

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.

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

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE

From Glasgow. From Montreal.

July 25. Letitia. Aug. 8th

Aug. 1. Cassandra. Aug. 15th

Aug. 8. Saturnia. Aug. 22nd

Passenger Rates—One class cabin (11) \$47.50 up. Third-class, east and westbound, \$31.25.

For full information apply to
THE ROBERT REFORM CO., LIMITED
General Agents, 20 Hospital Street. Steerage Branch, 488 St. James Street; Uptown Agency, 530 St. Catherine West.



CANADA S.S. LINES

DELIGHTFUL WATER TRIPS

Thousand Islands Rochester, Toronto Niagara Falls

Service Daily.

Week days: 1 p.m., Victoria Pier. Sundays: 1.30 p.m., Grand Trunk Train to L.S. line.

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 River. Steamers from Quebec to Saguenay leave 8.00 a.m. daily.

Toronto and Hamilton

Steamers leave 7.00 p.m., Tues., Fri. and Sat. Low rates, including meals and berth.

Gaspé, P.E.I., and Pictou, N.S.

S.S. "Cascadia." Next sailing, 4.00 p.m., July 30th.

Quebec to Halifax and New York

S.S. "Tidnad" leaves Quebec Aug. 7th, 8.00 p.m. Ticket Office: 9-11 VICTORIA SQUARE

LONDON-PARIS

WHITE STAR DOMINION LINE

MONTREAL & QUEBEC VIA LIVERPOOL TO GREAT BRITAIN AND CONTINENT

Partial Steamers, Excellent Service

"CANADA" - Aug. 8

"LAURENTIC" - Aug. 15

"TELETONIC" - Aug. 22

AND EVERY SATURDAY FOLLOWING

Rate to Liverpool from \$22.50 1st Class "Teletonic" \$30.00 2nd

Only four short days at sea.

Company's Office, 118 NOTRE DAME ST. W. Montreal or Local Agents.

The Charter Market

Exclusive Leased Wire to The Journal of Commerce.

New York, August 3.—Inquiries for steamers for grain and timber cargoes to United Kingdom ports are in fair number, but freights of all other kinds are exceptionally scarce. Tonnage offers with reserve, and rates are in an unsettled condition. A limited business was done in salt tonnage, but the general demand shows no improvement and rates remain low and unchanged.

Charter.—Grain—Norwegian steamer Otto Sverdrup (or Sude), 25,000 quarters, from Montreal to Avonmouth or Rotterdam 2s 9d, with options November.

British steamer Silkworth Hall, 34,000 quarters, from the Gulf to the Mediterranean, p. t., September.

Coal—British steamer Queenswood, 1,694 tons, from Cardiff to Bermuda, 7s, August.

Schooner Iona Tunnell, 1,118 tons, from Philadelphia to Cay Francis, \$1.90.

Schooner James W. Howell, 1,081 tons, from Philadelphia to Jacksonville, p. t.

Schooner Hope Sherwood, 522 tons, hence to Mayport, p. t.

Schooner Pendleton Sisters, 899 tons, from Philadelphia to Calais, \$1.10.

Schooner Eagle Wing, 1,076 tons, from Philadelphia to Boston, 60 cents.

Lumber.—British steamer Thimbleby, 1,152 tons, from St. John, N.B., to West Britain or East Ireland.

British steamer Briardene, 1,222 tons, same from Pictou.

Norwegian bark Kirsten, 1,560 tons, from the Gulf to Montevideo or Buenos Ayres, \$11, September.

Schooner Hope Sherwood, 522 tons, from Fernandina to Fall River, p. t.

Miscellaneous.—British steamer Florissant, 2,171 tons, trans-Atlantic trade, two round trips basis 2s 1/4d, delivery Glasgow, re-delivery United Kingdom via the Gulf, August.

Schooner Miller R. Bohannon, 579 tons, from Philadelphia to Wilmington, N.C., with fertilizer \$2.50.

CANADIAN BUILDERS SHOULD GET A CHANGE

Ship Yards Here Capable of Turning Out Much of Work Which Goes Out of Country

SHARE IS VERY SMALL ONE

Of 90,000,000 Tons of Freight Carried Up and Down Lakes, Volume Carried by Canadian Built Vessels is Almost Negligible.

(Special Correspondence.) Toronto, Ont., Aug. 3.—If Canadian Governments and Canadian shipping interests would confine the bulk of their vessel construction to Canadian builders, every shipyard in the country would be humming with activity, thousands of new workmen would be required and enormous sums of money enlisted in home development which at present pours into non-Canadian pockets.

Lt.-Col. J. B. Miller, President of the Polson Iron Works, one of the leaders in shipbuilding in this country with 800 men under permanent employment, is a thorough believer in the future of the industry even though past and present influences governing it have been anything but auspicious. What programme now faces the shipbuilding yards, what prospects for increased employment of Canadian workmen, together with other associated facts were indicated by Lt.-Col. Miller in an interview.

The American Shipbuilding Company at Port Arthur, the Collingwood Shipbuilding Company, the Kingston Shipbuilding Company and the George Davie yards at Quebec are engaged at present in repair work, with very little new construction. The Canadian Vickers yards at Montreal are at work on a new ice breaker with the likelihood of a new contract for a large government dredge which could not be built above the canals; the two latter contracts alone total about \$1,500,000. The Polson Iron Works, Toronto, have recently launched a large dredge for the Canadian Stewart Company and another is under construction, in addition to a large derrick scow. Two lighters for the Hudson Bay Railway were completed during the past month and are now on their way to Hudson Bay; a third lighter was launched on July 25th. In course of building are a buoy boat for the Dominion Government and a five thousand ton ferry for the Ontario Car Ferry Company to run between Cobourg and Rochester. Since June 1, 1913, the Polson Iron Works have launched a full dozen boats of various designs. What these contracts amount to in money may be estimated by such simple quotations as: \$200,000 for a dredge, \$175,000 for a buoy boat, while the large dredge under way at the Canadian Vickers yard runs to about \$500,000.

"Looking at the hopeful signs for shipbuilding in Canada," observed Lt.-Col. Miller, "one must recognize the valuable impetus to be derived from the deepening of the new Welland Canal to twenty-five feet. That will necessitate an immediate deepening of Canadian lake harbors and a construction of new docks; old docks cannot be adapted to the new standard by merely cutting their foundations lower for that would cause a cave-in. The public works, like canal, harbor, and dock building during the next ten years must of necessity be enormous, placing heavy demands for new vessels of all sorts, nor will the life of such vessels probably be greater than the duration of the work on which they will be engaged.

"While the Great Lakes carrying trade in lumber must continue to decrease, the amount of transportation by water in coal, iron, cement, etc., is going up by leaps and bounds. The carrying of our Western grain crop forms, of course, the main source of profit and the possibilities of development along this line are scarcely computable. Probably few people are aware of the increase in package freight business between Montreal and Port Arthur. About twenty-five boats of the two and three thousand ton class leave Montreal every month with package freight consigned to various points up the lakes. It is a profitable branch of transportation, too, although of necessity it is confined to the smaller vessels. How the expansion of our Canadian cities places fresh requirements for shipping facilities may be noticed any day in Toronto harbor where three vessels are permanently occupied in supplying the city builders with the single commodity of sand. These and many other evidences of the future growth of water transportation establish the faith of Canadian shipbuilders that under proper conditions the construction of vessels must become one of the great industries of the country.

"The deepening of the Welland Canal will free us from the present handicap of tendering only on large vessels this side of Lake Erie. Obviously we shall be subjected to competition by builders on other of the Lakes but we welcome the chance to tender in a wider market.

"To-day the shipbuilding industry in Canada is obliged to submit to enough unfair conditions to smother the life out of enterprises with less optimism and tenacity. Recently the Canadian Government enacted the policy of confining their vessel orders as much as possible to Canadian yards, but in the past British yards have taken the cream of the orders even from Governments committed to develop our home industries and Canadian companies in the passenger and freight business have frequently shown a total absence of concern for their native ship yards. No less than 105 ships from 500 to 12,000 tons on Canadian Register in 1913 were found to have been built in Great Britain, while 41 additional vessels, all above 700 tons, were owned in Canada and operated on the Great Lakes but built and registered in Great Britain. Supplementing this heavy list of non-Canadian built ships were 34 ships built in the United States and entered on Canadian Register. This made a total of 180 vessels, worth \$1,400,000 in the Great Lakes and oceanic service in 1913 which were constructed outside of Canada and which could have been produced in this country on a basis quite as efficient, even if higher Canadian wages compelled a better price.

"The Great Lakes and St. Lawrence fleet of steel steamships is to-day overwhelmingly American—about 92 per cent.; about 4 per cent. of the total tonnage is owned in Canada and 4 per cent. in Great Britain. Of approximately 94,000,000 tons of freight carried up and down the lakes the volume carried by Canadian built ships was almost inconsequential, for the whole of Canada's registered tonnage is steam coastwise vessels of any considerable size is 200,000.

Shipping and Transportation

MONDAY, AUGUST 3, 1914.

Almanac.

Sun rises—4.44 p.m.
Sun sets—7.28 p.m.
Full moon—Aug. 5.
Last quarter—Aug. 13.
New moon—Aug. 21.
First quarter—Aug. 27.

TIDE TABLE.

Quebec.

High water—3.28 a.m., 4.10 p.m.
Rise—14.4 feet a.m., 18.1 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 northerly winds; fair, with stationary or a little lower temperature.

Lower St. Lawrence and Gulf—Fresh westerly winds; clearing; much the same temperature.

Maritime—Fresh southwesterly winds; cloudy and warm, with showers and local thunderstorms.

Superior—Moderate variable winds; fair; much the same temperature.

Manitoba—Fair and very warm to-day, followed by local thunderstorms.

Saskatchewan—Very warm, with local thunderstorms; cooler on Tuesday.

Alberta—Local thunderstorms, with lower temperature.

PORT OF MONTREAL.

Arrived on Saturday, Victorian, Burrfield.

Arrived on Sunday, Alania, Manchester Miller Monmouth, C. P. R. London, Canadian Pacific Departures on Sunday, Statia, Sicilian.

Coastwise Arrivals.

Honoriva, from Ellis Bay, Que., 7.30 a.m. Hochelaga, coal from Sydney, N. S. noon.

Due in Port To-night.

Dalton Hall and Hendon Hall.

VESSELS IN PORT.

Alania, Cunard Line, Southampton. To sail Aug. 5th. Robt. Reform Co., Agents.

Scandinavian, Allan Line, Glasgow. To sail Aug. 5th. Allan Line, Agents.

Benguela. To load for South Africa. To sail Aug. 5th. 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, Agt. Ribston. To load grain. Furness, Withy Co., agents Nantwen. To load grain. T. R. McCarthy, agent. Victorian, Allan Line, Liverpool. To sail August 1th. Allan Line, agents.

Troutpool. To load grain. T. R. McCarthy, Agent. Millpool. To load grain. T. R. McCarthy, Agent. Mottisfont. To load grain.

Scawby. To load grain. T. R. McCarthy, Agent. Sicilian, Allan Line, Havre-London. To sail Aug. 2nd. Allan Line, Agents.

Cloria de Larrinaga. To load grain. Robert Reform, Agents.

Tyrolia. C. P. R. Antwerp. To sail Aug. 5th. Canadian Pacific S. S. Line, Agents.

Linkmoor. To load grain.

Oda. To load grain. T. R. McCarthy, agent.

Ugland. To load grain.

Statia, West Indies, sugar, Robt. Reform Co., Agts. Stagpool. To load grain. T. R. McCarthy, Agent. Wilberforce. To load grain. Elder, Dempster Co., Agents.

Durango, Furness Line, Hull. To sail Aug. 1st. Furness, Withy Co., agent.

Gray Head, Head Line, McLean, Kennedy Co., Agts. Border Knight, Australia and New Zealand. To sail Aug. New Zealand S. S. Co.,

Pontwen. To load grain.

Polam Hall—To load grain.

How serious is the handicap imposed on Canadian shipping needs only a glance at the scheme of protection adopted by the Government of the United States. An American-built ship passing into Canadian waters pays an average duty of 27 per cent. but a Canadian or British built ship cannot be imported into the United States on any consideration whatever. It is not a question of high duty but a straight prohibitory law, the United States Government taking the position that in return for the stringent protection granted to American coastwise marine, the American shipbuilding industry must be guaranteed the largest possible measure of support. Under such legislation, shipping and shippers in the United States have progressed splendidly.

"Canada, however, has discounted the prosperity of her own citizens by admitting to full privileges of the coastwise trade to least thirty-four American built vessels now in active operation between Canadian ports. While, nominally, Canadian coastwise shipping is protected, oceanic privileges have been granted to Norwegian and other vessels, while American vessels are permitted periodically to appropriate what they can of the lake trade."

Several other conditions pressing hard on Canadian shipbuilding interests were pointed out. The ship repair business on which Canadian companies have relied for their main profit, taking construction contracts chiefly to hold together their large staffs of men needed for emergency work, cannot be maintained at full efficiency unless new construction is provided in sufficient and constant quantity. Similarly, the closing of ship repair stations through the unfair patronage of non-Canadian builders must raise the insurance rates on all Canadian-registered ships and ultimately cede to United States hands the monopoly of Canada's Great Lakes shipping, ship construction and repair work. Meanwhile Canada builds and maintains waterways, lighthouses, etc., at an enormous expense for the service chiefly of Americans.

The present system of bonuses for shipbuilding in Canada was founded on the requirements of the days of cheap wooden vessels so that a maximum amount of \$1.15 per gross ton is all the builders receive from the public treasury. Against this negligible amount they face free trade in British-built ships and are obliged to pay about 68 per cent. higher wages than British and Irish private-owned yards and from 70 per cent. to 80 per cent. higher than British Government dockyards.

SIGNAL SERVICE.

(Department of Marine and Fisheries.)

(Shipping Report, Noon, Montreal, August 3rd.)

Grosse Ile, 26—Left up 10.55 a.m. W. S. D. Canada. Crane Island, 32—In 11.10 a.m. Fomebo.

Cape Salmon, 31—In 9.00 a.m. Wabana.

Riv. du Loup, 92—Clear, sailing.

Fisher Point, 157—In 9.25 a.m. Letitia. Out 10.00 a.m. Sicilian.

Little Metis, 176—Clear, light north.

Matana, 200—Clear, light east.

Anticosti.

South Point, 415—Out 10.00 a.m. a four-masted steamer.

Cape Ray, 553—Clear, light southwest. Out 7.45 a.m. Megantic.

Grindstone—Foggy, strong southwest.

Flat Point, 575—Cloudy, light west. In 9.30 a.m. Blackheath. In 1.00 a.m. yesterday Sligstad, 9.00 a.m. Sticklestad, 10.30 a.m. Sandford, 2.00 p.m. Wascana. Out 1.00 a.m. Morwenna, 5.00 a.m. Kronprins Olav, 6.00 a.m. Beatrice.

Fame Point, 325—In 2.30 a.m. Keramea.

Quebec to Montreal.

Longue Pointe, 5—Clear, northeast. In 10.55 a.m. Hochelaga, 9.35 a.m. Saguenay. Out 11.25 a.m. Spray and Santa Maria.

Vercheres, 19—Clear, north.

Sorel, 39—Clear, north. In 10.20 a.m. Dalton Hall. Out 9.25 a.m. Roberval.

Three Rivers, 71—Clear, north. In 9.00 a.m. St. Jean, 9.55 a.m. Hendenall.

Batiscan, 85—Clear, north.

St. Jean, 94—Clear, north.

Grondines, 98—Clear, northeast.

Portneuf, 108—Clear, northeast.

St. Nicholas, 127—Clear, northeast.

Bridge Station, 133—Clear, north.

Quebec, 139—Clear, northeast.

West of Montreal.

Lachine, 8—Clear, west. Eastward 2.0 a.m. Roberval, 1.30 a.m. International, 3.15 a.m. Keybell, 5.20 a.m. Masaba, 6.00 a.m. Beaverton. Yesterday 9.15 p.m. Northmont, 10.40 p.m. Nicholas, 11.00 p.m. F. P. Jones, 7.00 p.m. Winnipeg.

Cascades, 21—Clear, east. Eastward 7.10 a.m. Thrush, 7.55 a.m. Nadine. Yesterday 4.40 a.m. Strathcona, 3.40 a.m. Turret Cape, 8.40 a.m. Doric, 2.00 a.m. Compton, 4.00 a.m. John Sharples, 4.45 a.m. Steelton, 11.45 p.m. Simla.

C. Landing, 33—Clear, east eastward 6.00 a.m., Glen-foyle, 7.00 a.m. Revoyole, 5.30 a.m. City of Ottawa.

Corwall, 62—Clear, east. Yesterday 4.40 a.m. 8.45 p.m. Bronson and barges.

P. Colborne, 321—Eastward yesterday 1.05 a.m. Kenora, 3.35 a.m. Keyville, 4.35 a.m. Bickerdike, 9.30 a.m. Rosemount, 1.00 p.m. Dalton, 1.20 p.m. Imperial, 1.40 p.m. S. O. U. O. No. 41.

S. S. Marie, 820—Eastward yesterday 1.40 a.m. Neepawa, 8.20 a.m. Strathcona.

VESSELS BOUND FOR MONTREAL.

S.S. From. Sailed.

Stanley Sabine, Texas. July 1

Linkmore, Venice. July 1

Dotard Hill Range, Fowey. July 9

Hall, Monte Vieito. July 13

Scawby, Cardiff. July 15

Anglo-Brazilian, Newcastle. July 15

Penyarth, Port Said. July 15

Jenden Hall, Barry. July 16

Sachem, Havre. July 17

Repswall, Antwerp. July 18

Strickhall, Immingham. July 16

Dalton Hall, Hull. July 19

Keramea, Algiers. July 19

Jaineros, Genoa. July 20

Leatherside, Tyne. July 21

Riverton, Port Said. July 21

Salmopool, Rotterdam. July 21

Fishpool, Savona. July 22

Victorian, Liverpool. July 22

Devona, Newcastle. July 23

Kenilworth, Barcelona. July 24

Ennisbrook, Tyne. July 25

Manchester Commerce, Manchester. July 25

Canada, Liverpool. July 26

Letitia, Glasgow. July 26

Mount Royal, Antwerp. July 23

Leipzig, Genoa. July 24

Lake Michigan, Antwerp. July 24

Willeby, Civita Vecchia. July 24

Bressington Court, Genoa. July 25

De, Trieste and Naples. July 25

Brookly, Savona. July 25

Vittokling, Rotterdam. July 27

British Transport, Lisbon. July 27

Ruthenia, Antwerp. July 29

Silvercedar, Shields. July 29

Royal Edward, Bristol. July 29

Santeramo, West Hartlepool. July 29

Ionian, London. July 30

Calgarian, Liverpool. July 31

Cairston, Middlesboro. July 30

Westonby, Rio Janeiro. July 23

GERMAN SHIP SEIZED.

Tokio, August 2.—A German ship was seized at Vladivostok to-day by Russians.

GERMANS CAPTURE FINNISH STEAMER.

Copenhagen, August 3.—German warships captured Finnish steamer Primula bound from Helsingfors to Lubeck.

LINER RETURNED.

New York, Aug. 3.—Hamburg-American liner Allemania, which sailed from New York Friday evening for West Indies, returned to this port this morning.

WHITE STAR-DOMINION LINE.

Arrived:—
Teutonic at Liverpool 1.30 a.m. Aug. 2nd.
Canada at Father Point 12.50 a.m. to-day. Due Quebec 10 a.m.

Manxman arrived Quebec 5.15 p.m. Aug. 1st.
Megantic from Quebec 8.30 p.m. Aug. 1st. Passed Father Point 6.30 a.m. 2nd.
New York wires:—
St. Paul due to dock 9 a.m. Aug. 2nd.
Sailed:—
Manxman from Quebec 4 a.m. Aug. 2nd. Arrived Montreal 6.10 p.m. Aug. 2nd.
Idea from Lisbon Aug. 1st.
Laurentic from Liverpool 6 p.m. Aug. 1st, with passengers and general cargo.

RAILROADS

CANADIAN PACIFIC

Harvesters Excursions

August 14th and 21st

TO WINNIPEG \$12.00

Proportionately low rates from Winnipeg to all points in Manitoba for excursion August 14th, and to all points in Manitoba and Moose Jaw and east in Saskatchewan and Edmonton, and East in Saskatchewan and Alberta via Saskatoon for excursion August 21st.

Seaside Excursions

Amherst. \$16.75 No. Sydney. \$22.70
Charlottetown. 18.85 St. Andrews. 13.95
Fredericton. 14.85 St. John. 15.30
Halifax. 19.45 Truro. 18.85
Moncton. 15.30 Yarmouth. 18.80
and other points.

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

New Fast Express Service

TORONTO—DETROIT—CHICAGO.

The Canadian. No. 21

Lv. MONTREAL. 8.45 a.m. 10.00 p.m.
Ar. CHICAGO. 7.45 a.m. 9.05 p.m.

New Lake Shore Route

TO TORONTO.

via Belleville, Trenton, Brighton, Colborne, Port Hope, Newcastle, Bowmanville, Oshawa, Whitby. Leave Windsor Street 8.45 a.m.

PORTLAND, KENNEDY, OLD ORCHARD.

Lv. Windsor Street. 19.00 a.m., 9.05 p.m.
Through Parlor and Sleeping Cars.
Daily except Sunday. *Daily.

TICKET OFFICES:

141-143 St. James Street Phone Main 8125
Windsor Hotel, Place Viger and Windsor Street Stations

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 7.30 p.m., Detroit 1.45 p.m., Chicago 8.40 p.m. Club-Compartment Sleeping Car Montreal to Toronto daily.

HARVEST HELP

To Winnipeg, Man., \$12.00

Going Dates August 14 and 21.

FROM WINNIPEG: For August 14, Excursion, there will be proportionately low fares to points in Manitoba ONLY.

For August 21 Excursion, low fares will be named to certain points in Saskatchewan and Alberta, where help is required.

PORTLAND—MAINE COAST—THE ISLANDS.

Summer Tourist Fares—Through Service.

GRAND TRUNK NORTHERN NAVIGATION LINE.

Steamships Noronic, Hamonic, Huronic.

The most attractive rail and lake route via the Great Lakes Huron and Superior. Leave Montreal, 11.00 p.m. Sundays, Tuesdays and Fridays, and leave Toronto, Mondays, Wednesdays and Saturdays, 11.15 a.m., by Steamship Special direct to ship's side at Sarnia, thence to Fort William, and via Grand Trunk Pacific's fine service to Winnipeg, Regina, Saskatoon, Edmonton, Calgary and all points in Western Canada.

122 St. James St. cor. St. Francois Xavier Phone Main 6905
Windsor Hotel Uptown 1186
Bonaventure Station Main 8229

HARVESTERS FOR THE WEST.

The Canadian Pacific has completed arrangements for the transportation of the Harvesters on the 14th and 21st August.

The regular trains leaving at 9.45 a.m. and 9.45 p.m. will be utilized, and specials will be run as required, leaving about noon, after arrival of the branch line trains.

The travellers from out of town will, therefore, have no delay in the City, and those leaving by the morning train will reach Winnipeg on the second day in time to get out to the harvest fields the same evening. This will be of material advantage to all those going west by the C. P. R., as it will enable them to get to their Journeys end without stopping over.

Harvesting will commence in the west by the end of the week, so there will be employment for every one on their arrival.

SHE IS RUNNING TO COVER

Willehad Making the Best of Her Opportunities to Reach Neutral Port Before Expected War Declaration.

Great haste marked the departure of the Willehad from this port at daybreak Saturday, and she is now going under full speed down the Gulf, being reported aboard Fame Point at a little after half-past five yesterday evening, or 325 nautical miles below Quebec. As she left about the same time as a number of other passenger boats from this port, all of whom are faster ships, it is evident Captain Willehad is getting every ounce of speed out of the Willehad, for the Megantic, which is a speedy mail steamer, was only an hour ahead of the German vessel at Fame Point. The White Star-Dominion liner, however, left three hours behind the Willehad. The latter maintaining a speed of about thirteen knots.

By suddenly calling for her clearance papers and sailing from Montreal at dawn on Saturday, the Willehad extricated herself from a trying position, as she would have undoubtedly been seized on the declaration of war between Great Britain and Germany. The liner, which was one of the ships running under Canadian line management, cleared for Rotterdam and Hamburg, but her destination is considered to be the nearest American port in which she would find a safe haven of refuge.

REAL ESTATE

Real estate deals formally numbered twenty-one, the largest handled by Hon. L. T. Taschereau and part of lot 120 East Ward, containing Nos. 57 to 61 St. James Street and 8 St. James Street was \$190,000.

J. Levin sold to Mrs. Treffe and \$1, parish of Montreal, each lot of 100 feet, with Nos. 626 to 632 St. Pierre Dame street and 8 St. James Street was \$190,000.

Mrs. J. C. Brunet and others, Pierre Raby lot 12-2-116, Cote St. Louis buildings thereon in Edward Charles.

Jean Baptiste Haby sold to Osseans lots 277-49 and 56, parish of Westmount, being vacant and having frontage Westmount, for \$19,332.20.

The remaining sales were for \$10,000.

NOTES OF INTEREST

When insurance is most wanted.

What will be the war premium on insurance companies if Canadians take to the war. It was 5% in the Boer war, considered far greater in the present.

In the Mexican war a Canadian company which writes a large volume of state had only two death claims a year, which would go to show that usually a man of peace.

There is a hazard in Mexico which the political hazard. No companies with a man of political aspirations is liable to be short one.

George J. Weiss has been appointed in the suburban territory for the Company of London, succeeding Chas. W. Weiss is a valued member of the and is particularly well equipped.

GERMANS USE MOTOR CARS.

Paris, August 3.—It is reported by news scouting parties fighting with the patrol at Lorraine are using fast motor cars. The Germans are also using automobiles. First of them were two French civilians attempted to tunnel at Kochem, a town in the discovered by a German patrol had been fixed and were shot dead.

Real Estate

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

American Real Estate Co.
Boswell, Ltd.
Boswell Land Co.
Henry Inv. Co.
Clonsdale Realty, com.
Can. Cons. Lands, Ltd.
Carter Realty
Central Park, Lachine
Claring Cross Industrial, com. 8 p.c.
Corporation Estates.
City Central Real Estate, com.
City Estates
Ote St. Luc R. & In. Co.
C. C. Cottrell, Ltd. 7 p.c., Pfd.
Credit National
Crystal Spring Land Co.
Doust Realty Co., Ltd.
Denis Land Co.
Dorval Land Co.
Edmond Realities, Ltd.
Eastmont Land Co.
Fairview Land Co.
Foster Realty
Greater Montreal Land, Com.
Do, Pfd.
Improved Realities, Ltd. Pfd.
K. R. Realty Co.
Kensington Realty Co.
Les Terres Ciment, Ltd.
Lachine Land Co.
Land of Montreal
Landholders Co., Ltd.
Laurens Dry Dock Land, Ltd.
La Societe Blvd., Pie IX.
La Compagnie des Terres de Ciment
La Compagnie Nationale de L'Est
La Compagnie Montreal Est
La Sable Realty
La Compagnie Immobiliere Union, Ltd.
La Compagnie Immobiliere du Canada
Lee.
La Compagnie Industrielle d'Immobilier
Lee, Lee.
La Compagnie Montreal Ouest de N.
D. de G.
Longueuil Realty Co.
L'Union de l'Est
Mountain Sights, Ltd.
Model City Annex
Montmartre Realty Co.
Mont. Deb. Corp. Pfd.
Mont. Deb. Corp. Com.
Montreal-Edmonton Western Land
Co. of Canada
Montreal Extension Land Co.
Montreal Land and Improvement Co.
Montreal Factory Land
Montreal Lachine Land Syn. Ltd.
Montreal Welland Land Co., Ltd. Pfd.