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Sept. 10
Oct. 3
Oct. 17
Rates Cabin
Third class
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Westbound,

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Aug. 22LETITIA	Sept.
Aug. 29CASSANDRA .	Sept. 12
Sept. 12ATHENIA	Sept. 26
Passenger Rates-Cabin (II.) H	Eastbound \$57.50 up

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teamer leaves Nightly 7,00 p.m.. connecting Quebec with trains direct to the Camp.

Also the Famous SAGUENAY RIVER Steamer leaves Quebec Tuesday, Wednesday, Friday and Saturday, 8.00 a.m.

Toronto Exhibition

SPECIAL LOW RATES.

Ticket Office-9-11 Victoria Square

The Charter Market ******

New York. September 5.-The full cargo steamer from shippers of grain, coal and deals to open ports the United Kingdom and Continent. In other ively scarce, and there is but little inquiry from South American charters. The West India British and French vessels which, with the eliminaprevails than for some time past. The supply of to take care of a still greater part of the world's open boats is yet in excess of shippers' requirements, that they are a trifle easier, and in some

moor. 25,000 quarters, from Philadelphia to picked will be able to ship to Italy. Although the steam

Gulf to Marseilles, 3s, September.

Baltimore to Virginia, to Greece, 21s, September. Lumber-British steamer Mountfields, 1,947 tons,

of Fundy to the United Kingdom, 55s, September. Steamer — , 1,250 standards deals same, from Campbellton, 50s. September.

er _____, 1,800 standards deals from Quebec to London, 46s 3d. September.

British steamer St. Quentin, 3,151 tons (re let), from the West Coast of South America to the United States with nitrate, 18s 6d prompt.

British steamer Persiana, 2,650 tons, trans-At lantic trade, one trip on time charter, p.t., deliver north of Hatteras, re-delivery United Kingdom, Con-

British steamer Englsbrook, 2,127 tons from Mont-real to the United Kingdom or Continent with oats nd straw, p.t., prompt.

Application has been made to the Corporation of the City of Montreal for leave to place a small Forge on lot cadastral No. 174 of St. Louis Ward, rear 262 Doseberge St. Post Company Dorchester St., East. Gunn, Langlois & Co., Limited, 241 St. Paul St.

WILL BUY NO MORE STEEL FROM GERMAN MANUFACTURERS

railroad supplies from Germany if w can get them from Canada or Great Britain," was the order yesterday issued by the Grand Trunk and Grand Trunk Pacific managements to their purchas-ing agents. This order was given as a result of the present war, and means a good deal more the appears on the surface, both from the trade and the imperial standpoint. It will likely prove a beginnin of the winning back by Great Britain, and the as which has been won by Germany during the past quarter of a century. While business reasons are naturally important in such an order there was more than dollars and cents in the principle, since it in volves the idea not merely of keeping trade within the Empire, but also the avoidance of building up important lines of commerce with potential enemies, as in the case of Germany.

This railroad supply trade has during the pas couple of decades become a very important one, and a growing business, the more so as it includes chiefly he more costly grades of what is known as high every railroad. This used to be supplied from Great Britain, but for many years past the trade has been taken over by German firms, who were able to supply the fine qualities required at lower prices than the British could, or would, with the result that the trade was lost to Great Britain.

The majority of the steel supplies bought by the many consist of steel tyres for Locomotive and car wheels. Naturally a large quantity of these are used every year, and during the past four or five years the importations have assumed large figures, with the great railroad expansion incidental to the construction of the G. T. P., the National Transcontinental and the Canadian Northern, and the con-inued growth of the Canadian Pacific. This steel has to be of a very special grade in order to stand

it runs into large sums of money. In addition to this the railroads have been importing rom Germany great quantities of tubes for locomotive boilers, but this trade has been of much less imporwhich the German manufacturers have so carefully built up, and which they are now losing owing t the war craze of their governors.

All orders with German firms for such goods have of course, since deliveries could not be had, and it is an offence to attempt to do business with the nation's enemies in time of war. But the real point is that when the war is ended Germany will find erself permanently out of this Canadian trade, and al propaldity the other Dominions of the Empire will take simmar steps.

SHIPPING CONDITIONS SHOW

National Association of Manufacturers in the United

States Issues Confidential Bulletin Saying
There is Tonnage to Look After— Latin-American Freight.

Association of Manufacturers issued a confidential bulletin to business men and manufacturers yester-

(Exclusive Leased Wire to The Journal of Commerce.) situation shows only a slight change. Cable transfers have been made possible with several countries, but only for limited amounts. There is still no open market is gradually settling to a normal basis with a steady moderate demand prevailing for boats in drafts which are coming back, says the bulletin, position to give prompt delivery at the various loading ports. The bulk of the orders continue to come quidate them at the same rate of exchange at which they were bought plus interest at six per cent.

will be so long as cruisers are afloat liable to seize ing cars. market is improving steadily, and a better demand tion of the German commercial fleet, are called upon 1.30, 5.00 and 11.30 p.m.

Regarding shipments to Europe the International

dull and unchanged in all respects, due to the scar-city of freights in both the offers and coastwise trades.

"It is impossible to make shipments just now to Austria, Germany, Turkey, Greece, Balkan States, Switzerland and Belgrium. The only possible way to Switzerland and Belgrium. The only possible way to Stations at 5.35 p.m., Saturday, re Charters-Grain: British steamer Marchioness of Russia is via the Pacific coast out of Frisco and Charters—Grain: Efficient Steamer Statement St moor, 25,000 quarters, from Philadelphia to picked will be able to snip to many. Although the stationary ports of the United Kingdom, or French ports, are running they are only carrying government supplies, and it is impossible to secure any space whatplies, and it is impossible to secure any space whatmonday, stopping at intermediate stations to Ste. British steamer Coquet, 32,000 quarters from the ain can be handled, but to France none whatsoever, We can only quote to seaport, and same conditions Greek steamer Miaoulis, 1,872 tons, from apply to Holland. To Portugal shipments to intermost instances, have been closed, and outside of Alfrom Miramichi, to Mersey, with deals, 51s 3d, exandria, Egypt, there is no service to offer. All except German lines are now operating to various des--. 850 standards deals from the Bay tinations outside of this section of the world."

BLUE BONNETS RACE TRACK

In connection with the above meet, to be held September 5th to 12th, the Canadian Pacific will rur bec to London, 46s 3d, September.

Steamer ——, 1,500 standards deals from Miramichi to Manchester, 47s 6d September.

temper of the 12th, the Canadian Pacific will run two special trains daily, leaving Windsor Street Station at 1.30 p.m., and 1.50 p.m., to the track, returning Miscellaneous—Norwegian steamer Hesperos, 2,on sale at Windsor Hotel, City ticket office, Domin ton Express Building and Windsor Street Station.



Shipping and Transportation

Lower Lakes and Georgian Bay-Moderate winds: ine, with a little higher temperature.

Ottawa Valley and Upper St. Lawrence—Fine, with

r a little higher temperature. Lawrence Valley, Gulf and Maritim aratively cool.

stationary or higher temperature.

Manitoba, Saskstchewan and Alberta—Partly fallout some local showers. CANADA STEAMSHIP LINES, LIMITED.

Freight Steamers. Canadian-Left Port Colborne 2 p.m. to-day, east Acadian-Left Port Colborne 6.30 a.m., to-day,

Hamiltonian-Down Soo 11 p.m., last night Calgarian—Arrived Toronto 3 a.m., to-day.
Fordonian—Due passed Kingston late to-night for

Brockville. D. A. Gordon-Loading oats at Kingston Glenellah-Due up Soo.

Dundee-Due to leave Drydock to-day.

Strathcona-Due Port Huron midnight last night Montreal.

C. A. Jacques-Due to clear Fort William

Midland Queen-Due Canal for Port Colborne Sarnian-Arrived Midland & a.m. to-day. A. E. Ames—Up Soo 10.35 a.m., to-day. H. M. Pellatt—Left Port Colborne 3.30 p.m., 3rd. Rosedale-Arrived Port Colborne 2 nm to-day

Begverton-Left Montreal 1 p.m., 3rd, for Port Col-

Tagona-Cleveland, loading package freight Kenora-Arrived Montreal 10 a.m. to-day. Arabian-Left Montreal 3 p.m. 3rd. Ionic-Up Soo 11 p.m. last night.

W. Grand Morden-Laid up. Emperor-Up Soo, 11.10 a.m., to-day Martian-Cleared Escanaba 6 a.m., to-day, Emperor Fort William-Fort William

Emperor Midland-Arrived Buffalo 9 a.m., to-day. Winona-Left Point Edward 3 30 p.m. 3rd. Stadacona Scottish Hero-Left Fort William 3 p.m., 3rd for Goderich.

A. E. Kinstry-Arrived Ellis Bay 10 a.m. to-day. Renvoyle-Left Montreal 8 p.m., 3.d. Saskatoon-Up Quebec 4 p.m., 3rd. Mapleton—Due Thorold to unload. Haddington—Arrived Montreal 7 a.m., to-day.

Cadillac -Left Montreal 6 p.m., for Port Col Belleville- Leaves Montreal to-night.

City of Ottawa-Arrived Toronto this morning TO PROTECT A LIFEBOAT.

gular piece of canvas lashed to a rigid frame, has been New York, September 4.—Declaring shipping conditions, disturbed by the European war, are rapidly approaching a normal state and that the prospects for heles in the bottom of the cylinder smooths down the oil-covered water past the boat. A number of these that tonnage is offering at 2s. 11/2d. for heavy grain sea anchors are in use in the army transport service. Montreal to United Kingdom. -Popular Mechanics.

QUEBEC EXHIBITION AND VALCARTIER

The excellent train service of the C. P. R. to Quebec will enable those attending the exhibition and the visitors to the camp to make the trip without "There has been," says the bulletin, "a gradual im- loss of time. A return rate of \$4.00 will be made of the trans-Atlantic trades such as cotton, timber provement in the shipping situation, and for Latinand general cargo, there is as yet but little demand, American trade there appears to be sufficient tonalthough an improvement is anticipated in the near nage for taking care of the goods offered. Neverthefuture. Long voyage freights of all kinds are also less, to all points there is some apprehension and 1.30, 5.00 and 11.30 p.m. The day trains carry din-Trains leave Quebec for Montreal at 8.30 a.m., and

LABOR DAY TRAIN SERVICE ON C. P. R.

ments, that they are a time easer, and it some cases slightly lower. The sailing vessel market was dull and unchanged in all respects, due to the scar-dull and unchanged in all respects. From Place Viger for Lachute and intermediate

A special train will also leave St. Jerome at 8.30 underwriters. p.m., Monday, reaching Place Viger at 10.10 p.m. ply to Holland. To rorugal supments of the regular train leaving rounting at the regular train leaving rounting at the regular train leaving rounting at intermediate September 8th, at same hour, calling at intermediate stations to Shawbridge A special train will leave Windsor Street Station

for Point Fortune at 10.30 a.m., Monday, returning tively employed than during July and additional infrom Point Fortune at 8.05 p.m., stopping at inter-

fidence in Shippers.

Liverpool, September 5.—In a recent report in the press in Liverpool I drew attention to some dissatisfaction with the Government's war risk insurance prejudiced by the uncertainty regarding the questi of premiums. Since then the local Chamber of Comtional indemnity as against national insurance. The tain the suggestion. They point out that the object of the present scheme, viz., that the burden shall not ssive owing to panic rates, has been entirely realized, and they suggest that efforts should be of the scheme but towards adjusting the burden of insurance in a fair and reasonable manner. This we may fully expect a freer freight market, and it is expected here that war risks rates will come down substantially before very long. As I remarked in the previous letter underwriters are accepting risks hade under the Government offer

In shipping circles the opinion is that it is the breakdown of credit facilities and not any question of war risks rates that is the real trouble. This is a subject that is receiving attention by the highest authorities and in a week or two there is little doubt that the present cash basis of doing business will be abandon ed. Locally the banks are adopting a far more gen erous policy than appears to be the case in some of the inland manufacturing districts. Of recent years there cashire, and it is here that a crisis is felt to be im pending. Taking the country as a whole, however the position is not alarming, but it must be admitted that the tone in Manchester is very gloomy at the

As I explained in a previous letter it is not permissible to say much regarding the present trade of the port here, but it will be gathered that Liverpool is receiving a lot of trade that in normal times goes There is no lack of employment as docks, and the export trade has been stimulated by the removal of the prohibition of certain exports, such for the forwarding to a British, Colonial, allied or neutral destination of prohibited and restricted good brought here from a British, Colonial, allied or neutral

in the shipping trade. The cotton and corn produce the shipping trade. The cotton and corn produce the shipping trade. See that the cotton and corn produce the shipping trade. See that the corn produce the corn produce the shipping trade. See that the corn produce the corn regards the wheat trade port, interest is centering on the possible destruction of the stocks of grain in Ger many and Austria by the war hordes of Russia, and in advance, the lack of proper autumn culture must tell against next season's crop throughout Europe, The future of the wheat market is thus a ticklish one, and Newcastle, Bowmanville, Oshawa, Whitby. Leave importers here are likely to draw heavily over the evise known as a sea anchor, consisting of a trian- above actual requirements on Canadian and Ameri-

aproaching a normal state and that the prospects for the canvas triangle submerged, while on obtaining trade, and it is now necessary to boles in the bottom of the cylinder smooths down the so low that owners are bound to lose money running waves and prevents "combers" from breaking and their steamers. The chief difficulty is the lack of swamping the boat. As the anchor holds the boat cargo for tramp steamers and owners are talking of hear-on, the action of the wind and waves carires the laying up their boats as they come home. It is said deadlock is overcome matters will no doubt have a

WALL STREET BANKER IS

wardly Without any Outward Manifestations.

nent bankers in Wall Street who has taken an active part in devising plans to cope with the situation Going September 5, 6, 7, 8, 12..... nce the outbreak of the European war, when asked Going September 9, 10, 11 whether there was any change of consequence in the ondition of affairs, replied as follows:

for six weeks, althought I cannot say exactly what Going September 14, 16, 18 . . . it is that gives me the better feeling. Accustomed to considering the situation, we he Lachute at 8.30 p.m., Monday.

Train leaving Waterloo at 6.20 p.m., Sunday, will

sense it inwardly without noting any marked changes in outward manifestations, and it is probably what I might call intutive knowledge that gives

> President McKenzie, of Canadian Northern Rail way, announces successful financing through London

> New York Central to renew \$5,000,000 one-year 5 per cent. notes due September 15 on a 7 per cent.

Dun's Review says some steel mills are more ac quiries have been received from abroad with som

Montreal and Southern Counties Railway Company

TIME TABLE---MONTREAL AND ST. CESAIRE

31 MILES BY ELECTRIC CAR | Daily Sun Only Daily D

Special trains return to Montreal as follows:
P.M. P.M. P.M.

RAILROADS

CANADIAN PACIFIC

QUEBEC AND RETURN

EXHIBITIONS TORONTO.

Return Limit, September 15.

Lv. Windsor St. 17.25 am. *8.46 a.m. *10.00 pm. QUEBEC. Return Limit, September 7, 1914. Lv. Place Viger †9.00 a.m. *1.30 p.m. *5.00 p.m

SHERBROOKE. eptember 9, 10, 11 . . . Lev. Windsor St. *8.25 a.m. i 1.15 p.m. †4.10 p.m. 6.35 p.m.

Daily. † Daily ex. Sunday. i Sat. only.

Return limit, September 21, 1914. Lv. Windsor Street †7.55 a.m., §8.30 a.m., †9.05 a.m., *9.45 a.m., †4.00 p.m., \$7.40 p.m., *9.00 p.m., *9.45 p.m. Lv. Place Viger *8.00 a.m., *5.45 p.m.

*Daily. † Daily ex. Sunday. ‡ Saturday only.

Sunday only.

HOMESEEKERS' EXCURSIONS. Every Tuesday Until October 27. Tickets Good for Sixty Days. 7innipeg, Edmonton, and Intermediate State WEEK-END TICKETS NOW ON SALE.

LABOR DAY

Single First Class Fare. Going Sept. 7; returning Sept. 7.
Fare and One-third. Sept. 5, 6, 7; return limit, Sept. 8, 1914.

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September 5 to 12, 1914. Leave Windsor St. 1.30 p.m., 1.50 p.m. Return after last race. SINGLE, 15c. - - - Return, 25c.

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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

EXHIBITIONS

TORONTO. Return Limit, September 15, 1914. SHERBROOKE. "I feel more cheerful now than on any other day Going September 11, 12, 13, 15, 17, 19......

Return limit, September 21, 1914.
VALCARTIER MILITARY CAMP.

Single First Class Fare. First Class Fare and One-third. Going Sent 5 6 7: returning until Sent 8 1914 OTTERBURN PARK-SEPTEMBER 7th.

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122 St. James St. cor. St. Francois Xavier
—Phone Main 6905 Windsor Hotel Bonaventure Station ...

Lv. Windsor St. 1.15 p.m., Saturday, now cancelled. Lv. Sherbrooke 5.35 a.m., Monday, now canceled. Lv. Place Viger 5.10 p.m., Friday, last train Sep-Lv. St. Agathe 4.45 p.m. Sunday, last trip September 6.

C. P. R. CHANGE IN TIME.

Labelle: Lv. Windsor St. 1.25 p.m. Saturday, last trip Lv. Labelle 5.00 p.m., Sunday, last trip Septemb

Staynerville:
Lv. Place Viger 1.50 p.m., Saturday, last trip Sep

VOL. XXIX. No. 104

BE PREPAREI These are the days of stress and strangardial circles, and the breaking of the sloud has greatly added to the preva-

aniety.

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