

STEAMSHIPS CUNARD LINE

CANADIAN SERVICE From LONDON. From PORTLAND. Oct 17.LETITIA. Oct 31

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE. From Glasgow. From Montreal. Oct 17.LETITIA. Oct 31

ALLAN LINE

MONTREAL--LIVERPOOL HESPERIAN, Thursday, 5 November GRAMPRIAN, Tuesday, 10 November SCOTIAN, Tuesday, 17 November

MONTREAL--GLASGOW PRETORIAN, Saturday, 24 October NUMIDIAN, Saturday, 7 November SCANDINAVIAN, Thursday, 12 Nov. PRETORIAN, Friday, 20 November

MONTREAL--HAVRE--LONDON SICILIAN, Tuesday, 10 November (To London direct). CORINTHIAN, Tuesday 17 November (Calling at Havre).

H. & A. ALLAN 2 St. Peter Street and 576 St. Catherine West; T. Cook & Son, 530 St. Catherine West; W. H. Henry, 286 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.) New York, October 22.—The demand for full cargo steamers holds steady, particularly in the trans-Atlantic trades, but only a limited business was done in chartering, owing to the fact that boats available for early delivery are sparingly tendered at the rates named by charterers.

MAINE CENTRAL ANNUAL. New York, October 22.—At the annual meeting of Maine Central stockholders, the number of directors was reduced from 15 to 12, and the purchase of Rangley Lakes and Megantic Railroad Company was authorized.

WEATHER MAP. Cotton Belt—Light to moderate rains in parts of Oklahoma and Texas. Temperature 54 to 74.

SOUTHERN COUNTIES RAILWAY. The Southern Counties Railway, which will hold its annual meeting in the Board Room at the head office of the Grand Trunk on October 29th, has been formed, on account of the war, to suspend work on the extension. The objective point of the line is Canada, and a promising future awaits it when that has been reached.

FIRST STEP HAS BEEN TAKEN IN CASE OF S. S. BRINDILLA

Writ Has Been Issued Calling For Her Condemnation as a Prize of War—Convened Transfer Regulation.

Halifax, N.S., October 22.—The first step was taken yesterday afternoon in the legal proceedings against the American oil tank steamer Brindilla, when a writ was issued calling for her condemnation as a prize of war. The document was prepared by W. A. Henry, K.C., acting under instructions from Ottawa, and was handed by him to be served to-day. This will be done by affixing the writ to the mast or some other prominent part of the ship.

The writ is issued on the ground that the owners of the Brindilla contravened the provisions of article 56, of the Declaration of London, and that her crewing by Germans to an American registry, after war had been declared, is invalid. Great Britain, Russia and France have by proclamation adopted the Declaration of London as law and the contention under the writ is that the ship should be condemned because of the violation of its provisions. No question has been raised so far regarding the cargo, whether it is contraband or not, the only point being as to the legality of the change in the registration.

The rules of the Prize Court, which is a part of the Admiralty division, give the owners of the Brindilla eight days in which to put in an appearance. They have the right of showing, if they can, that the ship should be released. If there is a desire that the proceedings be pushed forward with special promptness, it may be possible to arrange for this; but it is likely that the court will order the usual proceedings, such as the claim of the owners and the defence of the Admiralty. Mr. Justice Drysdale, Judge in Admiralty, who has been absent from the city for some days, has returned. He will preside in the Prize Court.

Article 56 of the Declaration of London, is as follows:—"The transfer of an enemy vessel to a neutral flag effected after the outbreak of hostilities is void unless it is proved that such transfer is not made in order to evade the consequences to which an enemy vessel as such is exposed. Provided that there is an absolute presumption that transfer is void. (1) If the transfer has been made during a voyage or in a blockaded port; (2) if a right to re-purchase or recover the vessel is reserved to the vendor; (3) if the requirements of the municipality law governing the right to fly the flag under which the vessel is sailing have not been fulfilled."

Washington, October 22.—Great Britain's determination to keep German cargoes of illuminating oil which might be turned into fuel for army motor-trucks, as well as for dreaded Zeppelins and aeroplanes, is responsible for the seizure of American Standard Oil steamers by British cruisers. This fact was developed in conferences following the State Department's request through Ambassador Page at London for the immediate release of the tanker John D. Rockefeller.

President Wilson and Counselor Lansing, Acting Secretary of State, discussed the seizure of the ships, and later Mr. Lansing conferred with the British Ambassador, Sir Cecil Spring-Rice, who called seeking information concerning the attitude of the American Government.

The Standard Oil Company has asked the State Department to secure the release of three of its ships, the John D. Rockefeller, Brindilla and Plutaria, which has not yet reached other powers. These three ships were captured by British warships while bound from American ports to neutral countries, carrying illuminating oil. Only in the case of the Rockefeller, however, has the Department felt warranted in taking immediate steps. This ship was under the American flag before the European war began and therefore is not subject to any of the questions which might arise in connection with the other two vessels which were changed from foreign registry under the recent act of Congress.

Shipping and Transportation

THURSDAY, OCTOBER 22, 1914. Moon's Phases. First Quarter—October 25. Sun Rises 6.9 a.m., sets 5.11 p.m.

High Water at Quebec To-morrow. 8.40 a.m.—Rise, 16.5 feet. 8.45 p.m.—Rise, 17.0 feet.

Forecasts. Lower Lakes and Georgian Bay—Light to moderate winds, fine with a little lower temperature. Upper St. Lawrence and Ottawa Valley—Moderate northerly winds, fine and a little cooler. Lower St. Lawrence and Gulf—Fresh westerly and northwesterly winds, fine and a little cooler.

Freight Steamers. Location of steamers at 6.40 p.m. October 21, 1914: Canadian—Down Colborne 4.15 p.m. for Montreal. Acadian—Colborne loading flour for Montreal. Hamiltonian—Up Port Huron midnight last night. Calgarian—Montreal.

The closing of the Panama Canal, due to landlides in the Culebra Cut, did not cause a serious interruption to shipping according to the New York Journal of Commerce in an interview with New York agents. The American & Australian Steamship Line's steamer Purley, which left New York a short time ago with a cargo of general merchandise for Australia by way of Panama, is due at Cristobal now. The future sailings of the American & Australian Line, however, will not be interfered with, the steamer Mottisfont, which is to sail on Saturday, October 24, for Melbourne, Sydney and Brisbane, and the Westward Ho for Auckland, Wellington, Melbourne, Sydney and Brisbane, sailing week after next will not arrive at the Atlantic entrance of the canal until early in November when navigation should be quite normal.

The American-Hawaiian boats due at either end of the canal it was stated, might be delayed a day or two, but no change in the schedules was thought necessary or probable. The Iowan, which was in collision in the Ambrose Channel, but was unhurt, has sailed, and by the time she reaches Colon, it was thought, would proceed without detention. The Arma of the New York & Van Couver Line, which sailed from here October 7, has arrived at Colon and is one of the boats delayed at the canal.

In view of the general check on business over the world in consequence of the European war, and the interference by war vessels with the shipping of belligerent nations, the traffic through the canal in the first month and a half of its commercial service, says the "Canal Record," has exceeded anticipations. From August 15 to October 1, 81 vessels had passed through the canal and as traffic has been unusually heavy during the week ending October 4, the total number of transits to date is approximately 100.

During the month of August, 12 vessels passed through from the Atlantic to the Pacific, and 12 from the Pacific to the Atlantic, a total of 24. Twenty of these were American vessels, two were British, one was Danish, and one a Peruvian naval vessel. The first British vessel was the Daldorch, which passed from the Pacific to the Atlantic on August 22. The Danish vessel, the Transvaal, went from the Pacific to the Atlantic on August 31. The Peruvian gunboat Teniente Rodriguez, which went from the Atlantic to the Pacific on August 18, was the first foreign vessel to use the canal.

In September the British vessels took first place, numbering 27. The number of American vessels in that month was 25. The first Dutch vessel to use the canal was the J. B. Aug. Kessler, passed from the Atlantic to the Pacific on September 24, and on the following day occurred the first use of the canal by a Norwegian vessel, when the Capella I, Hidalgo, Juarez and Morelos, comprising a whaling fleet, went to the Atlantic to the Pacific. Counting these as separate vessels, the total number of Atlantic, or northbound vessels, was 30, and of Pacific, or southbound, 27.

To October 1 the total net canal tonnage carried from the Atlantic to the Pacific through the canal including that handled in 58 barges, plus the original opening of the canal, was 144,343 tons; the aggregate net canal tonnage transported from the Pacific to the Atlantic, including 57 barges, was 153,313 tons, making a grand total of 297,656 tons. The total tolls collected, including pilotage on vessels stopping at the terminal ports, amounted to \$269,706.

RAILROADS CANADIAN PACIFIC

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.

QUEBEC SERVICE 5 p.m. cancelled after Oct. 23. Service then in effect: 19 a.m., 1.30 p.m., and 11.30 p.m. 1 except Sunday. *Daily.

GRAND TRUNK RAILWAY SYSTEM

INTERNATIONAL LIMITED. Canada's Train of Superior Service. Leaves Montreal 9.00 a.m., arrives Toronto 4.30 p.m., Detroit 8.55 a.m., Chicago 8.00 a.m., daily. IMPROVED NIGHT SERVICE. Leaves Montreal 11.00 p.m., arrives Toronto 7.30 a.m., Detroit 1.45 p.m., Chicago 8.40 p.m. Club Compartment Sleeping Car, Montreal to Toronto, daily.

Forty Years' Service with Grand Trunk Railway System

W. N. Clancy, Popular City Passenger Agent, About to Retire is Granted Three Months' Leave of Absence. Having completed forty years of service with the Grand Trunk Railway System, Mr. W. N. Clancy, City Passenger and Ticket Agent, in Montreal, is retiring this week.

FISHERIES CONCERN CANNOT MEET INTEREST COUPON

The Canadian Northern Pacific Fisheries, the securities of which are almost entirely held in England, announces that it is unable to meet the coupon representing the interest payment due on its 5 per cent. debenture stock.

SHIPPING RATE WAR ENDED

German Competition on the Europe-Argentine Route Has Been Removed. Liverpool, October 22.—The war in Europe has not only brought to a close the competition of the German steamship lines with British, French and Italian companies on the Europe-Argentine route, as well as the fight which one of them urged with a firm trading under the national flag on the River Plate, but it has also effectively stopped the rate wars initiated as the result of Teutonic aggression.

TOBACCO SALES LIMITED

Lancaster, October 22.—It is no secret among the trade that he bulk of the Lancaster tobacco packers depend very largely upon the local banking institutions for the funds required in buying a crop, and it is equally no secret that because of unsteady money conditions now, because of the war and because the banks already have too much money tied up in the war, the banks are unwilling to put any more of their funds in tobacco.

RECEIVERS FOR OIL COMPANY

Atlantic Phosphate Corporation Had Assets of \$4,000,000 and Liabilities of \$1,431,000. New York, October 22.—Judge Veeder in the United States District Court in Brooklyn yesterday appointed J. R. Oeland and Alfred C. Cox temporary receivers for the Atlantic Phosphate and Oil Corporation. The company was organized in 1913 with a capital of \$5,000,000 and has its principal plant at Promised Land, Suffolk County, Long Island. This action was taken on the friendly application of Waldemar Schmittmann, who has a claim of \$20,000 against the corporation and was joined in by its attorneys.

BUY 10,000 SHARES PROFIT-SHARING STOCK

New York, October 22.—A prominent chain of store interest is reported as the buyer of 10,000 shares of the United Profit-Sharing stock at an average price of about 8.

SILVERSMITHS CO. DIVIDEND

New York, October 22.—The Silversmiths Company declared regular quarterly dividend of 1 per cent, payable November 16th to stock of record November 9th.

PERSONALS

J. T. Armand, the Montreal mining broker, is a prisoner of war at Baden, is not likely to be able to leave Germany while hostilities are in progress. Mr. Fred Bacon, Pine avenue, has returned to his city, having closed his summer home at St. Albans. Mr. J. H. W. McLoughlin has gone to St. Albans, N.B., to visit relatives for a short time. Mr. H. E. Muir has returned to the city from his country home at Woodlands. Mr. Andrew Allan is at present in Ottawa. Mr. Percy Cowans, who has been on a hunting party near Tadoussac, has returned home again. Mr. and Mrs. F. Orr Lewis, who are spending winter at the Ritz-Carlton, have gone to Ottawa where they are registered at the Chateau Laurier. Mr. Max Aitken has left the Ritz-Carlton for his home yesterday on the S.S. Mauretania.

AT THE HOTELS.

At the Place Viger—G. S. Postlethwaite, Van Buren; Canon Kilton, Ottawa; Miss Kittson, Ottawa; W. W. Moore, Ottawa; H. De Fuy, New York; Mullarky, Quebec; L. S. Odell, Toronto; E. E. Con, Ottawa; W. H. Wiggs, Quebec.

At the Queen's—Mr. and Mrs. J. W. Cockburn; Mrs. D. J. Wood, Quebec; Fred C. McCrory, Hamilton; Thomas C. Fisher, Boston; Leon J. Behal, New York; R. C. MacGregor, Winnipeg; Mr. and Mrs. Robert Holmes, Three Rivers; T. A. Mullen, Saginaw; John Red, Jr., Philadelphia.

At Freeman's—Pierre Duryea, Toronto; E. Lockey, St. Catharines; E. Nadeau, Quebec; A. von, Niagara Falls; E. C. Fitch, Jr., Boston; Berger, Chicago; J. G. Roberts, Philadelphia; Hickup, Toronto; F. L. Hurd, Concord, N.H.; J. Hens, Toronto.

DEBENTURES OF STE. AGATHE OFFERED BY HANSON BROS.

Debentures of the municipality of Ste. Agathe, Monts to the amount of \$50,000 are being offered by Hanson Bros. at 87, and accrued interest, a which gives a yield of nearly 6 per cent. The general debenture debt of the municipality is \$194,415, less \$119,000 waterworks debentures, \$74,900 electric light debentures, leaving a net debenture debt of \$144,415 against taxable real estate assessed at a value of \$1,111,045.

NEW DIRECTOR ELECTED.

Mr. E. M. Saunders, treasurer of the Canada Assurance Company, has been elected a director of the National Trust Company, to take the place of one made vacant by the death of the late Mr. E. C. Board.

Real Estate and

Table with columns: Bid, Ask, Aberdeen Estates, Beaudin Ltd., Bellows Land Co., Blery Inv. Co., Caledonia Realty, Can. Cons. Lands, Carter Realty, Central Park, Corporation Estates, Charing Cross Co., City Central Real Estates, City Estates, C. C. Luc R. & Inc. Co., C. C. Cottrell, Ltd., Credit National, Dryden Land Co., Dunsan Land Co., Drummond Realities, Eastmount Land Co., Fairview Land Co., Fort Realty, Grandview Realty, Highland Factory Sites, Improved Realities, K. & R. Realty Co., Les Compagnies, Les Terres, Lachine Land Co., Land of Montreal, Landholders, Lawson Dry Dock Land, La Societe Bivla, La Compagnie des Terres de Clement, La Compagnie Nationale de L'Est, La Compagnie Montreal Est., La Salle Realty, La Compagnie d'Immobilier du Canada, La Compagnie Industrielle d'Immobilier, Les Lieux, La Compagnie Montreal Ouest de N. D. de G., Longueuil Realty Co., L'Union de l'Est, Montain Sites, L'Hotel City Annex, Montmartre Realty Co., Mont. Deb. Corp. pfd., Mont. Deb. Corp. ord., Inv. Co. of Canada, Inv. Co. of Canada, Montreal Land & Investment Co., Montreal Factory Land, Mont. Lachine Land Syn. Ltd.