 St. Cath-  
arine Street West.

## DONALDSON LINE

Sailing dates will be announced when arranged.

For information apply to

THE ROBERT REFORM CO., LIMITED,  
General Agents, 20 Hospital Street.  
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## SHIPPING NOTES

A six-masted schooner went ashore in Nantucket Sound, near Vineyard Haven, Mass.

The Cunard liner Lusitania left New York for Liverpool with 9,000 sacks of Christmas mail.

The schooner William Donnelly, of Baltimore, sank off Thimble Shoal, Chesapeake Bay. Two men were drowned.

The British steamer Batiscan left Philadelphia for Rotterdam with 280,000 bushels of wheat for Belgian relief.

The end of this week is expected to see the close of navigation on the Detroit river; few vessels are active.

A landslide in the Welland Canal, close to the Air Line bridge, delayed the steamers Port Dalhousie and Ogdensburg. The canal was cleared last night, and the steamers proceeded down bound.

The fleet of the Montreal Transportation Co. laid up at Kingston, is the largest ever assembled in that port. It consists of ten big steamers, seven tugs and thirty barges.

Shipping from the port of Philadelphia has practically been at a standstill since Saturday last, due to the storm. Among the few vessels to clear was the Italian liner Ancona for Naples via New York, which carried nearly 1,400 residents.

The British bark Edna N. Smith, of St. John, N.B., raised the American flag at Baltimore last week, having been registered under the law amending the Panama Canal act. The Edna N. Smith will sail from Mobile with J. M. Flores, owner.

The steamer Lehigh, which went on a reef twenty miles from Manhattan, Mich., has been floated and is proceeding to port. The Lehigh was insured for \$74,000, and was abandoned to the underwriters as a total loss when she was first reported aground.

The Department of Wharves, Docks and Ferries, Philadelphia, has suspended dredging operations in the Schuylkill River for the winter. During the past year, between 500,000 to 600,000 cubic yards have been excavated.

During the week ended November 28 fourteen vessels were added to the merchant marine of the United States. Of these nine were steamships, two sailing vessels and three scows. The total tonnage registered under the new law amounts to over 330,000 tons.

The German tank steamer Pannoli has been given American registry, and renamed Garayole. She has been chartered to load 2,300,000 gallons of oil at Philadelphia in bulk for Egypt. The Vacuum Oil Company are the new owners of the vessel.

The Pacific Mail steamer City of Sydney, whose license expires shortly, is lying in the Sausalito cove at San Francisco. The owners are thinking seriously of disposing of the craft, in view of the fact that extensive repairs are necessary for her to pass inspection.

The Norwegian steamer Nygard, previously reported ashore off Ebbjerg, Denmark, has been driven a mile nearer the coast and has gone down.  
The Nygard, from Port Arthur and Pensacola for Ebbjerg, was reported ashore November 26, with 15 feet of water in her hold. On the same day her crew were landed safely at Ebbjerg.

Charles W. Morse is preparing to inaugurate a steamship line to Bermuda under the American flag. Negotiations have been closed for the purchase of the steamship Oceana by the Bermuda-American line, composed of Bermuda hotel and business men and interests identified with Mr. Morse. Mr. Morse will operate the vessel the first steamship flying the American flag over Bermuda, and the first ever to have en-tered the port of Hamilton except in distress. She will start on her first voyage Saturday, December 16.

Despite assertions by the Standard Oil Co. that it is the real owner of the tank steamer Leda, captured on August 8 by the British cruiser Suffolk near Bermuda, the Supreme Court of that colony has declared the ship to be a German, and has condemned her "as a good and lawful prize." The State Department probably will be asked to make representations to the British Government in behalf of the Standard Oil Co., and unless these are successful the ship will be sold as auction.

The sailing of the steamship Pastora, of the United Fruit Line for Havana was the first in the most important service that the company has inaugurated. The Pastora will sail for New York and Cuba. The time of the trip is estimated at seventy-two hours, and four of the company's largest ships have been put in this service. They are in addition to the Pastora, the

ENGLISH VIEW OF  
THE PANAMA CANALAmerican Nation Has Very Successfully  
Applied Great Qualities to Solution  
of Problem

## FINE UNDERTAKING ACHIEVED

Strategic Aspect is Very Important and Interesting—  
Reduction of Distance as it Affects Steamers.

At the recent meeting of the Liverpool Geographical Society an interesting address was delivered by Dr. Vaughan Cornish, F.R.G.S., on the Panama Canal and its importance to all the nations of the world.

In the course of his address Dr. Cornish dwelt on the eradication of malaria and yellow fever from the Canal zone and the great benefits which had resulted. It was a matter of great significance, he said, for the future of the tropical lands and more particularly for South America.

He said that he had visited Panama last February and March. The water had been let into the canal, the lake had been filled and some beginning had been made with navigation. A free navigation of the canal was interrupted by land slides, and there was a marked reticence in the accounts which were allowed to be published of those important occurrences.

He felt it was quite necessary, if he was to get an informed and independent opinion upon the immediate prospects of the canal, to go over and look at the workings himself. The Atlantic end of the canal was considerably to the west of the Pacific end, running, more or less, north and south, and not, as first supposed, east and west. At Sillway there was to be seen the great regulating machinery to control the surplus waters of the river and its tributaries. When the 14 lock gates at Gatun were open the flow of water was actually greater than the flow of water over Niagara Falls. The engineer had been abused for spoiling waterfalls, but at Gatun they had one of the finest waterfalls in the world. After he had seen that splendid flow of water he went back to the power house, distant a considerable way from the great gates, and he saw the chief engineer regulate those gates with his hand on an electric switch board.

The immense gates came gently sliding down into the river, regulating the force of those waves. It was the most striking example he had seen in his life of man's control of natural forces. When one thought what that marvel of mechanism had done in the last few years in the very heart of a tropical forest in the middle of a wilderness, which was a few years ago a hotbed of deadly fevers, it was impossible to restrain one's admiration for the men who had done that work and also for the nation that had supplied and encouraged them in the distant sphere of their great labors.

It is quite true that De Lesseps did not finish the canal, that his money came to an end, but he (the lecturer) did not think they should talk of the failure of De Lesseps, because he was the first man who said that there should be a canal, and that it should be at Panama. The great difficulty that they had was the land slides. When he saw the canal in February there was 45 feet of fresh water maintained, which was equivalent to more than 40 feet of salt water, and the width of that channel was about 500 feet, and the least width was 300 feet, but unfortunately there was still considerable difficulty with it at the centre of the Culebra cut. All the dam was finished, and the locks practically finished, and everything was working satisfactorily except on the two sides of the hill, where two landslides occurred within 1 1/2 miles of each other, and that was the only thing that stood between the engineers and the completion of the canal. All through September the canal was considerably used by vessels of large dimensions, but unfortunately during October there had been an increased development of the landslides. When he returned to London in March he gave an account of his examination, and his opinion was the canal could be made ultimately a complete success. At Balboa, the Pacific terminal, they were fitting out great docks and piers. It is to be the great port on the Pacific Ocean because, although the Panama Canal was to be a great commercial undertaking, it was equally important as a strategic undertaking.

The strategic aspect was very important and interesting. He had spoken more than once of the reduction of distances as it affected steamers. The distance between New York and San Francisco was reduced by 3,800 miles, and between Liverpool and Vancouver by 6,000 miles, yet the Panama canal was disappointing as regarded the reduction of distances to some Pacific Ocean ports. There was a reduction from New York to Yokohama of 3,800 miles, and to Sydney of 3,500 miles, but, although there was so little reduction in crossing the Pacific Ocean as regarded commercial ships, it was not so as regarded naval vessels, because in time of war and when war was imminent naval ships could only use the naval base of their own country, and the United States had no naval base on the east. Their great naval base, which was the key to the whole strategic position, was Honolulu.

In conclusion Dr. Cornish said that just now the whole world was examining very carefully the qualities and characteristics, and, above all, the capabilities of the different nations and groups of nations of the world, and when they looked at what was being done at Panama he thought they must see that it was an example of great qualities and very successful application of those qualities on the part of the American nation upon which they could highly congratulate themselves. They could also congratulate themselves that that very remarkable undertaking was achieved by a kindred nation, one of the Anglo-Saxon group, and he did not think there was anything better could be done by the Slav, Teuton or Latin races.

When the Public Utilities Commission of Quebec meets on Dec. 28th, it will hear among other complaints, one from the National Telephone Company, of Levis, against the Electrical Telephone Co. of Lethbridge. The National claims the Electrical Co. erected poles and ran wires through their line on the same side of the street in St. Emile Village, when these wires could have as easily been run on the opposite side of the street and avoided interrupting the service of the National Co. They request that the Commission oblige the defendants to remove the wires and poles.

Catalanes, the Tendores and the Metapan. The Pastora carried seventy-five passengers.

Secretary Daniels announced that Naval Constructor David W. Taylor will be appointed chief constructor and chief of the Bureau of Construction and Repair, with the rank of rear-admiral, to succeed Rear Admiral Richard M. Watt, whose term of four years expires December 15. Admiral Watt's future duty has not been determined.

The Chicago, Burlington and Quincy Railroad declared a regular quarterly dividend of 2 per cent, payable December 26 on stock of record December 19.

The Westmoreland Coal Company is in the market for 100 gondola cars.

The Hudson Bay, Peace River and Pacific Railway Company, have asked the council of Transcona, Man., as to the bonus, if any, that the town would grant for erection of shops there if the projected road is constructed.

The Cleveland Railway Company declared the usual quarterly dividend of 1 1/2 per cent, payable January 1 to stock of record December 15.

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## BRITISH AND GERMAN NAVAL LOSSES COMPARED

Admiralty Reports and Best Information from Non-Official Sources Reduced to Tables  
Show Tonnage and Complement of Vessels Destroyed in War

British and German naval losses in the world war are shown in the accompanying tables compiled from Admiralty reports, and from a comparison of newspaper accounts where these are missing. The figures, therefore, are only approximately correct.

British Losses.		German Losses.	
Date.	Name and type.	Destroyed by	How Sunk.
Aug. 7	Amphion, protected cruiser.	German	Mined
Sept. 4	Speedy, torpedo gunboat.	German	Mined
Sept. 5	Pathfinder, protected cruiser.	German	Mined
Sept. 7	Warrior, protected cruiser.	German	Stranded
Sept. 9	Oceanic, auxiliary cruiser.	German	Wrecked
Sept. 18	Fishguard II, training ship.	German	Foundered
Sept. 19	AE-1, submarine.	German	Lost
Sept. 20	Pegasus, protected cruiser.	German	Shelled
Sept. 22	Aboukir, protected cruiser.	German	Torpedoed
Sept. 22	Cressy, protected cruiser.	German	Torpedoed
Sept. 2	Hogue, protected cruiser.	German	Torpedoed
Oct. 15	Hawke, protected cruiser.	German	Torpedoed
Oct. 18	E-3, submarine.	German	Shelled
Oct. 27	Audacious, dreadnought.	German	Mined
Oct. 31	Hermes, protected cruiser.	German	Torpedoed
Nov. 1	Monmouth, armored cruiser.	German	Shelled & stranded
Nov. 3	D-5, submarine.	German	Mined
Nov. 11	Niger, torpedo gunboat.	German	Torpedoed
Nov. 26	Bulwark, battleship.	Not determined	Explosion
Number of vessels lost, 20.		Tonnage.	Lost. ment.
		155,700	4,612

German Losses.		British Losses.	
Date.	Name and type.	Destroyed by	How Sunk.
Aug. 5	Panther, gunboat.	French	Shelled
Aug. 6	Koenigsluise, mine layer.	British	Torpedoed
Aug. 7	Augsburg, protected cruiser.	Russians	Shelled
Aug. 9	E-15, submarine.	British	Shelled
Aug. 27	Kaiser Wm. der Grosse, aux. cruiser.	Russians	Shelled
Aug. 27	Maddeburg, protected cruiser.	Russians	Shelled
Aug. 28	Mainz, protected cruiser.	British	Shelled
Aug. 28	Koeln, protected cruiser.	British	Shelled
Aug. 28	Ariadne, protected cruiser.	British	Shelled
Aug. 28	V-186, V-187, destroyers.	British	Shelled
Sept. 14	Cap Trafalgar, aux. cruiser.	British	Shelled
Sept. 15	Hela, small cruiser.	British	Torpedoed
Oct. 17	S-115, 117, 118, 119, 4 destroyers.	British	Shelled
Oct. 20	S-90, destroyer.	Japanese	Ran ashore
Oct. 25	Submarine.	British	Shelled
Oct. 30	Submarine.	British	Shelled
Nov. 4	Yorck, armored cruiser.	Japanese	Mined
Nov. 7	Jaguar, gunboat.	Japanese	Shelled
Nov. 7	Luchs, gunboat.	Japanese	Shelled
Nov. 7	Ilia, gunboat.	Japanese	Shelled
Nov. 7	Cormoran, gunboat.	Japanese	Shelled
Nov. 7	Tiger, gunboat.	Japanese	Shelled
Nov. 7	Taku, destroyer.	Japanese	Shelled
Nov. 7	Ruchin, mine layer.	Japanese	Shelled
Nov. 9	Emden, protected cruiser.	British	Shelled
Number vessels lost, 29.		Tonnage.	Lost. ment.
		97,827	1,819

VIOLENT STORM SWEEP ATLANTIC  
COAST-NORTH CAROLINA TO MAINE

Owing to the stiff northeaster, blowing at the rate of between 65 to 75 miles an hour, which swept over the Atlantic coast yesterday and last night, from North Carolina to the State of Maine, all telegraph and telephone communication is to-day interrupted. New York and Pennsylvania States suffered particularly from the violence of the storm. In New York City proper the wind reached a speed of about 50 miles an hour.

Off Sandy Hook the wind attained a velocity of 63 miles an hour, driving in tremendous seas causing the tide in New York harbor to rise to its highest record in 15 years.

All shipping, both ocean and ferry, had to be suspended until the force of the wind had expended itself, but before all craft could get to cover, a great deal of damage had been done, and the shores of Staten Island are strewn with wreckage of small craft.

Coney Island suffered from the force of the storm about as heavily as any place in this vicinity, damage to the extent of over \$200,000 being done, including several fine residences, summer cottages and bathing pavilions.

At Rockaway Beach the waves were more than 25 feet over the high tide line. At Seaside, eight or ten bungalows, bath houses, and board walks were swept away.

Philadelphia, Penn., Norfolk, Va., and numerous other points all along the Atlantic coast report much damage.

VANCOUVER SHIPPING COMPANY.  
With a capitalization of \$10,000, divided into 100 shares, the Vancouver Shipping and Trading Company, Limited, has just been incorporated. The head office of the company is to be situated in Vancouver and its objects include the carrying on of the business of wharfmasters and warehousemen, and all business connected with marine salvage and wrecking and all business connected with towage and lumbering and manufacturers of and dealers in timber.PLAN FOR NEW BRIDGE.  
Vancouver, B.C., December 8.—The long expected report from the Chicago engineer, Ralph Modjeski, on the second Narrows bridge, has been handed to the Board of the Burrard Inlet Tunnel and Bridge Company.

Mr. Modjeski places the Canadian Bridge Co.'s plans first as being nearest in compliance with local conditions and requirements, the Dominion Bridge Co.'s plans second and C. A. P. Turner's third.

The awarding of contracts, however, appears uncertain, as Mr. Modjeski states in his report, it is his opinion that no contract should be let under present plans.

SOUTHERN PACIFIC CERTIFICATES.  
The \$1,170,000 of Southern Pacific equipment trust 4 1/2 per cent. equipment certificates, series C, are dated December 1 and mature in ten equal installments from December 1, 1915, to December 1, 1924, inclusive. They are redeemable on any interest date or on or after December 1, 1919, at 102 1/2 per cent.VILLAGES ON CANAL BOATS.  
Paris, December 8.—The composition of so-called "floating villages" is contemplated by the Paris authorities. Each village will consist of a collection of canal boats.BURLINGTON DIVIDEND.  
The Chicago, Burlington and Quincy Railroad declared a regular quarterly dividend of 2 per cent, payable December 26 on stock of record December 19.WANT GONDOLA CARS.  
The Westmoreland Coal Company is in the market for 100 gondola cars.FIRST STEP IN REORGANIZATION  
OF CINCINNATI TRACTION CO.

Announcement of the authorization of a general and refunding mortgage for \$7,500,000 by the Cincinnati Dayton &amp; Toledo Traction Company is one step in carrying out the financial reorganization of that corporation as arranged by the Ohio Electric Railway Company, which operates the traction property under a lease.

Under the lease Ohio Electric Railway guaranteed certain dividends on the stocks of the leased corporation and some time ago it was found that earnings of the property would not justify the continuance of the rental on the basis provided in the original lease. It was proposed that steps be taken to authorize a general mortgage under which future financing might be done, and at the same time to reduce the capitalization of the traction company by retiring \$3,000,000 of the \$6,000,000 common stock.

In carrying out this plan Ohio Electric Railway agreed to surrender \$1,000,000 of the common stock which it owned for cancellation and other holders of common stock were to surrender one-half their holdings, thus cutting the common stock to \$2,000,000. Outstanding preferred stock of \$250,000 is not affected. Transfer books of the company will be closed December 1, and no transfers of the old stock, except in exchange for the new stock, will be made after that date. Ohio Electric Railway has deposited its \$1,000,000 common stock for cancellation.

The new bonds will be secured by a general mortgage on the property of the Cincinnati, Dayton &amp; Toledo Traction Company in Hamilton, Butler and Montgomery counties, Ohio. No bonds under this mortgage will be issued at present, but will be held by the trustees to provide for refunding and future financing. Of the bonds, \$5,000,000 will be reserved to retire bonds of the traction company and its subsidiaries as they mature and \$2,500,000 will be available for future corporate financing as funds may be required by the company for improvements, betterments and extensions.

NEW C. P. R. BRANCH.  
D. C. Coleman, general superintendent of the Alberta division of the C. P. R. and other officials have made the initial trip from Cranbrook over the Kootenay Central to Golden. The opening of this new line connects the Crow's Nest and main lines of the C. P. R., and traverses one of the richest parts of British Columbia.C. P. R. AS SANTA CLAUS.  
Lethbridge, Alta., December 8.—Chief Clerk Gilmore, of the C. P. R. general offices here, announced that the C.P.R. would furnish Christmas trees to the churches and Sunday schools in the city this year, the same as they have done in the past. A canvas has already been made and the trees will be distributed on or about the 20th.CANADIAN RAILWAY CLUB.  
Mr. A. Price, assistant general manager of the C. P. R., will address the monthly meeting of the Canadian Railway Club, to be held this evening in the Ladies' Ordinary of the Windsor Hotel, at 8.30. His subject, "Some Maximums and Minimums in Train Operation."CLEVELAND RAILWAY.  
The Cleveland Railway Company declared the usual quarterly dividend of 1 1/2 per cent, payable January 1 to stock of record December 15.BONUS FOR ERECTING SHOPS.  
The Hudson Bay, Peace River and Pacific Railway Company, have asked the council of Transcona, Man., as to the bonus, if any, that the town would grant for erection of shops there if the projected road is constructed.

## RAILROADS

## CANADIAN PACIFIC

TORONTO-LONDON-DETROIT-CHICAGO.  
\*8.45 a.m. \*10.00 p.m.  
PETERBOROUGH-TORONTO (Verge St.)  
\*10.50 p.m.Day train: Observation, Parlor Car and Dinner. Night trains: Compartment-Observation and Standard Sleepers.  
\*8.30 a.m. \*9.05 a.m.  
\*10.00 p.m. \*9.00 p.m.  
Parlor Cars on Day Trains. Local Sleeper on 9.00 p.m. train.  
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121-123 St. James Street. Phone Main 1111.  
Windsor Hotel, Place Viger and Windsor Street. Tel. 1111.

## GRAND TRUNK RAILWAY SYSTEM

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Canada's Train of Superior Service.  
Leaves Montreal 9.00 a.m., arrives Toronto 4.30 p.m.  
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123 St. James St., cor. Front & Keele. Phone Main 1111.  
Windsor Hotel. Bonaventure Station. Phone Up. 1118.  
Main 5225.

## RAILROAD NOTES

The Western Maryland is taking bids on the construction of a grain elevator at Baltimore to require about 1,000 tons of structural steel.

Arnold B. Hill, general agent of the passenger department of the Lehigh Valley, has been promoted to assistant general passenger agent in Philadelphia.

The usual quarterly dividend of 1 1/2 per cent. on the stock of the Manhattan Railway Company will be paid January 1 to stock of record December 15.

Announcement has been made of the election of F. C. Elliott as president of the White Pass Yukon, to succeed O. L. Dickson.

Commuters on the Baltimore &amp; Ohio have organized an association to oppose before the Interstate Commerce Commission proposed increases in commutation rates.

The Cleveland Terminal and Valley has bought for \$50,000 the Sandvick &amp; Waynesburg, a five mile road that has been operated as a subsidiary of the Baltimore &amp; Ohio.

The American Bridge Company will furnish 200 tons fabricated steel for the Union passenger station at Burlington, Vt., for the joint use of the Central Railway of Vermont and the Rutland Railroad.

The Lehigh and New England Railroad is reported to have placed the general contract for the Pen Argyl shops with Lathrop, Hay and Hammond, but the steel work about 700 tons is still pending.

William Gourlay has been appointed general traffic agent of the American Express in Chicago, with charge of a bureau established for the creating of a market for millions of dollars of crops that annually go to waste.

Denial has been made by the Interstate Commerce Commission of the complaint of the Houston chamber of commerce that the present adjustment of rates from Houston, St. Louis, Kansas City and New Orleans to Arkansas points is prejudicial to Houston. The establishment of rates on a mileage basis was sought.

As a result of investigation by the secret service of the Southern Pacific, 32 employees in the dining car and train service have been discharged for accepting what are known as short fares, drinking and falsifying dining car checks. More dismissals are expected as the conduct of 85 more men is under examination.

On the heels of the statement that re-organization of the Atlanta, Birmingham &amp; Atlantic was making favorable progress, has come a second reversionary with E. T. Lamb again in charge of the property. The men who bought the property at the community sale last June, were unable to provide for charges and obligations, in accordance with their promise to do so.

The Oregon-Washington announces that J. H. O'Neill, district passenger agent at Seattle, has been made travelling passenger agent at Portland. He will be succeeded by H. L. Hudson, district freight and passenger agent at Lewiston, Ida. M. Foss, travelling freight and passenger agent in central Oregon taking the place vacated by Mr. Hudson and being in turn succeeded by A. C. Egan, who has been agent at Huna's Ferry.

The Ohio Public Utilities Commission will investigate the affairs of the Lake Erie &amp; Youngstown, organized two years ago, as it has issued \$200,000 of the \$500,000 securities, authorized, and done only \$51,000 worth of construction work, without making any reports to the commission. Among the known expenditures are the following: To J. T. Woodruff, of Springfield, Mo., \$10,000, for legal services; trips to Europe by officials of the company \$8,000, and engraving bonds, \$4,500.

Although the bankers from whom he sought co-operation said he could not do so, Ezechiah A. Johnson has succeeded in building 11 miles of the Nes Perce &amp; Idaho which is to be a 25 mile line to Lewiston, Idaho. His name is to be changed to Lelston, Nes Perce &amp; Eastern. Mr. Johnson is president. The road is independent and a feeder for the Columbia-Snake open river to ocean steamer lines. Farmers in Central Idaho will be able to ship their grain to Liverpool without using any of the big railroads, and in the time way set goods from the Atlantic seaboard. It is estimated Mr. Johnson expects to establish 75 miles of railway through a section of the state requiring transportation facilities.

## VOL. XXIX, No. 182

## REAL ESTATE

A large purchase of land in Cole des Neiges, with the thirty-one real estate transactions for the past year. This was the buying of the southwest portion of lot 10, Cole des Neiges, Mount Royal road, the land being fronting on to St. Catherine road. The area is 125,550 feet and the property has been sold for \$12,000.

Frederick E. Audit sold to Wolfe Lassalle lot 155-56, 57 and 58 Cote des Neiges, with 115,000 feet of frontage, as Nos. 1405 to 1415 street, Deschambault street, for \$12,000.

Miss Marie Louis Gaudet sold to Leopold lot 155-56, 57 and 58 Cote des Neiges, with 115,000 feet of frontage, as Nos. 1405 to 1415 street, Deschambault street, for \$12,000.

E. Graves Meredith Cape sold to the E. G. Company, Limited, lots 636-35 to 38, part of 45-17 to 39, part of 636-30, part of 636-24, 636-25 to 51, part of 636-52, and part of 636-51, St. Lawrence, containing altogether square feet and situated on Beaumont street, price paid was \$12,747.69 and other considerations.

## TAKES TWO TO MAKE A QUARREL AND ALSO TWO TO MAKE AN ACCIDENT

Tramways Superintendent Expresses Opinion. Noah's Ark Probably Bore Inscription "Safety First" and if it Did Not, it Supported Those Principles, Anyway.

"It takes two to make a quarrel and it takes two to make an accident," said Mr. A. Gabor, superintendent of the Montreal Tramways Company, when discussing the "Safety First" motto before the Montreal Electrical Society, in a building. He also questioned the opinion that "Safety First" was known only the past few years.

He expressed the opinion that the words were actually stencilled on Noah's Ark, and, if they were, had to be admitted that the ark was built with the idea of impressing the importance of the slogan "Safety First," said Mr. Gabor, "makes up two ways. In the first place from the standpoint of humanity, and secondly, from the point of view of economy. Accidents are a costly, dangerous whether a manufacturer, a public service corporation or a private individual is concerned; the danger cannot be repaid by the loss of life and limb. It takes two to make a quarrel and I might say that it takes two to make an accident, and the deep of the Tramways Company have come into the line of educating our men, the more apparent become that one party cannot be considered the other, that both must be treated as components of the whole, and that each must be taught to look at the question from the viewpoint of the collisions between tramcars and vehicles are the most numerous types of accidents, and one can be most easily avoided, if both parties are in the spirit of give and take, and each has regard for the rights of the other. Street cars follow the tracks; they cannot turn out to avoid accident, but a vehicle can, and if the motorist will give the driver sufficient time to turn out of track, and if the driver will take the opportunity to turn out, accidents of this kind can be avoided.

Two moving picture films were shown during the evening, one dealing with street car accidents, and the other called "The Price of Thoughtlessness" intended for the inculcation of the "Safety First" among school children.