

MOVEMENT ON FOOT TO REVIVE DAYS OF WOOL CLIPPERS

Arrival of Four Mast Barque "Port Jackson" Recalls Period When Many of Her Type Raced With Southern Wool

With the recent arrival of the British four mast barque "Port Jackson" at Immingham, near Hull, with 9,000 bales of Australian wool consigned to Bradford cloth manufacturers, there is a movement on foot to revive the days of the clipper ships that race the "Southern Wool". The "Port Jackson" is one of the very few British owned clipper ships surviving the competition of steam, and she is well known as being a cadet ship in which many a youthful seafarer first picked up his saluting and training haul.

Wool cargoes in sailing ships declined many years ago, and much of the credit for the revival is due to the Bradford Board of Trade who made representations to sailing ship owners pointing out that the employment of sailing ships as wool carriers offered certain advantages to the trade. Apart from the business aspect, the employment of the best of our remaining windjammers in this splendid deep-water run will hold to Great Britain a sailing ship trade in which a fine class of seafarers can be trained.

France and Germany have long recognized the fact that the sailing ship is the only school in which competent seamen can be trained and with the object of keeping their sailing fleets they have subsidized them and given their owners every encouragement. Germany has a splendid fleet of four and five masted ships and barques engaged in the Chilean nitrate trade exclusively, and France, subsidizing her sailing fleets, has a large number of fine ships in the West Coast grain and New Caledonia nickel ore trade.

The old time Australian wool trade was one of the glorious memories of the clipper ship era. With the China tea clipper, the Australian and New Zealand wool trades were regarded as being the richest in sailing craft, and owners and skippers vied with each other in turning out and sailing ships and barques to beat the home run records.

While the China tea packets were wooden craft, the wool clipper was composite and of iron. Out of London, the Aberdeen Line had some famous vessels in the trade—one of them, the composite clipper ship "Thornycroft" holding many records on the Australian run. Running 7,736 miles in 29 days, it is one of the famous runs she made while bound to the Antipodes. The Loch and Shire Lines of Glasgow made a great name for themselves in running wool in their fleet iron ships and barques and many of their vessels—the "Loch Katrina," "Loch Brodie," "Loch Torridon," "Loch Venacher," "Kirkcubrightshire," and others as well known for their fast passages as the Clippers of the Cape.

The wool trade is essentially a great sailing run offering plenty of opportunities for hard driving. Going out to the Cape of Good Hope, this means a fine fair weather slant down the Trades until the Cape is opened up and the trade winds of the "Roaring Forties" are entered. From the longitude of Cape Town to the Australian port the ship can run with before a gale of wind in the windy latitudes south of forty. From Australia the homeward run is made via Cape Horn and up the Atlantic. From the wool port to the Horn is another square yard stretch before the wind, and the fastest sailing records have been made in the "Roaring Forties" in what is known to sailors as "running before the wind." Running before the wind is the course of a day's run—fourteen, fifteen and even sixteen days.

It is made a great college for training sailors this "eastern" run on a hard driving clipper. Tremendous seas—a mile long from crest to crest—the wind roared over the tops of the waves which often had a storming heave before it as a fifteen knot gale under a lower foretopmast only, stiffened a young sailor's nerve and gave him experiences which made him ready to tackle anything without flinching in after life.

The old timers and those who love the sea and ships will no doubt be glad to see a revival of the wool trade for sailing craft and it is to be hoped that the "Port Jackson" trip will be followed by many others. Running before the wind is the course of a day's run—fourteen, fifteen and even sixteen days.

Assets of B. C. Fisheries Sold. Vancouver, July 22.—The sale of the assets of the B. C. Fisheries Ltd., to Mr. Devereaux for a sum of \$300,000 has been confirmed by Mr. Justice Clement in Supreme Court of Champlain. The sale was effected by the receiver of the company in England and has received the assent of the English courts.

Objection to the sale had been made by the British Columbian creditor who who did not get a cent on their claims for \$75,000, the \$800,000 being sufficient to pay only about 75 per cent on the debentures. They had no offer to make and no hope of obtaining a better offer was held forth this morning, so his lordship said he would not bid the sale open.

The company which was promoted by the late Sir George Douglas, of Grimby, showed assets with a paper value of over \$1,500,000.

C.N.R.'s Guelph Line. Likely That Connection With Toronto Will Be Established This Fall. Guelph, July 22.—The Canadian Northern electric line from Toronto to Guelph is, according to reliable reports, likely to be running by this fall.

Chief Engineer Wilkie and two assistants were in the city, and from what they hinted it is apparent that from now on greater activity may be expected in the construction of the line to Guelph.

It is learned that steel rails are now laid as far as Georgetown and the rapid rate the work is now going along it will not be long before gangs are working in this vicinity.

The road is already graded, with ties and steel supplies on hand for most of the distance.

Enlargement when completed will make Willys-Overland plant at Toledo largest automobile factory in the world, consisting of 64 buildings, containing floor space of over 40 acres.

THE CHARTER MARKET LATEST NEWS OF THE SHIPPING WORLD

New York, July 20.—Steamer chartering was confined largely to the grain trade, and a steady demand prevailed for additional boats. Rates were firm and tonnage offered moderately. Quotations to Liverpool, 23d; London 23d; Glasgow, 20; Rotterdam, 63d; Hamburg and Bremen, 30; Genoa; Hull, 23d; Bristol, 23d; Antwerp, 34c; picked ports, large tonnage, 28 3d; cotton to Liverpool, per 100 lbs., 20c.

Charters.—British steamer, 20,000 quarters, grain, Baltimore to two ports North Ireland, 2d 8d, November; British steamer, 30,000 quarters, grain, Montreal to Rotterdam, 2s 2 1/2d, option other picked ports, 2s 6d, August-September, and a second trip at 3d additional, late October; British steamer, 21,000 quarters, grain, Montreal to Genoa, 2s 2 1/2d, option other picked ports, 2s 6d, August-September, and a second trip at 3d additional, October; British steamer, 24,000 quarters, grain, Montreal to Avonmouth or Rotterdam, 2s 7 1/2d, with options, September 25-October 15; British steamer, 26,000 quarters, grain, Gulf to Rotterdam, 2s 6d, option Antwerp, 2s 7 1/2d, or Hamburg, 2s 9d, late August; British steamer, 2,318 tons, West India trade, one round trip, basis about 2s 7 1/2d, early August; at 65c cost, salt, Turkish, 5 per cent, Boston, private terms; schooner, 572 tons, coal, Philadelphia to Galveston, private terms.

RECENT NOVA SCOTIA STRANDINGS IN BAD CONDITION. Halifax, July 20.—The holds of str. Regina (Nor.), which ran on the reefs at Belton, near Louisbourg, in the storm on Saturday, were full of water to-day. She was bound from Chester, Pa., for St. Ann's, C.B., in ballast, and will probably be at anchor here.

The decks of str. Cientifagos (Cuban), stranded on Scatarri Island, are awash. She has a cargo of hard pine, from Guipuzcoa for Montreal.

Schooner Clarence H. Venner, New York for Halifax, with coal, before reported ashore on the ledges of Cape Sable Island, has gone to pieces.

BALTIMORE AND OHIO

Must be Allowed Fair Increase in Freight Rates or it Will be Forced to Cut its Dividend. Thompson, Towle & Co. express the opinion that unless the Baltimore & Ohio is allowed a fair increase in freight rates under the decision of the Interstate Commerce Commission, it will be forced to cut its dividend. Baltimore & Ohio pays 5 per cent a year. But they add: "It is thought that the road will be allowed to increase its freight tariffs, and an increase averaging 2 per cent will mean a direct addition of approximately \$2,000,000 to Baltimore & Ohio's dividend balance. The indirect benefits from such an increase, which is not a general business, should be simulated to such an extent that the dividend balance probably will be swelled an amount of \$8,000,000. It must be remembered that the 1914 fiscal year was by no means a normal one. It was necessary for the company to expend and charge against earnings \$2,124,000 for reconstruction of property damaged or destroyed by floods in 1913."

THOMSON LINE. Jamaica arrived at Duncew from Montreal, 2 p.m., yesterday.

MURRAY-KAY. Toronto, July 22.—Murray-Kay, Limited, regular quarterly, of 1 1/2 per cent, on preferred, payable August 1st to record July 20th.

OPEN CAPE COD CANAL

Ceremony Will Mark First Day of Service of Sea Level Waterway Which Measures 8 Miles. (Exclusive Leased Wire to Journal of Commerce.) Boston, July 22.—Cape Cod Canal will be opened for regular traffic on July 30. On the day preceding a ceremonial opening will be made when the fleet assembled at New Bedford will proceed through Buzzard's Bay and canal and return to western approach, where exercises will take place.

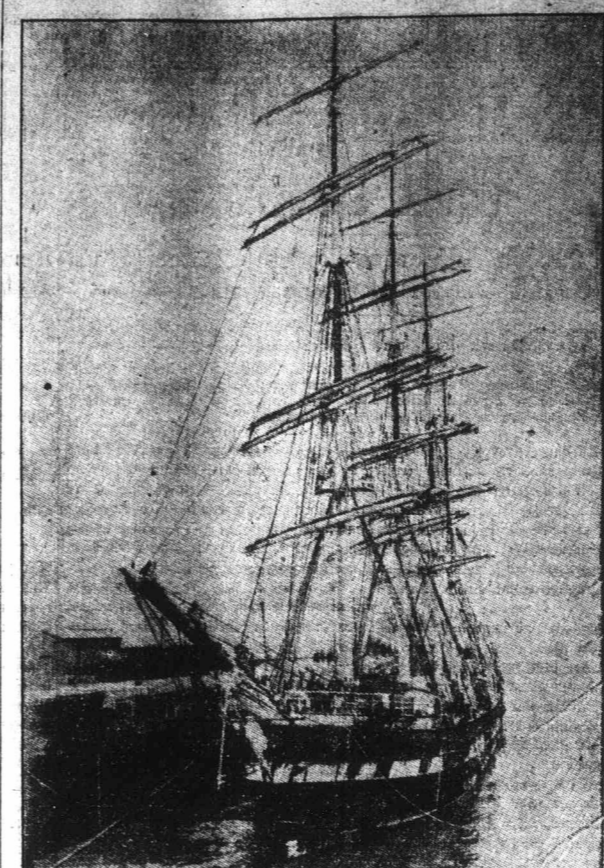
August Belmont is president of the company. Cape Cod Canal is a sea-level canal and therefore demands no locks. It is longer than the original canal, but greater in its dimensions than original. Suez Canal of English Manchester Canal. There is a breakwater on Cape Cod, 12,000 ft. long, containing 850,000 tons granite. Length of ditch is 8 miles from shore to shore.

BARGES \$90,000 APiece. (Exclusive Leased Wire to Journal of Commerce.) Albany, N.Y., July 22.—New York and Buffalo Steamship Company recently incorporated by Charles W. Morse, former Ice King, to operate the fleet of self-propelled freight barges between Buffalo and New York on the new State barge canal, has awarded a contract for 30 of these boats. Contracts signed with J. Hamilton, Herbert J. Chambers and Cyrus Robinson, of New York, will involve \$1,800,000. Cost per barge averaging \$60,000.

ARRIVALS AT FOREIGN PORTS. Steamer. Arrived at. From. Pinland, New York. Antwerp. Hellig Olav, New York. Copenhagen. Grosser Kurfurt, New York. Bremen. Cecile, New York. Bremen. Roma, New York. Marseilles. Ryndam, New York. Rotterdam. Boston, Philadelphia. Liverpool. Bhatia, Philadelphia. Hamburg. Breslau, Boston. Bremen. Columbia, Glasgow. New York. Caronia, Glasgow. Philadelphia. Ruthenia, Antwerp. Montreal. Calancia, Gibraltar. Boston. Laloria, Leghorn. Boston.

VESSELS BOUND FOR MONTREAL. S.S. From. Sailed. Keynor, Londonderry. June 6. Crossing Court, Marseilles. June 14. Stanley Sabine, London. July 1. Lowmood, Gibraltar. July 2. Pontve, Venice. July 7. Hans B., Genoa. July 7. Falk, Demara. July 7. Stappool, Rotterdam. July 8. Linkmore, Venice. July 8. CoteWold Range, Fowey. July 9. Manchester Corporation, Manchester. July 10. Scotian, Havre. July 10. Gadsby, Glasgow. July 10. Nantowen, Venice. July 10. Caroline, Havre. July 11. Ribston, Ardrossan. July 17.

SMOKE VAFIADIS Celebrated Egyptian Cigarettes



THE "PORT JACKSON". One of the Famous Wool Clippers That "Raced the Southern Wool."

MANY TRAMPS COME TO MONTREAL IN AUGUST

Grain Will be Cleared Out of Local Elevators to Extent of 30,000 Bushels, it is Said.

During the month of August it is expected that the port of Montreal will be visited by seventy-five tramp steamers, or more than have come to this port for the past ten years. This month has been well to the front in the same trade, over forty tramps being expected to come here and take cargo during July.

The significance of these figures is shown by the fact that during the whole of last year there were only two score tramps in port, while in 1912 there were but six, in 1911 none. For years previous to that the arrival of a tramp steamer in port was a curiosity, some seasons being marked by one or perhaps two, while in many years not a single one of these ocean wanderers tied up here.

This sudden influx of freighters will cause a good deal of figuring on the part of the harbor master and his officials in order to get the vessels properly berthed so that they can get their cargo and clear with as little delay as possible. It is however expected that they will all be placed without disturbing the work with the regular liners.

It is the grain trade that is bringing so many tramps to port most of those coming during August having been chartered by Montreal grain dealers in the hope of getting the field here cleaned up so as to have plenty of room for handling the fall crop from the west as soon as it starts to move. While there has been little real congestion at the elevators of late there is a vast amount of grain moving all the time, and it is considered the part of wisdom to get it out of the country before the new wheat starts in.

That this will be accomplished is shown by the fact that the seventy or eighty tramps expected to reach port during August will, at an average of 250,000 bushels apiece be able to account for 20,000,000, in addition to the 5,000,000 ordinarily handled each by the regular steamers, making here, or a total for the month of almost 30,000,000, practically a million bushels a day. Such a demand will not merely clean up the market here pretty well, but will keep the port elevators working overtime to keep the tramps supplied with grain as they come.

During the present month with forty tramps loading grain for Liverpool and European ports an extra ten million bushels of grain will have been handled, making nearly 20,000,000 bushels for the month. In fact it was stated yesterday by Mr. F. Robertson, of the Harbor Board, that the present year will be the greatest grain handling season ever known in this port, and that by the end of navigation it bade fair to set a record for the port. At the Harbor Board was stated that the tramps had been chiefly chartered by grain firms here, Messrs. Wright & Esdaile having engaged fifty, Ames Brooke ten, and Messrs. Thompson & Erloh about sixteen, while it was expected that other firms would have more tramps coming.

It is not all Canadian grain that is to be handled during the balance of the season. During August for the first time large quantities of corn and other grain from the middle west will be shipped to Liverpool from Chicago via Montreal and the St. Lawrence route. This grain will come down the Great Lakes and canal, and be cleared here for trans-shipment to ocean-going boats. This is new traffic for this port, and it is expected to grow so that possibly in future the shipments of American grain via the St. Lawrence will counterbalance the shipments of western Canadian grain by Buffalo and other American ports.

Quebec to Montreal. Longue Pointe, 5—Clear, west. In 11:20 a.m., Lingan, Out, 9:30 a.m., Stray and low. Vercheres, 19—Clear, west. Arrived in 8 a.m., Greenwick, 10:30 a.m., Hudson and low. Three Rivers, 71—Clear, west. Patience, 883—Clear, northwest. St. Jean, 877—Clear, northwest. Grondines, 98—Clear, north. Portneuf, 165—Clear, west. St. Nicholas, 177—Clear, west. St. Roch, 132—Clear, west. Quebec, 139—Clear, west. Out, 9:45 a.m., Byron Whitaker.

West of Montreal. Lachine, 5—Clear, northwest. Eastward, 10:10 a.m., Wahoonah. Falls Canal, 99—Clear, west. Eastward, 2:15 a.m., F. P. Jones, 4:30 a.m., Westman, 4:45 a.m., Westmount, 5:30 a.m., McVittie, 6:30 a.m., Fairmount.

INTERNATIONAL HARVESTER. International Harvester Co. of New Jersey has declared the regular quarterly dividend on the preferred stock of 1 1/2 per cent. The International Harvester Corporation has declared the regular quarterly dividend on the preferred stock of 1 1/2 per cent. Both dividends are payable September 1st to stock of record Aug. 10.

ALLAN LINE STEAMERS. Tunisian, from Montreal and Quebec, for Liverpool, sailed here 2:30 a.m. July 21st. Calgarian, from Quebec, for Liverpool, was reported 180 miles E. Cape Race, 3 a.m. July 21st. Corsican, from Glasgow, for Quebec and Montreal, arrived Montreal, 7:35 p.m. July 20th. Heesperian, from Montreal and Quebec, for Glasgow, was reported abeam Cape Race, 9 a.m. July 21st.

RAILWAY EARNINGS. Chicago Great Western.—Second week July, \$270,642, decrease, \$61,641. Kansas City Southern.—June gross, \$950,467, increase, \$126,486, Net, \$397,286, increase, \$109,683, 12 months gross, \$19,993,454, increase, \$387,144. Net, \$8,635,275, increase, \$21,462. Havana Electric Railway, Light & Power, week ended July 19th, increase, \$78,686, from January 1st, decrease, \$1,728.

NEW LAKE SHORE ROUTE TO TORONTO. via Belleville, Trenton, Brighton, Colborne, Port Hope, Newcastle, Bowmanville, Oshawa, Whitby. Leave Windsor St. 8:45 a.m. New in Effect.

PORTLAND, KENNEBUNK, OLD ORCHARD. Lv. Windsor St. 7:00 a.m., 9:05 p.m. Through Parlor and Sleeping Cars. Daily ex. Sunday. Daily.

MAIL AND PASSENGER SPECIAL. Leave Windsor Station 10 a.m., Thursday, July 23rd. Connecting with R.M.S. Virginian. Train will run direct to ship's side.

GRAND TRUNK RAILWAY SYSTEM. DOUBLE TRACK ALL THE WAY MONTREAL—TORONTO—CHICAGO. THE "INTERNATIONAL LIMITED." Canada's Train of Superior Service. Leaves Montreal 8 a.m., arrives Toronto 4:30 p.m., Detroit 9:55 p.m., Chicago 8 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.

CITY OFFICE 123 St. James St. Cor. St. Francois St. Telephone 1157. Window 1157. OFFICES: Monmouth St. Main 8500.

NEWS OF RAILROADS

PENNA. GETS RIGHT OF WAY. Chicago, July 22.—Additional right of way to provide for laying of the third track between Chicago and Logansport, Ind., has been secured by Penna. Railroad.

WHERE HEATHER BLOOMS IN CANADA. The visit of Sir Arthur Conan Doyle to Jasper Park has led to draw the attention of the travelling public to the Canada possesses in her great national reserves. Mr. J. B. Harlick, Commissioner of Dominion Parks, is carrying on a campaign to make these immense playgrounds better known, and has just issued from the Department of the Interior a most attractive souvenir of the mountain parks. This is a booklet entitled "Just a Sprig of Mountain Heather." Attached to it is a piece of real purple heather taken from the Alpine meadows of the Canadian Rockies.

It is noted that a very effective way to capture the tourist interest in Canada's national parks, Mr. Harlick treats in the booklet of the significance of the reserves and of the Dominion's natural heritage of beauty in the form of majestic mountain, pine, full valley and emerald lake. Jasper is the interest of the Dominion Parks to be established in the complete area of a thousand square miles in the wonderful district recently opened up by the construction of the Grand Trunk Pacific through the Yellowhead Pass.

BRIDGE OVER YAMASKA. Messrs. Ross & McCombe, contractors, have just completed a fine concrete bridge over the Yamaska River for the Montreal and Southern Counties Railway, that firm having had some fifty men or more at work on the structure since October last. There are two massive piers, and two each eighty feet in length, being the bridge is located, has a quick-sand bottom. The piers had to be built on piles, no less than eighty piles, thirty-five to forty feet in length being sunk under each of the four sub-structures. The Hamilton Bridge Company were the contractors for the girders, and the ties and track have been laid on the bridge for some days past.

It took some two thousand yards of concrete for the piers and one thousand cubic yards of rip-rap were put into the foundations. As soon as the concrete was completed, the working trains will be running over the bridge, which will cost in the vicinity of seventy-five thousand dollars.

STEAMSHIP SPECIAL. Connecting with R. M. S. Virginian, sailing from Quebec, Thursday, July 23, 10 a.m. Special of First-Class Coach, Dinner and Parlor Cars will leave Windsor Station at 10 a.m. Thursday, July 23. Train will run direct to ship's side.

ST. Z. Pierre, of 181 Chomedey Street, was granted a permit for 1021 Deniker house which he is about to erect on Close street, St. Andrews ward, at cost of \$25,000.

The J. C. Wilson Company, Ltd., about to expend \$200,000 on alterations to the premises lately occupied by them on Craig street. These are to be occupied by the firm of G. G. Broth & Co., Ltd., dry goods merchants.

Henry Gaffney, 244 St. James street, is to make alterations to 1021 Deniker street west at a cost of \$5,000.

J. E. Roblin, 539 Ninth avenue, Rosemount, was granted a permit for erection of three buildings on Tont avenue. Each will be of three floors and cost together \$12,000.

J. A. Carter, 442 Rue d'Artois, is to erect a permit for the erection of building of three floors on Mauncie street, at cost of \$10,000.

H. Dubois, 141 St. Jacques street, is to erect on Bordeaux street, Leclairville, a three-story building of six tenements, at a cost of \$6,000.

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

Aberdeen Estates	120	125
Baudin, Ltd.	200	201
Bellefleur Land Co.	80	84
Bligny Inv. Co.	97	105
Caledonia Realty	20	205
Can. Cons. Lands, Ltd.	3	100
Cardier Realty	80	103
Centra	100	108
Charing Cross Industrial	10	20
Com. s. p. c.	10	10
Corporation Estates	74%	75
City of Montreal	15%	20
City Estates	90	110
Cote St. Luc R. & Im. Co.	50	58%
Ed. Cottrell Ladd & Co.	12	20
Fid. Nat.	14	140
Credit National	120	140
Crysall Spring Land Co.	65%	69
Dundas Realty Co., Ltd.	68	95
Dental Land Co.	100	120
Dorval Land Co.	100	113
Drummond Holdings, Ltd.	100	143
Eastmount Land Co.	105	110
Fairview Land Co.	100	120
Fort Realty	25	38
Greater Montreal Land	225	300
Com.	100	113
Improved Realities, Ltd.	100	118
Pfd.	60	64%
Do. Common	15	18
K. & R. Realty Co.	58%	78
Kenmore Realty	100	121
Les Terres Ciment, Ltee.	40	65
Lachine Land Co. p. m.	121%	149
Lafontaine	45	65
Landholders Co.	45	58
Lauson Dry Dock Land, Ltd.	100	104
La Societe Hvd. Pie I.X.	100	104
La Compagnie des Terres de ciment	40	65
La Compagnie Nationale de L'Est	80	110
Est	90	95
La Salto Realty	97	103
La Compagnie d'Immeuble	100	108
La Compagnie d'Immeuble	55	70
La Compagnie Industrielle du Canada, Ltee.	40	75
La Compagnie Industrielle d'Immeuble, Ltee.	100	108
La Compagnie Industrielle d'Immeuble, Ltee.	100	108
Quest de N. D. de G.	91	100
Longueuil Realty Co.	95	100
Union de l'Est	102	102
Montreal Right	85	90
Model City Annex	70	83
Montmartre Realty Co.	10	103
Int. Deb. Corp. Pfd.	70	80
Com.	40	60
Montreal Education	40	60
Western Land & Inv. Co. of Canada	90	95
Montreal Extension Land Co.	95	105
Montreal Land and Im.	95	105
Improvement Co.	95	105
Montreal Factory Land	65	70

Real Estate and