

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

Sailing dates will be announced when arranged.
For information apply to

THE ROBERT REFORD CO., LIMITED,
General Agents, 20 Hospital Street, Steeple Branch,
23 St. Catherine St., Uptown Agency, 530 St. Catherine
Street West.

DONALDSON LINE

Sailing dates will be announced when arranged.
For information apply to

THE ROBERT REFORD CO., LIMITED,
General Agents, 20 Hospital Street,
Steeple Branch, 23 St. Catherine Street,
Uptown Agency, 530 St. Catherine West.

ALLAN LINE

MONTREAL--LIVERPOOL

"SCANDINAVIAN," Thur. 12th Nov., Daylight
"GRAMPIAN," Tues. 17th Nov., Daylight

MONTREAL--GLASGOW

"PRETORIAN," Tues. 24th Nov., Daylight

MONTREAL--LONDON

"SICILIAN," (Direct), Sun. 15th Nov., Daylight
"CORINTHIAN," (via Havre), Tues. 17th Nov.,
Daylight

CHRISTMAS SAILINGS

ST. JOHN, N.B. - LIVERPOOL.

"HESPERIAN," Fri. 4th Dec., 2 p.m.
"SCANDINAVIAN," Fri. 11th Dec., 5 p.m.

For all particulars apply:

H. & A. ALLAN

2 St. Peter Street and 576 St. Catherine West; T. Cook & Son, 530 St. Catherine West; W. H. Henry, 266 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard.

THE MANCHESTER LINE.

S.S. Man Citizen, from Montreal, arrived at Manchester on November 6th.

TRANSATLANTIC STEAMSHIP CO.

A new steamship company, the New York Trans-Atlantic Steamship Co., has been incorporated, with \$100,000 capital stock to operate a steamer between that port and Genoa and Naples. For this purpose the steamer Maraca, 7,000 tons, has been chartered and transferred from its English registry to that of the United States. She will carry both passengers and general cargo and is advertised to begin her first trip to-day.

WEATHER MAP.

Cotton Belt—Generally clear, no moisture. Temperature 33 to 54.
Corn Belt—Generally clear, no moisture. Temperature 32 to 50.
American Northwest—Clear, no moisture. Temperature 22 to 44.
Canadian Northwest—Clear, no moisture. Temperature 22 to 40.

The Charter Market

(Exclusive Lease Win to The Journal of Commerce.)

New York, November 10.—The full steamer charter market is exceedingly strong, stimulated by a steady demand for tonnage for November and December loading in several of the more important trades.

The available supply of boats is limited, and owners are offering the same sparingly, and are holding for further advances in rates.

For a fair good cotton carrier 60s was paid from two Gulf ports to London and a medium size grain carrier was closed at 5½d on heavy grain from the Gulf to Marseilles, both for November-December loading. There is nothing new to report regarding the sailing vessel market, and but little was done in chartering.

Charter: Grain—British steamer Glenbridge, (previously), 26,000 quarters, from Montreal to picked ports United Kingdom, 3rd to 6th November. British steamer Glencliffe, 26,000 quarters, same.

British steamer Roseland, (previously), 30,000 Marseilles or Genoa, 5th November.

British steamer Cameron, 10,000 quarters, heavy, and 22,000 quarters oats from Baltimore to Avonmouth, basis 8s 4d on heavy December.

Norwegian steamer King Haakon, (previously), 14,000 quarters, from Baltimore to Scandinavian ports, 5th November.

Danish steamer Rødfaxe, 10,000 quarters, same.

Danish steamer Magnus, 12,000 quarters, same.

British steamer Heleldan, 24,000 quarters, from the Gulf to Marseilles, 8s 10½d, options oats 5s 4d, November-December.

British steamer Roseland, (previously), 30,000 quarters from the Gulf to Marseilles, Genoa or Naples, 5th November.

British steamer Harlyn, 20,000 quarters, same, to Marseilles, Genoa or Piraeus, 5th November.

British steamer Hollington, 30,000 quarters, same to Barcelona, Valencia or Tarragona, 4s 10½d, December.

Coal-Schooner Sunlight, 249 tons, from Baltimore to Calais, P.R.

Miscellaneous—British steamer Orla, 2,532 tons, from St. John, N.B., to a French Atlantic port, with hay and oats, lump sum £6,000, November-December.

British steamer Cayo Romano, 2,517 tons, from one or two ports Gulf to London, with cotton, 60s, December.

British steamer Immortal, 1,572 tons, (previously), from Gathorne to Liverpool, with cotton 47s 6d, November.

British steamer Cayo Glamo, 1,981 tons, same, 48s with options, November.

Spanish steamer Madrillo, 1,777 tons, same, with general cargo, 16s, November.

SHIPPING "AFTER THE WAR"
ENGAGING STEAMSHIP OWNERS

Realize Ocean Freight Situation Following Peace Will Have to be Met Promptly and Efficiently.

Representative steamship men are already discussing the question of shipping "after the war," says the Wall Street Journal. Not that they believe a cessation of hostilities is imminent, but that, whether the war continues six months more, a certain set of conditions will obtain in the world's shipping business that will have to be met promptly and efficiently. What these conditions will likely be, and the measures to be applied against them, is what is beginning to engage their minds.

Perhaps the biggest single problem of the many that are said to lie in prospect, is the readjustment of the several conference agreements regulating the freight and passenger business of the Atlantic. Some of the smaller lines may not be in a position financially to resume operations if the present war is protracted, or some of the Continental lines may be eliminated from the field of Atlantic shipping by an unforeseeable realignment of political power in Europe. But, whether any such events come to pass, a readjustment of agreements on freight and immigrant passenger business will have to be made. Such agreements, undertaken in other words, between the several lines, are necessary to the harmonious conduct of ocean traffic.

Having met, more or less successfully, the problems which the first three months of the war brought, many of them of an emergency nature, steamship men feel sanguine of coping with such conditions as are likely to come into the current shipping situation as a result of the continuance of the war.

As to how long the war is likely to last, the estimators of shipping men vary. From six months to two and a half years would include all estimates. Many of them are inclined to believe that peace will be in a fair way of restoration before the second winter sets in. But, regardless of this, such a radical change in the world's shipping business has already occurred as to make a return to conditions existing prior to the war quite impossible, mainly equitable as those conditions were. Nothing but a complete transformation, steamship men say, can be expected at the close of the war.

Following the paralysis of the shipping trade during the first three weeks of the war, the situation began to clear with the removal from the seas of German merchant men and the abstraction of a considerable portion of British mercantile marine tonnage for auxiliary war purposes. Shipping began slowly to resume, and with increasing regularity in the sailing of line boats. At the same time, the need for American ships under the protection of the American flag began to dawn. It was seen that ships, so protected, would be needed to carry on business with foreign countries. In fact, that they were vitally necessary to the maintenance of America's export trade. Legislation resulted, and as a direct consequence approximately 300,000 tons of shipping under foreign flags, but in which American capital was chiefly interested, have been transferred to date to American registry.

In England, following relief from the pressure of the first four or five weeks of the war, owners of cargo vessels began to think up ways and means of readjusting their available service tonnage to the greatly changed state of affairs, particularly with a view of acquiring a permanent hold in the various trade routes relinquished by the German lines. The result of the activities of American and British vessel owners is said to be a tacit agreement as to the best way of meeting the current and prospective demands in the field of ocean shipping and a realization that a closer co-operation between the two national interests is almost certain to result.

A consideration, therefore, of the question of shipping "after the war" is likely to be a joint consideration. In connection with this, it will be interesting to note the remarks of A. B. Lake of Liverpool, who is one of the influential factors in the shipping world, and who visited this country very recently along with other representative men. Mr. Lake said in part:

"I am surprised at the similarity of view held by the influential shipping men of the United States with those I know to be prevalent with the leaders of shipping on the other side. The outcome, it appears, will be closer co-operation of American and British shipping interests. They are already closely knit together and in extending the foreign trade of the United States there is no reason why there should not be greater harmony in working together with joint capital in shipping. Great Britain has the ships; America has the cargoes. Why should they not be together under some form of jointure?"

SHIP CATCHES FIRE BUT CREW EXTINGUISH FLAMES.

New York, November 10.—A call for help from the British steamer Rembrandt of the Lampert and Holt Line, was picked up yesterday afternoon by the wireless station at Sayville, Long Island. The Sayville operator flashed back the news that a distress signal had been heard and was told that the Rembrandt, then 200 miles off Cape Henry, was burning below decks, and that there was urgent need of help. In a few minutes the operator aboard the Rembrandt reported that Captain Edin was steaming at full speed for the shore. Late in the afternoon the ship's operator reported that the crew had brought the flames under control, and that the Rembrandt was then steaming for Norfolk, Va.

The Rembrandt sailed from Baltimore last Saturday for St. Nazaire, France, carrying a cargo of 800 horses for the French army, and a crew of 50 men.

PERE MARQUETTE RATE RAISE.

Detroit, November 10.—The October report of the Pere Marquette Railroad receivers includes a statement that the Central Passenger Association has prepared new passenger tariffs to take effect December 1 which will increase the passenger rate on the Pere Marquette Railroad from two cents to two and one-half cents a mile.

The receivers hope the tariff will be allowed and believe the matter can be presented to the Legislature in so convincing a way that it will afford the relief suggested by the Interstate Commerce Commission, which states that if the rates or fare are clearly shown to be unduly burdensome to the carriers, the people will cheerfully acquiesce in reasonable increases.

September was the banner month in the history of the road.

OWNERSHIP OF SUEZ CANAL.

There is a vague idea abroad that Great Britain controls the Suez. In point of fact the canal is owned and controlled by an Egyptian company under French company law. Great Britain is only a shareholder to the extent of 176,602 shares out of a total of 400,000. In the Administrative council entrusted with its management British interests are represented by only ten out of thirty-two members, and of these ten only three are appointed by the British Government, the other seven representing British shipowning interests.

SCANDINAVIAN BRINGS SETTLERS.

When the Allan liner Scandinavian came into the harbor yesterday, the passengers reported a delightful voyage, in spite of the fact that they got the aftermath of storms experienced by other vessels two or three days ahead of them. The vessel passed to the south of Ireland, calling at Liverpool on the way after it left Glasgow. There were some Americans, more returning Canadians, and a still larger number of Britishers, who have come to Canada to seek new homes for themselves.

NORFOLK IS BURNING.

London, November 10.—A despatch from Melbourne says the British steamer Norfolk, on Ninety-Mile Beach, near Port Albert, on the southeast coast of Victoria, is burning fiercely. The forward part of her hull is badly buckled, and her decks have fallen in.

The Canadian Northern steamship Principale brought over two hundred passengers into Montreal yesterday.

Shipping and Transportation

Forecasts
Lower Lakes and Georgian Bay—Fresh southeast to southwest winds; a few scattered showers, but mostly fair and becoming milder.

Ottawa Valley and Upper St. Lawrence—Fair and cool to day; a few local showers at night or Wednesday.

Lower St. Lawrence and Gulf—Moderate winds; fair and cold.

Maritime—Northeast and northeasterly winds at first, strong off the coast of Nova Scotia; fair and quits; cool.

Superior—From strong to strong, southerly to westerly winds; milder to day, with scattered showers.

Manitoba—Fair, tending a little cooler at night.

Saskatchewan and Alberta—Fair and becoming a little cooler.

CANADA STEAMSHIP LINES, LIMITED.
Location of steamer at 7:20 p.m., Nov. 9th.

Freight Steamers.
Canadian—Up Dalhousie 11 p.m., 8th, direct.
Acadian—Montreal, loading package freight.
Hamiltonian—Due Toronto to-morrow morning.
Calgary—Arrived Kingston 7 a.m. (loading bagged)

Fordland—Down Soo, 2:30 p.m.

D. A. Gordon—Left Montreal, 6 a.m., 8th for Hamilton.

Glenelie—Montreal discharging.

Dundee—Cleveland, loading westbound.

Dunleath—Montreal, discharging.

Donnacina—Due Fort William to-night.

Doric—Left Montreal 4 p.m.

C. A. Jaques—Arrived Montreal 11 a.m.

Midland—Queen—Cleared Toronto 4:45 p.m., for Montreal.

Sarnia—Up Soo, 8:30 a.m.

A. E. Ames—Arrived Fort William 9 a.m. 8th.

J. H. Plummer—For William discharging.

Neepaw—Due out Fort William.

Beaverton—Up Coquille 5 p.m., for River.

Tasgas—Kingston, loading.

Kynor—Montreal, discharging.

Arbian—Arrived Montreal 8:30 a.m.

Bulk Freighters.

W. Grant Morden—Fort William, loading.

Emperor—Up Soo, 6:45 p.m., 8th.

Midland Prince—Fort William (light Wednesday morning).

Midland King—Up Soo, 9:40 a.m.

Martian—Left Fort McNeill 6 p.m., for Fort William.

Emperor Fort William—Up Soo, 10:20 p.m., 8th.

Emperor Midland—Leaves Fort William to-day for Sandusky.

Stadacona—Buffalo, discharging (light, Tuesday noon).

Scottish Hero—Left Goderich 3 a.m. for Port Arthur.

Turret Court—Down Soo 11:45 a.m., for Port McGregor.

Grand Trunk of Canada

1914. Decrease.

Buffalo, Rochester & Pittsburg

\$283,070 \$109,974

Canadian Northern

487,700 420,200

Canadian Pacific

2,613,000 2,049,090

Chesapeake & Ohio

1,182,810 *53,270

Chic. Ind. & Louisville