

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE
From Southampton to Montreal Oct. 10
From Montreal to Southampton Oct. 10

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE
From Glasgow to Montreal Oct. 10
From Montreal to Glasgow Oct. 10



Delightful Water Trips

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

Also the Famous SAGUENAY RIVER
Steamer leaves Quebec Tuesday, Wednesday, Friday and Saturday, 8:00 a.m.

SPECIAL LOW RATES.
Ticket Office—9-11 Victoria Square

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, September 15.—An active business was reported in steamer chartering including two large carriers for long voyage business, one for case oil to New Zealand, the other for general cargo to Australia.

Foreign steamer, 30,000 quarters, from the Gulf to French Atlantic ports, 28 1/2, option Spain, 28, September.
British steamer Dunster, 33,000 quarters, from the Gulf to French Atlantic ports, 28 1/2, option Marcelline, 28, option part oats 6s less, September.

Foreign steamer, 27,000 quarters, from the Gulf to picked ports United Kingdom, 28 1/2, option French Atlantic, 28 1/2, or South Spain, 28, September.
Norwegian steamer Herman Wedel Jarlsberg, 19,000 barrels refined, from New York to Scandinavian ports, 24, prompt.

Washington, September 15.—Representatives of the Baltimore and Ohio, the Pennsylvania and the 22 other eastern railroads which were parties to the 5 per cent. increase rate case, informally notified the Interstate Commerce Commission of their intentions shortly to file a petition for re-hearing of the case.

WAR WILL DELAY GRAND TRUNK PACIFIC RY.

Completion of Financing Prevented by Outbreak of Hostilities in Europe

OUTLOOK HOWEVER, PROMISING

Floating Dry Dock at Prince Rupert in Sixty Days Will Be Available for Repairs to Crafts in That Locality.
The annual meeting of the Grand Trunk Pacific Railway Company, which was held in this city at noon to-day marks the completion of the first ten years of its existence and, as such, is a mile post which is more than ordinarily interesting to the shareholders and the public generally.

The following Directors were elected for the ensuing year: Alfred W. Smithers, Sir H. N. Jackson, John Clutton-Brook, Sir Wm. Lawrence Young, Bart., S. J. Chamberlain, W. H. Ardley, Frank Scott, Howard G. Kelley, W. H. Biggar, E. B. Greenhalgh, Hon. R. Dandurand, Wm. M. Macpherson, J. E. Dalrymple, H. R. Safford and J. R. Booth.
Removals From Company.
Mr. Chamberlain, in submitting the Report of the Directors, stated it was with profound sorrow the Board chronicled the death during the past year of three of its prominent members, the late Mr. Wm. Wainwright, Mr. M. M. Reynolds and Hon. George A. Cox.

An extraordinary calendar of death, and the heartfelt hope was expressed that the future may not have in store the removal from the company of so many of its members.
Regret was also expressed on the retirement, on account of ill-health, of Mr. B. B. Keillier, Chief Engineer, who joined the Company's corps of engineers in 1905, to make the preliminary surveys in the West and who was appointed Chief Engineer in June, 1905, since which time he had given his undivided attention to the work and carried it through to a successful conclusion.

Through Sleepers Established.
Operation has been extended over lines constructed during the year and, effective September 2nd, through sleeping car service has been established between Edmonton and Prince Rupert, thus inaugurating regular passenger service on the Company's railway through to the Pacific Coast and marking another epoch, not only in the development of Western Canada, but of the entire Dominion, in which the Grand Trunk Pacific must ever be a potent factor.
Unless the subject has been given much study it is difficult to realize the tremendous country which has been opened to settlement and development, and while, during the period of construction the natural resources have been apparent, only from now on with transportation established can they be more thoroughly investigated and utilized.

Fine Agricultural Lands.
The country in British Columbia through which the railway passes has been described:—"After leaving McBride westbound the mountains are lost sight of and are not seen again until reaching Smithers, a distance of 284 miles. Between these points are the sands of acres of the finest agricultural land.
"At one point twelve miles south of the line, oats were running 55 to 78 bushels per acre, and potatoes averaging 8 tons to the acre and the vegetables raised by the various farmers who have already settled in the country are of the finest quality.
"Timothy was also seen growing wild which actually measured seven feet in height.
"The streams and lakes abound with the finest fish, which are very plentiful."

Most Productive Section.
As will be seen by reference to the map of the Dominion, the Grand Trunk Pacific Railway runs in a north-westerly course through the very centre of the most productive section of British Columbia, which will be rapidly filled with settlers now that transportation has been provided.
It was pointed out that in consequence of the outbreak of war in Europe within the last six weeks, which has stupified the entire financial and commercial world, the Company along with every other enterprise and industry has found it imperative to close every channel of expenditure to the greatest extent possible and still continue to provide such service to the public as will insure immediate necessities.
This condition of affairs will naturally delay the final completion of the Railway and the providing of full equipment and service which will be required.

Will Delay Settlement.
It will also delay settlement and development in the newer sections of the country until sufficient time has elapsed for industry and commerce to become adjusted to a new basis for the renewal of activity.
While the war, therefore, is a world calamity, unknown in history for the destruction of life and property and everything that makes for human progress, who can tell but that its disastrous results may serve to call the attention of impoverished millions in Europe to the opportunity for commencing life anew in Canada, thus turning a tide of immigration to our shores beyond any previous expectation.
In any event, with the immense natural resources of both the land and the sea which are being brought into life by the Grand Trunk Pacific enterprise, there is every reason for believing that the great objects for which it has been carried through will be fully realized.

Floating Dry Dock.
Good progress was reported on the construction of the floating dry dock, and ship repair plant at Prince Rupert, the first pontoon of which was successfully launched August 24th.
It is expected that the second pontoon or section will be launched during the present month and that within the next sixty days a section of this dry dock will be available for repairs to craft in that locality.
When completed the dock will consist of twelve pontoons surmounted by steel wings in three sections, securely tying together in one case six pontoons and in the other case three each.
There will then be available for practical use three separate docks which can all be placed together or arranged in any combination desired.
Furnishes Important Industry.
The capacity displacement of the whole twelve pontoon is 20,000 tons; each pontoon has two twelve-inch centrifugal pumps so that after the dock is sunk and the ship slipped in place, the water can be pumped out in two hours, raising a ship of 20,000 tons or a smaller ship in a proportionate time.
The entire length of the dock will be 600 feet.
It will furnish an important industry to Prince Rupert and will be of great importance and advantage in repairing the increasing shipping to that port. It being the only dry dock on the Canadian Pacific Coast north of Esquimaux.
Prominent Men at Meeting.
Mr. E. J. Chamberlain, President, occupied the Chair, and the following were present: W. H. Biggar, K.C., Howard G. Kelley, E. B. Greenhalgh, Hon. R. Dandurand, Wm. M. Macpherson, J. E. Dalrymple, Frank Scott, W. H. Ardley, H. R. Safford, Jules Hon.

Shipping and Transportation

TUESDAY, SEPTEMBER 15th, 1914.

Almanac.
Moon's Phases.
Last Quarter—September 12.
New Moon—September 19.
First Quarter—September 26.
Full Moon—October 3.
Sun Rises 5:28 a.m., sets 6:14 p.m.
High Water at Quebec to-morrow.
3:05 a.m.—Rise, 12.6 feet.
3:45 p.m.—Ebb, 12.1 feet.

Weather Forecast.
Lower Lakes and Ottawa Valley.—Moderate to fresh southerly to southerly westerly, generally fair and warm.
Ottawa Valley and Upper St. Lawrence.—Fine and warm.
Lower St. Lawrence, Gulf and Maritime.—Light to moderate winds; fine and warm.
Superior.—Moderate to fresh southerly to south-westerly winds; partly fair but some showers.
Manitoba.—Generally fair; not much change in temperature.
Saskatchewan and Alberta.—Mostly fair, but some scattered showers, not much change in temperature.
New England.—Generally fair Tuesday and probably Wednesday; moderate variable winds.

CANADA STEAMSHIP LINES, LIMITED.
(Operating Department Freight Steamers.)
Location of steamers at 7 p.m., September 14th.
Canadian—Up Soo midnight last night.
Acadian—Left Montreal 2 p.m. 13th for Toronto.
Hamiltonian—Welland Canal, westbound for Port Colborne.

A HUMANE ARRANGEMENT.
(Special Correspondence.)
Moncton, N.B., September 15.—The first of the new "vestibule cab" type of passenger locomotive for the Intercolonial Railway has gone into service. It arrived at Moncton a few days ago from the shops of the Canadian Locomotive Company, Montreal. The new locomotive is in most respects identical with the "44 class," that has been in service on the Intercolonial, out of Moncton, but the feature which renders her of special interest to local railroaders is her "vestibule cab," a recent invention, which is now being tried out for the first time on the Intercolonial.
The "vestibule cab" was first planned and used by the C. P. R. on its passenger engines, and many other roads have adopted this type. The new arrangement is intended to offset the disadvantages under which passenger engines work in winter. In the new type of locomotive the cab is enclosed on all four sides; and a steel vestibule, somewhat similar to that of an ordinary sleeping car, closes the space between the back of the cab and the tender. The sides of the cab are built back to enclose the space ordinarily occupied by the open gangway, which is fitted with a small side-door, immediately behind the usual engineer's window. The back of the cab is built down to meet the top of the vestibule. Consequently, when the engine and tender are coupled together, the driver and fireman find themselves in a little room entirely enclosed and impervious to rain, snow or drifts, except when doors or windows are open.
Ten of these "vestibule cab" locomotives have been ordered by the Intercolonial.

Bulk Freighters.
Emperor—Down Port Huron 6:30 a.m. to-day.
Midland King—Up Port Huron 1:50 p.m. 13th.
Martian—Arrived Fort William 8 a.m. 13th.
Emp. Ft. Wm.—Down Soo 1:45 a.m. to-day.
Emp. Midland—Port William.
Winona—Escanaba.
Stadacona—Arrived South Chicago 4 p.m. 13th.
Scottish Hero—Down Port Huron 5 a.m. to-day for Goderich. (Report wrong).
Turret Court—Left Montreal noon 12th.
Turret Cape—Left Montreal 1 p.m. 12th.
Turret Crown—Left Fort William midnight 12th for Port Colborne.
A. E. McKinstry—Up Montreal 10 p.m. 13th for Thorold.
Renoville—St. Lawrence River, eastbound for Montreal.
Saskatoon—Left Ellis Bay 6 p.m. 12th.
Mapleton—Left Montreal 2 p.m. 10th for Ellis Bay.
Haddington—St. Lawrence River, eastbound for Montreal.
Cadillac—Laid up.
Natricono—Laid up.
Belleville—Leaves Toronto to-night eastbound for Montreal.
City of Ottawa—Arrived Montreal 7:30 a.m. to-day.
W. H. Mack—Fort William, unloading.
Scottish Hero—Lake Huron, eastbound for Goderich.

SIGNAL SERVICE.
Department of Marine and Fisheries.
Montreal, Sept. 15th, 1914.
Crane Island, 22—Clear, south west.
L'Islet, 40—Clear, west.
Cape Salmon, 81—Clear, calm.
Father Point, 157—Clear, west. In 3:30 a.m. Pomebo. Out 8:30 p.m. yesterday George Pymon. In 6:00 a.m. to-day Hermes.
Little Metis, 175—Clear, west.
Matane, 200—Clear, south west.
Cape Chatte, 234—Clear, west.
Martin River, 250—Clear, calm.
C. Magdalen, 254—Clear, north east.
Fame Point, 325—Clear, north west. Out 6:30 p.m. yesterday Cascapeia.
Cape Rosier, 349—Clear, north east.
Seven Islands—Left out 6:30 p.m. yesterday Norhida.
Anticosti—
West Point, 432—Clear, north west.
Ellis Bay, Honoria and Mapleton at wharf.
S. W. Point—Clear, north.
South Point, 415—Clear, north west.
Heath Point, 428—Clear, north west.
Point Tupper—Clear, north.
Belle Isle, 734—Foggy, north west.
Cape Race, 828—Clear, north.
Quebec to Montreal.
Longue Pointe, 5—Light fog, light west.

ST. PAUL'S YEARLY STATEMENT.
New York, September 15.—The Chicago, Milwaukee and St. Paul income account for year ended June 30, compares as follows:
Operating revenue, \$91,782,691; decrease \$2,301,363.
Operating expense, \$1,330,061; decrease 1,558,906.
Net. oper. revenue, 30,452,630; decrease 747,457.
Outstanding oper. net 260,483; increase 85,835.
Total net revenue, 30,713,113; decrease 661,723.
Taxes 4,106,557; increase 282,725.
Other income 3,476,105; decrease 497,438.
Total income 30,881,655; decrease 1,441,886.
Interest and rent 14,605,273; increase 1,222,573.
Surplus and undiv. 15,476,382; decrease 2,664,459.
Preferred dividends 8,109,208; decrease 6,026.
Balance XX 7,367,080; decrease 2,658,433.
Common dividends 5,819,770; increase 22,470.
Surplus 1,547,310; decrease 2,680,903.
X—Interest, rent, hire of equipment, etc.
XX—Equal to 6.3 per cent. earned on \$116,855,400 common stock as compared with 8.62 per cent. earned on \$116,348,200 stock previous year.

Profit and loss account follows:
Profit and loss, surplus June 30, 1913 \$48,417,093
Surplus for year 1,547,310
Miscellaneous credits 221,567
Total 50,185,970
Sinking funds 92,270
Ext. ending of book value of equipment 520,810
Net loss on property sold or abandoned 328,991
Disment on bonds 898,647
Miscellaneous debts 1,083,576
Adjustments by reason of acquisition of C. M. & P. S. Railway 1,143,885
Minnesota rate case refunds 297,094
Total deduction 4,825,073
Profit and loss surplus June 30, 1914 \$40,860,896

Vercheres, 19—Foggy, light north east.
Sorel, 38—Foggy, calm. Left up 8:30 a.m. Saguenay.
Three Rivers, 71—Clear, calm. Out 1:30 a.m. Prefontaine.
Batiscan, 8—Clear, west.
St. Jean, 7 1/2—Clear, west. Corunna anchored.
Grondines, 98—Foggy, calm.
Portneuf, 108—Light fog, calm.
St. Nicholas, 127—Clear, calm.
Bridge, 132—Clear, calm.
Quebec, 139—Clear, south west. Arrived down 8:10 a.m. Colonial. Left out 8:25 a.m. Wascamaw.
West of Montreal.
Lachine, 8—Clear, west. Eastward, 8:30 a.m. Renoville, 5:10 a.m. Haddington, 6:30 a.m. Packer. Yesterday 10:30 p.m. Keybell.
Casacades, 81—Clear, west. Eastward 8:05 a.m. Algonquin, 6:45 a.m. Simla, 6:30 a.m. Pellatt, 7:30 a.m. Rosedale. Yesterday 8:30 p.m. Meaford, 8:50 p.m. Stourmont.
C. Landing, 38—Clear, west. Eastward 3:40 a.m. Northmount, 4:55 a.m. Keyville, 5:55 a.m. Advance.
Cornwall, 62—Clear, calm. Eastward, 5:08 a.m. Britannic.
Galops Canal, 98—Clear, south west. Eastward, 4:15 a.m. Avon, 7:20 a.m. Ionic, 6:19 a.m. John Sharples, 6:45 a.m. Glenfoyle, 7:30 a.m. Windsor, 7:45 a.m. Roberval.
E. Dalhousie, 298—Eastward 5:40 p.m. yesterday Western.
P. Colborne, 321—Eastward yesterday 11:30 a.m. Stanstead, 9:00 p.m. Robert Wallace, 11:30 p.m. Keyport.

RAILROADS

CANADIAN PACIFIC EXHIBITIONS

OTTAWA.
Going Sept. 15, 1914, 10:30 a.m. \$3.25
Going Sept. 15, 17, 19, 1914, 10:30 a.m. \$4.50
Return limit, September 21, 1914.
Lv. Windsor Street 17:55 a.m., 18:30 a.m., 19:05 a.m., 19:45 a.m., 14:00 p.m., 17:40 p.m., 19:00 p.m., 19:45 p.m., 19:45 p.m., 19:45 p.m., 19:45 p.m.
Daily, 1 Daily ex. Sunday, 1 Saturday only, 1 Sunday only.

Dorval Race Track.
Until September 21.
Lv. Windsor Street 1:00 p.m., 1:30 p.m., 2:00 p.m.
Return after last race.
Single 15c. Return 25c.

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 to Toronto.
Via Belleville, Trenton, Brighton, Colborne, Port Hope, Newscastle, Bowmanville, Oshawa, Whitby, Leavelle, Windsor St. 8:45 a.m.

TICKET OFFICES:
141-143 St. James Street Phone Main 4121
Windsor Hotel, Place Viger and Windsor Street Station.

GRAND TRUNK RAILWAY SYSTEM DOUBLE TRACK ALL THE WAY

Montreal—Toronto—Chicago 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 7:30 a.m., Detroit 1:45 p.m., Chicago 8:40 p.m. Club-Compartment Sleeping Car Montreal to Toronto daily.

EXHIBITIONS.
OTTAWA.
Going September 15, 17, 19, 1914, 10:30 a.m. \$4.50
Going September 14, 16, 18, 1914, 10:30 a.m. \$3.25
Return limit, September 21, 1914.

TIME TABLE CHANGES.
A change of time will be made September 20th. Time tables containing full particulars and all information may be had on application to agents.

CITY TICKET OFFICES:
122 St. James St. cor. St. Francis Xavier Windsor Hotel Phone Main 4315
Windsor Hotel Uptown 1111
Bonaventure Station Mal 8223

CANADIAN GOVERNMENT RAILWAYS INTERCOLONIAL

PRINCE EDWARD ISLAND RY.
BONAVENTURE UNION DEPOT.
OCEAN LIMITED—7:30 p.m. Daily.

MARITIME EXPRESS—8:40 a.m. Daily except Sunday, for ST. JOHN—HALIFAX, and points in the Maritime Provinces and Newfoundland. Daily for Quebec and Mont Joli. Daily Except Sunday.

7:30 a.m. for Quebec, 4:00 p.m. for Nicolet.
Montreal Ticket Offices:
Transportation Building Phone Main 615
9 St. Lawrence Boulevard
Bonaventure Depot, Windsor Hotel.

OTTAWA EXHIBITION.
The Central Canada Exhibition is held at Ottawa during week September 14th to 19th. The Grand Trunk Railway offers reduced fares from Montreal during the week. Splendid train service. Apply City Ticket Office, 122 St. James Street, corner St. Francis Xavier.

RAILWAY EARNINGS.
Philadelphia and Reading—July operating revenue \$3,742,798; decrease \$293,336.
Operating income \$1,079,356; decrease \$214,553.
Rutland Railroad—July gross \$306,908; decrease \$40,834. Net after tax \$48,541; decrease \$27,310.
Wabash—July gross \$2,649,463; decrease \$85,362. Net \$739,804; increase \$43,562.

Chicago, Great Western—First week September \$275,165; decrease \$15,784. From July 1st, \$2,643,997; decrease \$168,572.

Havana Electric, Light & Power—Second week September \$53,706; decrease \$2,949. From January 1st \$1,975,164; decrease \$22,677.

Boston and Maine—July operating revenue \$4,223,985; decrease \$117,622. Net operating revenue \$842,145; decrease \$243,828. Net after tax \$671,075; decrease \$247,677.

ST. PAUL FINANCING.
New York, September 15.—The annual report of the Chicago, Milwaukee and St. Paul shows that up to June 30th, \$17,500,000 of its general and refunding 4 1/2 per cent. bonds had been sold. This completely sets at rest any uncertainty there might have been as to whether Kuhn, Loeb & Company and the National City Bank had purchased thirty million of these bonds that they offered in June at 96 1/2, or were simply acting as agent for the road.

The truth is the bankers could not agree with the road as to a price for the purchase of this first block of the new issue and arrangements were made for offering them on a commission basis with no underwriting responsibility at a price which the road thought the bonds should bring in the market.

THE MANCHESTER LINE.
The S. S. Man. Corporation, from Manchester, arrived at Montreal on September 13th, 1914, 10:30 a.m. Austria has removed her first line troops from the Italian frontier, but reservists are reported to have cut intrenchments as defensive measure.

REAL ESTATE

A big land purchase figured in the forty-ninth realty transactions formally registered yesterday by the Registry Land Company, Ltd., purchasing from Joseph Parrier nine farms in the parish of St. Laurent, close to the village of that name, having a total area of about 500 arpents. The property is officially known as the south-western portion of lot 256-10, part of 107, 111 and 120, lots 118 and 119, part of 109, part of 107, 111 and 120, lots 118 and 119, part of 112, the larger portion of lot 110, and the farms are bounded by Bois Franc road, Cartierville road, and the road leading to Cartierville farms and buildings thereon brought the sum of \$212,229.97.

Another big purchase was that of the Val Apartments and Mount Stephen Apartments, Grosvenor and Mount Stephen avenues, Westmount, by Samuel Freedman, merchant, of the same name, from Isidore Freedman. The buildings are situated on lots 219-129 to 131, the southeast part of lot 256-10, lots 285-31 and 32, and the north part of lot 256-13, parish of Montreal. The purchase price was \$175,000.

The Montreal Terra Cotta Lumber Company, 2000 St. Alexandre Desmarteau lots 14-775 to 800 and lot 14-905, Hochelaga, containing 428,640 square feet for \$51,456, this being equal to 40 cents per square foot.

Alexander Schuman purchased from the J. B. F. Guin Hotel Company, Ltd. lots 245-12 to 18, parts Sault-au-Recollet, containing 39,847 square feet, same being vacant and situated on the public road for \$30,847.

Joseph Capistran sold to Olivia Carreau, lots 25a to 25c, part of Sault-au-Recollet, with buildings thereon at the corner of Boyer and Daniel streets, St. Denis ward, for \$24,250.

The remainder of the deals were for sums of less than \$20,000.

Building Permits.
Prominent in the twelve building permits taken out yesterday was one by the Catholic Orphan Society in connection with the Order of Grey Nuns, 390 street, for the erection of their new buildings, new orphanage, which will have a frontage of feet and a depth of 97 feet, will be of four stories and cost \$120,000. Mr. Alphonse Fleche, of 333 Montreuil street, is the architect, and the contract was awarded to C. E. Deskin and Company, Ltd.

Another permit for Notre Dame de Grace was taken out by J. Gougeon, 148 Decarie Boulevard, a building of three floors on the Boulevard, 32 by feet, costing \$6,200.

M. Broder, 2363 St. James street, was granted permit for the erection of a building of three floors on Old Orchard avenue, Notre Dame de Grace, costing \$5,000.

INFIRMITY INSURANCE NOW

American Accident Company Issues Policy Paying Weekly Indemnity For Age of Time For Any Cause.

A scheme of interest to both accident and life is being put forward by an American accident company in a policy covering what is called "infirmary insurance," says The Insurance Record. "The

Real Estate and

Quotations for to-day on the Montreal Board of Real Estate.

Table with multiple columns listing real estate transactions, including names of companies and individuals, and numerical values representing prices or areas.