

STEAMSHIPS CUNARD LINE

CANADIAN SERVICE

From Southampton. From Montreal.

Aug. 18.....ANDANIA..... Aug. 29

Aug. 20.....ASCANIA..... Sept. 5

Aug. 27.....ALAUZIA..... Sept. 10

Steamers call Plymouth Eastbound. Rates, Cabin (11), Andania and Alauzia, \$63.75 up. Ascania, \$57.50 up. 3rd Class, British Eastbound, \$30.25 up. Westbound, \$30 up.

THE ROBERT REFORM 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 (11), \$57.50 up. Third-class, eastbound and westbound, \$31.25.

For all information apply to
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CANADA STEAMSHIP LINES, LTD.

DELIGHTFUL WATER TRIPS

Ideal Week End Outings

VISIT
Quaint Old Quebec

and witness the scenes attending the mobilization of Canadian troops at Val Cartier.

Fare \$7.50

including berth and dinner both ways, going Saturday, returning Sunday or Monday.

ANOTHER ATTRACTIVE WEEK END TRIP IS TO PRESCOTT

Going Saturday, returning Sunday, through the Rapids

Fare \$7.00

including meals and berth

SUNDAY EXCURSIONS
STEAMER "THREE RIVERS"
Sunday as far as Sorel and Berthier, leaving Montreal 9 a.m., returning 8.30 p.m.

Ticket Office—9-11 Victoria Square

CANADA STEAMSHIP LINES, LTD.

Location of steamers at 6.30 p.m., August 21st, 1914.

Canadian—Arrived Three Rivers 7 a.m. 20th.

Acadian—Kingston.

Hamiltonian—Arrived Toronto noon to-day.

Calgarian—Left Montreal 4 a.m. to-day for Port Colborne.

D. A. Gordon—Due Fort William early to-morrow morning.

Glenellah—Down Port Huron midnight last night.

Dundee—Welland Canal, westbound.

Dunelm—Down Soo 1.30 p.m. to-day.

Strathcona—Up Port Colborne 4 p.m. to-day.

Donnacona—Left Montreal 4 p.m. 20th for Port Colborne.

Doric—Port Colborne.

Midland Queen—Left Fort William 9 p.m. 20th.

Sarnian—Due to clear Fort William last night.

H. M. Pellatt—Down Soo 7 p.m. 20th.

Wahcondah—Drydock.

Beaverton—Up Soo 8.45 p.m. 20th.

Kenora—Left Montreal 4 p.m. 20th for Port Colborne.

Arabian—Up Kingston 9 a.m. to-day for Port Colborne.

Ionic—Montreal.

Bulk Freighters.

W. Grant Morden—Leaves Port Arthur to-morrow night.

Emperor—Arrived Two Harbors 9 a.m. to-day.

Midland Prince—Down Soo 8.30 a.m. to-day.

Midland King—Due to clear Key Harbor to-day for Escanaba.

Marion—Up Port Huron noon 20th.

Emp. Ft. Wm.—Down Soo 10.45 p.m. 20th.

Emp. Midland—Arrived Erie 9 a.m. 20th.

Winona—Cleared Point Edward 3 p.m. 20th.

Scottish Hero—Left Port Colborne 2 p.m. to-day.

Turret Crown—Arrived Montreal 8 p.m. 20th.

A. E. McKinstry—Up Montreal 4 p.m. to-day.

Renoville—Left Erie 4 p.m. to-day for Port Colborne.

Haddington—Down Port Colborne 3 p.m. to-day.

Cadillac—Montreal.

Natronac—Montreal.

Belleville—Leaves Montreal to-night for Toronto.

City of Ottawa—Hamilton.

MARITIME PROVINCE SECURITIES

Quotations furnished by J. C. Mackintosh & Co., Members Montreal Stock Exchange, Exchange Building (Halifax).

| Miscellaneous— | Asked. | Bid. |
|---------------------------------------|---------|------|
| Acadia Sugar, Pref. | 100 | 95 |
| Do., Ordinary | 65 | 60 |
| Brandram-Henderson, Com. | 30 | 25 |
| East. Can. Sav. and Loan | 145 | 140 |
| East. Trust Co. | 163 | 158 |
| Mar. Natl. Pref., with 40 p.c. Com. | 100 | 93 |
| Stock Bonus | 100 | 93 |
| Mar. Tel. and Tel. Pref. | 102 1/2 | 100 |
| N. S. Underwear, Pref. | 98 | 95 |
| Do., Com. | 35 | 30 |
| Stanfield's, Ltd. Pref. | 95 | 90 |
| Trinidad Electric | 78 | 75 |
| Bonds— | | |
| Brandram-Henderson, 5 p.c. | 97 1/2 | 92 |
| East. Can. 5 p.c. | 100 | 95 |
| Mar. Natl. 5 p.c. | 100 | 95 |
| M.B.S. and C. 5 p.c. Debenture Stock. | 98 | 95 |
| Porto Rico Tel. 7 p.c. | 106 | 100 |
| Stanfield's, Ltd. 5 p.c. | 95 | 90 |

Fig. iron output in Russia, according to recent official figures, reached a total of 4,546,697 tons in 1913, as compared with 4,125,482 tons in 1912, an increase of 420,725 tons.

MINING HARBOUR TOOK LONGER THAN NOW

Action of Germany in North Sea recalls work done in New York Harbour in Spanish American War.

The speed with which Germany has mined the North Sea recalls the activity of this country in mining New York harbour at the outset of the Spanish war. Germany seems to have placed as menaces to English ships mines that explode on contact—the kind called automatic. The other general type of mine is fired from range, that is, exploded by electrical impulse from shore.

When New York harbour was mined against the possible advent of a Spanish fleet the task was done mainly by volunteers from the New York Edison Co. and other concerns employing expert electricians under the direction of Arthur Williams, general inspector of the Edison Co.

Mr. Williams is now in London trying to get home. So far, all that has been heard from him is that he is safe and well and exultant at having succeeded in getting to London with a new French motor car. He was in France and had just bought the car when war began and the automobiles of travelling Americans were confiscated wholesale.

With a few more than 200 volunteers Mr. Williams in 1898 sowed mines broadcast across the channel to New York harbour at a point opposite Sandy Hook. The Government furnished the mines, but was able to do little else, since this country then knew hardly anything about mining its coasts. Nowadays mine commands are among the most important measures of our coast defence and West Pointers are trained as experts at it.

The mines used to guard New York harbor were steel shells of a slightly elliptical shape and about three and one half feet in the longer diameter. Inside was gun cotton and a ball contrivance so arranged that if anything hit the mine and threw it out of position the gun cotton was exploded. Tests showed that these shells, when exploded from anchorages about five feet below the water's surface, threw up a column of water fifty feet high. This was efficacious for that day, but at present mines are required big enough to shatter a ship's frame, since water-tight compartments now in use would prevent the old type of mine sinking a warship.

The mines we planted in 1898 were both contact and range shells. They exploded on collision, but by throwing a series of electrical switches, men ashore were able to explode any one or all of a series of them. The task of planting them in New York harbour took from April 13 to June. It could be accomplished much more swiftly now.—Wall Street Journal.

MORE AND BETTER PAID MEN ON AMERICAN SHIP

Comparative Cost of Running Ships in U. S. Registry And Those Flying British Flag.

New York, August 22.—Our navigation laws have until now required that all officers of American vessels be citizens of the United States, that ships have three navigating officers, beside the captain, as against two for other nations, and carry a crew at least 25 per cent. greater than required to operate a similar foreign ship, notwithstanding that American crews are paid on a higher scale.

The following shows comparative cost of operating American and foreign ships, taking an American steamer of 4,500 gross tons, as against a British steamer of 5,000 gross tons:

| | American. | Wages per month. |
|------------------------------|-----------|------------------|
| Rating. | | |
| *1 Master | | \$175 |
| *1st mate | | 85 |
| *2nd mate | | 65 |
| *3rd mate | | 50 |
| *chief engineer | | 150 |
| *2nd engineer | | 100 |
| *3rd engineer | | 90 |
| *4th engineer | | 80 |
| 1 steward. | | |
| 1 cook. | | |
| 10 sailors. | | |
| 10 firemen and coal passers. | | |
| 2 mess boys. | | |
| 13 others. | | |
| 25 men | | 1,700 |

British.

| | Wages per month. | |
|-----------------------------|------------------|-------|
| Rating. | | |
| 1 master | | \$100 |
| 1st mate | | 50 |
| 2nd mate | | 40 |
| 1st chief engineer | | 90 |
| 2nd engineer | | 40 |
| 3rd engineer | | 35 |
| 2 stewards. | | |
| 1 cook. | | |
| 8 sailors. | | |
| 7 firemen and coal passers. | | |
| 25 men | | 850 |

*Only Americans eligible.
†Unnecessary under British law.
‡Any nationality eligible.

The monthly cost of maintenance at current market prices for food is about \$550 for the American outfit. For the British it is about \$225.

The United States has a somewhat different measurement than other nations. It is not so favorable to ship owners and instances are known where a vessel has been computed by American surveyors to measure up to a 34 per cent. greater cargo space than under British measurement.

THE CHARTER MARKET

(Exclusive Leased Wire to The Journal of Commerce.)

New York, August 22.—The steamer market was quiet, and only a limited business was done in chartering. There is no noticeable increase in the demand for tonnage, and as has been the case for the past few days, the greater part of the orders come from shippers of grain and coal, the former to United Kingdom and French Atlantic ports, the latter to the Mediterranean and South America. There is no demand for tonnage for cotton, general cargo or timber to Europe, and but little inquiry for boats on time charter in any of the trades. A small boat was closed for a round River Plate trip, and one of medium size for a full cargo of sugar, hence to London; both of which are for prompt delivery. A small prompt boat was also closed for grain from Baltimore to a range of French Atlantic ports at 2s 4/8d, a decline in rates of 1 1/2 in three days. Rates are easier all around, and in some instances are notably lower, due to the ample offerings of boats in positions to give prompt delivery. No fixtures of any kind were reported in the salt tonnage market, and there is no noticeable improvement in the general demand for tonnage. Vessels offer moderately and rates are fairly steady.

Charters—Grain—British steamer Parkgate, 21,000 quarters, from Baltimore to Havre, Dunkirk, St. Nazaire, Nantes or Bordeaux, 2s 4/8d, prompt.

British steamer Pennine Range, 23,000 quarters, from Baltimore to the United Kingdom, declared on old contract, August.

Coal—Norwegian steamer Hugin, 1,174 tons, from Baltimore to Havana, p.t., prompt.

Miscellaneous—British steamer Dairazan, 2,072 tons, New York, and River Plate trade on round trip on time charter, p.t., prompt.

British steamer Domingo De Larrinaga, 2,651 tons, from New York to London, with sugar, p.t., prompt.

WHOLE FLEET CHANGES FLAG

49,478 Tons Comprising the Grace Fleet Running to South American Ports Will Fly Stars and Stripes.

New York, August 22.—Of the fleet of W. R. Grace & Co., who will put a number of their ships under the American flag, vessels owned by W. R. Grace & Co. on the Atlantic measure 49,478 tons, as follows:

| Name | When built. | Tonnage. |
|----------|-------------|----------|
| Caclique | 1910 | 5,202 |
| Capaco | 1893 | 3,052 |
| Celia | 1904 | 5,004 |
| Chocac | 1904 | 5,047 |
| Shimu | 1900 | 4,259 |
| Chincha | 1912 | 6,295 |
| Chilpana | 1907 | 7,040 |
| Condor | 1893 | 3,053 |
| Coya | 1895 | 3,040 |
| Curaca | 1913 | 6,886 |

They are employed in general transportation of South American products to seaports of the United States and vice versa.

Other large companies with fleets flying foreign flags are not ready as yet to make similar announcements. Hesitancy is not ascribed to sentiment but to plain, hard business reasons. There are several objections to the registry bill which make it more expensive to operate under the Stars and Stripes than under any other flag. One objection is the elimination of the clause which permitted foreign-built boats to do any coastwise trading. Another is the unusual expense to shipowners prescribed in reference to officers and crews.

In shipping quarters it is said that much will depend on how President Wilson will exercise his discretion in suspending provisions of American shipping law which prescribe that all watch officers must be American citizens. If those provisions are suspended, shipowners will then ask for how long and what will be the status after the war is over. When trouble is ended the ships will have to compete again with foreign vessels, and cannot do it under the present laws.

WAR SUMMARY

German Military Governor has imposed a levy of \$10,000,000 on Liege.

London Daily Chronicle says demand upon Brussels is contrary to laws of war prescribed by Hague conventions.

United States Government has informed Japan it understands that operations against Germany are to be confined to Kiao Chau district and that if any other steps in China are contemplated this government will first be consulted.

Grand Duke Nicholas will lead 300,000 Russians into Prussia.

COULD RAISE A MILLION IN TWO HOURS.

Chicago, August 22.—An officer of the Illinois Manufacturers' Association says J. J. Hill recently told him he could raise \$1,000,000 in two hours in St. Paul for investment in ocean carriers.

Shipping and Transportation

SATURDAY, AUGUST 22, 1914.

SIGNAL SERVICE.
Department of Marine and Fisheries.

Crane Island, 22—Inward, 12.50 p.m. Batican, 12.10 p.m. Levenpool.

Cape Salmon, 21—Outward 3.35 a.m. Sticklehead.

Maitane, 200—Inward 10.50 a.m. Louisbourg.

Cape Chatte, 284—Clear; west wind. Inward, 11.00 a.m. a steamer, 10.30 a.m. a steamer.

Martin River, 208—Clear; east wind. Inward, 7.45 a.m. Gladstone, 8.30 a.m. Mountby.

Cape Magdalen, 280—Clear, calm. Inward 11.50 a.m. Canada (Gaspé Life).

Cape Rosier, 248—Clear, south wind. Outward, 8.00 a.m. Savoy.

Cape Despair—Clear, south wind. Inward noon.

Lady of Gaspe.

Point Amour, 673—Clear, calm. Inward 11.00 a.m. Nancy Lee.

Money Point, 537—Clear, west wind. Inward 5.00 a.m. Wabana, 5.00 a.m. Wacousta, 8.00 a.m. Kronprins Olaf. Outward, 7.30 a.m. Blackheath.

Quebec to Montreal.

Long Point, 65—Light fog; raining; calm. Inward, 1.35 p.m. Antares.

West of Montreal.

Lock No. 2—Eastward 3.00 p.m. Georgetown.

Cornwall, 62—Cloudy, calm. Eastward 1.50 p.m. Keyway.

Gloypes Canal, 99—Cloudy; west wind. Eastward, 10.15 a.m. Meaford, 10.45 a.m. Holcomb.

Port of Halifax.

Halifax, N.S. August 21—Sailed—Steamer Mongolian, Philadelphia; Rappahannock, London.

TIDE TABLE.
Quebec.

High water—6.25 a.m., 6.45 p.m.

Rise—16.8 feet, a.m., 15.9 feet, p.m.

Next high tide on August 24.

Rise—17.5 feet.

Weather Forecast.

Lower Lakes, Georgian Bay—Light to moderate winds; fine and warm to-day and Sunday.

Ottawa Valley, Upper St. Lawrence Valley—Fine and warm to-day and Sunday.

Lower St. Lawrence—Fresh northwesterly winds; fair, with about the same temperature.

Gulf—Fresh to strong northwesterly winds; clearing and comparatively cool.

Maritime—Fresh southwest and northwest winds; showers in some localities, then fair and moderately warm.

Superior—Light to moderate winds; fair and warm. Manitoba and Saskatchewan—Mostly fine and warm, but thunderstorms in a few localities.

Alberta—A few scattered showers but generally fine; stationary or a little lower temperature.

PORT OF MONTREAL.

Arrivals—August 20.

Raums, 1951, Peterson, Rytbe, U.K., light.

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Antares, 1.617, Passaic, Vera Cruz, light.

Cleared at Custom House.

Teutonic for Liverpool. Gloria de Larrinaga for Hull.

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A MOTOR CAR WAR

Troops Will Move More Quickly and Supplies Will Be Obtained More Regularly as Result.

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Forces will be much less likely to go to sleep superficially on account of the non-arrival of provisions, thereby removing one of the most critical causes of suffering, exhaustion and illness in great armies spread out over tremendous areas. They will be most useful for the speedy care of the wounded and will save thousands of lives that would have been lost in the days of horse-drawn ambulances.

The French automobile equipment is excellent, fully equal to if not superior to the German, being especially strong in large, fast cars capable of taking ten equipped soldiers thirty miles an hour over ordinary country roads. Big agents handed over a large number of brand new high powered fast cars made for the special use of the General Staff's intelligence departments. Able professional chauffeurs attached to factories, among them several of the most celebrated racing drivers, have been assigned for driving high officers on scouting work.

ATLANTIC COAST LINES DIVIDEND

New York, August 22.—The Atlantic Coast Line declared a quarterly \$1.50 dividend, or at the regular rate of 12 per cent. annually, per value of stock having been reduced to \$50. Heretofore dividend has been \$3 quarterly, and per value, \$100. Dividend is payable September 10. Books close August 31, re-open September 11.

Publicity is to be given to the names of those women who have unpatriotically prevented their husbands from enlisting.

Montreal and Southern Counties Railway Company

TIME TABLE—MONTREAL AND ST. CESAIRE

31 MILES BY ELECTRIC CAR

| Daily, Sun. Only. | Daily. | Daily, Sun. Only. | Daily. | Daily, Sun. Only. | Daily. |
|--|--------|-------------------|------------|----------------------------|--------|
| A.M. | A.M. | A.M. | P.M. | P.M. | P.M. |
| Leaves Montreal for St. Cesaire | 6.20 | 10.00 | 6.20 | 6.20 | 6.20 |
| Leaves St. Cesaire for Montreal | 10.00 | 2.00 | 6.00 | 6.20 | 11.30 |
| | | | Sun. Only. | Sun. Only. | |
| Leaves Montreal for Marieville | 6.20 | 8.50 | 6.50 | 8.30 | 2.10 |
| Leaves Marieville for Montreal | 6.50 | 7.15 | 8.52 | 10.10 | 2.35 |
| Saturdays and Sundays—Train leaving Montreal at 2.30 p.m., runs through to St. Cesaire. | | | | | |
| Sundays—Special Trains leave Montreal for Chambly Canton at 2.40 p.m., and for St. Cesaire at 8.40 p.m., stopping at all stations. | | | | | |
| Special trains return to Montreal as follows— | | | | | |
| Leave St. Cesaire | 7.00 | P.M. | 7.00 | Leave Brookline | 5.14 |
| Leave Rougemont | 7.10 | P.M. | 7.10 | Leave M. & S. C. Road | 5.22 |
| Leave St. Cesaire | 7.31 | P.M. | 7.31 | Leave St. Hubert Junction | 5.27 |
| Leave St. Cesaire | 7.45 | P.M. | 7.45 | Leave From St. Et. Lambert | 5.37 |
| Leave Chambly Canton | 7.11 | P.M. | 7.11 | Arrive Montreal | 6.57 |
| Leave Chambly Canton | 7.45 | P.M. | 7.45 | Arrive Montreal | 8.17 |
| Leave Chambly Canton | 8.00 | P.M. | 8.00 | Arrive Montreal | 8.32 |
| Leave Chambly Canton | 8.04 | P.M. | 8.04 | Arrive Montreal | 8.37 |

WHITE STAR LINE

Megantic, arrived Martin River at 7.30 a.m., to-day.

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