

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE
From Southampton to Montreal
Sept. 23...ASCANIA... Oct. 10

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE
From Glasgow to Montreal
Sept. 19...LETTIA... Oct. 3

CANADA STEAMSHIP LINES

DELIGHTFUL WATER TRIPS
VISIT THE CAMP AT VALCARTIER
Steamer leaves nightly 7:00 p.m., connecting at Quebec with trains direct to the Camp.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)
New York, September 17.—Chartering continues active in the steamer market, particularly in the trans-Atlantic trades.

EXPECT BIG BUSINESS
Few Signs of War Born Pessimism in St. John's Where Activity Promises Well For Winter.

PHILADELPHIA AND READING.
New York, September 17.—President Voorhees, of the Philadelphia and Reading Railway Company, says in the annual report that the company's surplus decreased from \$11,600,000 on June 30th, 1913, to \$8,428,178 on June 30th last.

STEAMSHIP ARRIVALS.
New York, September 17.—The Greek liner Athalia from Piræus and Patros, arrived with 75 first cabin, 132 second cabin and 106 steerage passengers.

CHANGE IN REGISTRY REGULATIONS WILL BENEFIT AMERICAN SEAMEN

Counsel for American Association of Masters, Mates and Pilots, Expresses Opinion that American Mariners Will Ultimately Benefit—Questions Still to be Settled.

That the law admitting foreign-built steamers to American registry will ultimately redound to the benefit of the American masters and officers was the opinion expressed in the course of an interview with the New York Journal of Commerce by Arthur G. Stiles, counsel for Harbor No. 1 of the American Association of Masters, Mates and Pilots.

Since the proclamation of President Wilson rescinding the navigation laws of the country for a period of seven years, so that foreign steamship owners would change the registry of their boats need not be forced to put new men in charge of their property, several of the seamen's associations have been preparing plans to vigorously oppose the change in manning laws, contemplating, it is reported, legal proceedings so as to enjoin the Government officials from permitting vessels flying the American flag from leaving ports with foreign officers.

This opposition has not had the support of the more observant members of the associations who have been prone to look ahead and who believe that the increase in tonnage of American shipping will furnish more opportunities for American shipmasters and officers than hitherto.

When a protest was made to the Department of Commerce a Government official said: "It must be borne in mind that the foreign officers are not taking positions that heretofore have been held by Americans and that therefore the American citizens are not losing anything by the relaxing of the navigation laws."

While to a certain extent subscribing to the above opinion, Mr. Stiles stated that there were several factors in the rescinding of the navigation laws that are still to be settled.

The Department of Commerce has not announced its plan of keeping the record of foreign officers serving on newly registered steamers. It is the desire of the association that instead of giving a license to such masters and officers the Department give them a permit to operate a certain steamer until the expiration of the seven-year limit. Then if the master or officer has not adopted American citizenship it will become necessary for the line to place American mariners in charge.

Many questions will arise in the enforcement of the proclamation of the President, it is understood that the Department of Commerce believes that a foreign officer is allowed to serve on any of the ships of a certain company. It is our contention that an officer can serve only on the steamer with which he was connected at the time of the registry. This association objected to the inclusion of the coastwise provision which was inserted in the bill prior to its passage, and while the opinion of a majority of the members is that the President has done them a deep injustice, I personally think that with a greater merchant marine the American ship-officer will ultimately have more opportunities for employment. As to the proposed plan to enjoin the Government, I feel that such an action has not a leg to stand on."

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Shipping and Transportation

THURSDAY, SEPTEMBER 17th, 1914.

FEW MERCANTILE VESSELS ARE NOW BEING BUILT

War is Having Serious Effect on Construction of Peace—All Efforts Bent to Complete War Vessels in British Shipyards.

The war is having a very serious effect, says Shipping Illustrated, on the construction of mercantile vessels in Great Britain. On the outbreak of hostilities, British builders were asked by the Admiralty to co-operate with them in order to expedite the completion of war vessels.

Setting aside losses in war, British naval strength in relation to Germany is likely to go on increasing as long as the war lasts. There are two enormous battleships completing on the Tyne for Chile, armed with ten 14-inch guns apiece, and no doubt the Admiralty has its eye on them. So far as the usual sources of information go, Germany is building only one capital ship for foreign account; besides a few light cruisers and destroyers.

EXHIBITION OTTAWA.
Going Sept. 17, 19... \$4.50
Return limit, September 21, 1914.

VALCARTIER MILITARY CAMP.
Montreal to Quebec and Return... \$4.00
Going September 18, 19; returning September 21.

VALCARTIER CAMP.
Excursion to Quebec.
Excursion tickets will be on sale by C. P. R. to-morrow and Saturday, and tickets are good for return until Monday.

UNION PACIFIC WILL NOT HURRY ITS BOND ISSUE.
New York, September 17.—The Union Pacific has made application to the Missouri Public Service Commission for approval of an issue of \$31,848,000 first lien 4 per cent. bonds to be floated at par. None of the bonds are to be sold at this time, the issue being merely an inter-company matter to cover general expenditures from 1910 and improvements now in hand.

As the Union Pacific has between \$75,000,000 and \$85,000,000 cash on hand, chiefly as a result of the sale of Southern Pacific stock, the company will be in no hurry to dispose of its bonds. It is proposed to have \$20,000,000 of the issue in British pounds sterling and the remainder in dollars.

RAILROADS

CANADIAN PACIFIC SPECIAL EXCURSION QUEBEC AND RETURN \$4.00

Going September 18 and 19. Return limit, September 21, 1914.
Leaves Place Viger 9:00 a.m., 1:30 p.m., 5:00 p.m., 11:30 p.m.

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
Via Belleville, Trenton, Brighton, Colborne, Port Hope, Newcastle, Bowmanville, Oshawa, Whitby. Leave Windsor St. 8:45 a.m.

GRAND TRUNK RAILWAY SYSTEM DOUBLE TRACK ALL THE WAY Montreal-Toronto-Chicago INTERNATIONAL LIMITED.
Canada's Train of Superior Service.

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REAL ESTATE

Following the half-million dollar land purchase last Monday another large sale, this one for \$125,000 in the thirty-four realty deals formally revealed yesterday. This was the purchase by the Grand Land Company, Ltd., of 1676 lots of land in the Pointe aux Trembles, known as Nos. 77-134, to 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Max Periman sold to Bernard Josephson lot 931, Louis ward, measuring 40 feet by 73 feet with buildings erected thereon in Cadieux street, for \$20,000.

The Sheriff of Montreal sold to Leon Payette, he keeper, lot 31-2 parish of Montreal, measuring 84 by 168 feet, with the buildings, bounded by Villeneuve and McNeil streets and St. Catherine road, for \$28,575.

Molsons Bank, Ltd., sold to Joseph A. Joly lots 15-16 and 18 Cote St. Louis, Laurier ward, with buildings belonging to the vendor for the sum of \$468. The property is on Bernard avenue and P. avenue, respectively.

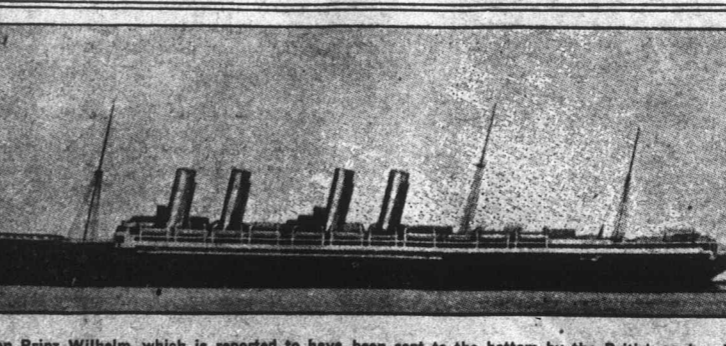
FIRE HAZARDS COMMITTEE SUBMIT RULES ON MATERIALS.
At Meeting in New York Fireproof and Fire-resistant Materials are Defined and Report Considered.

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88. Kren Prinz Wilhelm, which is reported to have been sent to the bottom by the British cruiser Lancaster.