

**STEAMSHIPS**

**CUNARD LINE**

**CANADIAN SERVICE**

Sailing dates will be announced when arranged. For information apply to

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

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**DONALDSON LINE**

**CHRISTMAS SAILING.**

From Glasgow. From St. John, N.E. Nov. 29..... T.S.S. LETITIA. .... Dec. 12

Passage Rates—Cabin (11) Eastbound and Westbound, \$52.50 up. Third-class, Eastbound and Westbound, \$33.75.

**THE ROBERT REFORD CO. LIMITED.**  
General Agents, 20 Hospital Street. Storage Branch, 25 St. Sacramento Street. Uptown Agency, 530 St. Catherine Street.

**WHITE STAR DOMINION LINE**

The Largest Steamers from Montreal

MONTREAL - QUEBEC - LIVERPOOL

S.S. Zealandia, 15,000 Tons Nov. 7

S.S. Zealandia, 15,000 Tons Nov. 14

PORTLAND - HALIFAX - LIVERPOOL

S.S. Arctic, 15,000 Tons Dec. 1

S.S. Federalist, 12,000 Tons " 5

S.S. Zealand, 12,000 Tons " 12

Apply Local Agents for full particulars of Company's Office, 119 Notre Dame Street West Montreal.

**The Charter Market**

(Exclusive Leased Wire to The Journal of Commerce)

**THE CHARTER MARKET.**

New York, November 2.—There continues a good demand for steamers in several of the trans-Atlantic trades, and there is also a moderate number of orders for boats for South America and West India business, but as the orders are mostly for fairly prompt boats, and the supply of same is light, only a moderate amount of chartering was done, even though advances in rates were bid in many instances.

The trans-Atlantic freights are mostly grain, although there is an increasing demand for both general cargo and cotton carriers, and a limited inquiry for coal, timber and coal boats.

South America charters want tonnage for coal and general cargo and the requirements of West India shippers are mostly for boats on time charter for six and twelve months.

Rates on cargo of all kinds to European ports show material gains, and are in receipt of strong support, but in other trades the increases are not proportionately as great. Boats available for November delivery have become scarce, and the offerings for December are limited.

In the sale tonnage market there is no noticeable improvement in the general demand for tonnage and rates are nominal and unchanged in all trades.

**Charters—Grain:** Norwegian steamer Imataca, 12,000 quarters, from Baltimore to Bergen at or about \$5. 3d., November.

British steamer Lioneven (previously), 33,000 quarters, from the Gulf to picked ports United Kingdom, 3a 6d, option Marseilles or Genoa, 4s 6d, November.

Greek steamer Prikonisos, 25,000 quarters, same, 3a 7 1/2d, option French Atlantic ports, 4s 1/4d, Marseilles or Piraeus, 4s 7 1/2d, or Marseilles and St. Louis Du Rhone, 4s 9d, November.

Spanish steamer Arrain (previously), 17,000 quarters from the Gulf to Genoa or Barcelona 4s 6d, November.

Petroleum—Norwegian steamer Origen, 7,000 barrels refined from Philadelphia to Scandinavian ports, 6s, November.

Norwegian steamer Habli, 3,335 barrels, same, p.t. Coal: steamer Edgar H. Vance, 3,523 tons, from Philadelphia or Baltimore to San Francisco, p.t., December.

Schooner Chas. H. Jlinck, 444 tons, from Philadelphia to Hildeford, 95 cents.

Miscellaneous—British steamer Barrowmore, 2,397 tons, from Montreal to picked ports United Kingdom, with hay and oats, lump sum, \$4,000, prompt.

Danish steamer Denmark, 3,185 tons, from Savannah to Denmark, with general cargo, 32s, November.

Norwegian steamer Songa, 1,850 tons, from the Gulf to Denmark, with general cargo, 21s, November.

**PENNA. EARNINGS.**

Pennsylvania System—Lines east: September gross \$91,911,364; decrease \$1,361,105. Net \$5,711,376; increase \$468,158. Nine months' gross \$832,349,626; decrease \$15,420,348. Net \$36,417,971; decrease \$3,209,924.

Lines west—September gross \$10,674,711; decrease \$1,552,499. Net \$2,534,787; decrease \$298,570. Nine months' gross \$85,822,112; decrease \$11,552,447. Net \$16,290,790; increase \$89,564.

Lines east and west—September gross \$32,586,077; decrease \$2,712,604. Net \$8,246,167; increase \$254,588. Nine months' gross \$268,971,738; decrease \$22,972,815. Net \$52,708,761; decrease \$2,120,360.

Penna. Railroad—September gross \$16,748,404; decrease \$1,391,068. Net \$4,398,890; increase \$179,170. Nine months' gross \$141,624,746; decrease \$11,144,922. Net \$27,345,686; decrease \$2,401,839.

Pennsylvania Company—September gross \$5,271,507; decrease \$970,775. Net \$1,289,447; decrease \$296,807. Nine months' gross \$42,428,037; decrease \$7,964,514. Net \$8,319,442; decrease \$1,363,408.

**C. F. I. EARNINGS.**

Colorado Fuel and Iron—Year ended June 30th, 1914—Gross earnings of \$17,902,055 as compared with \$24,815,887, the previous year.

Deficit for the year was \$905,548.

**MARITIME FISH CORPORATION.**

The semi-annual bond interest of Maritime Fish Corporation, Limited, due November 1st, will be paid at the office of the trustees—the Royal Trust Company.

**NO PANIC SHOULD AFFECT C.P.R. STOCK**

German and Other Detractors Have in the Past Assailed it Without Avail

**SOME PERTINENT REASONS**

From the President Down Management Has a Reputation for Honesty and Efficiency Unexcelled in the History of Great Industrial Corporations.

Mr. G. Maxwell Sinn, of Montreal, has written an interesting letter to the editor of the Wall Street Journal, in which he seeks to show some reasons why holders of Canadian Pacific stock should not, on the opening of the Exchange, be stampeded into selling even if wide fluctuations occur. He says:—

Now that there is talk of an early re-opening of the Stock Exchange, many holders of the stock of the Canadian Pacific Railway are looking forward to the immediate future with considerable trepidation. It is quite to be believed that in the initial flurry of the re-opening large quantities of this stock may be thrown on the market, and that, for purposes of their own, bulls will turn into bears, and bears into regular calamity howlers. Some have already declared that private sales of this stock have taken place in New York at as low a figure as \$150 per share, and that lower figures still have been predicted.

For the benefit of investors in this stock, who may be inclined to be affected by a scare at the opening of the market, I should like to discuss some of the reasons which should encourage holders of the stock not to be scared into throwing their securities on the market in case of spectacular movements in the opening days.

**Efforts to Break Market.**

First it should be remembered that desperate efforts to break the market in this stock, some of them emanating in Germany, were made again and again during the year prior to the opening of the war. The company was criticized and deprecated: it was "analyzed" and condemned. Yet amidst all the storm of stock market howlings the company stood as firm as Gibraltar, and has continued to prosper as no other transportation company in the world has prospered. Its earnings this year, as published month by month, are a remarkable testimony to the solidity of its foundations.

There is no reason to anticipate any permanent decrease in the earning power of the company. On the other hand there is every reason to believe that these earning powers will be substantially increased. As is generally admitted, if any country is to benefit by the war, that country will be the North American continent, of which Canada is a part. Already we have seen the beginnings of a shifting of trade by which many of the manufacturers formerly produced in Europe are being produced on this continent. Canada, endowed as she is with abundant and cheap waterpower, and the seat already of many thriving industrial enterprises, will get her share of this new business.

**Shortage of Foodstuffs.**

But this is only a small part of what the immediate future will bring to Canada. Next year there will be an immense shortage in the foodstuffs of the world. This will mean great demands upon Canada for wheat and other cereals, coupled with high prices—the highest prices, in all probability, that this continent has ever known.

Both the Canadian government and the people are aware of the great opportunity which will thus be presented, and far-reaching arrangements have for some time been under way for vastly increasing the acreage put under the plough in Canada. Already so much extra work in this direction has been done that it is estimated that next year's crop will be from 25 to 50 per cent. larger than ever before. The fine open fall is greatly favoring this work.

It need hardly be said that all this increased activity, and the increased wealth which it will bring, will tend largely to augment the traffic on the Canadian Pacific, which covers the richest and most productive areas from end to end of Canada with a network of lines.

This much as an immediate possibility. When the war is over it is quite certain that large numbers of people will emigrate from Europe, exhausted as it will be by the war, and seek to repair their fortunes in Canada and the United States. That will mean the beginning of a new era of prosperity for this side of the Atlantic.

**Great Constructive Works.**

Another consideration that should be taken into account is that at the time when the war clouds began to descend upon the world, the Canadian Pacific had practically completed its great constructive works and had begun to settle down to reap their benefits. These constructive works included the building of a vast network of branch lines covering every part of the country's great prairie empire; the re-building of the whole of the main line of the Canadian Pacific Railroad, with betterments from end to end in the matter of permanent culverts and bridges; the double-tracking of the line from Winnipeg to the head of the Great Lakes, and from Winnipeg westward on all the sections where traffic is heavy; the elimination of all the big, expensive grades through the Rocky Mountains. With all this done, it will not be necessary for the company to enter upon any great outlay for constructive works for the next ten years.

But this is not all. The assets of the company are nothing short of startling. In the last balance sheet they stood at \$85,720,876. Included in them was a surplus in revenue from operation of \$79,711,091, and a "surplus in other assets" of \$127,352,782—a total surplus of \$206,964,873 in assets over all liabilities of the company, preference and debenture stock, mortgage bonds, etc.

The "other assets" referred to include acquired securities to the value of \$107,507,740. This value is the actual cost to the company; the securities have greatly appreciated since the company acquired them.

**Most Accessible Land.**

Then there are 5,795,594 acres of land which the company owns outright in the prairie provinces—the most fertile and most accessible land in Canada—valued in the company's balance sheet at a conservative sum ranging from \$5 to \$13 per acre. As a matter of fact, the average price which the company is now getting for this land is no less than \$16.57 per acre. Then there are over half a million acres of irrigated land in Alberta, valued at from \$13 to \$40 per acre, whereas the actual selling price is \$66.92 per acre. Altogether the company has over 8,000,000 acres of agricultural and timber lands which it owns outright, and none of which is valued at more than about two-thirds of its value in the balance sheet. Innumerable town sites and mineral lands also belong to the company, and all are valued much less than the selling prices. All this land will greatly appreciate

**Shipping and Transportation**

**FORCAST.**

Lakes, Georgian Bay, Ottawa Valley and Upper St. Lawrence—Fresh west to northwest winds, a few local showers, but for the most part fair, becoming cooler at night.

Lower St. Lawrence and Gulf—Fresh winds, with showers.

Maritime—Fresh southwesterly winds, fair at first, followed by showers.

Superior—Moderate to fresh winds, fair and cool. Manitoba, Saskatchewan and Alberta—A few light scattered showers but for the most part fair with not much change in temperature.

**CANADA STEAMSHIP LINES, LIMITED.**  
(Operating Department Freight Steamers.)

Location of steamers at 2.30 p.m. Saturday.

Canadian—Montreal, discharging (light to-day).

Acadian—Welland Canal for Colborne.

Hamiltonian—Due down Kingston for Montreal.

Calgarian—Due Montreal.

Fordonian—Up Port Huron 3 a.m.

D. A. Gordon—Down Port Huron 5 p.m. 30th.

Glenellah—Montreal.

Dundee—Montreal.

Dunelm—Up Kingston 8.40 p.m. 30th.

Strathcona—Due Montreal (re report of having arrived).

Donnacora—Arrived Toronto 9 a.m.

Doric—Arrived Colborne 10 a.m.

C. A. Jaques—Fort William, discharging (light to-day).

Midland Queen—Arrived Fort William 10.15 a.m.

Sarnian—Due Midland to-night.

A. E. Ames—Due up Kingston this p.m. for Canal.

J. H. Plummer—Dalhousie, loading, goes to Newfoundland.

Neepawa—Due up Port Huron.

Beaverton—Left Montreal 7 p.m. 29th for Quebec.

Targona—Down Port Huron 12.40 p.m.

Kenora—Montreal, discharging.

Arabian—Montreal, discharging.

**Bulk Freighters.**

W. Grant Morden—Ashtabula, loading coal for Port Arthur.

Emperor—Colborne, discharging, leaves Tuesday a.m.

Midland Prince—Colborne, discharging (light to-day).

Midland King—Down Soo 4 p.m. 30th for Colborne.

Martian—Leaves Fort William to-day for Port McNichol.

Emp. Ft. Wm.—Due Fort William.

Emp. Midland—Leaves Fort William to-night for Colborne.

Winona—Leaves Soo to-day for Fort William.

Stadacona—Leaves Fort William to-day for Buffalo.

Scottish Hero—Leaves Tiffin to-day for Fort William.

Turret Court—Due up Port Huron for Port Arthur.

Turret Crown—Due Goderich.

A. E. McKinstry—Leaves Montreal to-day for Colborne.

Renvoyle—Clarke City.

Saakatoon—Welland Canal for Colborne.

Mapleton—Leaves Quebec to-morrow for Colborne.

Haddington—Up Kingston 2.30 a.m. for Colborne.

Cadillac—Due down Colborne noon to-day for Toronto.

Natronox—Left Colborne 10.40 a.m. for Montreal.

**U.S. RAILROADS INCREASE RATES**

Eastern Roads Have Already Acted on Suggestion of Commerce Commission and Have Increased Price on Mileage Bases.

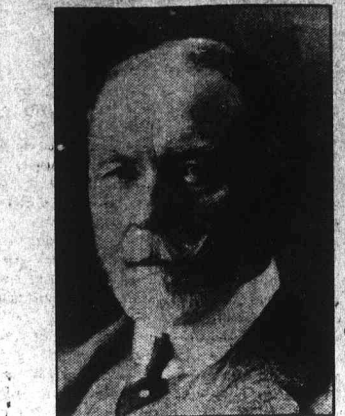
Washington, November 2.—In view of the fact that railroads are taking steps towards increasing passenger rates, interest pertains to statistics on passenger travel and revenue issued by Bureau of Railway Economics, Eastern roads already have acted on suggestion by the Commerce Commission that they increase passenger rates, by raising rate on mileage basis from 2 to 2 1/2 cents per mile. It is understood that new tariff schedules also have been tentatively prepared covering an increase in round trip and one-way passenger fares.

The statistics referred to above cover from 1900 to 1912 inclusive. In the latter year there were 685,853,528 revenue passenger train miles of railroad in the United States, of which 43 p.c. was in eastern district, 41.3 p.c. in western district and 15.7 p.c. in southern district. In 1900 the number of revenue passenger train miles was 363,469,596, but a larger proportion was in eastern district. Passenger train miles per mile of line increased from 1912 in 1900 to 2382 in 1912.

Passengers carried one mile increased 100 p.c. between 1900 and 1912. In the former year there were 16,938,078,200 and in the latter 33,132,864,783. Of the 1912 figures, 47.5 p.c. were in the East, 39.4 p.c. South and 13.1 p.c. West. Passengers carried one mile in 1912, however, were slightly less than in 1911, figures for which are 32,201,84,699, the decrease occurring in the West. In 1912 average journey was 33.15 miles, and each inhabitant of the United States made 10.51 trips; there was an average of 53 passengers to a train and 15 to a car for each passenger train mile.

Average passenger revenue for each mile of main track in 1912 was \$2.365, being \$2.369 for the East, \$1.965 West and \$1.856 South. Average for all three districts was \$36 less than in 1911 and the same as in 1910. The decrease from 1911 to 1912 occurred in the West. In 1900 the general average was \$1.567.

In year ended Dec. 31, 1913, Pennsylvania Railroad carried 77,968,204 passengers and the number it carried one mile was 1,976,316,000. Its average gross per passenger mile last year was 1.949 cents, and net 0.146 cents.



MORLEY DONALDSON,  
President and General Manager, Grand Trunk Pacific, who has just completed an inspection of the road.

**INVESTOR WANTS RATE INCREASE**

Directors Accused of Paying More Attention to Collection Fees Than Looking After Interests of Investors.

New York, November 2.—Writing as an investor in railroad securities, Herbert R. Henderson, formerly a railroad officer for many years, has filed with the Commerce Commission a communication from which the following is quoted:

"The deplorable situation of certain carriers is due as much to their stockholders and bondholders as to a lot of directors whose chief business was to collect their directors' fees, instead of directing affairs. This has caused in many instances a waste of stock and bondholders' money—often for benefit of a few whose ideas of honesty were somewhat lax. This is one side of the picture, and the other is even worse.

"Certain politicians, behind the mask of righteousness for so-called rights of the common people, caused to have passed in state legislatures laws which many cases caused additional hardship on the carriers. Often behind these laws was concealed ambition dangerous not only to the people but to good government as well.

"Insurance companies and savings banks for years have been marking down their standard securities until for many it is dangerous to continue. Does the average savings bank depositor know that he is unable to feed and house the army of depositors that would invade it to enter a protesting note?

"The European investor is hesitating whether he will sell his American securities or not. Many will be forced to sell when our securities markets open. Others who know the plight of our carriers will dump an avalanche of securities upon us. The only way to stop this is to allow the railroads a living wage. It would not only cause them to hesitate about selling securities, but would cause our own investors to 'take heart' to say nothing about our large financial institutions.

"We have here now our 'fall crew law,' an amendment of legislation which costs the carriers thousands of dollars. An additional tribute to the politicians and labor unions. We must have new steel cars, new safety appliances, more for every form of equipment, etc., and above all, the price of labor has steadily advanced, and rates have practically remained unchanged, and in many instances decreased. Is this your idea of justice?"

"I believe in all of these new inventions, all these labor and life-saving devices. I am a firm believer in high wages for railroad employees, one of which I was for many years, but I also believe in justice to the passenger. I do not believe we should 'take Peter to pay Paul'."

**KROONLAND'S COPPER CARGO ORDERED BEFORE PRIZE COURT**

Consul Sprague at Gibraltar Warns Washington That Steamer Will Not be Released Before Investigation is Held.

Washington, November 2.—Consul Sprague, at Gibraltar, today notified the State Department that the steamer Kroonland, of the Red Star Line, detained with a cargo of copper and rubber and one thousand passengers at that port, has been ordered before the British Prize Court at that place. The news followed the announcement yesterday by the department that it had instructed Ambassador Page at London to inform the British Government that the United States considers that both the Kroonland and cargo should be released at once, unless investigation on the part of the British authorities had disclosed facts in relation to the detention of the vessel and her cargo other than those shown to the United States.

It is understood that the British Government has directed that the Kroonland case be expedited before the prize court. The Kroonland was carrying goods bound for Naples. Before ordering the steamer's cargo before the prize court the British Government sought to obtain assurances from the Italian Government that it would not be exported from Italy to Germany and Austria. It has been ascertained that Genoa was a backdoor route for shipments into Germany and Austria, and the suspicion of the British Government has been that the Kroonland's cargo might be destined ultimately to Genoa for such transhipment into German territory, Italy, it was learned tonight, has now declared a strict embargo against the shipment of all war materials out of Italy into Germany or Austria, including copper, oil, but whether this embargo would apply to the Kroonland's copper is not known.

Information laid before the State Department by the shippers of the copper gave assurances that the cargo was not destined for Germany. But the difficulty with the Kroonland's cargo from the British viewpoint was that the copper was consigned "to order" and this creates a doubt in the British official minds respecting the copper's ultimate destination. Before the prize court will be a matter of evidence to determine whether the cargo was really destined for Germany, it is understood.

The Standard Oil tankship Platania is still detained at Stornoway, with a cargo of oil destined for Copenhagen. The difficulty about the Platania, it was authoritatively learned tonight, is that the Danish Government has delayed giving assurances to Great Britain that the oil will not be transhipped. It was learned tonight that the British Government fears that until such assurances are given by Denmark that this particular will not leave Denmark. It is difficult to avoid the conclusion that the oil is in reality destined for Kiel.

**RAILROADS**

**CANADIAN PACIFIC**

**Toronto-Chicago Express**

Lv. Windsor St.—8:45 a.m., 10:00 p.m., 10:50 p.m.

Ar. Toronto (Union)—5:40 p.m., 7:35 a.m.

Ar. Toronto (Yonge St.)—7:50 p.m.

Ar. Chicago—7:45 a.m., 9:05 a.m.

**Quebec Service**

Lv. Place Viger—19:00 a.m., 1:30 p.m., 11:30 p.m.

Diner on 1:30 p.m.; open at 12:45 p.m.

\*Daily. †Daily ex. Sunday.

**TICKET OFFICES:**  
141-143 St. James Street Phone Main 813  
Windsor Hotel, Place Viger and Windsor Street Station

**GRAND TRUNK RAILWAY SYSTEM**

**DOUBLE TRACK ALL THE WAY**

**Montreal -- Toronto -- Chicago**

INTERNATIONAL LIMITED.  
Canada's Train of Superior Service.

Leaves Montreal 12:00 a.m., arrives Toronto 4:00 p.m., Detroit 8:55 p.m., Chicago 6:00 a.m., daily.

**IMPROVED NIGHT SERVICE.**  
Leaves Montreal 11:00 p.m., arrives Toronto 1:30 a.m., Detroit 1:45 p.m., Chicago 8:40 p.m. Club compartment Sleeping Car, Montreal to Toronto, daily.

**CITY TICKET OFFICES:**  
122 St. James St., cor. Francis Hotel  
Windsor Hotel, Phone Main 813  
Bonaventure Station, Phone Up. 101  
Mainline

**FRONTENAC STREET EXPLOSION WAS CAUSED BY GAS**

Mayer Martin Examines Witnesses and is Satisfied That There Was No Plot, No Hostile Agents, No Bombs Thrown.

Mayer Martin on Saturday undertook to prove that the Frontenac street explosion was due to gas, and not dynamite. At the meeting of the Board of Control held last night, before the meeting of the Board of Control, he was brought forward one E. Martie, of 63 Frontenac street, and a Russian named Sam Bas, who was but recently let out of the hospital, having been one of the victims of the explosion.

The united story of these two men was to the effect that Bas, who lived at No. 578 Frontenac, on the second floor, had gone to the ground floor of the wrecked house, and complained of the smell of gas. He then went up to his lodgings on the third floor, and a moment later the explosion occurred.

"There is no need for the people to be afraid," remarked the Mayor. "The gas company was to blame and there should be another investigation."

It was decided that steps should be taken to get in touch with the Provincial authorities, so that a inquiry might be held.

**ABOUT AS BAD AS COULD BE**

Haverhill, Massachusetts, According to Engineers of National Board of Fire Underwriters is a Serious Conflagration Hazard.

There is a serious conflagration hazard in the mercantile section of Haverhill, Mass., according to the engineers of the National Board of Fire Underwriters, due to weak construction and bad structural exposures. The engineers say: "The congested mercantile district is divided into two sections by an open park and a street along which heights are very low, so that there is slight chance of a conflagration involving the district and generally low district must be classed as serious, while in the mercantile district it is only moderate, owing to the numerous sprinkled buildings and many automatic fire alarm systems. In other manufacturing districts the conflagration hazard is generally slight. In the mercantile district large groups of fire-tried, residential districts present the usual hazard of single-roofed frame dwellings, closely built in same sections."

**B. & O. EARNING.**

Baltimore and Ohio, year ended June 30, 1914, operative \$97,411,441; decrease \$4,144,490.

Operative income, \$1,354,837; decrease \$2,690,441.

Other income, \$6,017,719; increase, \$890,518.

Total income, \$37,282,566; decrease, \$1,490,927.

Surplus after charges, \$3,200,847; decrease, \$4,138,131.

Preferred dividends, \$2,354,634; decrease, \$258,828.

Surplus \$6,846,938; decrease, \$4,138,426.

Common dividends, \$3,118,762; decrease \$2,214.

Deficit for year, \$2,272,829; decrease, \$4,121,212.

Previous surplus, \$5,410,182; decrease, \$5,344,268.

Total surplus, \$5,137,353; decrease, \$1,774,481.

Adj. debit X's, \$2,933,145; decrease, \$2,563,081.

Profit and loss surplus, \$2,804,138; decrease, \$4,000,972.

A—Equal to 4.50 per cent earned on \$122,617,144 common stock, against 7.22 per cent on \$152,017,346 stock previous year.

XX—Includes \$1,228,892 discount on securities sold during the year.

Net current assets exclusive of materials and supplies on hand and loans to the C. H. and D. on June 30th last, were \$5,688,771.

**PERSONALS**

Dr. W. Deeks has arrived in town from England and will remain a few days en route for Toronto.

Captain Gerald Furlong is going to the front with the Second Canadian Contingent.

Mr. J. K. Corley and Mrs. T. A. Corley, of Waterbury, Vermont, are guests at Waterbury Inn, Waterbury, Vermont.

Mr. J. J. Carrick, of Fort Arthur, Ont., who has been spending a few days in town, left last night for New York.

Mr. J. B. Letendre will return to town this evening spent the summer at Beesomfield.

Mr. and Mrs. Shirley Chilles, King George Apartments, are closing their summer home at Pointe Claire, and will return to the city to-day.

Major Stuart Howard, Mrs. Howard and Mrs. Howard, Lorne avenue, have returned from Val Mer, where they spent the summer.

Mr. M. J. O'Brien left for Quebec last evening.

Mr. and Mrs. P. J. McIntosh, of New York, are at the Ritz-Carlton.

At the Hotel.

At the Ritz-Carlton: Arthur Ferland, Halleybury; E. P. Winslow, Winnipeg; Albert MacLaren, Buxton; Mr. R. Myers, Lancaster; Mrs. J. Kennedy, New York; Mr. and Mrs. S. L. Shannon, Moncton.

At the Windsor: Col. J. A. Macdonnell, Vancouver; J. A. Macdonald, Kipawa; C. Major, New York; L. Demers, New York; Mr. and Mrs. D. C. Griggs, Waterbury; J. J. McCarthy, Boston; W. Howard and F. J. Crowe, London; C. Campbell, New London; F. J. Shaw, Windsor.

At the Place Viger: S. Spratt, Toronto; Miss J. Beth, Wilbath, Philadelphia; Sidney Bailey, Fort Erie; M. R. Parmelee, New York; J. P. Lacoste, Three Rivers; Mr. and Mrs. E. H. Ross, Sherbrooke; W. E. Emms, Boston; Mr. and Mrs. W. Rowland, Oshawa; R. P. Selver, Chicago; A. A. Gingham, Quebec; W. G. Gibbs, Buckingham; Hon. C. F. Delage, St. Charles, Quebec; E. Delage, Quebec.

At the Queens: Peter Turner, Providence; J. A. Shultz, Ottawa; E. Calahan, Toronto; A. W. Be Edmonton; W. S. Bickford, New Orleans; G. T. Hewitt, Halifax; M. G. La Roche, Ottawa; J. C. Smit Regina; L. P. Burgess, Boston; H. C. Whitehead, London; P. D. Davidson, Hamilton; Mr. and Mrs. W. W. Fleming, Havelock.