CANADIAN SERVICE

and Westb

Southampton Montreal. ASCANIA .. Oct. 10 Sept. 23. Steamers call Plymouth Eastbound. Rates: Ascania, Cabin (II.) Eastbound and Westbound, \$47.50 up.

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

SERVICE.	1
From Glasgow. From Mont	real.
Sept. 19	t. 3
Oct. 17 LETITIA	t 31
The Head Office, 20 Hospital Street, should be	on.
sulted before booking passage for these sailings, as	
commodation is rapidly being taken up. 'Phone h	lain
CARA	- 0

Passenger Rates-Cabin (II.) East bound and Westbound \$47.50 up. Third-class, eastbound and 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 St. Catherine St. West.

RAILWAY EARNINGS

crease, \$11.985

Two months' gross, \$1.475,557; decrease, \$16,243. Net, \$416,845; increase, \$78,142.

Detroit and MacKinac-August gross, \$102,057; decrease, \$15,210.
Net, \$25,711; decrease, \$14,530.

Hudson and Manhattan-August gross, \$424,660 decrease, \$5,630.

Net, \$239,907; decrease, \$2,631.

Surplus, x, \$27.307; decrease, 6.577 Two months' gross, \$863.480; increase, \$15,150. Net, \$495,465; increase, \$23,107. Surplus, x, \$68.641; increase, \$3,741

X-Surplus after charges and amortization of pro perty available for interest on adjustment incomes.

Atlantic Coast Line-August gross. \$2,213,766; de crease, \$117,951. Net, \$103,528; decrease, \$73,992.

Two months' gross, \$4,751,905; decrease, \$36,962. Net, \$491,919; decrease, \$92,929. Pere Marquette -August gross, \$1,624,690;

crease, \$112,388. Republic Railway and Light (Inter-Company

business eliminated) —August gross, \$256,523; de-crease, \$5,124. Net, \$105,582; increase, \$4.358. Surplus after charges, \$47,811; increase, \$6,712. Twelve months' gross. \$3.083,371; increase, \$172,339

Net, \$1,222,060; increase, \$111,905. Surplus after charges, \$525,101; increase, \$75,571. Northern Ohio Traction and Light August gross

\$343.543; increase \$4.237. Nel. \$141,697; decrease \$9,438. Surplus after charges \$9,561; decrease \$13,-Net \$949,251; increase \$95,391. charges, \$545,432; increase \$57,238. Surplus after Baltimore and Ohio, Chicago Terminal-Year end-

ed June 30th, 1914—Gross \$1,594,454; decrease \$199,-897. Net after tax, \$112,200. decrease \$30,256. Other income, \$1,190,205. increase, \$337,386. Total income \$1,302,404. increase \$317,130. Total charges, \$1,464. 236, increase \$121,490. Deficit \$161,831, decrease

New York Central Lines-Total earnings all lines August gross \$25,470,666; decrease \$2,039,347. Net after tax \$7.191.780: increase \$1.038548 8 months gross \$182,131,350; decrease \$19,890,410. Net after tax \$31,946,260; decrease \$9,329,253,

New York Central (excluding Boston and Albany) August gross \$8691,381; decrease \$708,280. Net \$2,390,596; increase \$285,833. 8 months' gross \$62,686,705; decrease Net, \$11,113,552; decrease \$1,199,284.

Boston and Albany-August gross \$1487,009; decrease \$146,157.

Net. \$400,891; decrease \$14,117. months' gross, \$11,015,638; decrease \$610,854.

Net, \$2,052,533; decrease, \$401,990. Michigan Central August gross \$3,021,357; de

Net, \$884,405; increase, \$348,571. 8 months' gross, \$22,121,986; decrease \$2033,959. Net, \$4210938; decrease, \$938,085.

Lake Shore-August gross \$4,800,087; decrease \$502,138.

Chicago, Cleveland, Cincinnati and St. Louis cluding Peoria and Eastern)—August gross \$3,267,-001; decrease \$254,856.

Net. \$7,280,715; decrease \$3,502,626

Net, \$815,925; Increase, \$282,945. onths' gross \$23,097,992; decrease, \$1,618,516 Net. \$1,988,719; increase, \$185709.

New York, Chicago and St. Louis-August gross, \$967,115 : decrease \$65,590.

Net, \$207,661; increase, \$20,114. 8 months' gross \$7,450; decrease, \$687,885. Net, \$761,296; decrease \$526,890.

anati, Northern -August net \$48 656; there

8 months net, \$\$2,745; Increase, \$92,385.
Pittsburg and Lake Brie—August gross \$1,518,193;
lecrease \$252,326.

Create \$102,300.

Net.\$555,093; decrease, \$171,145.

S. months' gross \$11,017,340; decrease, \$2,469,902.

S. months' net after tax \$265,633; decrease \$109,736.

seret up for trial.

GROSS REVENUES OF RAILWAYS IN STATES LOWER BY 3.4 P.G. PER MILE

vidends—Of This \$65,000,000 Due to Smalle Volume of Business and the Remainder to Heavier Operating Expenses and

The Wall Street Journal says that strictly offi cial statistics on the earnings of the railroads of the United States are never strictly fresh. The statistical bureau of the Interstate Commerce Commission has not yet had time to cast up the totals of gross an \$30.25 net earnings for the year ended June 30 last, Hence the usefulness of the Bureau of Railway Economics

> Its work confirms the essential accuracy of estimates made some months ago in these columns as to the decreases in gross and net earnings for that period. The Bureau's aggregate figures compare with the aggregate of the Commerce Commission's monthly reports forthe 1913 year, as follows:

United States. Changes, inc 1914. 1913. 225 486 221 748 3.738 Mileage . Gross rev. \$2,991,398,735 \$3,057,163,763 x\$65,765,028 Maint of way 406,545,230 407,171,756 x 626,526 Maint equip. 523,252,049 501 671 011 21.681.038 1,074,943,310 36,486,449 Trans. exp. . 1,08 3,716, 1 35 Total op exp. 2,155,072,345 2,118,585,896 36,486,449 697,599,983 815,600,972 x118,000,989

x-Decrease

Comparisons below of carnings and expenses per mile of line are those of the Bureau of Railway Eco. omics for both years:

United States, Per Mile of Road. 1914. 1913.

Gross revenues .. \$13,226 \$13,737 Dec. \$471 3.47 Maint of way ... 1,803 1,831 Dec. 28 1.5

Maint of equipment 2,321 2,262 Inc. 68 3.0 Transp. expenses . 4,806
Total oper ex... 9,557 Transp. expenses . 9,519 Inc. 38 0.4

those concerned in the attempt to obtain a 5 pe cent increase in freight rates, are given separately as follows:

Eastern District. Decrease. P.C.

	Gross rev \$1,3	313, 806,700	\$50,093,396	3.7
;	Oper. income :	60,415,489	77.886,215	23. 0
	Gross	22,417	960	4.1
	Mt. of way	3,005	29	1.0
	Mt. of equip	4,300	x169	4.1
	Transp. exp	8,676	×117	1.4
	Taxes	961	×46	5.1
	Oper income	4,443	1,355	23.4
-	The area are			

Of the decrease in gross earnings for all railroads included in these returns (all except switching and terminal companies and roads having less than \$1,-000,000 gross earnings annually), which was \$65,765. 000, the eastern roads, with less than a quarter of the mileage and doing a little more than a third the total businesss, had to stand \$50,000,000, that is, tenthirteenths of the loss.

Of the \$118,000,000 loss in operating income (ne after taxes), nearly \$78,000,000, or otal, fell upon the eastern roads.

REQUIRE GERMAN PRODUCTS

Will Send Neutral Ships for Needed Materials Government to Aid in Procuring Cargo

Washington, September 30 .- As a result of a conference of commercial interests and Government 8 months' gross \$2,416,902, increase \$261,227. ficials held in Washington this afternoon, says the N. Y. Sun, an American ship probably will be chartered to go to Germany for a cargo of materials ti lack of which is now embarrassing American manuacturers.

Ever since the war began American industries dependent upon German products have been seriously threatened owing to the difficulty in getting goods from Germany. The materials are dyestuffs, medi-cines, textiles, leather, paints, inks, pharmaceutical chemicals, cyanide, sugar beet seeds and potash. Th cotton industry was on the verge of serious stoppage because of the lack of dyes; drug manufacturers were confronting a famine of pharmaceutical chemicals, and the mining industry was feeling the lack of cyanide supplies.

Tentative arrangements have been made with the Berlin Government for the execution of the American plan of getting the much needed materials from Germany. The German Government at the beginning of the war imposed an embargo on the exportaof these and other materials but to the exportation of enough of these products to meet the needs of American industries.

It also has been stipulated that the goods must be taken out in an American ship under an agree ment not to re-export any of them to belligerent Powers. The plan is to ship the materials from Germayn into Holland and put them on board the American ship at Rotterdam.

The plan was worked out by the State Department arough foreign trade advisers. The conference was called by the State Department after word was received that Germany in addition officials of the Departments of Commerce

and Agriculture were present.

It is believed by officials here that the allied Govrnments will not raise any objections to the Ameri. Mac and tow. ean plan.

The conference appointed committees of business men to make estimates of the probable amount of Honoriva. Out, 12.15 a.m., Sticklestad each product needed, and then to arrange for the charter of a vessel in the United States. It is esti-

mated that sigar best seeds to the value of \$900,000 to will be needed.

The committees chosen were: For dyes, medicines, textiles, leather, paints, inks and pharmaceutical chemicals, E. L. Kilpstein and Representative Herman A. Mets of New York; for cranide, Paul Mausoiff.

Cascades, 21—Clear, west Eastward, 7.15 a.m., Natirono.

Cascades, 21—Clear, west Eastward, 7.15 a.m., Port Colorne, Section of New York; for cranide, Paul Mausoiff. New York, and C. V. Van Law. New York; for sugar Coteau I beet seeds, H. A. Austin, Washington, and W. L. Pe. Gien Allan

with shipments of copper in neutral solutions and the Sec United States to Rotterdam was made on the Sec Port Dalhousic. 298 Eastward, and arm, Keer Colborne. 321 Eastward, Neutral N day. A resolution requesting the information was in-troduced by Senator Smoot of Utah and passed with h.m. Keefe. 4.45 p.m. Easton. 7.10 p.m., Norhida

out discussion.

The resolution was the result of a protest from The six C. P. R. conductors recently arrested, ing his resolution Senator Smoot said that the copper barred with defrauding the company, have been business has already been hard hit by the war with. In wrgout any such action by Great Britain

Shipping and Transportation

FRIDAY, OCTOBER 2nd, 1914.

Moon's Phases. Full Moon-October 4

Moon-October 19 Last Quarter October 12. Sun rises 5.59 a.m., sets 5.41 p.m. High Water at Quebec Tomorrow 5,27 a.m. Rise, 14.9 feet. 5.41 p.m. Rise, 15.2 feet

Weather Forecast.

Lower Lakes and Georgian Bay, Ottawa Valley and Upper St. Lawrence-Light winds; fine and moder ately warm

Lower St. Lawrence and Gulf Moderate westerly winds; fair and a little warmer. Maritime-Moderate westerly winds; fair and a lit-

Superior-Easterly and southerly winds; fine and oderately warm. Western Provinces-Northerly and easterly winds; partly fair and cooler, with local showers, Northern New England-Generally fair on Friday

Canadian-Out Dalhousie 6.15 a.m. for Montreal.

and Saturday.

CANADA STEAMSHIP LINES, LIMITED. (Operating Department Freight Steamers.) Location of steamers at 7.10 p.m. October 1st, 1914.

Acadian-Out Dalhousie 5.15 a.m. for Montreal. Hamiltonian Due out Dalhousie for Montrea Calgarian-Due up Kingston to-night for Colborn Fordonian-Due up Soo. D. A. Gordon-Due up Kingston to-night for Col GleneHah -Arrived Fort William 5.30 a.m. 30th Dundee-Due up Kingston for Colborne. Dunelm-Welland Canal, westbound.

Donnacona-Left Lachine 7 p.m. 30th, for Toronto -Due up Kingston to-night for Colborne. C. A. Jaques-Montreal, discharging, Midland Queen-Left Montreal II a.m. for Colbo A. E. Ames-Out Dalhousic 6 p.m. 30th for Montrea H. M. Pellatt-Out Dalbousie 6 p.m. 30th for Mont

Strathcona-Due up Kingston for Colborne

Rosedale-Arrived Brockville 6 p.m. 30th. Neepawah Left Montreal 4 p.m. for Colborne. Wahcondah Due down Colborne for Kingston. Bickerdike-Left Montreal 6 am, for Colborn Beaverton-Montreal, discharging. Tagona-Fort William, loading. Kenora-Quebec, discharging Arabian-St. Lawrence River, eastbound for Mo-

Ionic-Up Colborne 2 a.m. for Cleveland Bulk Freighters. W. Grant Morden-Fort William, discharging.

Emperor Due up Port Huron. Midland King-Erie, loading. Martin-Fort William, discharging Emp. Ft. Wm, Due Fort William to-night, lo

Emp. Midland Colborne, discharging Winona-Left Point Edward 11 a.m. for Fort Wil

Stadacona-Left South Chicago 5 p.m. 30th, light Scottish Hero—Due Fort William, goes Goderich. Turret Court—Left Fort William 5 p.m. 30th fo Tiffin.

Turret Crown-Up Soo 10,30 a.m., goes to Goderic E. McKinstry-Left Lorain noon to-day for Que Renvoyle-Leaves Thorold late to-night for Lorain

Saskatoon Due up Kingston for Colborne. Mapleton-Down Dalhousie to-night for Colborne Haddington-Due up Kingston to-night for Co orne Cadillac-Up Dathousie 9.30 a.m. for Lorgin

Natironco-Due Montreal to-night

SIGNAL SERVICE.

(Department of Marine and Fisheries.) Crane Island, 32-Clear, strong West. L'Islet, 40—Clear, strong west. Cape Salmon, 81—Clear, southwest Father Point, 157-In. 3.30 a.m., Storstad Little Melis, 175-Clear, southwest. Matane, 200-Clear, calm. In. 7 a.m., Imatical Cape Chatte, 234-Clear, west Martin River, 260-Clear, west. Cape Magdalen, 294-Clear, northwest. Fame Point, 325—Clear, northwest. In, 7.30 a.m., Vagama, Out, 5 a.m., Batiscan, 5 a.m., Nevada.

Wagama. Cape Rosier, 349 - Clear, west. Out, 8 a.m., Gas ANTICOSTI :-

West Point, 332-Clear, west. Querida, at Ellis South West

South Point, 415-Clear, north. leath Point, 438—Clear, north Belle Isle, 734-Clear, north, 14 bergs

Quebec to Montreal. Pointe, 5-Clear, light west, In. 4.15 a.m. Virginia and tow. 6.20 am Onches Vercheres 19-Clear, southwest. Sorel, 39-Clear, southwest.

Three Rivers, 71-Hazy, light south Batiscan, 88—Clear, light southwest Out, 8.45 a.m. Prefontaine. 8.40 a.m., Saguenay. St. Jean, 94 Clear. light southwe Grondines, 98-Clear, light southwes

Portneuf, 108-Clear, light southwest Nicholas, 127—Cloudy, west. In, 335 a.m., Sin 6.10 a.m., Blackheath,

Bridge, 133—Cloudy west. Quebec, 139—Cloudy, west. Left. down, 3.55 a.m. West of Montreal.

Lachine, 8-Clear, west. Eastward, 2

Coteau Landing, 33-Clear, west, Eastward, 5 a.m.

bet seeds, H. A. Austin, Washington, and w. L. etrikin, Denver: for potash, C. C. Sheiden, New York.

A demand to know if Great Britain is interfering with shipments of copper in neutral bottoms from the port Dalpousic. 298—Eastward, 516 a.m., Keele.

Port Dalpousic. 298—Eastward, 516 a.m., Keele. 10.30 p.m., Wah condah.

ACCIDENT IN BROCTON, MASS

Brocton, Mass., October 2. Ten pers ally hurt in head-on collision of two trolley cars at

MORE CARGO THROUGH CANAL BUT FEWER PASSENGERS

Operating Tonnage Less and Number of Trips Fewer As in August the month of Sentember saw fewer vessels with a smaller operating tonnage pas through the Lachine Canal than during the same month last year, but not withstanding this decreas

there were 24,510 tons more of cargo carried. August, 1913, 601,350 tons of cargo were carried a against 625,860 tons last month. The tonnage ed in September, 1913, was 711,203, as agains 703,718 for last month, and the number of trips made was 1,389, as against 1,221 last month. eight carried exceeded in tonnage that of last year the number of passengers carried, including those go-ing down the Rapids, was less than half the number carried last year for the same period, the actus number for September in 1913 and 1914 respectively. eing 16,309 and 6,781, a difference of 9,528. whole season there were this year 4,528 let passe ssued, 405 less than last year.

Last month shows the phenomenal increase in mount of grain shipments through the canal of 3,415,-056 bushels over September, 1913. In wheat alone e increase was 4,269,146 bushels. The amount of grain shipped through the canal last month was 9 05,642 bushels and the amount of wheat 7,918,368 Oats showed an increase of 169,572 bushels there was practically nothing doing in the wer September last year and barley a decrease of line. 01,010 bushels, the amount of barley and oats respectered except a few of the trans-Atlantic trades, such lively passing through the canal last month being grain, coal and barrel oil, and what few orders then 746,869 bushels and 185,841 bushels. grain showing a decrease was flaxseed, only 34,564 delivery. Rates are firm in all trades and oushels coming through the canal last month, as cases owners are asking advances over the gainst 777,217 bushels in September last year.

For the whole five months of the present season by charters, although the supply of boats is amply 51.286.72 bushels of grain have come through the for shipper's necessities. The demand for sailing canal, an increase of 13.660.438 bushels. The in vessels is also light and there are no quotable change rease in the amount of wheat alone exceeds this fi- in any of the coastwise or off shore trades. ure, 16,654,263 bushels of wheat more having been shipped through the canal this season to date than quarters from New York to the West Coast of Ital Last year in the same period. The actual amount of p.t., prompt.

wheat so shipped this year is 37,275,588 bushels.

Swedish steamer Ovidia, 18,000 quarters from the steamer of the steam wheat so shipped this year is 37,275,588 bushels.

In the coal shipments there has been a decrease of Atlantic range to Scandinavian ports, 4s. 6d., October 207,371 tons in the amount coming through the canal for the harbor, coming to the canal, and going up real to named ports, United Kingdom 38, 3d, with into the canal from the harbor. To the harborlast options October, year came 676,763 tons as compared with 465,760 tons Lumber, foreign this year. In the canal this year there was an in. Gulf port to Rio Janeiro, \$11, November. crease, 338,463 forms being used last year, as against 355,787 received to date this year. Coing up into the canal last year went 73,965 tons of coal, as against 60273 tons this year. The total this year is 881,820 362 tons. West India trade one round tripat or about 1000.

being brought last year, as against 52,360 this year.

EASTERN SHIPPING.

New York, October 2.-According to cable infor nation from Calcutta, the steamer Huntsman is spected to leave for Liverpool early this month, and place at Windsor Street Station is the handling of that all previous steamers had been requisitioned by baggage belonging to passengers leading the cas, th left Calcutta on September 3rd, is expected to arrive ting it checked can arise. The new system of deckat Liverpool about October 8th with a large cargo of ing will be beneficial to the gging for trans-shipment to New Orleans.

bagging for trans-shipment to New Orleans.

The City of Durham, which left Calculta September 1st and the Kafue, which salled on September 3rd, both bound to Boston and New York, should at this station platform the check at the bagging counter on the station platform the check over in a the piece of the station platform. both bound to boston and New York, but no advices baggage is time be in the vicinity of Gibraltar, but no advices have been received here since they left Calcutta. Suggage is delivered. Passengers where the baggage to the delivery platform on Osberne Street. This is due to the rule established by the British War Office forbidding the publication of shipping movements which has prevented the lines and the various is given in exchange at the platform baggage counter. ship news distributors from announcing the where-

124 GERMAN STEAMERS IN NEUTRAL PORTS. to this arrangement, can have their has New York, October 2.—One hundred and twenty - by the Customs House Officer, and by four German steamships are seeking shelter in neu-examined nothing further is no tral ports, according to the Journal of Commerce, dary line. and the cargoes in these vessels are said to represent value of over \$250,000,000. Many of the owner: of this aggregated cargo are American firms. The prospects are that many of these cargoes will not be released until the war is over, and before release is finally made, many questions, such as payment of freight marine insurance, etc., will have arise that will require court rulings to settle

Sir Wm. McKenzie returning from the West, says fall ploughing is on record scale

RAILROADS

GRAND TRUNK BALL WAR DOUBLE TRACK ALL THE WAY Montreal-Toronto-Chicago

INTERNATIONAL LIMITED. Canada's Train of Superior Service. Montreal 9.00 a.m., arrives Toronto 4.30 page Detroit 9.55 p.m., Chicago 8.00 a.m., daily.

IMPROVED NIGHT SERVICE. Leaves Montreal 11.00 p.m., Leaves Montreal 11.00 p.m., arrives Toronto 14 Lm., Detroit 1.45 p.m., Chicago 8.40 p.m., Club-Conpartment Sleeping Car Montreal to Toro

LOW FARES TO PACIFIC COAST. Going until October 8th. way second class via Chicago to Vancouver, Seattle, Portland Francisco, Los Angeles, San Diego \$540

122 St. James St. Cor. St. Francol Vivin Windsor Hotel

A4AA44A44A4A4A4A4A4A4A4A The Charter Market

2 (Exclusive Leased Wire to Journal of Commerce) New York, October 2.- The tonnage market was decidedly dull, and except for a few grain charter Steamer freights have become scarce in a The only other are, are for boats in position to make fairly promp Tonnage offers sparingly at the rates nam paid.

Charters-Grain-British steamer Rugheian, 28,000

British steamer Aylas, 20,000 quarters from Lumber, foreign bark

3s. 6d., p.t. This year the amount of flour brought down through Schooner Minetia M. Porcella, 466 tons, from Bidge s more than doubled, 24.454 tons of flour t last year, as against 52.360 this year.

CHECKING OF PASSENGERS' BAGGAGE AT WINDSOR STREET STATION.

The steamer Director, which arrangements being so complete that no dday ingetthe baggage room and waiting till the work Passengers going to the United States

> THE MANCHESTER LINE. The S.S. Man. Corporation from Montreal arrived a

Manchester on September 30th, 1914. 1,000 RAILROADMEN WANTED

ondon, October 2. A call for 1,000 exper admento aid in the operation of the French milways, undoubtedly to the has been issued by the British War Dpartmen

The CANADIAN MONTREAL-TORONTO DETROLT-CHICAGO

WEST BOUND.

Lv. Montreal :. .. 8.45 a.m. 10.60 p.m. E.T. Ar. Toronto 540. p.m. 7.35 a.m. E.T. Lv. Toronto 6.10 p.m. 8.00 a.m. F.T. Ar. Detroit 11.35 p.m. 1.30 p.m. C.T. Detroit 11.55 p.m. 1.40 p.m. C.T. Ar. Chicago 7.45 a.m. 9.05 p.m. C.T.

EASTBOUND. Lv. Chicago 9.05 a.m. 6.10 p.m. Cl

8.30 am. EL Ar. Toronto 11.20 p.m. Lv. Toronto ... 1140 pm. 9.00 am. Et. 6.10 p.m. EE Ar. Montreal 8.55 a.m. LAKE-ONTARIO SHORE LINE

TO TORONTO. via Belleville, Trenton, Brightaon, Colborne, Port Hope, Newcastle, Bowmanville, Osha wa, Whitby. Leave Windsor Station 8.45 a.m.

REDUCED RATES TO PACIFIC COAST UNTIL OCTOBER 8TH.

One way Second Class Vancouver, Seattle, Portland ... \$54.00 TICKET OFFICES: 141-140 St. James Street, Main \$125. Windsor Hotel. Place Viger and

------\$52.95 Low fares to many other points.

> from the Continent. Lieut.-Col. J. W. Woods and Mr. Jack W Ottawa have returned from a short visit to

> > AT THE HOTELS. Windsor: -Mrs. J. J. McDonald.

VOL. XXIX. No. 126

PERSONALS

Sir Rodolphe and Lady Forget are occupy

me at Ste. Irene

Mr. Frank McKenna and family, Sherbre

Mr. Peter Lyall has gone down to Bosto

Dr. McComb, formerly of the Royal Victor

tal, left on Monday to join the overseas for

Mr. and Mrs. L. C. Manseau and Mde. N. 1

in have just returned from Europe, where, its others, they had some difficulty in gettin

-Col. and Mrs. Jeffrey H. Burland

from New York for

ing into town this week from their

Ontario aver

Regurepaire.

his studies there.

At the Windson.—aus. J. A. Eleberrald, of fhormas Barber, Boston; Mr. and Mrs. H. G. Landon; J. A. Farquinar, Halifax; Mr. and Rodier, St. Hyacinthe; Mr. and Mrs. G. B. itawa; W. A. Muir, Hamilton; Mr. and Mrs nto: J. A. Cutler, Ingersoll. At the Ritz-Carlton:-Mr. and Mrs. B. T.

Vancouver; Mrs. Geo. Ralston, Port Hope; Blackburn, Pittsburg; A. Lavergne, M.L.A., C. L.A. Woods, Toronto; Col. and Mrs. MacDoug Mrs Geo. Ralston, Port Hope; At Freeman's :- Alexander Stone, New York ert S. Owen, Toronto; J. A. Favreau, Boston Campbell, Windsor; James Ogilvie, Ottawa;

Smith, Cleveland; James Brodie, Quebec; Tho McCrae, New York. At the Place Viger: -Sir Francois and Lady er and Miss Langelier, Quebec; Captain Vict eller, Quebec; Mrs. Herbert Smith and Miss I Smith, Philadelphia; Ferdinand Roy, Quebec; I Mm. Pettus, Washington; Mr. and Mrs. Eusibe vue, Levis; Mrs. Ruttan, Winnipeg; Mr. an W.H. Lewis, Lancaster; Mr. and Mrs. Gustav

Cadesby, Toronto; E. T. Hart, New York;

rault. Arthabaska. At the Queen's : -Mr. and Mrs. L. F. Kelley. (J. E. Rutherford, Toronto; Mr. and Mrs. B. H. ford, Sydney; D. Reid, North Battleford; R. F nett, Winnipeg; Major H. G. Hughes, Kingst Allen Saker, London, Eng.; A. E. Mackenzie, O W. Taylor Chamberlin, Ottawa; P. McDiarmid frew; Mr. and Mrs. E. C. Gill, Boston.

ECONOMIST'S TRADE INDEX.

Imdon, October 2. The index number of the den Economist for the month of September is as compared with 2698 for the previous month largest advance is shown by heavy goods. moved up 57 points to 645. Cereals and meat oints to 646. Other food products 36 points Textles, on the other hand, receded 14 1/2 poi 611% and minerals 11/2 points to 472%.

Real Estate an

Quotations for to-day on the Montreal Aberdeen Estates Corporation Estates Charing Cross Co., 6 p.c. City Central Real Estates, Com. C. C. Cottrell, Ltd., 7 p.c., pfd. 14 oust Realty Co., Ltd. astmount Land Co. Fairview Land Co. 100 ort Reatyl Greater Montreal Land, Com. . . 174 Do. Pfd. Highland Factory Sites, Ltd. . . . Teresa Ciment, Ltee.. chine Land Co. land of Montreal andholders Co., Ltd. . . Societe Blvd., Pie IX.

Compagnie des Terres de Ciment. Compagnie National de L'Est .. la Compagnie Montreal Est.... la Compagnie Immobiliere du Canada Ltee.. la Compagnie Industriel et d'Immeu-

D. de G. ... 91 Model City Annex

Mont. Deb. Corp. pfd. ont. Deb. Corp. Com. .. ion treal-Edmonton Western Land & lav. Co. of and & Investment Co...

Extension Land Co... Montreal Factory Land

Mont Lachine Land Syn. Ltd. . . .