

STEAMSHIPS CUNARD LINE

CANADIAN SERVICE From Southampton to Montreal. Aug. 18. ANDANIA. Aug. 29. Aug. 20. ASCANIA. Sept. 5. Aug. 27. ALAUNIA. Sept. 10. Steamer call Plymouth Eastbound. Rates, Cabin (H.), Andania and Alaunia, \$63.75 up. Ascania, \$57.50 up. 3rd Class, British Eastbound, \$30.25 up. West-bound \$30 up. THE ROBERT REFORD 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. Aug. 15. ATHENIA. Aug. 29th. Aug. 22. LETITIA. Sept. 5th. Aug. 29. CASSANDRA. Sept. 12th. Passenger Rates—Cabin (H.) Eastbound \$57.50 up. Westbound \$47.50 up. Third-class, eastbound and westbound, \$31.25. For all information apply to THE ROBERT REFORD CO., LIMITED. General Agents, 20 Hospital Street. Steerage Branch, 488 St. James Street. Uptown Agency, 530 St. Catherine St. West.

CANADA STEAMSHIP LINES DELIGHTFUL WATER TRIPS To VAL CARTIER Going by boat Saturday to Quebec, thence rail to the Camp. Returning from Quebec Sunday or Monday. Fare to Quebec \$7.50 Including berth and dinner on steamer both ways. Also an attractive week-end holiday TO PRESCOTT Going Saturday, 1.00 p.m. Returning Sunday through all the Rapids. Fare \$7.00 Including meals and berth. SUNDAY EXCURSION As far as Sorel and Berthier. Leaving 9.00 a.m. returning 8.30 p.m. Fare \$1.00 Ticket Office—9-11 Victoria Square

GRAVY-EYE Oh, for a cup of coffee on the poop, Once more in sail; and in the gravy-eye To hear again the cock crow from the poop, Down eating, when the dawn is in the sky. To walk once more to windward fore and aft— My sick to death of this thwart parade— And feel again from weather clews the draught Of clean sou'-wester, in the old wool trade. Ay, doctor, but we'll haul that stays'l down, To let your quaint old galley funnel draw, Fill up your wheezy mill with berries brown, And grind us out some coffee from the raw. Sing me once more a tops'-halyard song, "Long Time Ago" or "Blow, My Bully Boys," The gear's all gone, O, pass that rope along And sing of Polly and the harbor joys.

Grant me the sweep of sea-birds o'er the rail, The mollyhawk, the pigeon and the dove, By night, the lonely penguin's mournful wail, Haunting the heart like youth's forsaken love. Just one more glimpse of lordly abattross, Soaring on far-flung pinions o'er the mast, Skimming alant, the white-topped waves across, Comforting souls of seamen flying past. As o'er the moon, fast fly the amber vells, For one dear hour lets fling the knots behind, And hear again, thro' cordage and thro' sails, The vigor of the voices of the wind.

They're gone, the Clyde-built darlings, like a dream, Regrets are vain, and sighs shall not avail, Yet, mid the clatter and the rush of steam, How strangely memory veers again to sail. Here comes my coffee, and—hot buttered toast, I must admit—concerning dufts and joints— Altho' this pocket is no beauty's boast, Still, in the gravy-eye, she has her points. * A sailor's term—uncouth, but comprehensive— for the last two hours of the first watch, 2 a.m. to 4 a.m.

WOUNDED SOLDIERS TELLS OF ENGLISH LOSSES. Boulogne, France, August 29.—Via London.—Under a rain of shot and shell all but 30 of a force of 2,000 British soldiers that fought the Germans from trenches at (deleted by censor) were killed. Story of the slaughter by German artillery was told by a wounded English soldier. "We were five solid days in the trench," he said, "moving backward and forward all that time as the advantage shifted. It was about 2 o'clock in the morning when the end came. Things had become quieter and our officers came along the line and told us to sleep. "One of the men struck a light for his pipe. That flash was all the Germans needed. The trenches became an inferno. Down on us swept a hail of shrapnel and we fell by the score. "We stood it as long as we could, but finally we got the order to retreat. We retired to, between dawn came I could see only 30 of our force alive. "That was the first time we had suffered greatly under the German artillery. As a general thing their gun fire was very poor."

ONLY PARTIAL VICTORY WON BY ADVOCATES OF LIBERALISM

Supporters of Recent Shipping Legislation in U. S. Registration Must Pause to Consider Certain Limitations of this Act.

Only a partial victory has been won by the advocates of liberalism in shipping legislation, through the passage of the measure granting American registration to foreign-built vessels irrespective of age. While there is much to be thankful for in thus obtaining for citizens of the United States the freedom enjoyed by the subjects of the Sultan of Turkey, it is well to bear in mind that the freedom to exercise a right does not confer per se the enjoyment of that right. The law which guarantees to all citizens the inviolability of their property, presupposes that such property has been rightly acquired in the first instance, and, in such cases, the burden of the proof lies with the holder thereof. In other words, the Act of Congress authorizing the Commissioner of Navigation to grant certificates of naturalization to foreign-built ships, irrespective of the date of construction, does not in any way legalize transfers of property which are outlawed by international usage. Nor does the Act of Congress remove any of the financial obstacles which have heretofore precluded American owners taking advantage of the Panama Canal Act, and abolish the arbitrary distinction between registry and enrollment. A group of public-spirited citizens have wisely organized a movement to reform our maritime code so as to eradicate once and for all the handicap under which American vessels have been placed, but a grievous mistake would be made if advantage were taken of the present crisis to attempt wiping out the intelligent statutes of recent years concerning the manning of ships. We refer particularly to the legislation dealing with the hours of work of officers and men and the number of officers carried. Broad-minded Americans would like to see their country setting the pace in maritime matters and not, as at present, lag behind all first-rate nations in everything which concerns the operation, manning and financing of ships. They would like to see this country adopt compensation legislation for the benefit of seamen in case of accidents, such as now exists in Great Britain and Germany. Our laws on maritime liens and mortgages should be radically revised in the same spirit as those in force in the leading countries of Europe, so that American bankers may view shipping investments in the light of current elsewhere, whereas, as things stand at present, it is extremely difficult to finance shipping ventures in this country. We should also raise the status of the Government department entrusted with the inspection of vessels by inducing really competent men to seek service within its ranks and have our inspection rules revised in toto by a committee composed of shipowners, ship officers, seamen and naval architects. This country should also without the least delay adopt a statutory load line for all ships and punish severely all cases of unseaworthiness due to overloading. In our coastwise trade alone, scientific load line regulations would accomplish wonders, for it is well-known that were all American ships in the coastwise trade to be restricted to their designed draught when leaving the loading ports, the present number of enrolled vessels would be insufficient for the needs of the trade by about one-eighth of its present capacity and in order to remedy this shortage it would be necessary to place orders for a large number of vessels. It is needless to dwell upon the beneficial influence which such a development would have upon our shipbuilding industry. The intelligent section of the shipping community should use every endeavor to defeat the aims of a small coterie which has the ear of certain powers that be and are busy trying to unload upon this government a lot of vessels for the most part unsuited to present day requirements, in order to realize huge commissions on such sales and afterward obtain fat sinecures in the Government-owned steamship company thus created. We have had before the present examples of steamship management under government authority which cannot be described, as edifying and wise men grown grey in the shipping industry smile at the thought of this government seriously contemplating wasting the resources of our national treasury in an enterprise not really needed, when scores of neutral ships are laid up in our principal harbors, not by the fear of hostile raiders, but by the difficulty of securing paying freights. Rather should this government come to the assistance of shipping industry by establishing a mortgage bank from which American citizens or corporations could finance at reasonable rates the ships suitable for foreign trade which are now offered for sale. There is nothing new in such a proposal, as a system of government loans to shipping is now in full swing in Sweden and has been the means of rehabilitating the Swedish shipping industry, while in Great Britain State loans made possible the construction of the "Lusitania" and "Mauretania." The shipping industry of this country has heretofore suffered at the hands of the national government. Mail contracts have gone to foreign shipowners for the sake of a slight reduction in the postage rate, without any effort being made to induce the American companies to accept the low figure and retain the business. Our navy has built at huge expense immense colliers designed to bunker the fleet, though a still greater number of vessels could have been obtained by giving a long time charter to specially-designed boats built to specifications approved by the naval authorities. Likewise the proposition made in all earnest by a large American trans-Pacific line to build ships fitted for troping without a cent of subsidy, provided it were given the contract to carry all the troops to the Philippines, was contemptuously rejected, although Great Britain, which maintains a huge military establishment in India uses only chartered transports for troping purposes. In fact, in every line in which this government could have been of assistance to shipping, without involving the security of our national defense or imposing any burden upon the Treasury, we can only find a record of irritating measures which have had the effect of discouraging capital from embarking on a large scale in shipping ventures. The present is a propitious moment to redress a dark past. The battle is between legitimate enterprise on the one side and boodling politicians and their satellites on the other. May for once the champions of right triumph and drive away from the Capitol all malefactors whose only civic conception is personal government tainted with nepotism.—Shipping Illustrated.

OTHER ARMIES ABOUT TO INVADE PRUSSIA. Paris, August 29.—Colonel Osohobisla, Russian military attaché here, is quoted by the Journal as having remarked in an interview that he could say without indiscretion that other armies were about to invade Western Prussia. After crossing the Vistula, he said, the Russians would march straight to Berlin. Montreal has voted \$150,000 to the Canadian National Patriotic Fund.

Shipping and Transportation

SATURDAY, AUGUST 29, 1914. Almanac. Sun rises—6:06 a.m. Sun sets—6:43 p.m. Full moon—August 5. Last quarter—August 13. New moon—August 21. First quarter—August 27.

TIDE TABLE. Quebec. High water—midnight a.m. 12.30 p.m. Rise—12.5 feet, a.m. 12.1 feet p.m. Next highest tide on September 22. Rise 18.3 ft.

Weather Forecast. Lower Lakes—Fresh winds, chiefly northwesterly, showers. Georgian Bay—Fresh winds, chiefly northwesterly; showers in many localities, but partly fair, with about the same temperature. Ottawa Valley and Upper St. Lawrence—Fair at first, then showers in many localities. Lower St. Lawrence and Gulf—Fair to-day; showers in some localities during the night or on Sunday. Maritime—Generally fair in Prince Edward Island and Cape Breton, becoming showery elsewhere. Superior—Moderate winds; chiefly easterly and southeast; mostly fair, but showers in some localities toward evening or at night. Manitoba and Saskatchewan—Showers in a few localities, but mostly fair and warm. Alberta—Fine and moderately warm.

Movements of Steamers. Englishman at Cape Race 11.55 p.m., August 27th. Due Quebec 10 a.m. Monday.

STEEL INGOTS IN CANADA. Production in 1913 Was 1,042,503 Gross Tons, an Increase of 22.2 per cent.—Pig Iron Output Six Months, 1914.

The production of all classes of steel ingots and castings in Canada in 1913 amounted to 1,042,503 gross tons, according to the Bureau of Statistics of the American Iron & Steel Institute. This is an increase of 184,472 tons over 1912, or 22.2 per cent. The production of all kinds of finished rolled iron and steel in Canada in 1913 amounted to \$67,097 tons, compared with \$61,224 tons in 1912. The production of all kinds of pig iron in Canada in the first six months of 1914, amounted to 442,430 tons, against 469,137 tons in the last half of 1913.

WAR SUMMARY. Passing behind the Germans' heavily fortified outpost on Heligoland Island, the English cruiser fleet attacked German cruisers and destroyers guarding approaches to German coast. Two German cruisers were sunk, one disappeared in a sinking condition, and two German destroyers were sunk. The English fleet sustained no serious damage. England will use native Indian troops in campaign on the Continent. French War Office statement says situation from northwest France to the Vosges remains unchanged, and that German forces appear to have slackened their march. German Imperial Bank on August 26 had gold reserve \$382,500,000 and total assets \$505,000,000.

The Charter Market (Exclusive Leased Wire to The Journal of Commerce). New York August 29.—The full cargo steamer market has settled down somewhat and an increased business is being done along the regular lines, although trading is yet hampered to some extent by the difficulty of exchange, the high prices of coal, and the uncertainty of getting prompt answers to the same. Heretofore the market has been flooded with strange and wild inquiries for boats from people totally unfamiliar with the business and with no definite idea of what they wanted, and it has caused the brokers no end of unprofitable labor. Shippers of case oil to the Far East and Mediterranean are in the market for boats, two of which were closed to the Far East at rates about 5 cents a case above the prevailing prices a month ago. There is an increasing demand for grain and coal carriers to Europe, and there is a noticeable improvement in the feeling in the West India trades. Rates have settled to a reasonable basis, but were it not for the abundant supply of prompt boats at hand, caused by the extensive cancelling of charters previously made, they would undoubtedly be much higher. For sailing vessels the demand continues confined almost wholly to the coastwise trades. Rates have advanced slightly and are in a firm position, but only a limited business was done in chartering. Charters—Grain: British steamer Winnfield 24,000 quarters, from Philadelphia to Havre or Bordeaux, p.t., prompt. British steamer Clumberhall, 30,000 quarters, oats, from Baltimore to Avonmouth, Hull, Liverpool or London, 2s 4 1/2d, option French ports 2s 9d prompt. British steamer Marmion, 40,000 quarters, oats, from Baltimore to Avonmouth or London, 2s 5d, option French ports 2s 9d September. Petroleum—British steamer Bellucia, 160,000 cases from New York or Philadelphia to one or two ports, Philippines at or about 22 cents, option three ports 1/2 cent extra, option Hong Kong 21 cents, September. Coal—Norwegian steamer Norfolk, 2,340 tons from Norfolk to Piraeus, 21s prompt. Schooner E. W. Hopkins, 829 tons from Philadelphia to Jacksonville, p.t. Lumber—Schooner Gov. Powers, 1,678 tons from Brunswick to North of Hatteras with ties, p.t. Schooner Augustus H. Babcock, 1,240 tons from Jacksonville to Boston, with ties, p.t. Schooner Victor C. Records, 263 tons, from Charleston to New York, with kiln-dried boards, p.t. Schooner William Thomas Moore, 261 tons from Glasgow River, to New York, with kiln-dried boards, p.t. Miscellaneous—British steamer Hermia, 1,305 tons, West India trade, one round trip at or about \$200, prompt. Schooner Wm. Thomas Moore, 261 tons, from New York, to Savannah, with cement, p.t. Schooner Victor C. Records, 263 tons, from New York to Charleston, with cement, p.t. Schooner Frederick W. Day, 519 tons, from New York, to Wilmington, N.C., with cement, p.t.

The Charter Market

QUICK SILVER HIGHER. Yield for the Year 1913 was Smallest Output, Barring 1906, Since 1860. Boston, August 29.—The current high prices for quicksilver come simultaneously with the government's report on the industry for 1913 which shows a yield of but 30,213 flasks, the smallest output since 1860 with the single exception of 1908. The production was valued at \$13,171, against \$10,534, for the 25,064 flasks produced in the preceding year. One of the reasons assigned for the falling off in last year's output was the heavier production by Europe; but the present war will cause cessation of some of the activities abroad, leaving this country to care for the demand. California held its lead among the quicksilver producing states with a yield of 15,591 flasks, or about 75 p.c. of the total of the United States. Notwithstanding its retention of leading position, California's yield dropped 4,938 flasks from the previous year's output. Quicksilver's principal use comes in the manufacture of fulminate for explosive caps, electric appliances, drugs and scientific apparatus and for the recovery of gold and silver by amalgamation. Consumption of quicksilver for the last mentioned purpose has been constantly lessening.

LOSS INCURRED IN EXCHANGE. Shippers of Gold on German Vessel Claim Its Return Involved Loss of \$2,100,000. New York, August 29.—Suit of Guaranty Trust Co. against North German Lloyd claiming over \$1,000,000 damage on failure to deliver gold coin shipment of \$5,000,000 to London by Kronprinzessin Cecilie is based on loss incurred in exchange by covering obligations of Guaranty Trust Co. The engagement under July 27, when sterling cables were quoted necessary, to cover commitment with Bank of England by remittance from there, sterling cables in New York were quoted \$6, a difference of over \$1, which, on the \$5,000,000, amounted to \$1,000,000. Of remainder of gold from the Cecilie (\$5,600,000), which was returned to New York \$1,000,000, consigned to Credit Lyonnais, has been paid into National City Bank for account of that institution. The balance, \$4,600,000, of which National City Bank has shipped \$2,000,000, Heidelberg, Ickelheimer & Co., \$1,600,000 and Goldman, Sachs & Co., \$1,000,000, has been left in hands of National City Bank, and it is understood that suit is also to be brought to recover loss incurred.

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SIGNAL SERVICE.

Department of Marine and Fisheries. Cape Salmon, 81—Clear, east wind. Inward, 5.10 a.m. Georgetown, 12.40 p.m. Westbury. Father Point, 157—Clear, west wind. Inward, 6.40 a.m. Montreal. Maine, 200—Clear, west wind. Inward, 9 a.m. Lord Strathcona, Outward 12.30 a.m. Kronprinz Martin River, 269—Clear, northwest wind. Inward, 10.50 a.m. Batiscan, 10.40 a.m. Langan. Outward 10.50 a.m. tug and tow. Cape Mardian, 294—Clear, northwest wind. Inward, 7.40 a.m. Greenich. Outward, 10.50 a.m. Canada (Gaspe Line). Fame Point, 325—Clear, calm. Outward, 9 a.m. Wapouatah and Wabana. Heath Point, 438—Clear, northwest wind. Inward 7 a.m. a steamer. Money Point, 537—Clear, west wind. Inward, 7.30 p.m., yesterday Fimreite. Belle Isle, 734—Hazy, northwest wind, 16 bergs. Flat Point—Clear, west wind. Inward, 6.30 a.m. British coaster. Quebec to Montreal. Longue Pointe, 8—Clear, light east wind. Inward 12.10 a.m. Prince Ho. Vercheres, 19—Clear, northeast wind. Outward 1.45 p.m. Gaspe Line. Sorel, 49—Clear, northeast wind. Inward 2.20 p.m. City of London. Outward 11.45 a.m., International. Batiscan, 88—Clear, northeast wind. Inward 1.20 p.m. Hochelaga, 21.10 p.m. Hartlepool, 3.10 p.m. Sticklestad. Portneuf, 168—Clear, northeast wind. Outward 2.10 p.m. Hudson and tow. Inward 1.30 p.m. Imaticas. Bridge, 133—Clear, northeast wind. Inward 2.20 p.m. Alden. Quebec, 139—Clear, northeast wind. Arrived inward 9.20 a.m. Gaspesien, 10.10 a.m. Savoy. Arrived downward 2 p.m. Stin-Mac and tow. West of Montreal. Lachine, 8—Clear, east wind. Eastward 10.20 a.m. Quebec, 11.10 a.m. Tagona, 10.50 a.m. Compton. Cascades, 21—Clear, east wind. Eastward 10.40 a.m. Rhodes, 1.30 p.m. Querida. C. Leding, 35—Clear, calm. Eastward 1.40 p.m. Turret Crown, 11.30 a.m. Calgarian. Galops Canal, 98—Clear, east wind. Eastward 9.30 a.m. Dalton, 10.15 a.m. Edmonton, 11.30 a.m. Robert Wallace, 12.45 p.m. Morley.

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RAILROADS CANADIAN PACIFIC EXHIBITIONS

TORONTO. Going September 2 and 9. \$10.00 Going September 4, 5, 6, 7, 8, 10. \$12.50 Return Limit, September 13. Lv. Windsor St. 17.25 a.m. \$8.45 a.m. \$10.00 p.m. \$10.50 p.m.

QUEBEC. Going September 1, 2, 3. \$4.90 Going August 30, 31, September 4, 5. \$8.65 Return Limit, September 14, 1914. Lv. Place Viger 19.00 a.m. \$1.30 p.m. \$5.00 p.m. \$13.30 p.m.

THREE RIVERS. Going August 29. \$3.35 Return Limit, August 31, 1914. Lv. Place Viger \$9.00 a.m. \$1.30 p.m. \$5.00 p.m. \$13.30 p.m.

SHERBROOKE. Going September 9, 10, 11. \$3.20 September 5, 6, 7, 8, 12. \$4.20 Return Limit, September 14, 1914. Lv. Windsor St. \$8.25 a.m. 11.15 p.m. \$4.10 p.m. \$6.35 p.m. *Daily. †Daily ex. Sunday. 1 Sat. only.

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.

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SEASIDE EXCURSIONS Kennebunkport and Return. \$9.35 Old Orchard and Return. \$8.50 Portland and Return. \$8.50 Going August 29 and 30. Return Limit, September 14, 1914. Lv. Windsor St. 19.00 a.m. \$9.05 p.m. Through Parlor and Sleeping Cars. †Daily ex. Sunday. *Daily.

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EXHIBITIONS TORONTO. Going September 2 and 9. \$10.00 Going September 4, 5, 6, 7, 8, 10. \$12.50 Return Limit, September 15, 1914. QUEBEC. Round Trip From Montreal. Going September 1, 2 and 3. \$4.90 Going August 30, 31, September 4 and 5. \$8.65 Return Limit, September 14, 1914. SHERBROOKE. Going September 9, 10, 11. \$3.20 Going September 5, 6, 7, 8, 12. \$4.20 Return Limit, September 14, 1914. PORTLAND-MAINE COAST-THE ISLANDS. Summer Tourist Fares—Through Service.

SEASIDE EXCURSIONS Round Trip From Montreal to— PORTLAND, ME. \$9.50 OLD ORCHARD, ME. \$8.50 KENNEBUNKPORT, ME. \$8.50 NEW LONDON, CONN. \$8.50 WATCH HILL, R.I. \$9.50 BLOCK ISLAND, R.I. \$9.50 Going August 29, 30; valid for return until September 14, 1914. HOMESEEKERS' EXCURSIONS. Round Trip Tickets to Western Canada, via Chicago, on sale every Tuesday until October 27th, at very Low Fares. Tickets are good for two months.

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BE PREPARED

These are the days of stress and strain, financial circles, and the breaking of the cloud has greatly added to the anxiety. The intense surprise experienced at the declaration of war clearly shows the need for financial institutions being prepared for unforeseen emergencies. The Mutual Life has sometimes been called even by its best friends for carrying a surplus, but the situation justifies our conservative yet progressive policy. THE MUTUAL LIFE ASSURANCE COMPANY OF CANADA WATERLOO GROSS SURPLUS, \$3,222,724.

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UNION ASSURANCE SOCIETY LIMITED OF LONDON, ENGLAND FIRE INSURANCE SINCE A.D. 1744. Canada Branch, Montreal. T. L. MORRISSEY, Resident Manager. North-West Branch, Winnipeg. THOS. BRUCE, Branch Manager. AGENCIES THROUGHOUT THE DOMINION

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