

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

From Southampton. From Montreal.
Aug. 13.....ANDANIA.....Aug. 29
Aug. 20.....ASCANIA.....Sept. 5
Aug. 27.....ALANIA.....Sept. 12
Steamers call Plymouth Eastbound. Rates, Cabin
\$10.25 up. Westbound \$20 up.
General Agents, 20 Hospital Street. Steamer Branch,
488 St. James Street. Uptown Agency, 530 St.
Catherine St. West.

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE.

From Glasgow. From Montreal.
Aug. 15.....ATHENA.....Aug. 29th
Aug. 22.....LETHBRIDGE.....Sept. 5th
Aug. 29.....CASSANDRA.....Sept. 12th
Passenger Rates—One class cabin (11), \$47.50 up-
wards. Third-class, east and westbound, \$31.25.
For all information apply to
THE ROBERT REFORM CO., LIMITED.
General Agents, 20 Hospital Street. Steamer Branch,
488 St. James Street. Uptown Agency, 530 St.
Catherine St. West.



Thousand Islands, Toronto, Niagara Falls

Service Daily.
Week days, 1.00 p.m.; Sundays, 2.15 p.m., from
Lachine.

Quebec

Service Nightly, 7.00 p.m.

Far-famed Saguenay

SS. "Saguenay," Tues. and Fri., 7.15 p.m.; from
Quebec, 8.00 a.m., week days.

Toronto and Hamilton

Steamers leave 7.00 p.m., Tues. and Sat.
Through the Thousand Islands, and Bay
of Quinte. Low rates, including meals and berth.

Gaspe, P.E.I., Pictou, N.S.

SS. "Cascadia," Next sailing, 4.00 p.m.,
August 27th.
Ticket Office—9-11 Victoria Square.

KOENIG LOUISE WAS A NOTEWORTHY VESSEL

Mail advices confirm the destruction by gun fire of the Hamburg American Line steamer Koenig Louise, by the British destroyer Lance. The Koenig Louise was caught in the act of laying mines some sixty miles from Harwich and was sunk by four shots, 28 of the crew being rescued. The unfortunate liner was a new vessel of 1,800 tons displacement, 275 feet long by 38.62 feet beam, built last year at Hamburg for tourist service in the North Sea and along the Riviera. Her distinguishing feature was her propelling machinery, consisting of Vulcan-Curtis turbines fitted with the Fottenger transformer. The Koenig Louise was the first sea going vessel fitted with this method of turbine reduction which has since been adopted in the 25,000-ton liner Admiral von Tirpitz, for the Panama Canal service, which, however, has not yet been completed. The transformer fitted between the turbines and the propeller was designed to effect a reduction in speed between them in ratio of 4.03 to 1. According to Dr. Fottenger, who read a paper on the hydraulic transformer of his invention at a recent meeting of naval architects and shipbuilders in England, the two transformer sets of the Koenig Louise had been a complete success, and she had run 20,000 mile slant winter without trouble of any kind, and in fact with much less trouble than her sister-ship the Kaiser, who has direct-driven turbines. Her full-power coal consumption varied between 1.31 and 1.425 lb. per secondary a.h.p. including all auxiliaries, steering engines, turbo-dynamo, sanitary pump and steam for cooking and heating. She was also said to have effected a saving of 43 per cent. in coal over her direct-driven sister ship, due partly to the reduced dimensions made possible by the transformer, and partly to a considerable improvement in machinery. These results covered only the first season's run, and in view of the scientific interest attached to the Fottenger transformer it is all the more to be regretted that military necessities should have compelled the use in actual warfare of this vessel, with the dire consequences which quickly followed her conversion into a mine-layer. This is not one of the least regrettable features of the present European strife, and one which all engineers and naval architects will deplore.

STEAMSHIP SPECIAL.

Connecting with R. M. S. Virginian, sailing from Quebec, Thursday, August 20.
Passenger and Mail Special of First-class Coaches, Diner and Parlor Cars will leave Windsor Street Station at 10 a.m., Thursday, August 20.
Train will run direct to ship's side.

LAST HAMBURG-AMERICAN LINER LEAVES THE ATLANTIC.

New York, August 19.—The Canadian Pacific liner Empress of Russia, recently taken over by the British Government and ordered delivered to the British naval authorities at Hong Kong, has arrived at Yokohama from Vancouver.

With the arrival of the Hamburg-American liner Arcadia at Newport News the last of that company's ships will have left the Atlantic. The steamer is due at Newport News to-day. She is a freighter of 5,500 tons burden and carries a cargo of toys, dye materials, and general merchandise.

MUSGOLMAN FIRE BERAT.

London, Aug. 19.—Advices from Avlona, Albania, say: Musgolman insurgents set fire to Berat on Monday. They have occupied Fieri and are marching on Avlona. The international forces have been withdrawn.

ANOTHER FACTOR IN WESTERN SHIPPING

Brazil, Argentine, Chile and Peru, the
Four Marine Countries of
South America

TRANS-OCEANIC TRAFFIC

Nations Mentioned Have 600,000 Ship Tons, of Which
455,000 is Tonnage Represented by Steam Vessels
Classed as Sea-going and Balance is Sail.

Recent statistics show that Brazil, Argentina, Chile and Peru have each a merchant marine fleet capable of transporting a very considerable volume of import and export goods, annually. The four countries combined have a total of 469 steamers classed as sea-going and of 100 tons net or over. The total gross tonnage of these 469 vessels is approximately 455,000. In sailing vessels the same four countries have a total of 622 ships of a combined gross tonnage of 204,473. While most of these are classed as sea-going they are not adapted to trans-oceanic traffic.

Notable among the steamship lines operating some of the above steamers is the Lloyd Brasileiro, a large company holding a subvention from the Brazilian government. This company operates such liners as the Sao Paulo, Rio de Janeiro and Minas Geraes, fast passenger freight and mail steamers of about 6,500 tons each. The company operates between Brazilian ports and New York and from Rio de Janeiro to points in Argentina.

The Argentine Navigation Co. (Mihanovitch lines) of Buenos Ayres, has no less than 225 steamers most of which are engaged in fluvial and coastwise traffic, but many of which are adapted to over-sea shipping. The South American Steamship Co., a Chilean line, has a fleet of steamers composed of some 20 vessels plying between Valparaiso and Pacific ports, with an average of 2,000 tons each. Seven of these make regular trips between Valparaiso and Panama, some formerly going so far as San Francisco. These vessels have modern equipments.

The Peruvian Steamship Co., operating under a subvention from the Peruvian government, among numerous other vessels has a fleet of five turbine driven, oil-burning steamers, which have recently been placed in commission. They are equipped with all modern appliances, have an average of 4,000 tons capacity each, and are especially fast, making the trip from Callao, Peru, to Panama in six days. These vessels would be easily adapted to trans-oceanic traffic.

These several lines as well as others not specifically mentioned, will doubtless be ready to grasp the opportunity to engage in the most profitable business at hand. Presumably, such vessels as are suited to the trans-Atlantic trade will be promptly prepared to meet the emergency, and thus the South American merchant marine may become an important factor in North American shipping.

NO ACCIDENT REPORTED

Vancouver Office of G. T. P. Have Not Heard Officially of Reported Danger of Prince Albert

Victoria, B.C., August 18.—A wireless message from Prince Rupert says:
"Picked up distress signals from the Grand Trunk Pacific Railway Steamer Prince Albert at 9.30 a.m. Boat reported breaking up on Butterworth Rock, in Brown Passage, Chatham Straits, in a dense fog. Prince John and Lillocet advised and are rushing to her assistance."

Had Troops on Board.

Vancouver B.C., August 19.—Grand Trunk officials here know absolutely nothing of the accident to the Prince Albert. This boat left here last Friday night with 175 militia men for Prince Rupert and is not expected back here until next week. Her next journey after leaving Prince Rupert would be to Queen Charlotte Islands.

CAPTAINS AS DECKHANDS.

An interesting feature of the seaman's strike in New Zealand last year deserves to be mentioned. At one stage of the proceedings the outlook was decidedly bleak; even the coastal traffic was practically suspended, as was the service to Australia. Since the large cargo steamers and liners could be neither loaded nor unloaded, trade with the United Kingdom was also held up, even though the crews had not formally joined the strikers. An attempt made by the Government to keep up the mail service between the two islands by means of Government steamers had to be abandoned, because the crews refused to work. At this point, the captains and officers of the Union Steamship Company came to the rescue. They placed themselves unreservedly at the service of the company and the public in any capacity. Some two or three steamers were fully manned with their aid, and the coastal service was resumed. Captains with extra certificates cheerfully served as deck-hands; and on one steamer there were no fewer than seven masters dutifully obeying the orders of a mate, specially selected because of his reputation as a strict disciplinarian. Needless to say, the latter took a grim pleasure in the novel situation in which he found himself.

Engineers of every grade came forward with the same cheerful alacrity. They were willing to act in every capacity but one—it was found that professional pride of caste feeling preventing them from acting as fire-men. The gap, however, was soon filled by enthusiastic amateurs; even leading professional men went below and worked like Trojans in the grime and heat of the stokehold. Even under these conditions the steamers made most creditable runs. In reference to the work of amateurs, it may also be of interest to add that some of the unskilled gangs, engaged in unloading steamers did even better work than the professional stevedores, the explanation being that their lack of experience was more than compensated by utter absence of the "cat's paw" principle. —From "Syndicalism in New Zealand" by W. H. Triggs, in the "Quarterly Review."

ITALIAN CABLES IN FRENCH.

New York, August 19.—Commercial Cable Company says: "Cablegrams for Italy must all be written in plain language and only in French. Italian Administration admits Italian and German languages, but intervening administrations do not admit Italian or German, therefore cablegrams must be written in French."

FRENCH CAPTURE PRIZE.

Marseilles, August 19.—Austrian ship Emilia was captured by the French gunboat off Northern Coast of Africa. Prize is carrying 8,595 tons of sugar and coffee.

Shipping and Transportation

WEDNESDAY, AUGUST 19, 1914.
Almanac.

Sun rises—5.34 a.m.
Sun sets—7.34 p.m.
Full moon—August 5.
Last quarter—August 13.
New moon—August 21.
First quarter—August 27.

TIME TABLE.

Quebec.
High water—4.26 a.m., 4.57 p.m.
Rise—13.8 feet a.m., 13 feet p.m.
Next high tide on August 24.
Rise—17.6 feet.

Weather Forecast.

Lower Lakes and Georgian Bay—Partly fair and warm, but some local showers or thunderstorms.
Ottawa Valley and Upper St. Lawrence—Mostly fair and warm, but a few scattered showers.
Lower St. Lawrence—Showers in a few localities but mostly fair, with about the same temperature.
Gulf—Moderate westerly to northwesterly winds; showers in most localities.
Maritime—Moderate winds; showers and local thunderstorms, but partly fair and warm.
Superior—Generally fair, with not much change in temperature.
Manitoba and Saskatchewan—Fine and a little warmer.

PORT OF MONTREAL.

Arrivals

British Transport, from Lisbon, light to load grain. Arrived August 18th.
Bengore Head, Belfast, from Belfast, light. Arrived August 18th. McLean, Kennedy Co. Agents.
Saxilby, from Buenos Ayres, via Pernambuco, light, to load grain. Arrived August 18th.
Manchester Shipper, from Manchester, general cargo. Arrived August 18th. Furness, Withy Co. Agents.
Royal George, C. N. R., from Bristol, passengers and general cargo. Arrived August 18th. Canadian Northern Steamships, Agents.
Corinthian, Allan Line, from London, passengers and general cargo. Arrived 7 a.m., August 19th. Allan Line, agents.
Oakfield, from Marseilles, light to load grain. Arrived 7.45 a.m., August 19th.

Coastwise Arrivals.

Stigstad, coal, from Sydney, N.S., 9.45 a.m.

Due in Port To-day.

Ariel, from Cardiff, Ingleby, from North Shields, Cairnmore, from Middlesbrough. Clearpool, from Genoa. Fishpool, from Savona.

VESSELS IN PORT.

British Transport, to load grain.
Bengore Head, Belfast, McLean, Kennedy Co. Agents.
Saxilby, to load grain.
Manchester Shipper, Manchester, Furness, Withy Co. Agents.
Royal George, Bristol, Canadian Northern Steamships, Agents.
Corinthian, London, Allan Line.
Oakfield, to load grain.
Atlas, to load grain.
Dinsdale Hall, to load grain.
Floriston, to load grain.
Roseland, to load grain.
Crestington Court, to load grain.
Tunisian, Allan Line, Liverpool, Allan Line, agents.
Teutonic, White Star-Dominion Line, Liverpool, James Thom, agent.
Virginian, C.P.R., Liverpool, Canadian Pacific S.S. Lines, agents.
Collingham, to load grain. T. R. McCarthy, Agt. Venezuela, French Line, Havre.
Reapwell, Roth Line, Antwerp. Thos. Harling, Agent.
Cotswood Range, Furness Line. Furness, Withy Co. Agents.
Haigh Hall, to load grain.
Saba, West Indies, sugar cargo, Robert Reford Co. Agents.

Kenilworth, to load grain. T. R. McCarthy, agent.
Cairnmore, Thomson Line, For Calais. To sail August 15th, Robt. Reford Co.
Santaroni, to load grain. T. R. McCarthy, agent.
Ruthenia, C. P. R., Antwerp, Can. Pac. Ry., agents.
Polyktor, to load grain. T. R. McCarthy, agent.
Mount Royal, C.P.R., Antwerp. Canadian Pacific Steamships, Agents.
Riverton, to load grain. T. R. McCarthy, agent.
Manchester Spinner, Manchester, Furness, Withy Co. Agents.
Eddie, Furness, Withy Co. Agents.
Salmonpool, to load grain. T. R. McCarthy, agent.
Embsbrook, to load grain. T. R. McCarthy, agent.
Ethel Hilda, to load grain. Furness, Withy Co. Agents.
Stanley, to load grain. McLean, Kennedy and Co. Agents.
Benguela, to load for South Africa. To sail August 20th, Elder, Dempster Co. agents.
Hornarth, to load grain. T. R. McCarthy, Agt. Anglo-Brazilian. To load for Australian ports. Sailing August 20th. New Zealand Shipping Co. Agents.
Keramial, (Gr.), to load grain. T. R. McCarthy, Agent.
Dalton Hall, to load for Hull. Furness, Withy Co. Agents.
Nantwen, to load grain. T. R. McCarthy, agent.
Troutpool, to load grain. T. R. McCarthy, agent.
Scawby, to load grain. T. R. McCarthy, agent.
Gloria de Iarrina, to load grain. Robert Reford, Agents.
Stacpool, to load grain. T. R. McCarthy, agent.
Wilberforce, to load grain. Elder, Dempster Co. Agents.
Pontwen, to load grain. Furness, Withy Co. Agts. Montcalm, C.P.R. Agents.

VESSELS BOUND FOR MONTREAL.

S.S. From Sailed
Hall.....Monte Video.....July 13
Sachem.....Havre.....July 17
Heathside.....Tyne.....July 21
Clearpool.....Genoa.....July 24
Wallerby.....Civita Vecchia.....July 24
Lake Michigan.....Antwerp.....July 24
Brookby.....Rotterdam.....July 27
British Transport.....Lisbon.....July 27
Silvercedar.....Shields.....July 28
Calntrort.....Middlesbrough.....July 28
Westonby.....Rio Janeiro.....July 29
Alden.....Rotterdam.....July 30
Hammerhus.....Las Palmas.....August 1
Ingleby.....Shields.....August 2

SIGNAL SERVICE.

Department of Marine and Fisheries.
10 a.m., Montreal, August 19th, 1914.
Crane Island, 32—Dense smoke, south. In. 7.30 a.m.
Cape Salomon, 31—Clear, northwest.
Father-Point, 187—Clear, west.
Little Metis, 175—Clear, west. In. 6.55 a.m., a steamer. 7.15 a.m., Steam Barge.
Matane, 200—Foggy, west.
Cape Chatter, 224—Dense fog, west. In. 6.30 a.m., Brookby.
Marlin River, 260—Cloudy, west.
Cape Magdalen, 294—Unsettled, northwest. In. 5.50 a.m., Hochelega.
Fame Point, 325—Clear, northwest. Out, 10.50 p.m., yesterday, Wacousta.
ANTICOSTI:—
West Point, 332—Foggy, northwest. Northside, at Ellis Bay wharf.
S. W. Point, 360—Foggy, northwest.
South Point, 415—Cloudy, northwest.
Heath Point, 433—Cloudy, west.

West of Montreal.

Longue Pointe, 5—Clear, northeast. In. 5.50 a.m., Corinthian, 6.45 a.m., Oakfield, 8.50 a.m., Stigstad 7.50 a.m., Accommodation.
Vercheres, 13—Clear, northeast. In. 8.20 a.m., Ariel, 8.30 a.m., Quebec.
Sorel, 39—Clear, southwest.
Three Rivers, 71—Clear, north. In. 7 a.m., Keestrel, 8.15 a.m., Prefontaine, 7.05 a.m., Engleby, 8 a.m., Cairnmore, 8.30 a.m., Clearpool.
Balscan, 88—Clear, northeast. In. 8.45 a.m., Hudson and low.

St. Jean, 94—Clear, northeast. In. 7.30 a.m., Sin-Mac, Hudson and low.
Grondines, 98—Clear, calm. Out, 9.25 a.m., Sin-Mac.
Portneuf, 108—Clear, calm. In. 8 a.m., Fishpool, 8.10 a.m., Kendal Castle, Out, 8.15 a.m., Blackheath, 8.30 a.m., Alexandria.
St. Nicholas, 127—Clear, north.
Bridge, 132—Clear, north.
Quebec, 139—Clear, north. In. 8.25 a.m., Hammer-shus, Arrived down, 8.30 a.m., Gaspeien, 8.15 a.m., Montreal Left, out, 9.15 a.m., Saguenay.

West of Montreal.

Lachine, 8—Clear, west. Eastward, 12.30 a.m., Key-nor, 1.30 a.m., W. H. Dwyer, 2.10 a.m., Avon 730 a.m., A. D. McTier, 8.20 a.m., Cabotia
Cascades, 21—Clear, west.
Coteau Landing, 33—Clear, west.
Cornwall, 62—Clear, calm Eastward, 8.30 a.m., Bronson and barges. 8.30 a.m., Hackett and tow.
Port Colborne, 321—Eastward, yesterday, 8.15 a.m., Edmonton, 11.20 a.m., Easton, 3.15 p.m., Selkirk.

ARRIVALS AND DEPARTURES FROM HOME AND FOREIGN PORTS.

Chatham, N.B.—Sailed Orlock Head, Belfast, Aug. 12
Glasgow—Sailed Mongolian, St. Johns Nfld., Halifax and Philadelphia, Aug. 9.
Rotterdam—Sailed Herakles, Montreal, Aug. 15.

LINES WILL RESUME REGULAR SAILINGS.
New York boats running on all services except Mediterranean.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, August 19.—There was more activity in the steamer market than for some time past and the general demand for tonnage shows a material improvement. Four steamers were closed for trans-Atlantic voyages including a large carrier for sugar from New York to Queenstown and two small boats for barrel oil to Denmark, also for New York loading. A large steamer was also closed to load in the Gulf to the United Kingdom or West France with a full cargo of grain. Additional prompt boats are wanted for trans-Atlantic business and there are also inquiries for steamers for West India and South American business. Tonnage offers sparingly for all kinds of business and as a rule the rates demanded by owners are far above charterers' limits. Sail tonnage charter was also more active than during the recent past, but trading was confined exclusively to the coastwise trades. For sailing vessels the general demand continues limited with rates a trifle firmer. The supply of available vessels is ample for existing requirements.

Charters—Grain—British steamer Westmoor, 30,000 quarters, from Gulf to one or two ports United Kingdom, 3s. 9d. to 3s. 10½d., option West France 4s. 1½d., prompt.
Petroleum—Norwegian steamer Sigurd, 7,500 barrels refined hence to Denmark, p.t., prompt.
Norwegian steamer Ravn, 6,000 barrels, same.
Coal—British steamer Mavisbrook, 1,965 tons from the Atlantic range to Bahia, 25s., August-September.
Norwegian steamer Egda, 1,610 tons, from Baltimore to Puerto Barrios, p.t., prompt.
Steamer Kennebec, 1,915 tons from Baltimore to Boston, p.t.

Schooner Van Allens Boughton, 1,909 tons, from Philadelphia to Boston, p.t.
Lumber—Schooner Cottonfield, 471 tons, from Morgan City to Irvington, with dry cyprus, p.t.
Schooner D. H. Rivers, 963 tons, from Gulf port to Philadelphia, Del. p.t.
Schooner Sally C. Marvil, 546 tons from Jacksonville to Boston, p.t.
Schooner M. D. Cressey, 1,834 tons, from Brunswick to New York with ties, p.t.
Miscellaneous—Norwegian steamer Bjornstjerne Bjornst, 3,264 tons, from New York to Queenstown with sugar, p.t., prompt.

C. N. R. PLANS ARE HALTED.

Sir William Mackenzie, who has passed through the city on his way to Toronto from England, has been compelled to abandon for the moment, attempts to obtain funds with which to prosecute works undertaken by the Canadian Northern Railway.

While he looks for an early improvement in financial conditions abroad, Sir William says that it is impossible just now to get money in London or anywhere else.
Sir William is understood to have practically completed arrangements for the undertaking of the first instalment of the bonds guaranteed by the Federal Government at the last session of Parliament.

Bengore Head.....Androssan.....August 3
Ariel.....Cardiff.....August 3
Mountfields.....Sydney, N.S.....August 8
Gramplan.....Glasgow.....August 16
Hammerhus.....Glasgow.....August 16
Herakles.....Rotterdam.....August 16

RAILROADS

CANADIAN PACIFIC

Harvesters Excursions

August 21st

TO WINNIPEG \$12.00

Proportionately cheap rates from Winnipeg to points in Manitoba and to a restricted territory in Saskatchewan and Alberta.

CHICAGO EXPRESS

TORONTO-DETROIT-CHICAGO.

The
Lv. MONTREAL.....Canadian.....No. 12
Ar. CHICAGO.....8.45 a.m. 10.00 p.m.
.....7.45 a.m. 9.05 p.m.

EXHIBITION, THREE RIVERS.

Single first class fare. Going, August 26. Return limit, August 31.
Fare and One Third. Going Aug. 24, 25, 27, 28, 29. Return limit, Aug. 31, 1914.

MAIL AND PASSENGER SPECIAL.

Leave Windsor Station 10 a.m.
Thursday, August 20th.
Connecting with R. M. S. Virginian.
Trains will run direct to ship's side.

PORTLAND, KENNEBUNK, OLD ORCHARD.

Lv. Windsor Street.....10.00 a.m., 9.05 p.m.
Through Parlor and Sleeping Cars.
Daily except Sunday. Daily.

COLONIZATION EXCURSION.

New Ontario.
Going, August 25, Return, Sept. 4.

New Lake Shore Route

TO TORONTO.

via Belleville, Trenton, Brighton, Colborne, Port Hope, Newmarket, Bowmanville, Oshawa, Whitby, Lake Simcoe, Windsor Station 8.45 a.m.

TICKET OFFICES:

141-143 St. James Street. Phone Main 312.
Windsor Hotel, Place Viger and Windsor Street Station.

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 a.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 AUGUST 21st.

Proportionately Low Fares to all points in Manitoba and to certain points in Saskatchewan and Alberta, where help is required.

SETTLERS' EXCURSIONS.

To Porcupine, Cochrane, Haileybury and other points on T. & N. O. Ry.
Going August 25; returning September 4, 1914.

VALLEYFIELD EXHIBITION.

From Montreal and Return.....\$1.00
Going until August 22 inclusive; returning until August 24, 1914.

PORTLAND-MAINE COAST-THE ISLANDS

Summer Tourist Fares—Through Service.

122 St. James St. cor. St. Francis St.
Windsor Hotel.....Uptown
Bonaventure Station.....Main

CITY TICKET OFFICES:

TRAFFIC REDUCED.

Freight and passenger traffic on all the railroads running out of Jersey City has been greatly reduced by the war, causing the dismissal of hundreds of employees. Many factories will have to be shut down for want of material imported from Europe.

Freight and traffic on the Erie Railroad has increased more than 50 per cent. in the last week. Lackawanna, Pennsylvania and New Jersey Central are also similarly affected. Passenger agents report big decreases in the sale of tickets to western points. Immigrant trains are no longer run out of the West Shore Railroad terminal at Weehawken. When a merely a thousand immigrants, on an average, pass through the terminal for the West every night, there are none.

During the week trainmen have been laid off the hundreds. It is impossible to ascertain just how many have been dismissed, but it is estimated the aggregate at more than a thousand.

LEGALITY QUESTIONED.

The legality of American railroads paying commissions or salaries to both under agreements of commissions handling the entire shipping business of manufacturers, and in the capacity of controlling the carriers quoting flat rates and controlling the routing of the business, has been seriously questioned on the ground that it is tantamount to the payment of rebates. To test the question the Government is bringing suit against the Lehigh Valley. It is the confident expectation that the result will be at least to stop the payment of commissions.

STANDARD OIL BOATS FLYING GERMAN FLAG TO CHANGE REGISTRY.

New York, August 19.—It is almost certain the majority of the 35 vessels owned by the Standard Oil Company, of New Jersey, which fly the German flag, will be transferred to American registry within a short time.

Standard Oil men have been watching closely progress of the Emergency Bill, designed to adapt American registry foreign built ships, and are highly pleased over its passage by the Senate. They concede the likelihood that the New Jersey Company will immediately take steps toward transferring some of its vessels.

It probably will not be necessary to transfer vessels owned by the Standard Oil Company of New York, which fly the British flag. It is now expected that British shipping is reasonably safe on the Atlantic, and probably also on the Pacific. Japan has declared her intention to protect her interests under her treaty with Great Britain.

REAL ESTATE

Of the thirty-three transfers recorded on the

estate market yesterday, the highest was that of M. Pagnuelo to Orlas Lamoureux of lot 149 of lot 150 in Centre Ward, with buildings, 62,000. The next highest was that made by Pointe Claire, Limited, represented by Charles, for the Lakeview Cemetery Co. of lots 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100. The following were the sales recorded:

E. Levine and others to Mrs. N. Broitman, the known as Nos. 15-747 to 749, St. Jean Baptiste buildings Nos. 831a to 839 Sanguinet street, to Mrs. Nos. 461 to 465 Mary Ann street, 20x72 feet, \$10,000.

A. Sommer to the Metropolitan Realty Co., Ltd., lot 637-1, 2, 3, 4, 5, to 14, St. Mary ward, buildings on St. Catherine street east, 47,253 feet, \$10,000.