

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE
From Southampton. From Montreal.
Sept. 23.....ASCANIA..... Oct. 10
Steamers call Plymouth, eastbound. Rates, Ascania, Cabin (11), eastbound \$57.50 up; westbound, \$47.50 up. Third class, eastbound, \$35.25; westbound, \$38.00.

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE.
From Glasgow. From Montreal.
Sept. 19.....LETITIA..... Oct. 3
Sept. 26.....CASSANDRA..... Oct. 10
Oct. 10.....ATHENIA..... Oct. 24

CANADA STEAMSHIP LINES, LIMITED

Delightful Water Trips
VISIT THE CAMP AT VALCARTIER
Steamer leaves nightly 7.00 p.m., connecting at Quebec with train direct to the Camp.
Also the Famous SAGUENAY RIVER
Steamer leaves Quebec Tuesday, Wednesday, Friday and Saturday, 8.00 a.m.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce)

New York, September 24.—A limited amount of business of a miscellaneous character was done in chartering, including a large carrier for a full cargo of hay from Montreal to Havre and a good-sized boat for a full cargo of flour from the Gulf to plover ports, United Kingdom or France.

REVISING RATES.

Chicago, September 24.—The Central Freight Association Lines are conducting a thorough investigation of their commodity rates to revise them upward to general basis in official classification territory, with the additional 5 per cent. allowed by Interstate Commerce Commission.

MAY MEAN TWO REPUBLICS IN MEXICO.

Washington, September 24.—The development of open strife between Carranza and Villa is causing no little concern in official and diplomatic circles here. Although the break was not unexpected, in many quarters, students of Mexican affairs expressed the belief that the conflict between the two leaders may mean the division of Mexico into two republics.

EFFECT OF PANAMA CANAL IS NOT YET KNOWN

Many Water Rates Reduced, but Not All of Them Are Yet Fixed and Some May Advance Slightly—Railroads Have Not Yet Considered Cutting Charge to Meet Competition of Steamships.

There has been a very large loss of transcontinental railroad freight due directly to the opening of Panama Canal is not considered likely by men here familiar with the present state of traffic by both rail and water, says the New York Journal of Commerce.

Further contradiction was given by the statement made at the general traffic office by the Southern Pacific, that the railroads had made no rate reductions, and didn't purpose doing so at present, so far as known. The transcontinental classifications are to come up soon at the Interstate Commerce Commission's hearings in Chicago.

Steamship men agreed with this view of the matter. E. D. Douglas, treasurer of the American-Hawaiian Line, said that he did not believe any of the loss of railroad freight was due to shipments being drawn away to the canal route.

"There is a considerable drop in westbound freight, due to business conditions," he said yesterday. "The steamships feel it exactly as the railroads do. Last year the Panama Railroad carried 150,000 tons of freight across the isthmus. We are not keeping up that average through the canal at all, even on the basis of a sailing once in five days instead of once in six."

"The eastbound traffic is very heavy, however," Mr. Douglas continued. "California has very heavy crops this year, and its foreign business is cut off by inability to finance shipments to Europe. The result has been a congestion at San Francisco which it is taxing all our facilities to relieve."

All of our eastbound rates have been appreciably reduced, he said, and some of them have been cut as much as a third. These are the rates on bulk cargoes, of course. upward of a thousand kinds of goods go into our westbound cargoes, and permanent schedules haven't yet been fixed on all these, but there is a downward cut in them, though from the nature of the freight involved, it is not as extensive as on eastbound shipments. It may even be necessary to make a few slight increases.

Mr. Douglas explains the situation as controlled by two principal factors: The basing of canal tolls on tonnage, so that the space occupied in a ship's hold by freight makes more difference than the weight of a shipment; and the cargoes which California send out, consisting largely of canned goods, are in general less bulky for their weight than those going from here to the Pacific coast, which are, in large part, manufactured articles.

"The reduction of the rate on canned goods coming this way—a very important part of the traffic, of course—amounts to 33 1-3 per cent," said Mr. Douglas. "It was 45 cents when we had to transship across the isthmus; now it is 30 cents. The railroad rate is 85 cents. Other commodities go considerably cheaper than they used to, but few of them, obviously, have characteristics which make it possible to carry canned goods so cheaply."

That California, Washington and Oregon lumber is likely to cut much of a figure in the traffic through the canal, under present conditions, is not believed by steamship men who were asked about the predictions that an attempt would be made to sell Pacific forest products here in competition with the supplies on which the East has heretofore drawn.

There are two reasons why I don't expect to see much Pacific coast lumber coming this way," said one of the best informed men in the canal trade. "First, a market for it must be created, and second, the lumbermen of the Northwest would have a hard time financing such shipments now. Lumber demand depends on remote influences. For instance, architects, who specify with their plans what sort of wood is to be used in a building. They know all about what the woods they've been using will do—how they stand strain, climate, and so on. Woods from the Northwest have got to be tried out here before they will edge in very far on the Southern timber now used so largely."

TO INVESTIGATE PULLMAN RATES.

Chicago, September 24.—Advices from San Francisco are that the California Railroad Commission has started investigations of rates charged within the state by the Pullman Company. Hearing will be held November 30th.

DISPOSING OF ENTIRE PRODUCTION.

Pittsburg, September 24.—Seep Purchasing Agency has notified its buyers of credit balances to begin this morning to take all oil offered in Pennsylvania, West Virginia and Southeastern Ohio fields. This is the first time since July 31st producers could dispose of their entire production.

MONTREAL BANK CLEARINGS.

A very material reduction is still shown for the week ending to-day, in the bank clearings in Montreal from those that obtained at this time in previous years. The comparison follows:

Shipping and Transportation

THURSDAY, SEPTEMBER 24, 1914.

PACIFIC COAST MARINE NOTES

(Special Correspondence)
Vancouver, September 24.—The Government have now requisitioned the last of the C. P. R. liners serving the Vancouver-Orient run, having taken over the Montague for use as a transport. This leaves the C. P. R. entirely without steamers for the Pacific service.

The British steamer Broadmont, of the Blue Star Line, is due here between September 19 and 26 from Nankin and Hankow with 200 tons of eggs. She will proceed from here to England via San Francisco and the Panama Canal.

The Admiralty have taken over eleven of the Harrison liners for transport purposes, which leaves the line very short of steamers. The Vancouver service will, however, be maintained, the next steamer to arrive here being the Historian, about October, to be followed by a steamer at present undesignated, and then the Discoverer, now loading in United Kingdom, which will sail at the end of September for this coast, via Panama Canal.

The Candidate, which was here last month, is on her way to Liverpool, via Panama, being the first steamer of the line to proceed on the homeward run by the new route.
The Maple Leaf Liner Buena Ventura, held up at Valparaiso since the beginning of the war, has now sailed with her cargo of steel and general, for Vancouver, Squamish and Prince Rupert. The steamers of the Maple Leaf Line have been transferred to American Registry and now sail under the Stars and Stripes.

From San Francisco we continue to hear of charters for grain steamers, and under the present conditions it looks as if the entire exportable surplus of the Pacific coast will be disposed of for European account, including both the present crop and last year's carry over. The latest charters are for the Spanish steamer Antonio Lopez at 37s, and the British steamer Queen Adelaide at 35s.

C. Magdalena, 294—Cloudy, north west.
Pape Point, 325—Clear, north west.
Cape Rosier, 249—Clear, north west.
Anticosti:
West Point, 332—Clear, north east.
Ellis Bay—Renvoyle and John Sharples at wharf.
St. W. Point, 300—Clear, north west.
South Point, 415—Cloudy, north west.
Belle Isle, 734—Heavy rain north east. Dense fog coming on, 3 bergs.

Quebec to Montreal.
Longue Pointe, 5—Cloudy, calm. In 8.00 a.m. Lady of Gaspé, 8.50 a.m. Blackheath.
Vercheres, 19—Cloudy, north east.
St. Agathe, 845 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
Labels: *8.45 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
Mt. Laurier, 8.45 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
St. Eustache, *8.00 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
St. Jean, 9.00 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
St. Lin, 8.45 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
Calumet, *8.00 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
Ottawa, *8.00 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
Joliette, *8.20 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
St. Gabriel, 8.20 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
Three Rivers, *9.00 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
Quebec: 9.00 a.m. (1) 1.45 p.m. (4) 11.15 p.m.

West of Montreal.
Lachine, 8—Cloudy, west. Eastward 1.10 a.m. Arabian, 5.30 a.m. Rosedale, 5.55 a.m. Howe, 6.10 a.m. Marshall, 6.25 Belleville, 7.45 a.m. Edmonton, 8.30 a.m. Steelton. Yesterday 5.30 a.m. Marie, 11.30 p.m. Key-west.
Cascades, 21—Raining, west. Eastward 7.40 a.m. Natronco.
Galops Canal, 99—Cloudy, calm. Eastward, 6.15 a.m. Windsor, 7.30 a.m. Donnacona.
P. Dalhousie, 298—Eastward yesterday 2.40 p.m. Belleville, 3.45 p.m. Cabotia.
P. Colborne, 321—Eastward, 12.55 a.m. Cadillac, 1.30 a.m. Saskatoon, 3.40 a.m. Port Dalhousie, Yesterday 8.40 a.m. Beatty, 9.40 a.m. Kenora, 10.30 a.m. Western, 11 a.m. Glenmavis, 1.20 p.m. Keynor, 5 p.m. Keybell, 7.20 p.m. Corunna, 8.00 p.m. Glenfyle, 9.05 p.m. Rockferry, 11 p.m. Hamiltonian.

SIGNAL SERVICE.

Department of Marine and Fisheries.
Montreal, Sept. 24th,
Crane Island, 22—Cloudy, north east. In 6.10 a.m.
Imatic, 6.25 a.m. Batican.
L'Islet, 40—Cloudy, east.
Cape Salmon, 81—Cloudy, north east.
Father Point, 157—Cloudy, calm. In 4.30 a.m. Wabana, 4.00 a.m. Wagama, Oct. 2.30 a.m. Glendene, 4.00 a.m. International, 5.30 a.m. Maskinonge.
Little Metis, 175—Smoky, south west.
Matane, 200—Smoky, calm.
Martin River, 260—Cloudy, west. In 7.30 a.m. Hochelega.



TYPE OF CRUISER SUNK BY GERMAN SUBMARINES. THE CRUISERS WERE OF 12,000 TONS BURDEN.

RAILROADS

CANADIAN PACIFIC

Change of Time
CANCELLED AFTER SEPT. 26, 1914:
9.45 a.m. for Winnipeg; 5.10 p.m. for Pt. Fortune; 8.00 p.m. for Quebec.
IN EFFECT SEPT. 27, 1914:
For Boston, Lv. Windsor Station 9.30 a.m. instead of 9.00 a.m.
Folders on application.

REDUCED RATES TO PACIFIC COAST, September 24 to October 8:
One way second class—
Vancouver, Seattle, Portland, ... \$52.95
San Francisco, Los Angeles, San Diego, via Chicago, ... \$54.00
Low fares to many other points.

CHICAGO EXPRESS
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.

Lake Ontario Shore Line
to Toronto
via Belleville, Trenton, Brighton, Colborne, Port Hope, Newcastle, Bowmanville, Oshawa, Whitby. Leave Windsor St. 8.45 a.m.
TICKET OFFICES:
141-143 St. James Street. Phone Main 1123
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 9.00 a.m., arrives Toronto 4.30 p.m., Detroit 9.55 p.m., Chicago 8.00 a.m. daily.

SETTLERS' EXCURSIONS
To Porcupine, Coburne, Halleybury and other points on T. & N. O. Ry. Going September 30th; returning October 10th.
LOW FARES TO PACIFIC COAST.
Sept. 24 to Oct. 8.
One way second class via Chicago to Vancouver, Seattle, Portland, ... \$52.95
San Francisco, Los Angeles, San Diego, ... \$54.00
Low fares to many other points.

TIME TABLE CHANGES.
A change of time will be made Sept. 25th. Time tables containing full particulars and all information may be had on application to agents.

CHANGE IN TIME EFFECTIVE SEPT. 27, 1914.
From Place Viger Station.
For St. Jerome: *8.45 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
St. Agathe: *8.45 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
Labels: *8.45 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
Mt. Laurier: 8.45 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
St. Eustache: *8.00 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
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Ottawa, *8.00 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
Joliette, *8.20 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
St. Gabriel, 8.20 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
Three Rivers, *9.00 a.m. (1) 1.45 p.m. (4) 11.15 p.m.
Quebec: 9.00 a.m. (1) 1.45 p.m. (4) 11.15 p.m.

LIVERPOOL CABLE.

New York, September 24.—Cotton Exchange received following cable from Liverpool: Jan.-Feb. reduced to-day to 5.25d, middling 5.55d, imports none.

PERSONALS

Mr. Irving Rexford has returned from Quebec last week.
Mr. A. F. Byers was a visitor at the Waterbury resort for a few days.
Sir Frederick Benson has been in town from Toronto for a few days.
Mr. C. E. Archibald has closed his summer at Lake Memphremagog.

Mr. F. A. Skelton is spending a couple of weeks at Lake Manitowish, where his family has been spending the summer.
William I. Gear, of Montreal, has been granted the rank of honorary colonel.
Captain N. C. Ogilvie, corps reserve, of the 10th Battalion of Canada, has been detailed as instructor of small arms.
Mrs. Joseph Pulitzer, whose late husband was one of the leading lights in American journalism, died at the time of his death proprietor of the New York World, spent yesterday at the Ritz-Carlton, returning to New York last evening.

AT THE HOTELS.
At the Windsor:—Mrs. J. T. Wilson, Springfield, Mo.; Mr. and Mrs. W. M. Fluke, Springfield, Mo.; Mrs. R. Stanley Harrison, Winthrop, Maine; Mrs. H. R. McGill, Fort Williams, N.Y.; Mrs. W. S. Kearton, Albany; Mrs. W. T. McGee, Boston; Mr. and Mrs. Butcher, Houston, Texas.
At the Ritz-Carlton:—R. H. Lukins, Toronto; Mr. Warren, Boston; J. W. Sifton, Ottawa; H. McLean, Sudbury; Miss Kingsmill, Ottawa; Mrs. J. A. Ottawa; Mrs. Roert Rogers, Ottawa; Mr. R. G. Rogers, Winnipeg.
At the Phoebe Viger:—A. McKillop, Calgary; Mr. and Mrs. Strang, Shot Hills, N.J.; Elder, Baltimore; J. Morrison, Toronto; Miss Nell, New York; Capt. and Mrs. Regan, Winnipeg; Louis Sears, Cleveland, Ohio; James K. Symonds, New York.

FATAL ACCIDENT TO WORKMAN.
John Smerack, who was injured at St. Constantine on Tuesday, died at the Notre Dame Hospital last night. Smerack was working on a scaffold of repair work on a church, when he slipped and the man fractured his skull, his right leg, his left hip bone, besides suffering internal injuries. Smerack is of Indian descent, and of sturdy strength and vitality. Though the doctor had expected death almost immediately, the majority of cases, he fought death for three hours.

SPRINTERS WANTED.

We understand now why Tom Longboat was kept for overseas service. It is going to be a race between Russia and the Allies in the west of war, as to who will get to Berlin first. Tom will be a great sprint up the Unter den Linden of these fine days.—Kingston Standard.

Real Estate and

Table with multiple columns listing real estate transactions, including names of companies and individuals, and numerical values. The table is dense and contains many entries, some with checkmarks or other symbols.