SAYS ROADS BLOCK CANAL TRAFFIC

Not Only Have Withdrawn Confusion In Wireless Signals

Lines but Refuse Freight He Alleges of False Alarms

NEW YORK SUFFERS

By Absence of Canal Rate to West New York Port Will Continue to Lose Business—This Diverted to Montreal and Baltimore.

Lakes have not only withdrawn their four canal lines from the service of the Eric Canal, but have refused to accept freight from the independent canal carriers except at a prohibitive local rate out of Ruffalo to Wetsern points, practicaly paralyzing the through freight service from this city and points up-State via the canal-and-points up-State via the confusion was caused by the dignal via the confusion was caused by the via given by the canal-canal via the confusion was caused by the via given by the confusion was caused by the via given by the canal-and-points up-State via the confusion was caused by the via given by the canal-and-points up-State via the confusion was caused by the via given by the canal-and-points up-State via the confusion was caused by the via given by the canal-and-points up-State via the confusion was caused by the canal-and-points up-State via the confusion was caused by the via given by the confusion was caused by the canal-and-points of the confusion was caused by the canal-and-points of the confusion was caused by the canal-and-points of the confusion was caused by the confusion was caused by the canal-and-points of the canal-

Mr. Walsh characterized the autified of the railroids in refusing to accept through freight from the independent canal lines at fair rates from Buffalo after they have withdrawn their own -canal lines from the service of the Persia:

The "SOS" distress is three dots, three dots, three dashes and three dots, thus:

SOS (MBS) is two

"In the spring of 1913," Mr .Walsh "In the spring of 1913," Mr .Walsh said, "two of the railroad controlled canal lines withdrew from the service, and in the spring of the present year the two remaining railroad cana lines also withdrew their service. This has left the Erie Canal, as far as railroad lines are concerned, free of their influence, but the refusal of the railroad controlled, leds lines are road controlled lake lines to accept freight from independent canal carriers except at a prohibitive local rate out of Buffalo to Western points has left the situation in as bad shape as ever. The Erie canal is open, free and nacigable and in better shape physically than it has been for some years. Large quantities of freight have sought an outlet through the canals to Western lake ports and points beyond, but the lake lines at Buffalo are standing pat and refuse to accept any of this canal borne traffic; therefore, it has of necessity been diverted to the all-rail lines, the rail-and-lake lines and the differential railroads out of here.

"By the absence of a canal rate to road controlled lake lines to acc

Kronprinz Withelm and La Savoie, sailing from New York, carried \$11,-500,000 in American gold coin, consigned to the Bank of France. St. Paul, and the Oceanic, carried \$6,500,000 more, all but \$200,000 of which is for the Bank of France. Saturday there is on the Atlantic ocean, bound eastward, \$18,000,000 of gold. Not even Spanish galleons of the days of France.

A LITTLE LIGHT ON "SIBERIA" MYSTERY

Now Said to be Cause SIGNALS ALIKE

Signal of Persia M.B.S. Was Mistaken For Distress Call S.O.S. According to Company Officials—Static Con-ditions Bad.

Some light has been thrown upon the "wireless" mystery of the report-ed stranding of the Pacific Mail steaed straining of the racine Mail stead mer Siberia May 1st off the coast of Formosa by a despatch to the New York Journal of Commerce from Tokio. While people of two hemispheres were in dread that the vessel had sunk, and a dozen warships were searching vainly the Siberia sailed into Manila Bay.

heir reasoning. But Super rator at Ozesaki land warmer. through the Japanese operator at Ozesaki land of it to station insists that he really heard the

The static condition being had, it is thought the operator at Ozesaki picked up "S," the last letter of "MBS," Thei he caught the two dashes of "M" and joined them to the dash of the letter "E." The final three dots of the letter "F" gave him his "S," and he had

tween the dashes must have been in regular or shortened by the dots be

lake ports and points beyond, but the lake lines at Buffalo are standing parts and refuse to accept any of this cama borne traffic; therefore, it has of necessity been diverted to the all-railines, the rail-and-lake lines and the differential railroads out of here.

"By the absence of a canal rate to the West, the port of New York itself has and will continue to suffer materially. Great quantities of merchandise that would have been imported to the city of New York for transportation by all-water to the West, Southwest and Northwest have been diverted to the ports of Ballimore and Montreal, and the opportunity of shipping grain by canal from Buffalo to New York is precluded, for the reason that with no westbound freight to take the boats to Buffalo there are, of course, no boats to come from Buffalo to New York with grain."

\$18,000,000 CARGOES.

Kronprinz Wilhelm and La Savoie, sailing from New York, carried \$11,500,000 in American gold coin, consigned to the Bank of France. St. Paul, and the Oceanic, carried \$6,500,000 more, all but \$200,000 of which is for the Bank of France. St. Paul, and the Oceanic, carried \$6,500,000 more, all but \$200,000 of gold. Not even Spanish galleons of the days of Francis Drake and Henry Moscow.

SHIPPING AND TRANSPORTATION NEWS

TUESDAY, JUNE 16, 1914.

Sun rises, 3.58 a.m.
Sun sets, 7.49 p.m.
First quarter, June 1st.
Full moon, June 8th.
Last quarter, June 15th.
New moon, June 23rd. TIDE TABLE.

Quebec. High water, 12.17 a.m., 12.49 p.m. Rise, 13.7 feet a.m., 15.7 p.;

Weather Forecast. northwesterly winds; fir

All West -Fine and warmer.

PORT OF MONTREAL

Arrivals, June 15. Stagpool, 2,992, Coates, ght. T. R. McCarthy, Wind Scotian, 10.332, Blanchard, Havre and London, passengers and general cargo, Allan Line. Shed 3,

Fimerite, al. Black 2,612, Ba nd Line. Barstad, Sydney nd Line. 2,609, Ostervold, Sydney ond Line. T. R. McCarthy. Windmill Pt diff Hall, 2,541, Dyason, Buenos light. T. R. McCarthy. Wind-

aill point.

Kwarra, 2,304. Davies, Sydney, rails

Co. Laurier Pier. Elder Dempster Co. Laurier Pier. Nora, 699, Svenson, West Indies, su ar. McLean Kennedy. Windmill P

Departures, June 15.
Wacousta, 1,998, Hansen, ight. Black Diamond Line.
Fimeric, 2475. Martensen, Sydney ight. Black Diamond Line.

Wagama, 2,609, Os ight. Black Diamond

VESSELS IN PORT.

Bertrand, T. R. McCarthy. Laurie

Anglo Egyptian, New Zealand Ship Ding Co. At Tarte Pier. Montreal, Canadian Pacific. Shed 8 Tyrolia, Canadian Pacific. Shed 8 Coningsby, Roth Line. Windmil

oint.
Ida, Austro-American Line. Shed 6
Myrafell. Windmill Point.
Andania, Cunard Line. Shed 12.
Laurentic, White Star-Dominio

Laurentic, White Star-Domin ine. Shed 4. Willehad, Canada Line. Shed 16.

Berlin uses up annually over \$00,000 ons of English coal and 1,300,000 tons of German coal.

Morton, agent in Hong Kong, desires you to hurry up to Siberia in order to render assistance. Nelson." Captain Hill, of the Persia replied: "Lanet the Siberia at 2 p.m. yesterday—looks like a mistake. Left Manila on April 30th. I am now off Guarim Point." Half an hour later a message, was received from the Siberia herself saying that she was 125 miles north of Manila, "all-O.K.".

and the Oceanic, earried \$6,500,000 more, all but \$200,000 of which is for the Bank of France. Saturday there is on the Atlantic ocean, bound east miles north of Manila. The Persia's officers realized that there had been some mistake for the Siberia had already been sighted far south of the such wealth in their holds. Roughly calculated, week's gold shipments weigh 27 tons, and require 360 kegs for transportation, each keg containing \$50,000.

At a cost of \$70,000,000, the hairbor of London is to be made the largest in the world.

ROYAL INF

ROYAL INF

ROYAL INF

ROYAL INF

At Alaf-past seven the same morning, the Persia reached the position where the Siberia was described to be in distress, and here sighted a Japhanese cable ship, which signalled that being the presia's position. At ten minutes past four another wireless call was received, this time from the Korea, then lying in port at Hong Kong. The Korea said: "Sipheria in great danger in latitude 2240 north and longitude 121.10 cast, Information received in regard the same from Nagasaki and Yokohama. Mr.

ROYAL INF

ROYAL INF

At A cost of \$70,000,000, the hairbor of London is to be made the largest in the world.

ROYAL INF

At Balf-past seven the same morning, the Persia reached the position where the Siberia was described to be in distress, and here sighted a Japhanese cable ship, which signalled that she had seen nothing in the nature of vessel in want of assistance. About the time of the Persia's position. At ten minutes past four another wireless call was received, this time from the Korea, then liquid that the Siberia was described to be in distress, and here sighted a Japhanese cable ship, which signaled that she had seen nothing in the nature of vessel in want of assistance.

About the immediate past four another wireless signal given out by the componing the past four another wireless signal given out by the componing that the past four another than the past four another wireless and here sighted a Japhanese cable ship, which signale that the had

MOVEMENT OF VESSELS. Cassandra, from Glasgow, due to arrive Montreal 7.30 p.m. to-night. Aquitamia, from New York, arrived Fish 5.35 a.m. this morning and departed for Liverpool at 7.43 a.m. Athenia, arrived at Glasgow at 9 a.m. yesterday. Scalland content for the content of the content VESSELS BOUND FOR MONTREAL. S.S. Prom. Sailed.

S.S. Bresiau, Hamburg ...
Othello, Buenos Ayres Montfort, London ...
Santaren, West Indies ...
Devona, Newcastle ...
Montchim, Antwerp ...
Manchester ...
Cassandra, Glasgow ...
Cairntorr, Middlesboro ...
Serrana, Barbadoes ...
Inishowen Head, Belfast ...
Lake Manttoha Liverpod ...
Wittekind, Rotterdam ...
Tönisian ...
Liverpool ...
Tönisian ...
Liverpool ... henia, Liverpool

Virginian, Liverpool
Montcalm, London
Saturnia, Glasgow
Fremona, Middlesboro
Manchester Spinner, Manchester
Tentonic, Liverpool
La Touvine Harvine La Touraine, Havre. Corsican, Glasgow... Jacuna, Hull....

PORT OF QUEBEC. Quebec, June 16.—Arrived—Hesper-ian, (Br.) Glasgow; Saronic (Br.) North Shore; Cascapedia, (Br.) Pictou; Kendall Castle, (Br.) Sydney, Tellus, (Nor.) Wabana; Scawsby, (Br.) Ro-

sario; Antares, (Nor.) Puerto Mex-co; Cassandra (Br.) Glasgew. SIGNAL SERVICE BULLETIN. Issued by Authority of the Department of Marine and Fisheries.)

Noon, Montreal, June 16th, 1914. Cape Salmon, 81—In 9.10 a.m. Lingan Little Metis, 176—Clear, west. Matane, 200—In 9.15 a.m. a stean

arge.
Cape Chatte, 234—Cloudy, calm.
Fame Point, 325—In 10.30 a.m. Man
hester Commerce, 8.00 a.m. 79 mile
ast Lake Manitoba. Out 9.20 a.m
Wabana. In 5.10 p.m. yesterday Steel

Cape Rosier, 349—Clear, strong east. 9.30 a.m. a two-masted steamer n 9.30 a.m. a two-masted steamer. Cape Despair, 377—Cloudy, light east. P. Maquereau. 406—Raining, light ortheast. In 6.00 p.m. yesterday Prin-

P. Esciminac, 462—Cloudy, light outh. In 8.00 a.m. four schooners. Bersimis—Cloudy, strong east.

Anticosti— West Point, 332—Cloudy, variable. Ellis Bay—Raining, Tight east. Nor-tilda, Querida and Savoy at wharf. S. W. Point, 350—Cloudy, strong

outheast.

South Point, 415—Clear, light south.

Heath Point, 439—Cloudy, calm.

Gape Ray, 553—Clear, southeast.

Cape Race, 26—Out 4.30 a.m. Scanlinavian, 6.30 a.m. W. S. D. Canada,

6.50 a.m. Ausonia. asonia. our, 673—Clear, light east vesterday Mi Sydney-In 6.00 a.m.

uelon. Halifax—In 10.00 a.m. yesterday lorizel, 11.30 a.m. Digby. St. John, N.B.—In 9.00 a.m. Chignec-

Quebec to Montreal.

Long Point, 5—Cloudy, strong north-rest. Out 11.25 a.m. Hudson and tow. Vercheres, 19—Cloudy, north. In 11.05 m. Kendal Castle, 11.40 a.m. Antares. 10.45 a.m. Storm King and tow. Sorel, 39—Cloudy, strong north. In oorei, 39—Cloudy, strong north. In

5.50 a.m. Mapleton.Three Rivers, 71—Cloudy, northwest.Batiscan, 88—Cloudy, strong north.

Batiscan, 88—Cloudy, strong north-n 11.45 a.m. Cassandra, St. Jean, 94—Cloudy, strong north-but 12.15 p.m. Wagama. Grondines, 98—Cloudy, strong north-but 10.25 a.m. Cacouma. Portneuf, 108—Raining, strong north. in 12.05 p.m. Sticklestad. Out noon Janobie. st. Nicholas, 127—Cloudy, strong

orth, Bridge Station, 133—Cloudy, north, Quebec, 139—Cloudy, north, In 10.35 m. Stigstad. Out 11.15 a.m. Fim-

West of Montreal. West of Montreal.

Galops Canal, 99—Cloudy, north.
Eastward 4.60 a.m. Strathcona, 6.00

Lm. Pueblo, 7.00 a.m. Nigaragua, 8.00

m. yesterday Holcomb.

Port Dalhousie, 29—Cloudy, north-

HIGHER RATE FOR BRITISH RAILWAYS

vest. Eastward

Increases Already Awarded do not Compensate Companies for Higher Expenses.

wireless station at Formose, which in the property, when, in the property of the prope

parted for Liverpool at 7.43 a.m.

Athenia, arrived at Glasgow at 9 a.m.
yesterday.

Samland, arrived at Rotterdam at 10
a.m. yesterday.

ALLAN LINE STEAMERS.

MENT.
The "Safety First" movement, in troduced on the Grand Trunk about one year ago, has been found, after thorough test, to be such an effective means of preventing injuries to employes, partons and others that it has been decided to extend the work to the

Upper Lake Steamers Athabasca departed Port McNicoll

C. P. R. ATLANTIC STEAMERS. Lake Manitoba, from Liverpool for Montreat, passed Cape Ray, 6.30 p.m 15th June Montfort, from London and Antwert

for Montreal, passed Cape Race, 8.00 nm. 15th June. Montesuma, from Montreal, for Lon-lon and Antwerp, passed 270 mile-least Cape Race, 6.00 p.m. 15th June.

CANADA STEAMSHIP LINES. List of Steamers at 6.30 p.m. Toronto, June 15. Canadian — Montreal, loading f

Canadani - Asabura.
Acadian—Left Port Colborne, 10 a.m. Acadian—Left Port Colborne, 10 a.m. today.
Amiltonian—Down Soo 6.30 a.m. today.
Calgarian—Down Soo 6.30 a.m. today.
Fordonian—Port Arthur discharging
D. A. Gordon—Due up Port Huron.
Glenellah—Left Kingston 4 p.m. for

pundee—Fort William unloading. Dunelm—Left Montreal 1 a.m. Strathcona—Left Kingston 6 a.m. Donnahona—Leaves Belleville to ight for Toronto. Left Port Arthur noon today Jacques—Fort William unload.

Queen-Due Port Colborne. Sarnian—Soo discharging.

A. E. Ames—Left Toronto 10 p.r.
4th for Montreal.

H. M. Peliat—Welland loadining.

J. H. Plummer—Due Poor Con-

C. A. Jaco

ummer—Due Port Colborne —Due up Port Colborne fo Neepawah—Due down Port Colbor Wahcondah-Passed King

lay for Washburn. Bickerdike—Port Colborne loading. Beaverton—Port Colborne loading. Tagona—Montreal discharging. Kenora—Due up Kingston today di

Arabian-Hamilton discharging. Bulk Freighters. W. G. Morden-Esconaba, loadin

norrow.

Mid. Prince—Loading Ashtabula.

Mid. King—Due Port Arthur tonight:

Martian—Fort William, grain.

Emp. Ft. Wm.—Left Toledo noon tolay for Port Colborne.

Emp. Midland—Due Erie to load for

Fort William.
Winona—Left Buffalo noon today for Fort William.
Stadacona—Left Duluth 3 p.m. for South Chicago.
Scott Hero—Down Soo 3 p.m. for Fort Colborne.
Turret Court—Passed Port Colborne.
130 a.m. for Kineston. rt Wililam.

4.30 a.m. for Kins

dergoing repairs.
A. /E. McKinstry—St. Lawrence
River westbound for Montreal.
Renvoyle—St. Lawrence River westbound for Thorold.

June 6
June 6
June 8
June 8
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June 18
June 19
Ju

circular issued to managers of demu pamphlet published by E. E. Mote

manager of the San Francisco bureau. The consensus of these replies is that the agreement does not work for the interests of the carriers and ought to be abolished.

The bureaus mentioned have more than 8,000 such agreements in effect, the majority covering from 15 to 50 per cent, of the cars handled. Ten bursus reported the average detertion of aus reported the average detention ars is greater under the "average" than the "straight" rule, the collections under the first heing \$45,000 as against \$101,000 under the second. Shippers and receivers of freight, having learned from experience that, no the regular course of business, without special exertion, delaying cars less ian two days insures to them a umber of credits, defer loading

number of credits, defer loading them intil it suits their convenience, being areful to release loads before the carrarn debits in excess of five per cent. This excess is practically all the demurrage that accrues to the carriers below and my to that figure, representing a large proportion of the deay, are offset by credits earned in the smal and ordinary course of business sual and ordinary course of business vithout special effort to load or unload

cars.

Average agreements are of benefit hiefly to those firms whose outbound ousiness is greater than the inbound. For instance, if a mill loads out 110 ars on the day they are placed it rets a credit of 110 days and pays no lemurrage, where formerly from \$150 to \$300 was paid.

THE CHARTER MARKET The market is steady. The quotations are: Liverpool, 1½d; London, 1½d; Glasgow, 2d; Bristol, 1¾d; Hull, ¾d; Rotterdam, 3½c; Antwerp, 1¾d; 1%d: Rotterdam, 3½c; Antwerp, 1%d; Manchester, 1½d; Copenhagen, 2s; 2hristiania, 2s 6d; Marseilles, 2s 3d; Bermen, 30 pfgs; Hamburg, 27½ pfgs; Havre, 2s 1½d; Cork for orders, 2s. Coal—Nor ss Josef Frederik, 1,299 tons, Philadelphia to Paramaribo, p. t., prompt; sch K. B. Odgen, 541 tons, Philadelphia to Charleston, 90c. Lumber—Sch Edith, 1,961 tons, Fernandina to New York, ties. Lumber—Sch Edith, 1,051 tons Fernandina to New York, ties, 15c; sch Mount Hope, 989 tons, Panama City, Fla., to Battimore, ties, p. t., Petroleum—Br. ss King Frederick New York to, Brazil, 140,000 cases, 18c one nort July

New York to Brazil, 149,000 cases, 18c one port, July.
Grain—Br. ss British. Transport,
Montreal to Lisbon, 28,000 quarters, 2s /½d. June; Br. ss Errington Court,
Montreal, to one or two ports on Mediterranean, 39,000 quarters, 2s 9d. to 2s 10½d. June; Br. ss Flixton, Montreal to J
Avonmouth, Rotterdam, Antwerp or
Hull, 30,000 quarters, Is 10½d, with opitons, June.

Turret Court—Passed Port Colborne
30 a.m. for Kingston.
Turret Cape—Fort William dischargng rails.
Turret Crown—Port Dalhousie unergoing repairs.

Turret Crown—Port Dalhousie unergoing repairs.

FOG GUN TO PREVENT ACCI-

CANADIAN PACIFIC

MAIL AND PASSENGER SPECIAL

Lv. Windsor St., 19 a.m.
Thursday, June 18.
Connecting with R. M. S. Calgariar
Trams wil run direct to ship's side. NEW SERVICE TO CHICAGO

NOW IN EFFECT.

GRAND TRUNK SYSTEM

THE "INTERNATIONAL LIMITED. Canada's Finest and Fastest Train

NIGHT EXPRESS. Leaves Montreal 10.30 p.m., arrives To-ronto 7.30 a.m., Detroit 1.53 p.m., Chi-cago 9.25 p.m. daily.

THE LAKE AND RAIL ROUTE TO WESTERN CANADA.

TO WESTERN CARADA.

From Toronto. 11,15 a.m. Mondays,
Wednesdays, and Saturdays, via Grand
Trunk to Sarnia, Northern Navigation
Co. to Fort William, and Grand Trunk
Pacific to points in Western Canada. new train will leave Montreal 7.40 am. daily, except Sunday, and arrive St. Hilaire at 8.35 a.m. Returns eave St. Hilaire at 8.00 m. Returns eave St. Hilaire eave St. Hilaire at 8.00 m. Returns eave St. Hilaire ea

Hilaire at 8.45 a.m., arrive CITY 122 St. James St. cor. St. Francois
Xavier—Phone Main 6305
TICKET Windsor Hotel "Uptown 1157
Bonaventure Sta'n " Main 8220

Steamships

THE ATLANTIC ROYALS Montreal-Bristol

ROYAL EDWARD ROYAL GEORGE ent Accommodation and Culsine ORCHESTRA PLAYS DAILY For Passage Rates and Full Particulars
Consult

CANADIAN NORTHERN STEAMSHIPS,
LIMITED.

226 St. James St.; M. 6570, or any Steamship Agent DONALDSON LINE

Glasgow Passenger and Freight Service.

From Glasgow. From Montrea May 30... Letitia ... June 13tt June 6.... Cassandra ... June 20tt June 13... .. Saturnia ... June 27tt

Passenger Rates—One class cabin (II.) \$47.50 upwards. Third-class, east and westbound, \$31.25.

THE ROBERT REFORD CO., Limited. General Agents, 20 Hospital Street, Steerage Branch, 488 St. James Street. Uptown Agency, 530 St. Catherine W.

CUNARD LINE

June 11. Ausonia July is Steamers cali Plymouth Eastbound. Rates, Cabin (II.), \$46.25, 3rd Class British Eastbound, \$30.25 up. Westbound, \$30 up.

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General Agents, 20 Hospital Street, Steerage Branch, 488 St. James Street; Uptown Agency, 520 St. Catherine W.

THREE SAILINGS WEEKLY

., Apply Local Agencies or Thos. Cook & Son, 530 St. Catherine W. W. H. Henry, 286 St. James St. Heag & Rivet, 9 St. Lawrence Blyd.

MONTREAL and QUEBEC to LIVERPOOL, GLASGOW, HAVRE & LONDON