

STEAMSHIPS CUNARD LINE CANADIAN SERVICE

From Southampton. From Montreal. July 23. ALAUNIA. Aug. 8. Aug. 13. ANDANIA. Aug. 29. Aug. 20. ASCANIA. Sept. 5. Steamers call Plymouth Eastbound. Rates, Cabin (11), \$46.25 and up 3rd Class, British Eastbound, \$30.25 up. Westbound, \$30 up.

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE From Glasgow. From Montreal. July 25. Cassinia. Aug. 8. Aug. 1. Cassandra. Aug. 15th. Aug. 8. Saturnia. Aug. 22nd. Passenger Rates—One class cabin (11) \$47.50 upwards. Third-class, east and westbound, \$31.25.



Thousand Islands Toronto, Niagara Falls Service Daily.

Week days: 1 p.m., Victoria Pier. Sundays: 1:30 p.m., Grand Trunk Train to Lachine. Quebec Service Nightly, 7:00 p.m.

Far-famed Saguenay

Express service from Montreal, S.S. 'Saguenay,' Tuesday and Friday, 7:15 p.m. Through without change to Lower St. Lawrence Resorts. Steamers from Quebec to Saguenay leave 8:00 a.m. daily.

Toronto and Hamilton

Steamers leave 7:00 p.m., Tues., Fri., and Sat. through the 1,000 Islands and Bay of Quinte. Low rates, including meals and berth.

Gaspé, P.E.I., and Pictou, N.S.

S.S. 'Cascapedia,' Next sailing, 4:00 p.m., August 13th, passing the famous Porce Rock and through the picturesque scenery of Thunder River.

SPECIAL WEEK-END OUTINGS.

For particulars apply to Ticket Office: 9-11 VICTORIA SQUARE

CANADA STEAMSHIP LINES, LIMITED.

Location of steamers at 7:15 p.m., August 6th. Canadian—Arrived Montreal 1 a.m. to-day. Acadia—Up Port Huron 7 p.m. 5th.

Calgarian—Arrived Montreal midnight last night. Fordonian—Welland Canal, eastbound. D. A. Gordon—Montreal. Glenelgh—Hamilton.

Dundee—Cleveland, loading. Dunelm—Up Brighton 8:40 p.m. 5th for Hamilton. Strathcona—Due passed Kingston late to-night. Donnacona—Montreal. Doric—Montreal.

C. A. Jaques—Due to clear Port Arthur to-day. Midland Queen—Left Montreal 2 p.m. 5th for Toronto. Sarnian—Port Colborne.

A. E. Ames—Down Port Huron 4:50 a.m. to-day. H. M. Pellatt—Montreal. J. H. Plummer—Arrived Toledo 8 a.m. to-day. Rosedale—St. Lawrence River, eastbound. Neepawa—Due passed Kingston, eastbound. Wahcondah—Port William. Blecker—Montreal. Beaverton—Montreal. Tagama—St. Lawrence River, eastbound. Kenora—Montreal. Arabian—Due Welland Canal, eastbound for Toronto.

Ionic—Due up Soo. Bulk Freighters. W. Grant Morden—Left Duluth 6 a.m. to-day. Empor—Due Point Edward. Midland Prince—Point Edward. Martian—Key Harbor. Midland King—Due to clear Erie to-day. Emp. Ft. Wm.—Left Fort William 7 p.m. 5th for Goderich. Emp. Midland—Cleared Toledo 4 a.m. to-day. Winona—Due to clear Marquette to-day. Stadacona—South Chicago. Scottish Hero—Cleared Erie 4 p.m. 5th. Turret Court—Montreal. Turret Cape—Left Montreal 7 p.m. 5th for Port Colborne. Turret Crown—Up Soo 11 p.m. 5th. A. E. McKinstry—Due passed Kingston, eastbound. Revoisoy—Montreal. Mapleton—Ogdensburg, discharging. (Light Saturday). Haddington—Due up Port Dalhousie to-night. Cadillac—Due down Kingston late to-night. Natioreo—Left Port Colborne 10:30 a.m. to-day. Belleville—Arrived Montreal 7:40 a.m. to-day. City of Hamilton—Leaves Prescott 2:30 p.m. City of Ottawa—Due Toronto.

ALLAN LINE STEAMERS.

Bartholomew from Glasgow and Liverpool for St. John's, Nfld., Halifax and Philadelphia, left St. John's, Nfld., for Halifax Tuesday midnight, August 4th. Alastair from Quebec for Liverpool, arrived Liverpool 2 p.m. August 6th. Calgarian from Liverpool for Quebec, arrived Father Point 2:50 p.m. August 6th, and left Rimouski 3:25 p.m. August 6th. Corinthian from London for Quebec and Montreal, sailed from London 2 p.m. August 6th.

PASSENGERS APPEAL TO SECRETARY BRYAN.

Halifax, N.S., August 7.—American passengers of Cunard liner Mauretania and White Star liner Cedric met and appointed a committee of ten to secure aid from American State Department in reaching their homes. The following telegram was sent to Secretary of State Bryan in Washington: "Twenty-five hundred American citizens on the Mauretania and Cedric in Halifax harbor. No information from Cunard Company as to transportation to New York. Desperate condition."

The dispatch was signed by H. M. Bright, Secretary of Committee appointed by passengers.

SHIPPING DEAD IN NEW YORK NOW

Insurance Companies Demanding Such Prohibitive Rates That Shippers Can't Afford to Export Goods

TERMINALS CONGESTED

Western Shippers Notified Not to Forward Any More Goods Till Present Supply is Forwarded—No Through Bills to Dangerous Europe Ports Accepted.

New York, August 7.—War risks on vessels leaving the port of New York advanced yesterday to such prohibitive rates, because of the danger of capture as a prize of war, that the export and import trade at this port came practically to a standstill. So much of the world's shipping has been carried in the bottoms of the nations at war, there were few, if any vessels flying neutral flags free to take cargo, even to ports of the world remote from the theatre of the conflict.

Railroads terminating at this port yesterday refused to accept shipments on through bills of lading to European destinations within or adjacent to the war zone. Solid trainloads of wheat and other grain have been rolling into the railroad terminals. Western shippers have now been notified that the roads can accept no more such shipments until the congestion here has been cleared.

Until the North Atlantic trade routes are known to be safeguarded by English battleships, shipping will continue to be held up and exports at this port congested. Shipping men look forward to decisive action by the naval forces of Great Britain to maintain a safe, open route on the North Atlantic, between the United States and Canada and England and France, by which route the shipping of the Anglo-French allies and of the United States and other neutral nations may supply the foodstuffs and other supplies needed abroad, and which are piling up on the Atlantic seaboard in such tremendous quantities.

Exporters with goods already on the water paid the doubled premiums, although profits were seriously affected, and in some cases entirely wiped out. On vessels which left New York a month ago for South Pacific ports, rates were as high as on vessels which departed from New York a few days ago for Europe. This is because the danger of capture of German vessels off the coast of Australia, and of British vessels off the coast of Africa, is considered to be as great as if those vessels were nearing the North Sea.

The serious question has arisen over the possibility of capture of German or English vessels, and the commandeering of goods consigned from American firms to foreign purchasers. One large shipping firm has ten chartered vessels on the ocean flying the flags of England and Germany, their destination being Australia and South Africa. Four of these vessels fly the German flag; if they are captured, it is hoped—though not with any large degree of confidence—that the ships will be permitted to discharge their cargoes and deliver them to the houses for which they were originally consigned.

Harvester Trust Loses Business.

The International Harvester Company, which annually sells millions of dollars' worth of agricultural implements in Russia, France, Germany, Austria, Serbia and other European countries, it was learned yesterday, is also feeling the effects of the paralysis of trade and shipping as a result of the war.

Orders were issued early this week to all of the foreign agencies to curtail if not entirely shut down on operations, and in the domestic field the same policy of curtailment has been put into effect in anticipation of a long cessation of sales in those important trade centres involved in the military struggles. The company has also shut down on its own orders for cotton duck and other materials of which it is a heavy purchaser in normal times.

German Potash Exports Paralyzed.

Information obtained at the offices of the German Kall Works in this city, which is the American representative of the principal potash producing syndicate of Germany, shows that from 40 to 50 per cent of the German export shipments for potash this year will be practically shut off and those shipments which are already booked completely tied up by lack of transportation facilities.

The imports of potash into this country every year amount to many millions of dollars, and the potash exports of Germany form one of that nation's most profitable sources of income.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.) New York, Aug. 7.—The full cargo steamer market is in a demoralized condition and no one appears to know exactly where they are at. There are a few orders for boats flying a neutral flag in the West India and South American trades, but the terms demanded for boats of this kind are almost prohibitive. Two American boats were chartered for coal hence to Buenos Ayres for prompt loading, the rate quoted being \$15 per ton. Ten days ago rates for business of this kind were 15c, or about \$7.50. A prompt American steamer—a Ward Line boat—was closed for sugar from the north side of Cuba to New York at 20 cents per 100 pounds as against 8 1/2 cents, the rate current about ten days ago.

There are no orders for tonnage in any of the trans-Atlantic or long voyage trades. A good sized American boat was also closed for a period of twelve months in the Atlantic and Pacific trade via the Panama canal to take coal out and bring lumber back. It was authoritatively stated that the British Admiralty had notified all British vessels in United States ports north of Philadelphia to remain in port. The sailing vessel market slightly improved, demand prevailed for tonnage for coastwise and West India and Canada, and there was also a better demand for lumber carriers to South America. Rates are slightly higher and the general tendency is upward.

Charters—Coal: Steamer Berwind, 1,607 tons hence to Buenos Ayres, reported at \$15 prompt. Steamer Lorenzo, 1,842 tons same. Schooner Edwin R. Hunt, 1,005 tons, from Philadelphia to Porto Rico, p.t. Schooner City of Augusta, 514 tons from Newport News to Wiscasset, p.t. Lumber—Schooner Henry J. Smith, 998 tons, from Brunswick to New York, with ties, 15 cents. Miscellaneous—Steamer Peter H. Crowell, 2,428 tons, Atlantic and Pacific trade via the Panama Canal, 12 months, p.t., delivery north of Hatteras, prompt. British steamer St. Gotthard, 1,200 tons, from Havana to New York, with sugar, p.t., prompt.

Shipping and Transportation

FRIDAY, AUGUST 7, 1914.

Almanac. Sun rises—4:48 a.m. Sun sets—7:22 p.m. Full moon—Aug. 5. Last quarter—Aug. 13. New moon—Aug. 21. First quarter—Aug. 27.

TIDE TABLE. Quebec. High water—5:44 a.m., 7:08 p.m. Rise—15.9 feet a.m., 14.9 feet p.m. Next high tide on August 24. Rise—17.6 feet.

Weather Forecast. Lower Lakes and Georgian Bay, Ottawa Valley and Upper St. Lawrence—Moderate westerly winds; fine and warm. Lower St. Lawrence and Gulf—Moderate to fresh westerly winds; a few scattered showers, but mostly fine and decidedly warm.

Maritime—Moderate to fresh southwesterly winds; fine and decidedly warm. Superior—Moderate westerly winds; fine and warm. Manitoba and Saskatchewan—Fine and warmer. Alberta—Fine and very warm.

PORT OF MONTREAL. Arrivals. Penvern, from Port Said, light, to load grain. Arrived 5:30 a.m. August 7th. Inishowen Head, Head Line, from Belfast, general cargo. Arrived 6 a.m. August 7th. McLean, Kennedy Co., Agents. Ethel Hilda, light, from Norfolk, Va. Arrived 9 a.m. August 7th. Stanley, from Sabine, Texas, light. (Discharged at Quebec). Arrived 5:30 a.m. August 7th.

Departures. Ota, bulk cargo of grain for Liverpool. Sailed p.m. August 6th. T. R. McCarthy, Agent. Durango, Furness Line, bulk cargo of grain for English port. Sailed 2:20 p.m. August 6th. Furness, Withy Co., Agents. Both these ships will remain at Quebec until further orders.

Due in Port To-night. Otto Sverdrup, Royal Edward, Heatherside.

VESSELS IN PORT. Benvern, to load grain. Inishowen Head, Head Line. Belfast and Cardiff. McLean, Kennedy Co., Agents. Ethel Hilda, to load grain. Stanley, to load grain. Devona, Thomson Line, Leith and Newcastle. To sail August 11th. Robert Reford Co., Agents. Anglo-Brazilian, to load for Australian ports, sailing August 20th. New Zealand Shipping Co., Agents. Keramial, (Gr.), to load grain. T. R. McCarthy, Agent. Letitia, Donaldson Line, Glasgow. To sail Aug. 8. Robert Reford Co., Agents. Canada, White Star-Dominion, Liverpool. To sail Aug. 8th. Jas. Thom, agent. Hendon Hall, to load grain. Furness, Withy Co., agent. Dalton Hall, to load for Hull. Furness, Withy Co., agents.

Alaunia, Cunard Line, Southampton. To sail Aug. 8th. Robt. Reford Co., Agents. Scandinavia, Allan Line, Glasgow. To sail Aug. 8th. Allan Line, Agents. Benguela, to load for South Africa. To sail Aug. 20th. Elder, Dempster Co., Agents. Monmouth, C. P. R., London. Canadian Pacific Railway S. S. Lines, Agents. Manxman, White Star-Dominion, Avonmouth. James Thom, Agent. Manchester Miller, Manchester. To sail Aug. 8th. Furness, Withy Co., Agents. Burrfield, to load grain. T. R. McCarthy, Agent. Ribston, to load grain. Furness, Withy Co., agents. Nantwen, to load grain. T. R. McCarthy, agent. Troutpool, to load grain. T. R. McCarthy, Agent. Millpoint, to load grain. T. R. McCarthy, Agent. Mottifont, to load grain. T. R. McCarthy, Agent. Scawby, to load grain. T. R. McCarthy, Agent. Gloria de Larrinaga, to load grain. Robert Reford, Agents. Tyrolia, C. P. R., Antwerp. To sail Aug. 5th. Canadian Pacific S. S. Line, Agents. Linkmoor, to load grain. T. R. McCarthy, Agent. Upland, to load grain. T. R. McCarthy, Agent. Stagpool, to load grain. T. R. McCarthy, Agent. Wilberforce, to load grain. Elder, Dempster Co., Agents.

Border Knight, Australia and New Zealand. To sail Aug. New Zealand S. S. Co. Pontwen, to load grain. Furness, Withy Co., Agts. Polam Hall, to load grain. Furness, Withy Co., Agts. Birkhall, to load grain. Furness, Withy Co., Agts.

PORT NEWS NOTES.

The Ota and Durango left yesterday afternoon with grain cargoes. Both ships will remain at Quebec until further orders. The large number of tramp steamers in the port is causing a congestion in wharf space and in all likelihood those with cargoes aboard will proceed to Quebec and anchor there. It is expected that vessels ready for sea will remain until a warship convoy arrives to escort them across.

Cape Race signal station reports the White Star-Dominion liner Laurentine passing at midnight. This is the first report coming from Cape Race for four or five days. The signal station is now being operated by the Government.

The Allan liner Sicilian which left for London last week returned when war was declared, and she is now at anchor off Father Point. She will probably proceed to Quebec and remain there.

ALL PASSENGERS SAFE.

Portland, Maine, August 7.—All passengers on the steamer Bay State have been taken off and landed here. The steamer is held fast on the rocks.

TO FLY AMERICAN FLAG.

New York, August 7.—It is reported that the Standard Oil Company will transfer its fleet of ocean vessels to the American flag. At the present time they sail under various foreign flags. Though there are difficulties of a domestic and international character to be overcome before the company could operate under American registry, it is believed that the plan will be put through in order that the company can ply its export trade without danger of seizure of its boats by German, British or French warships.

RAILROADS

CANADIAN PACIFIC Harvesters Excursions

August 14th and 21st TO WINNIPEG \$12.00. Proportionately cheap rates from Winnipeg for excursion of August 14th to all points in Manitoba for excursion of August 21st to all points in Manitoba and to a restricted territory in Saskatchewan and Alberta.

Seaside Excursions

Amherst.....\$16.75 No. Sydney..... Fredericton..... 18.85 St. Andrews..... Halifax..... 19.45 Truro..... Moncton..... 15.30 Yarmouth.....

Going August 14, 15, 16 and 17. Return limit September 1, 1914.

New Fast Express Service

TORONTO—DETROIT—CHICAGO. Lv. MONTREAL..... 8.45 a.m. Ar. CHICAGO..... 7.45 a.m.

New Lake Shore Route

via Belleville, Trenton, Brighton, Colborne, Port Newcastlle, Bowmanville, Oshawa, Whitby, Windsor Street 8:45 a.m.

PORTLAND, KENNEBUNK, OLD ORCHARD.

Lv. Windsor Street..... 9:00 a.m. \*9.05 p.m. Through Parlor and Sleeping Cars. [Daily ex. Sunday. \*Daily. TICKET OFFICES: 141-143 St. James Street. Phone Main 212. Windsor Hotel, Place Viger and Windsor Street.

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY Montreal—Toronto—Chicago THE INTERNATIONAL LIMITED. Canada's Train of Superior Service.

Leaves Montreal 9:00 a.m., arrives Toronto 4:30 p.m., Detroit 9:55 p.m., Chicago 8:00 a.m. daily. IMPROVED NIGHT SERVICE. Leaves Montreal 11:00 p.m., arrives Toronto 6:00 a.m., Detroit 1:45 p.m., Chicago 8:40 p.m. Club-partment Sleeping Car Montreal to Toronto daily.

HARVEST HELP To Winnipeg, Man., \$2.00

Going Dates August 14 and 21. FROM WINNIPEG: For August 14, excursion there will be proportionately low fares to points in Manitoba ONLY. For Aug. 21 excursion, low fares will be made to certain points in Saskatchewan and Alberta where help is required.

PORTLAND—MAINE COAST—THE ISLAND

Summer Tourist Fares—Through Service. CITY TICKET OFFICES: 122 St. James St. cor. St. Francis St. Windsor Hotel. Bonaventure Station. Mail.

SOLD FOR \$360,000.

The Oklahoma Central has finally been sold for \$360,000, the only bidder being Francis X. Quinn Philadelphia, who has transferred it to the Oklahoma Central which was organized for that purpose and lease the property to the Santa Fe, which is also operating it. The road runs from Lehigh to Chicago 140 miles.

Railroads have all along been expecting that a rearrangement should be experienced from a car age when the new crops begin to move in this immediate demand necessitating an earlier movement of grain for export they are confronted with a situation for which they are not adequately prepared, withstanding the big car surplus that has been reported weekly. Such a double quick rush finds tardy in getting equipment into proper shape handling the business as expeditiously as may be required. Retrenchment and economizing has led to delay repairs on cars. Even with every available car repaired and new ones placed in commission the likelihood of a serious shortage at an unseasonably early period was never so imminent as right now.

OFFICIALS PUZZLED.

Traffic officials have been puzzled, since the York Journal of Commerce, by the recent order of the Interstate Commerce Commission requiring reduction of freight and passenger expense accounts and which entails another item of expense. The commission has made an explanation in which it drew attention to the fact that the idea is nothing new, having been in practice between 1888 and 1892. It then says: "Soon after this separation of expense was inaugurated, railroad accountants began to suggest that it be discontinued. The argument advanced by one carrier, that it is desirable to prepare only total expenses with total revenue, purely rotational of a carrier having been determined should be made in the various branches of traffic solely on the basis of public utility. We do not believe, however, that sufficient reasons have been given for abandoning the policy consistently pursued by the commission of giving consideration to post in establishing rates. In the case of factoring concerns it has been shown to be practically impossible to make such estimates regarding the cost of individual articles manufactured. This is done not only as a basis for comparison of the cost of various departments, but also as a basis for preparing a statement of the manufacturing cost of the goods to be sold. This naturally suggests the question whether it is not possible to pursue similar method in the accounting of railway companies. The reason to believe that the failure of carriers to report cost figures along permanent lines has been responsible for some of the events regarding many of them is very convincing in the present connection."

OLYMPIC SAILS TO-MORROW.

New York, August 7.—S.S. Olympic will sail Southampton to-morrow and Fabre liner Santa Gertrudis will clear with large force of French recruits. French liner Savoie has reached Havre. The Lusitania and La Lorraine have not been heard from, but considered in safety.

NATURE AS UNCERTAIN AND AS FREE AS EVER

Safety First as Applied to Coal Mining is a Wonderful Boon to Humanity—Will it Last?

AFFORDS NO ASSURANCE

Increase in Deaths in Proportion to Tonnage Mined is Not Due to Improved Methods Increasing Output, and not Increasing Working Forces.

With the penetration of greater depths of the earth coal mines and the extension of operations, the safety would appear to be accompanied by greater danger to life and limb, but the Pennsylvania Department of Mines has compiled a group of figures which show that in 1910, 1911 and 1912 one miner was killed for every 166,581 tons of coal mined, whereas in an earlier period, 1883 to 1889, when mining conditions were very different, one miner met death to each 142,000 tons mined.

In the earlier period mining operations were carried on at much less depth and the operations were less extensive. Properties in operation steadily or intermittently since that time have become very important; ventilation has become a bigger problem; the event of accidents miners have a great distance to reach the surface, the chances against the miner underground have increased.

But, that the decrease in deaths in proportion to tonnage mined is not due to the fact that improved methods have increased the output without necessarily increasing the working forces, is suggested by the figures. From 1881 to 1889 there were 4,000 deaths in every 1,000 of men employed. In the next decade the showing was 4.37, and in the last decade, 4.14. It may not be altogether fair to contrast the figures of the present decade with the 10 of the previous decade, as the slight increase to 4.32 may well not be entirely averaged with the death rolls of additional years.

The figures as they stand are a monument to the safety first propaganda, and to the efficiency of the modern service. The pulmonologist, the oxygen helmet, the fire drills which correspond to the fire drills in factories and schools, the provision of better facilities for the surface, all these have contributed to the safety of the miner, and have contributed to the part in decreasing the death rate.

But yet, and yet—who knows? The very name of the Titanic proved a mockery. The Troopships that were supposed to be non-proof qualities of the fireproof building and the fact that in times of panic the humanly adequate are all too inadequate. The statistics screen followed the Troopships disaster as precautions were taken at sea. The Empress of Ireland was rammed and sunk in a river and 1,000 lives lost. The Triangle factory in New York, a public school fire in Cleveland were the answer to the additional fire and panic precautions which the public theatre fire had brought about.

So there is, after all, no way of knowing what the future has in store. Nature, the most powerful of all the factors, is as uncertain and as free as ever—New York Commercial.

GERMANS BOTTLED UP AT TAIING TAU.

A Tokio despatch says that the British have bottled up a German fleet at Tailing Tau.

Real Estate and

Quotations for to-day on the Montreal Real Estate Exchange, Inc. are as follows:—

Table with 2 columns: Property Name and Bid. Asks. Includes entries like American Estates, Hamilton, Ltd., Bellevue Land Co., etc.

Real Estate and

Quotations for to-day on the Montreal Real Estate Exchange, Inc. are as follows:—

Table with 2 columns: Property Name and Bid. Asks. Includes entries like American Estates, Hamilton, Ltd., Bellevue Land Co., etc.

Real Estate and

Quotations for to-day on the Montreal Real Estate Exchange, Inc. are as follows:—

Table with 2 columns: Property Name and Bid. Asks. Includes entries like American Estates, Hamilton, Ltd., Bellevue Land Co., etc.

Real Estate and

Quotations for to-day on the Montreal Real Estate Exchange, Inc. are as follows:—

Table with 2 columns: Property Name and Bid. Asks. Includes entries like American Estates, Hamilton, Ltd., Bellevue Land Co., etc.