CANADIAN SERVICE

From

Cabin (II) Eastbound and Westbound Asbound \$32.75. Westbound \$32.50. THE ROBERT REFORD CO., LIMITED

eneral Agents, 20 Hospital Street, Steerage Branch Uptown Agency, 530 St.

GLASGOW PASSENGER AND FREIGHT

Oct. 17.....LETITIA ...... The Head Office, 20 Hospital Street, should be consulted before booking passage for these sailings, as acodation is rapidly being taken up. 'Phone Main within a few weeks.

Passage Rates-Cabin (II.) Eastbound and Westound \$52.50 up. Third-class, eastbound and west bound, \$33.75.

all information apply to
THE ROBERT REFORD CO., LIMITED. General Agents, 20 Hospital Street, Steerage Branch 488 St. James Street. Uptown Agency, 530 St. Catherine St. West.

# ALLAN LINE

MONTREAL---LIVERPOOL HESPERIAN, Thursday, 8th October

Second Cabin

MONTREAL---GLASGOW NUMIDIAN, Saturday, 10th October.

Third Class 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, 286 St. James Street; Hone & Rivet, 9 St. Lawrence Boulevard.

#### \*\*\*\*\*\* The Charter Market

the demand for boats for South American and all nouncd, upon 10 days' notice instead of the 30 days' long voyage business, and the requirements of char- required by the law. the West Ludia and Gulf trades are light. This has had the effect to some degree of com-Rates are firmly held at the basis of last previous charters, and owners in many cases are demanding in the Central Freight Association, as a result of closed for grain cargoes, one of which obtained the cessitated. full rate of 2s 9d. on a cargo of oats from here to for delay by reason of state comm Antwerp, for October loading. The sailing vessel is without change, there being but a very limited inquiry for boats for coastwise and West India busi-ness, and no demand whatever for lumber carriers of labor in freight traffic departments and leav to South American ports. Rates are unchanged and ing them in a state of annoying uncertainty. These mominal, and the supply of unchartered vessels ex-

Charters-Grain- British steamer Edernirana, 24,-600 quarters from New York to a few picked ports other source of delay and embarrassment.

British steamer Katherine Park, 40,000 quarters British steamer Stanhope, 20,000 quarters, from

Montreal to picked ports United Kingdom, 2s 9d, Oc-Lumber-British steamer Twilight, 1,994 tons, from

Pensacola to two ports east coast United Kingdom, with timber, 87s 6d, prompt. Norwegian bark, King Oscar I., 753 tons, from Gulf ports to Las Palmas, \$10.25, October-November.

Norwegian bark Ariel, 796 tons, same, from Fern-

to Trinidad, \$8.00.

Baltimore to Mayport, p.t. from Bombay to Philadelphia, or Baltimore, with

American steamer Matanzas, 2,103 tons, trans-Atlantic trade, one round trip, \$9,000 deliveries Unit-

steamer Farnham, 1,994 tons, trans-Atlan

tic trade on trip on time charter, p.t., delivery New York, re-delivery France October. Italian steamer Agnello Ciampa, 2,381 tons same Delivery Norfolk re-delivery Mediterranean, Octo-

#### ATCHISON ANNUAL STATEMENT.

Atchison-Year ended June 30th, 1914; Total operative, \$111,109,770; decrease, \$5,786,482. Operative income, \$32,114,851; decrease \$2,476,714 Othe income \$2,174,353; decrease \$341,271.
Total income \$34,289,204; decrease \$2,817,985. urplus after charges, \$20,183,965; decrease \$1,969,

Balance x\$14475,275; decrease \$1,969,769. non divindend \$11,691,750; increase \$2,783,525; decrease \$3,262,739. increase \$1,292,970. erment and fuel reserve \$2,783,525; de se \$3,252,014

Surplus for year — ; decrease \$10,725.

Previous surplus, \$20,569,801; increase \$99,685.

Total surplus \$20,569,801; increase \$88,860.

Sundry adjustment (C.P.) — , decrease \$8 adjustment (C.P.) — decrease \$85,960, and loss, aurplus \$20,569,801; unchanged.

1 to 7.29 per cent. earned on \$195,811,500 took against 8.61 per cent. on \$190,836,500 took previous year.

## WAR HAS AGGRIVATED SERIOUS SITUATION OF U.S. RAILROADS

New York, October 6 .- Manufacturing business the country is on about a 70 per cent. basis. Some branches are operating far below 70 per cent.; other considerably above.

Steel and equipment companies seem the hardes Oct. 3......AUSONIA ...... Oct. 20 hit, due as much to inability of railroads to increase Steamers call Plymouth Eastbound. their revenus as to European war. Eastern railroads Rates: Cabin (II) Eastbound and Westbound As-cania \$52.50 up, Ausonia \$51.25 up. Third class East-Commerce Commission did not allow for extensive ents and construction. War has simply aggravated the serious situation of the railroads. Steel companies expect nothing encouraging until the greatest steel consumers are granted a reasonable increase in rates.

> One steel manufacturer holds that favorable rensideration of the rate case by the Commerce Comssion would result in good railroad buying, even under war conditions. Unless the railroads get relief there will be great deterioration of railroad property, and great difficulty in handling the country's freight. Car manufacturing companies are opearting about From Montreal. 40 per cent. Locomotive companies are turning out Oct 31 scarcely 30 per cent. of normal product.

Steel companies are operating less than 50 per cent and belief is general that 40 per cent, will prevail

The following shows percentage tain industries

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ir ma	nufac	turing	 			,						
		work										
pper		ng din										

Can manufacturing industry Sugar refineries ..... Air Brake companies

\*Estimated †Close to 100 per cent. of normal on domestic busi

## 931.25 PUBLIC UTILITY BODIES BLOCK ADVANCE IN FREIGHT RATES

ss, but there is little, if any foreign busines

\$31.25 Hearing and Reviews on New Tariffs Affecting Interstate Charges and Complications Between Central Freight and Trunk Line Associa-tion Make Work Difficult.

> New York, October 6.—The attitude assumed by state commissions having jurisdiction over railroad with reference to higher freight rates authorized in the territory of the Central Freight Association by the Inetrstate Commerce Commission has involved traffic executives and other freight officials of the carriers in much perplexity.

Owing to the length of time taken by the Federal body to arrive at a decision and the enormous work (Exclusive Leased Wire to The Journal of Commerce.) required to compute new tariffs on the new basis authorized by the commission it is impossible to com-New York, October 6.-A steady moderate demand plete and publish the tariffs in their entirety, therecome for steamers for trans-Atlantic fore, in order that the benefits to be derived by the business of various kinds, but in all other trades railroads shall become available as soon as possible, freights offer sparingly. The advance in insurance the carriers have been granted authority to file these rates on war risk is responsible for the falling off in piecemeal and make them effective as heretofore an-

plicating matters as between these roads and those Three boats were which joint meetings and conferences have been ne-To this has been added another cause is concerned, thus increasing the already great burden to be made effective on short notice, and that they will be subject to their review have furnished an-

The committee appointed by the Central Freight oats, from New York to Antwerp, 2s 9d, Antwerp, 2s time, continuing its sessions in Chicago, but is making Association to compile the new tariff, is in the meanvery slow progress. This, in large measure, is due to the fact that in addition to the magnitude of the work, many collateral matters which have to be adjusted have developed and imposed heavy labor on this committee. One of these collateral matters is the overlapping of rates at territorial dividing points, 6.30 a.m. Blackheath. Out 3.00 p.m. yesterday Alden. such as Pittsburgh, where the tariffs of the Central ANTICOSTI:-Freight and Trunk Line Associations come in con-

tract. Discrepancies occur, therefore, which must be overcome in their entirety and this calls for the limit of nationce and skill in th cropping out of the situation

For instance, certain of the new rates, computed upon the five per cent. advance, from Pittsburgh to noints in central freight territory, are much in ex-For instance, certain of the new rates, computed points in central freight territory, are much in exllaneous- British steamer Winborne, 3.369 cess of those in the same commodities to the destinations, from points much farther to the East in the territory of the trunk line association in which the commission refused to allow any change to be made in the way of advancing the rates. While in time and with the effort that is being made, these discrepancies can be overcome it can deal of the delay which has occasioned some complaint and criticism. This is further increased by the unwillingness of state cor selves in line with the attitude of the Federal Commis-In other words, while the railroads have auth ority to transport freight between certain states at advanced rates, they cannot do so at the same time on intrastate traffic and which must move at the old rates until state com nissions permit them to be

#### ANNUAL MEETING OF C. P. R.

SCHEDULE FOR TO-MORROW. est will attach to the annual meeting of the Canadian Pacific Railway Company, which is scheduled to take place at the head office in this

The position on the directorate vacated through the death of Sir William Whyte, was filled some time ago by the appointment of Mr. A. M. Nanton, of Winnipeg, but that created through the demise of Lord Strathcona has still to be filled.

At a subsequent special meeting of the sharehold-ers sanction is to be asked for an increase in the common stock from \$260,000,000 to \$335, 000,000.

Victorian government, Australia, is in the meter 18,000 tons of saturdard section rails.

# Shipping and Transportation

TUESDAY, OCTOBER 6th, 1914.

New Moon-October 19. Last Quarter—October 12. Sun rises 5.59 a.m., sets 5.41 p.m. High Water at Quebec To-morrey 7.43 p.m.—Rise, 15.6 feet.

Lower Lakes and Georgian Bay-Easterly fair and a little cooler.

winds, fair and a little cooler Lower St. Lawrence and Gulf-Northeasterly winds,

Maritime-Fresh northerly winds, fair and cooler. Superior-Fresh easterly

Western Provinces-Easterly winds, mostly fair and Northern New England-Generally fair on Tuesday and Wednesday, not much change in

> MANCHESTER LINE. ester Citizen sailed from Manchester O popular wherever he goes.

for Montreal on October 3rd, 1914.

#### FREIGHT STEAMERS

Location of Steamers at 7.30 p.m. Canadian—Left Montreal 11 a.m. for Colborne Acadian-Up Kingston 10.30 a.m. for Colborne. Hamiltonian-Left Montreal noon to-day for Col

Calgarian-Down Kingston 3 a.m. for Montreal. Fordonian-Port (Arthur loading D. A. Gordon-Down Kingston 9 a.m. for Montreal Glenellah-Due down Port Huron for Kingston. Dundee-Up Colborne midnight Jast night.

Dunelm-Up Port Huron 9.30 p.m. 4th. Strathcona-Down Kingston 7 a.m. for Montrea Donnacona-Arrived Cleveland 11 p.m. 4th. Doric-Out Dalhousie 9.30 p.m. 4th. C. A. Jaques-Left Colborne 5 p.m. for Montreal

A. E. Ames-Montreal discharging (light Tuesday.) H. M. Pellatt-Up Dalhousie 7.40 a.m. for Colborne H. Plummer—Arrived Montreal 2 p.m. Rosedåle-Due up Dalhousie for Colborne

Neepawah-Arrived Colborne 2 a.m. Wahcondah-Kingston discharging, goes Montreal bagged oats.) Bickerdike-Arived Colborne midnight last night.

eaverton-Due up Kingston for Toronto. Tagona-Down Port Huron 10.50 a.m. for Montrea Kenora-Up Montreal 9 p.m. 4th for Colborne. Arabian-Montreal discharging

(Northern Navigation Company's Service.) Bulk Freighters

W. Grant Morden-Due down Port Huron to-night Emperor-Fort William .light Tuesday.)

Martian-Due Colborne to-night. Emp. Ft. Wm.-Arrived Goderich 11.30. Emp. Midland Due up Soo for Port Arthur. Winona-Due down Soo for Port McNicholi Stadacona—Up Port Huron midnight last night. Scottish Hero—Leaves Goderich 11 p.m. for Port Arthur.

Turret Court-Due Fort William. Turret Cape-Up Port Huron noon to-day Turret Crown-Leaves Goderich to-night for Port

A. E. McKinstry-Due down Montreal for Quebe -Arrived Lorain 4 p.m. Mapleton-Up Kingston 4.30 a.m. for Lorais Haddington-Left Colborne noon to-day for Mont

Cadillac-Out Dalhousie 7.30 p.m. 4th for Montres Natironco-Arrived Colborne 11 p.m. 4th.

#### SIGNAL SERVICE.

(Department of Marine and Fisheries.) Shipping Report, Montreal, Oct. 6th, 1914. L'Islet, 40-Clear, east

Father Point, 157—In 10.30 p.m. yesterday Batiscar Little Metis, 175-Clear, gale north. Matane, 200-Clear, gale north, Cape Chatte, 234-Cloudy, west

Martin River, 260-Clear, strong north. In 7.3 o.m. yesterday Sygma.

Fame Point, 325-Clear, strong northwes West Point 339-Clear strong porth

Ellis Bay-Honoriva and Savoy at wharf. S. W. Point, 360-Clear, gale north. Heath Point, 438-Clear, northwest. Flat Point, 575-Cloudy, gale northeast

# SIR THOMAS SHAUGHNESSY'S BIRTH-

Every leval citizen of Montreal to-day ex-Shaughnessy on the occasion of his sixty-first O birthday. Sir Thomas is not only president of the Canadian Pacific Railway, and as such the leading man in railway circles in the Upper St. Lawrence and Ottawa Valley-Easterly O Dominion, but has been for many years a prominent worker for the welfare of the city of Montreal. He is president of the Citizens well Montreal's share in the recent Patriotic Campaign.

Sir Thomas consin, on October 6, 1853; in 1382 he was made O Newcastle R. O general purchasing agent of the C. P. R., sub- O equently assistant general manager, vice-president in 1891, and president since 1899. He O was knighted in 1901. He is not only a director in many other large companies, but is a mem- O ber of the leading clubs in the city and is O

#### BERMUDA WANTS MORE SHIPS

Companies Do Not Wish to Keep Costly Ships Commission When Dangers Involved Are so Great.

New York, October 6.-The people of Bermuda apear to be very much dissatisfied at the steamship partment Sleeping Car Montreal to Toronto daily, service they are now having between this port and the island, and steps have been taken looking for an improvement. At present the Royal Mail Steam Packet Co. and the Canada Steamship Lines, both One flying the British flag, are conducting a joint service, the steamer being despatched every 10 days from San Francisco, Los Angeles, San Diego ...

Negotiations are now under way between the Ber mudian government and these steamship lines look-ing toward the placing of an additional steamer or two on the route. The companies would gladly in crease the service were not the risk involved so great. It is generally conceded that there is no danger to b apprehended from German cruisers-either as to the safety of the Bermudian islands or the ships engaged in carrying freight and passengers to them rary could at any time be placed in circulation, and before it could be successfully contradicted the traffic would have vanished and the companies left with expensive and idle boats on their hands.

at, say like the Oceana, flying the American flag While it is admitted there would be no danger of This it is admitted there would be also also also also also a Great Northern—Aug eizure of this ship from German cruisers, still the 655; decrease, \$197,413. yarn that the Kaiser's warships were in the vicinity s, would at once kill all passenger business in that direction, as no one would unnecessarily expose themselves to the danger of bombardment. The eamship officials are hopeful of a successful conlusion to their negotiations, but they find it imp sible to say just when this will materialize.

Longue Pointe, 5—Clear, very strong northeast. In 991 40 a.m. Cape Breton, 5.25 a.m. Saguenay. Out 6.25 .m. Storstad

Sorel, 39-Clear, north Three Rivers, 71-Clear, north. Arrived in 8.00 .m. Virginia and tow.

Batiscan, 88-Clear, north. St. Jean, 94—Clear, north. In 8.00 a.m. Kendal

Grondines. 98—Clear, strong north. In 8.10 a.m Canada (Gaspe Line). Portneuf, 108←Clear, strong north.

St. Nicholas, 127—Clear, northeast. Out 8.30 a.m. \$128,802. Bridge, 133-Clear, northeast.

Quebec, 139-Clear, northeast. Arrived in 12.30 .m. Gladstone. Arrived down 8.00 a.m. Quebec, 2.00 a.m. Spray and tow.

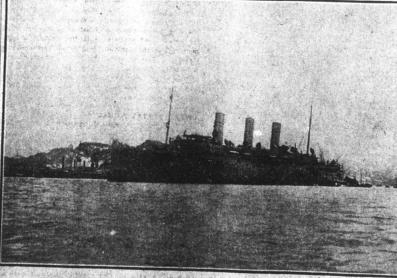
#### West of Montreal.

Lachine, 8-Clear, northeast. Eastward 2.00 a.m Fairmount, 6.30 a.m. Edmonton, 7.30 a.m. Calgarian, 0.15 a.m. Rockferry. Yesterday 11.00 p.m. McTier, \$16,100. 11.30 pm. Packer.

Cornwall, 62—Clear, northeast. Eastward 1.00 a.m. Mary P. Hall and tow, 6.20 a.m. Britannic Galops Canal, 99-Clear, stre

ward 6.30 a.m. Gordon, 6.45 a.m. Cadillac, 7.30 a.m.

## HAS PROVEN HER METAL



C. P. R. LINER EMPRESS OF RUSSIA.

The Empress of Russis, now a cruiser in Pacific waters, has proven man vessel of the same class out of commission in a running fight.

RAILROADS

CANADIAN PACIFIC

REDUCED RATES TO PACIFIC COAST, Until October 8. Chicago ..... Low fares to many other points,

CHICAGO EXPRESS TORONTO-DETROIT-CHICAGO.

vmanville, Oshawa, Whitby.

MONTREAL..... 8.45 a.m. 10.00 p Canadian No. 21 

Lake Ontario Shore Line via Belleville, Trenton, Brighton, Colborne, Port Hope,

Windsor St. 8.45 a.m. TICKET OFFICES Windsor Hotel, Place Viger and Windsor Street Static

GRAND TRUNK 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 7.34 a.m., Detroit 1.45 p.m., Chicago 8.40 p.m. Club-Com,

LOW FARES TO PACIFIC COAST. Going until October 8th. way second class via Chicago to Vancouver, Seattle, Portland Low fares to many other points.

122 St. James St., cor. Francois Xavier
- Phone Main 6665 CITY TICKET

Norfolk and Western-August surplus after charges

\$1,038,686; increase \$179,343. Texas Pacific-4th week September \$468,640; decrease \$26,516. Month September \$1,424,254; decrease \$108,941. From July 1st, \$4.324.776;

Great Northern-August operative revenue, \$6,914

Operative income, \$3,223,000; increase, \$688,214. Two months' operative revenue, \$13,757,102; crease, \$1,051,778.

Denver and Rio Grande- August operative re ue, \$2,089,857; decrease, \$215,318. August operative income, \$500,708; decrease \$8

Two months' operative, \$4.093.487; decrease till

Operative income, \$937,372; decrease, \$28.986.

Chicago and Eastern Illinois-Augus

nue, \$1,385,511; decrease, \$76,118. August operative income, \$361,929; increase, \$153, Two months' operative revenue, \$2,700.964; decreas

Operative income, \$726,181; incre Lackawanna-August operative, \$3.715.617; i crease, \$79.384

August operative income, \$1,124,764; decrease Two months operative revenue, \$7,467,622; inc.

Colorado and Southern-Fourth week, September \$386,519; decrease, \$38,359. Month September, \$1.180.332; decrease, \$154.521.

Denver and Rio-4th September \$701,400; decress Month September \$2,251,000; decrease \$128,400.

From July 1st \$6,331,400; decrease \$438,700. Western Pacific-4th week September \$187,500; derease \$37,600. Month September \$596,600; decrease \$40,200.

Toledo, St. Louis and Western-August gross \$410. 997; decrease \$15,506. Net \$114,383; decrease \$36,330. Total income \$83,088; decrease \$40,382. Two months gross \$813,557; decrease \$16,930. Net \$220,316; decrease \$55,083. Total income \$159,724; decrease \$73.

From July 1st, \$1,692,500; decrease \$213.800.

### WILL NOT REMOVE RESTRICTIONS.

New York, October 6 .- For this week at all events. the restrictions which confine transactions in listed stocks between members of the Stock Exchange to purchases and sales at closing prices of July 34th will not be changed. A few days ago there were intimations that a ruling

might be made to permit dealings at moderate con-cessions from figures which prevailed when the regular trading was supended, but it has since been decided to allow matters to remain as they are at pre-The determination not to let down the bars to deal-

ngs in stocks figures under those of July 30th is a result of co-operation received by New York marks from London Stock Exchange which now prohibits its nembers from dealing in Americans at figures lower than the equivalent of last sales mades in regular way in our market. With London's co-operation the pre-sent system of dealings can be adhered to until matters become somewhat more settled.

Report of Yale University for year ended June 30 shows bequests of \$1,019,000, against \$1,416,000 the previous year. Deficit for the year was \$7,746. Total nts amount to \$14,624,258, yield on which was 4.83 p.c., compared with 5.01 p.c. in previous

# PERSONALS

VOL. XXIX. No. 129

lers registered at the High Commi office, in London, include Mr. and Mrs. James Th

and Messrs. L. A. Herdt, J. Burleigh Smith and J. Mr. and Mrs. Marshall Smith, of Vancous who have been touring the British Isles, sail by able, as does Mr. R. Kenneth of Edmonton Col. J. Cantlie, who is at present in London is sa

ert M. McC. Anderson, of the large tim of Sir Allen Taylor and Co., Sydney, Austral who has been in London on a special mission co the Commonwealth contingent, arriv the Place Viger Hotel yesterday and left la The Australians ha route for home. left, he says, but he was not permitted to say wh

would arrive.

Mr. William P. McFeat is at present in Milwauk Mr. Thos. Chase-Casgrain, K.C., who arrived he from the West yesterday.

AT THE HOTELS.

Windsor-Sir Fred. Borden, Canning: Blanchet. New York; Rev. Mr. and Mrs. J., Young, Marbleton: C. A. Henderson, London; F. McGuigan, Torento; C. O. Homes, New York; H. Callaway, New York. At the Ritz Carlton-Thomas Ferguson, New York

Sir Thomas Tait. Montreal; Mr. and Mrs. G. W. Coo burg. Mrs. and Miss Cassels, Washington; M and Mrs. F. W. Moore, New York; J. W. Norcros NAME STREETS AFTER GENERAL

me Streets After Committee on Street Name Decide to Name New Streets After Generals French, Joffre and Pau-Idea Well

street names, which is submit ng their recommendations to the Board of Control re in favor of replacing certain duplicate names b ting the heroes of the present war. It roposed to have a French avenue and a Joffre ave , the names being those, of course, of the Britis nd French commanders in chief. Another thorough fare is to be called Namur avenue, while there wi also be a Pau avenue, commemorative of one of th rench generals in the field, and an Avenue de Belges. There will be a Liege avenue in Longue oint Ward and an Avenue de l'Aisne in Bordeau:

In addition to the above there will be a Begin avenue to perpetuate the elevation of Archbisho Begin to the Sacred College.

# Real Estate and

Quotations for to-day on the Montreal Rea

1241/2 Bellevue Land Co. ...... ledonia Realty, Com. .. .. .. .. Can. Cons. Lands, Ltd..... Cartier Realty .... 100 Corporation Estates ..... 4 3/4 City Central Real Estates, Com. .. City Estates City Estates
Cote St. Luc R. & Inc. Co.
C. C. Cottrell, Ltd., 7 p.c., pfd. 171/2 Credit National ..... 120 Crystal Spring Land Co. .. .. .. rval Land, Ltd. Drummond Relatives, Ltd. 100
Eastmount Land Co. 90
Fairview Land Co. 101 99 125 Fairview Land Co. .. .. .. .. 100 Fort Realty ..... Greater Montreal Land, Com.... 118 39

Improved Realties, Ltd., Pfd... ... Do., Com. 75 1/2 Compaignie Montreal Est. . . . Les Teresa Ciment, Ltee.. .. .. 55 40 Lauzon Dry Dock Land, Ltd. ..... La Societe Blvd., Pie IX. .. .. La Compagnie des Terres de Ciment. 40
La Compagnie National de L'Est . 80 La Compagnie Montreal Est... 

La Compagnie Immobiliere du Canada Ltee.. .. .. ... La Compagnie Industriel et d'Immeu-La Compagnie Montreal Ouest de N. Longueuil Realty Co..... 
 Longueuil Realty Co.
 101

 L'Union de l'Est
 101

 Mountain Sites, Ltd.
 35

 Model City Annex
 40

 Montmartre Realty Co.
 10

 Mont. Deb. Corp. pfd.
 25

 Mont. Deb. Corp. Corp.
 25

Kontreal Land & Investment Co. Montreal Extension Land Co... 

921/2

73

941/2

100