

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE
From Southampton to Montreal
Sept. 23...ASCANIA... Oct. 10
Steamers call Plymouth Eastbound. Rates: Ascania, Cabin (11) Eastbound and Westbound, \$47.50 up.

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE.
From Glasgow to Montreal
Oct. 17...LETITIA... Oct 31
The Head Office, 20 Hospital Street should be consulted before booking passage for these sailings, as accommodation is rapidly being taken up.

ALLAN LINE

MONTREAL-LIVERPOOL
HEPHERIA, Thursday, 8th October.
Saloon... \$80.00
Second Cabin... \$50.00
Third Class... \$31.25
MONTREAL-GLASGOW
NOMIDIAN, Saturday, 10th October.
Cabin (11)... \$47.50
Third Class... \$31.25

The Charter Market

New York, October 5.—Rates on full cargo steamers continue firm in all trades, although the demand for tonnage is but moderate at best. As has been the case for some time past the bulk of the orders come from shippers to trans-Atlantic destinations, the cargoes being principally grain, coal and petroleum in barrels. The demand for deal carriers has fallen off materially, and there has been little or no inquiry for timber, cotton or general cargo carriers since the outbreak of the war.

FEWER RAILROAD FATALITIES

Decrease in Year Between June 30, 1913, and June 30, 1914, Was 72 Per Cent.—46 Per Cent. Decrease in Injuries.
The transportation division of the New York upstate Public Service Commission has compiled a table of the accidents on steam railroads in this state for the years ending June 30, 1913, and June 30, 1914; which shows that the decrease in passengers killed is more than 72 per cent., and 46 per cent. in number injured.

SURVIVORS OF SUNKEN CRUISERS TELL THRILLING STORIES

Men of Aboukir, Cressy and Hogue Acted Like Heroes.—Had Little Time to Think After Vessels Were Hit.

Liverpool, September 25.—About 200 of the survivors of the ill-fated cruisers Aboukir, Cressy, and Hogue arrived here yesterday, says the Liverpool Post. Some of the men had thrilling stories to tell of their experiences, and they did so in simple language, after the manner of sailors, and jocularly treated incidents that would have remained a nightmare with some men for the remainder of their lives.

One of the modest heroes of the Aboukir said that about half-past six on Tuesday morning he was lying in his bunk when suddenly he heard a terrible commotion on deck, and then a horrible smell came rushing through. He asked one of his mates had they struck a mine or been shelled, and he replied: "No." A little after this somebody shouted down to where he was lying: "Is anybody still up there?"

"I want to put in a word about the captain. I should think he was the last to leave, and all the time while the ship was sinking he was trying to save men. I should reckon he saved quite twenty men, and when anybody shouted, 'What about yourself, captain?' he'd turn round and say, 'You look to yourself, my boy. Never mind me.' Even in the water, he went swimming about picking up men. Aye, he was a man to be proud of. I think he got saved. I hope so."

"The Germans," he concluded, "did it on us beautifully. There were about a dozen submarines around. I give them credit for a very fine piece of work. We shall return that compliment. The Cressy's gunners were about the gamest men that ever lived. They kept up firing until she had forty degrees of list, and the shells were simply going into the air. They died gallantly, like those fellows."

"The men expect to be granted ten days' leave, and then, as several of them remarked, 'We're after the Germans again. We've got one or two little debts to wipe off now you know.' A Harwich man, a sick bay attendant on the Hogue, in an interview yesterday said that when the Hogue sank he swam to a boat and got into it. Several men were picked up, but three died in the boat, and they had to put them overboard to make room for the living."

"We were struck about half an hour afterwards. They fired three torpedoes at us. The first one did not do much damage; the second missed us altogether. It was the third that settled the Cressy; but we were not killed. 'We kept firing on the submarines all the time, and we had the satisfaction of seeing one at any rate going to the bottom.' 'Most of us were on deck at the time, and as the vessel settled down we gathered up every piece of wood we could lay our hands upon.' 'Tables and chairs were seized, and we jumped into the water. I got hold of a deck chair and made for the trawler, and I was picked up after being in the water for an hour and ten minutes.' 'The vessel carried a total crew of 300.' 'Lieutenant Harrison feared that the great majority were gone of the total of 2000 in the three cruisers. He believed that the number of rescued was something approaching 500.' 'He added: 'One of the most remarkable escapes in our ship was that of the person. He could not swim an inch, and became unconscious, when he was picked up, but otherwise he was none the worse for his immersion.' 'I may tell you this, there was absolutely no panic on the cruiser. The men were as calm as at drill, and they behaved splendidly. We are all anxious to be at them again.' 'The men are just itching to come to grips, and they will know it when we do.'"

A PRISONER IN BERLIN

Canadian Milkmaid Officer is in Hard Straits—Friends Will Send Him Money.

St. John, N.B., October 5.—A letter to Colonel J. L. McAuliv, commanding the 62nd St. John Fusiliers, tells that E. R. Van Der Osten, who was a lieutenant in the 2nd here last year, is a prisoner of war in Berlin, with his wife, and is under parole there. His letter says: "We are facing starvation because I cannot do anything and am closely watched, having to report to the authorities every three days." Mr. Van Der Osten was for a time in Toronto. His wife is a New Brunswick lady. An effort is being made by relatives to send them \$1,000.

six-sixty-one were injured as against 682 the year before. The total number of trespassers killed last year was 348 as against 393 the year before, 353 being injured as against 409 the year before. The total of all classes killed last year was 697 as against 823 the year before, and the number injured was 4,884 as against 6,609 the year before.—New York Commercial

Shipping and Transportation

MONDAY, OCTOBER 5th, 1914

Moon's Phases.
Full Moon—October 4.
New Moon—October 19.
Last Quarter—October 12.
Sun rises 6.58 a.m., sets 5.41 p.m.
High Water at Quebec to-morrow.
7.13 a.m. Rise, 15.3 feet.
7.14 p.m.—Rise, 15.5 feet.

Weather Forecast.
Lower Lakes and Georgian Bay.—Moderate southerly winds; fair and moderately warm.
Ottawa Valley and Upper St. Lawrence.—Light winds; fine and warm.
Lower St. Lawrence and Gulf and Maritime.—Moderate winds, fair and warm.
Superior—East and south winds, fair and warm.
Manitoba—Unsettled and showery, with lower temperature.
Saskatchewan and Alberta—Cool and unsettled, with occasional rain or sleet.

SIGNAL SERVICE.
Department of Marine and Fisheries.
Montreal, October 5th, 1914.
Crane Island, 32.—Clear, gale, south west.
L'Islet, 40.—Clear, strong west.
Cape Salmon, 81.—Clear, strong south west. In 8.30 a.m. Quierid.

Father Point, 157.—Cloudy, strong west. In 6.30 a.m. Canada (Gaspé Line), 4.00 a.m. Gladstone. Out 12.30 a.m. Alden.
Little Metis, 175.—Smoky strong, south west. In 4.30 p.m. yesterday Cape Breton.
Matane, 200.—Cloudy, strong south west. Out 4.30 p.m. yesterday Savoy.
Cape Chate, 234.—Cloudy, strong south west.
Martin River, 256.—Unsettled south. In 7.00 p.m. yesterday Kendal Castle.
C. Magdalen, 294.—Smoky south.
Fame Point, 325.—Smoky south west.
Anticosti:—
West Point, 332.—Cloudy, south east. Honoriva, at Ellis Bay wharf.

South Point, 415.—Foggy, strong west.
Heath Point, 428.—Cloudy, south east.
Point Amour, 673.—Cloudy, south west.
Cape Race, 438.—Clear, strong south.
Belle Isle, 734.—Hazy, strong south. 10 bergs.
Quebec to Montreal.
Longue Pointe, 5.—Clear, west. In 5.30 a.m. Wagona, 8.25 a.m. Carleton. Out 6.40 a.m. Robidoux and town.
Vercheres, 19.—Clear, south west.
Sorel, 39.—Clear, west. In 8.30 a.m. Port Colborne. Left down 4.00 p.m. Spray and tow.
Three Rivers, 71.—Clear, west.
Batiscan, 88.—Clear, west.
St. Jean, 94.—Light fog, south west.
Grondines, 95.—Light fog, south west.
Portneuf, 108.—Foggy, light west.
St. Nicholas, 127.—Clear, south west.
Bridge, 133.—Clear, south west.
Quebec, 139.—Clear, south west. Out 2.20 a.m. Blackheath, 5.30 a.m. Northville.
West of Montreal.
Lachine, 8.—Clear, west. Eastward 7.15 a.m. Onland, 8.10 a.m. Augustus, 8.15 a.m. Melrose, 8.30 a.m. City of Ottawa, 8.35 a.m. Windsor. Yesterday 11.45 p.m. Meaford.
Cascades, 21.—Clear, west. Eastward 7.30 a.m. McVittie.
C. Landing, 33.—Clear, west. Eastward 2.00 a.m. Plummer, 4.00 a.m. McKinstry.
Galops Canal, 99.—Smoky south west. Eastward 6.15 a.m. McTier, 6.15 a.m. Packer, 6.30 a.m. Edmonton, 6.45 a.m. Holcomb, 7.15 a.m. Fairmont.
P. Colborne, 321.—Clear, south. Eastward 5.40 a.m. Ungava, 5.15 a.m. Winnipeg. Yesterday 1.00 p.m. Senator Derbyshire, 1.30 p.m. Renvoyle, 7.05 p.m. Dorion, 7.55 p.m. Advance.

M. P. EARNINGS.
Missouri Pacific—4th week, September \$1,694,000; decrease \$18,900. Month September \$5,119,000; decrease \$190,000. From July 1st, \$15,727,726; decrease \$251,768.
Central of Georgia—August gross, \$1,031,053; increase, \$18,495; net, \$168,938; increase, \$73,700. Two months gross, \$2,197,875; increase, \$168,847; net, \$426,865; increase, \$219,097.

AMERICAN OIL MAN CONTINUES QUITE HOPEFUL.
Franklin, Pa., October 5.—The head of one of the largest pipe line companies says to the Barron Financial News Service: "While general business may not have seen the bottom, we in the oil country are quite hopeful. I believe the oil industry has the worst behind it and from now on business should go ahead with a rush. I do not look for further recessions in the price of crude oil in this field."

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BOSTON AND ALBANY.
Boston and Albany—Year ended June 30th, 1914—Gross \$1,835,941; decrease \$122,326. Net \$3,403,847; decrease \$714,990. Total income \$3,759,903; decrease \$643,167. Deficit after charges \$783,557; increase \$578,779. Proport pay by New Haven \$95,324; decrease \$7,095. Deficit \$688,233; increase \$585,814.

HOCKING VALLEY EARNINGS.
Hocking Valley—August gross \$711,035; decrease, \$99,637. Net \$287,409, decrease \$41,641. Surplus after charges, \$145,847, decrease \$62,046. Two months gross, \$1,162,450, decrease \$352,238. Net \$395,895 decrease \$177,848. Surplus after charges, \$116,235, decrease \$242,339.

CONVERTED C.P.R. LINER PROVES METAL AS A FIGHTER

Empress of Russia An Auxiliary Cruiser in the Pacific Disables German Cruiser in a Running Fight.

Seattle, October 5.—The Blue funnel liner Teitsh-bius, in port from the Orient, brings details of the disabling of the German auxiliary cruiser, Princess Alice, by the British auxiliary cruiser Empress of Russia, formerly a Canadian Pacific liner, off the Philippines early in September, as already briefly cabled. The German vessel was bound for Teitsh-Tau and was reported to carry \$10,000,000 for the German officials there. She was sighted by the Empress and fled at once, pursued by the British. The Empress carries four 6-inch guns and six 4.7 inch guns. The Alice had eight 6-inch guns. The Empress overhauled the German boat, and a running fight followed. The German boat lost the top of her smokestack and had her mainmast cut off clean. The stern was torn away and several holes made in the hull. The Empress was unmarked. The German ship, to avoid capture or foundering, headed for the Island of Cebu, and ran on the beach. The British vessel did not follow inside the three mile limit. The loss of life was not learned.

PACIFIC COAST MARINE NOTES.
Vancouver, September 24, 1914.—The Curacoa docked in Vancouver yesterday, after her voyage from Alaska, and from a short distance the observer could not tell she had only recently been raised from the bottom of the sea after months of immersion. She is a 1480 ton vessel, of 257 length, 38 feet beam and 18 feet depth. It will be remembered the Curacoa, which was owned by the Pacific Coast Steamship Co., was wrecked at Warm Chuck, Alaska, on June 21, 1913, and sank in 78 feet of water. The wreck was purchased by the Vancouver Dredging and Salvage Company, who sent their salvage crew north in September and removed all the cargo. In April of this year a second crew went north and commenced salvage operations to raise the hull. This presented many unusual difficulties, as the vessel was against a sharply sloping beach and a channel had to be dredged for more than a hundred feet to enable the hull to be raised on hydraulic slings and carried forward to the beach to be pumped out. This was accomplished by means of scows and slings, aided by six hundred empty gasoline drums and specially devised tackle. Owing to the position of the wreck and the general difficulties of operation, this is considered to be the finest piece of salvage work on the north Pacific in many years.

The British steamer Brodmont, last reported as coming to Vancouver, has been diverted and will proceed instead to Seattle, for which no reason has been stated. This vessel inaugurates a new service from China ports via North Pacific ports and the Panama to the United Kingdom. She carries a large quantity of eggs, and is noted for her large refrigerator space.

The G. T. P. steamer Prince George, which was taken over by the Admiralty with the intention of being used as a hospital ship, has now been returned to the owners, and will in due course take her usual place on the Vancouver-Prince Rupert run.

Enquiry by shipping firms interested in the Chinese immigration trade has elicited from Ottawa the information that it is the intention of the government to renew the prohibition of immigration of Chinese into Canada, except as regards merchants and students. The present order expires on September 30 and the renewal will apply up to March 21 next. A considerable number of Hindus have left for their own country owing to the slackness of employment in mills.

The local office of the Great Northern Railway announced the cancellation of sailing of their steamer, the Minnesota, from Seattle for the Orient, which gives color to the rumor that the C. P. R. are considering taking over this and perhaps some other vessels to maintain their Vancouver-Orient service, which is at present entirely suspended owing to all their vessels having been taken over by the Admiralty. There is no confirmation of this, but officials state that plans are under consideration.

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RAILROADS

CANADIAN PACIFIC

REDUCED RATES TO PACIFIC COAST, Until October 8.
One way second class—
Vancouver, Seattle, Portland... \$52.95
San Francisco, Los Angeles, San Diego, via Chicago... \$54.00
Low fares to many other points.

CHICAGO EXPRESS

TORONTO-DETROIT-CHICAGO.
The Canadian No. 21
Lv. MONTREAL... 8.45 a.m. 10.00 p.m.
Ar. CHICAGO... 7.45 a.m. 9.05 p.m.

Lake Ontario Shore Line

to Toronto
Via Belleville, Trenton, Brighton, Colborne, Port Hope, Newcastlle, Bowmanville, Oshawa, Whitby. Leaves Windsor St. 8.45 a.m.

GRAND TRUNK RAILWAY SYSTEM

DOUBLE TRACK ALL THE WAY
Montreal-Toronto-Chicago
INTERNATIONAL LIMITED.
Canada's Train of Superior Service.
Detroit 9.55 p.m., Chicago 8.00 a.m. daily.

IMPROVED NIGHT SERVICE.
Leaves Montreal 11.00 p.m., arrives Toronto 7.30 a.m., Detroit 1.45 p.m., Chicago 8.40 p.m. Club-Compartment Sleeping Car Montreal to Toronto daily.

LOW FARES TO PACIFIC COAST.
Going until October 8th.
One way second class via Chicago to
Vancouver, Seattle, Portland... \$52.95
San Francisco, Los Angeles, San Diego... \$54.00
Low fares to many other points.

CITY TICKET OFFICES.
122 St. James St. cor. Francis Xavier
Windsor Hotel — Phone Main 1995
Bonaventure Station — Phone UP 1118

GREAT ACTIVITY BEING SHOWN NOW AT LIVERPOOL DOCKS

Shipowners, However, Are Still Grumbling At The High Rate of Insurance Being Charged by the Government.

(Special Correspondence.)
Liverpool, September 25.—Great activity continues to be shown at the Liverpool docks owing to the largely increased number of ships unloading at the port in preference to east coast and southern ports. As regards the export trade, the feeling generally is one of disappointment with the slow progress made, but it is satisfactory to note that an improvement is taking place. British manufacturers are showing a keen interest in the question of capturing German and Austrian markets abroad, but so far the chief benefit has been derived from the cessation of our enemies' competition at home. This has caused a rise in price of many classes of manufactures, particularly marked in iron and steel. The position is regarded with some degree of confidence, and a resumption of the export trade on an increasing scale is anticipated during the autumn months.

Shipowners continue to grumble at the alleged heavy war risk rate fixed by the government. A rate one-fifth of that now in operation would, it is suggested, still show a large profit for the government. Although 2d 9d is now regularly paid for grain from Montreal, the local freight market is expecting that higher rates will be secured before the close of the season.

The export of chemicals, to which reference was made a few weeks ago, continues on an increased scale. Liner sailings from Liverpool to Italy and other here from the North Sea and other routes is bound to have now been resumed.

As an evidence, perhaps, of the changed conditions it may be noted that the St. Chammond is announced to load from Liverpool to Montreal next month. It is unusual for a steamer to be berthed for Montreal in opposition to the regular liners. However, as I noted some time ago, the concentration of steamers points which were suspended on the outbreak of war to have some effect in the future.

Exports of sugar are again prohibited, it appears, for several shipments laid down on the quay here were stopped, the Customs officers declining to permit the shipment even to British colonies. There is a growing tendency on the part of seamen to demand higher wages before signing on, and this is likely to accelerate the disposition in many quarters to lay up tonnage. However, the matter has not reached a serious stage so far.

PERSONALS

Col. Carron, Lt.-Col. Frank Strange and Lt. W. Williams-Taylor are at the Hotel Cecil, and Capt. Winfield Sifton is at the Carlton.

Major-General D. A. Macdonald, C.M.G., Lt. quarter-master-general of the militia, was at Chateau Frontenac in Quebec on Saturday.

Sir Max Aitken is at present in New York. Mr. Harold Cowan has returned from a visit to Napanee, with his parents, Dr. and Mrs. Cowan, spending the summer in Dorval.

Mr. Alfred Baumgarten returned last evening from St. Agathe. Mr. Alex. R. Angus has returned from the White Mountains, where he has been spending the past few weeks.

Mr. and Mrs. Maurice Day and family, DuRoche street, who were at Shawbridge for the summer months, are back in town.

Mr. H. R. Wood and Mr. H. R. Drackett, directors of the Ice Manufacturing Company, are West on a business trip this week. Mr. Travers Allan spent the week-end in the Laurentians.

Sir Thomas Roddick, who since his return from England with Lady Roddick, has been confined to the house with a serious attack of pneumonia, much improved in health, and is able to be out again.

Mr. Percy Nelson and family have returned home from their holiday in the Laurentians. Mr. and Mrs. Daniel Gillmor, Dorchester street, West, have closed their summer residence at St. George, N.B., and are back in town.

AT THE HOTELS.

At the Place Viger: Mr. and Mrs. R. M. E. Anderson, Sydney, Australia; R. P. Brainerd, Chicago; W. H. Powell, London; Mr. and Mrs. J. J. Sha London; Mrs. E. Morgan, Quebec; William Brabant, Glasgow; Mr. and Mrs. R. H. White, at Miss White, Edinburgh; E. P. Montague, New York; Mr. and Mrs. H. Morris, Toronto; E. E. Du can, Ottawa; E. Laliberté, Quebec.

At the Windsor: J. B. S. Black, Sackville; F. J. Purdy, New York; Mrs. W. F. Wilder, London; Mr. and Mrs. E. F. Seymour, Morrisburg; Mrs. J. C. York, London; W. E. Simpson, London; Mrs. J. H. Chicago; Mrs. and Miss N. Burgess, Boston; W. H. Anderson, New York.

At the Ritz-Carlton: Dr. and Mrs. A. E. Forbe Lonsburg; A. E. Grundy, Manchester; Mrs. W. J. and Miss E. T. Broad, Cincinnati; Mr. and Mrs. L. Goldman, New York; Mrs. J. D. Chamberlain, Burlington; C. H. Taylor, New York; H. P. Peck London.

TO PURCHASE EAST BOSTON CO.

Boston Consolidated Gas Company petitioned the Massachusetts Gas Commission for authority to issue \$1,000,000 additional stock to purchase the East Boston Gas Company.

Real Estate and

Table with columns: Bid, Asked, and various real estate listings including Aberdeen Estates, Beudon, Ltd., Bellevue Land Co., etc.