

There is practically no demand for lumber and but little inquiry in any of the West India trades. For coastwise account there are a few tie and coal Ireishts offering. Rates are low and in most cases nominal and tonnage is plentiful and offers freely, Charters-Grain-British steamer Horngarth, 25. ters, from Montreal to Avonmouth, 2s. promot. British steamer George Pyman, 25,000 quarter Montreal to Dicked ports United Kingdom, 1s. 11%d., option French Atlantic ports 28. 5%d., prompt. British steamer Duart, 20,000 quarters, same. British steamer Competitor, 24,000 quarters, same at 2s. and 2s. 6d., respectively, prompt.

British steamer Brighton, 21,000 quarters, from ntreal to London, 2s., prompt. 30,000 quarters, from steamer Exmoor, British

Montreal to picked ports United Kingdom, 1s, 10%d.,

about 28. 3d., prompt.

British steamer Sturton, 30,000 quarters, same, Lumber-Norwegian steamer Truma, 979 tons, from Nova Scotia to the United Kingdom with deals, p.t.,

-Schooner Mary A. Hall, 841 tons, from Philadelphia to St. John. N.B., p.t.

Two libels were filed last week against the Aus American steamship Martha Washington in the United States District Court by English firms which had pplied it with coal and provisions. As the owners failed to appear a default was taken against them. alleged the ship is now liable to seizure and old to satisfy any judgments which the libel lants may recover.

Owing to Japan's declaration of war the rate of flour from Seattle to Yokohama by the Japanes

and I manth Designed

prottedly no demand for lumber curriers arthe provinces or Gulf to South America. In this measure, before the emergency caused by war arrived, a probable source of still higher costs. Profits in the American merchant marine have also twenty-four hours he did not think there would be Hamburg . been adversely affected by our system of tonnage receive more assurance than is now available that measurement, a fact that was apparently recognize" the conditions making a transfer possible would be by the permission given the President to waive the permanent in order to cause them to consent to it. to know that Messrs. Alfred Holt had joined the Emden . . . movement. The insurance of ships must be with aplaw in this respect if it was deemed desirable. Un-der the American law covering cargo space it is not possible to reduce a vessel's gross tonnage to as small shipping men, has been unfortunate. A proportion of net tonnage as is done under the the the tonnage to ton age to a small shipping men, has been unfortunate.

a proportion of net tonnage as is done under the foreign regulations. Port charges are based on a There is another form of risk, too, that is bother ship's net tornage, and this means higher costs for vessels under American registration than for those which are measured according to the rules of the open question whether or not the belligerent powers Board of Trade. The German rules approximate will recognize the transfer of foreign ships to those of Great Britain. hose of Great Britain. The attention of the Government was called to

British steamer Zingara, 24,000 quarters, from the British steamer Zingara, 24,000 quarters, from the Gulf to a few picked Doris United Kingdom at or that American tonnage measurements, be brought same question applies to the relations of a German more into accordance with the English System. He way vessel and a former British boat suddenly con- gantic who have arrived in Lon

said :

cal year of 1913 amounted to 27,070 vessels of an arrives definite cause for applying the legal agree. agregate tornase of 7,856.518 tons. Of this num. ments of nations.

aggregate tornage of 7,885,518 tons. Of this num-ber 2,265, with 1.019,165 (ons, were engaged in the of our merchant marine through the purchase of 200° understanding the number foreign trade. The balance of 24,895 ships ran of our merchant marine through the purchase of 200° on sunday. The stories of the passengers marked the passengers of our merchant marine through the purchase of 200° or the marketion and subsequent disembarkation of the

the lakes and rivers and in the coastwise trade, it eign vessels, no dissenting voice has been found in Canadian regiment, as the cable censors apparently has been suggested by those believers in old tradi-London, September 9 .- The correspondent London newspaper telegraphs as follows from Cop-The Ruthenia berthed at Millwall docks to-day tions and laws that a part of the ships doing a cost of construction of a steamship in an American purely domestic business could be transferred to the additional purpose of maintaining them permanently in the foreign service if possible, and thus obviating 300,000 to \$1,500,000 to build and equip in the River enhagen :"A telegram sent by Emperor William Belgian population Clyde. In addition to the initial expense must be The flour will be distributed at a later date through against the participation of the

he necessity of buying foreign ships. This proposal has been thrown aside as impractic-able by shipping men. For one thing, it is pointed expenditure in an American yard, which may be ernment Board. The Ruthenia sails on Saturday tain cases have been prompt to punish the Belgins that the domestic index on structed for the structure in an American yard, which may be erament Board. The Ruthenis states as the structure in an American yard, which may be erament Board. The Ruthenis states as the states are been prompt to punish the structure in an American yard, which may be erament Board. The Ruthenis states are been prompt to punish the expressed his deep regret at the derivation of the structure in an American yard, which may be erament Board. The Ruthenis states are been prompt to punish the expressed his deep regret at the derivation of the structure in an American yard, which may be erament Board. The Ruthenis states are been prompt to punish the expressed his deep regret at the derivation of the structure in and other interesting places."

proved associations, or in some other body of ship- Rotterdam . . . 479.2 716 owners which would give the Government equal pro-.. 540.2 Antwerp 540.2 Dundirk 561.2 777 London 591.2 830 Hull 586.2 717 Hartlepool 571.2 692 Newcastle 591.2 698 NERVOUS WHEN SOLDIERS LEFT Leith 646.2 730 Little or no meat is coming from Argen England Hears of Disembarkation of Princess Pats is not likely to come until exchange cond Only When Steamer Arrives in England.

he

Lo

Amsterda

Possibly there was not 5 per cent. of the to-

estimated its total value at about £120,000,000

London, September 9.-Passengers from the Me-

resumed. Coal is said to be \$24 a ton in Buenos Aires, and it is hardly necessary to say, this does not stimulate shipping.

Via No Baltic

. 221.2

272.2

346.2

Via

646

629

don assert that the verted into an American merchantman. A delicate disembarkation of the Princess Patricia's Regiment point of international law is involved which, the at Quebec caused considerable disquistude among the The American-Hawalian steamer Ho Our total merchant marine at the close of the fis-cal year of 1913 amounted to 27,070 yessels of an arrives definite cause for applying the level arrives definite cause for an arrives definite cause for applying the level arrives definite cause for arrives definite cause for applying the level arrives definite cause for arrives definite paying passengers, but also the first with a difficulty cargo for Boston and Philadelphia,

THE KAISER'S TELEGRAM.

Mont. Deb, Corp. pfd. ...

s Land Co.

Land of Montreal .

tical

424.8

282.8

236.8 236.8

236.8

238.8

238.8

180.8

120.8

106.8

83.8

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astmount Land Co...

Fort Realty Greater Montreal Land, com. ...

improved Realties, Ltd., Pfd...

& R. Realty Co.

enmore Realty Co...

Les Teresa Ciment, Ltee..

Fairview Land Co. 100

Do., Pfd. 100

ighland Factory Sites, Ltd.

Do., Com. 15

and of Montreal 40 Landholders Co., Ltd.

auzon Dry Dock Land, Ltd.

Compagnie National de L'Est ...

A Societe Blvd., Pie IX.

La Compagnie des Terres de Ciment.

a Compagnie Montreal Est

Ltee... La Compagnie Industriel et d'Immeu-

bles, Ltee.....

hine Land Co. 121%

75

55

55

40