

## STEAMSHIPS

# CUNARD LINE

### CANADIAN SERVICE

From Southampton. From Montreal.  
Aug. 18.....ANDANIA .. Aug. 29  
Aug. 20.....ASCANIA .. Sept. 5  
Aug. 27.....ALANIA .. Sept. 12  
Steamers call Plymouth Eastbound. Rates, Cabin (11), Andania and Alania, \$63.75 up. Ascania, \$57.50 up. 2nd Class, British Eastbound, \$30.25 up. Westbound, \$30 up.

THE ROBERT REFORM CO., LIMITED.  
General Agents, 26 Hospital Street. Steamer Branch, 488 St. James Street. Uptown Agency, 530 St. Catherine St. West.

## DONALDSON LINE

### GLASGOW PASSENGER AND FREIGHT SERVICE.

From Glasgow. From Montreal.  
Aug. 15.....ATHENIA .. Aug. 29th  
Aug. 22.....LETITIA .. Sept. 5th  
Aug. 29.....CASSANDRA .. Sept. 12th  
Passenger Rates—Cabin (11), \$57.50 up. Third-class, eastbound and westbound, \$31.25.

For all information apply to  
THE ROBERT REFORM CO., LIMITED.  
General Agents, 26 Hospital Street. Steamer Branch, 488 St. James Street. Uptown Agency, 530 St. Catherine St. West.



### Delightful Water Trips

Thousand Islands,  
Toronto, Niagara Falls.  
Service Daily.  
Week days 1.00 p.m.; Sundays, 2.15 p.m., from  
Lachine.

### Quebec

Service Nightly, 7.00 p.m.

### Far-famed Saguenay

S.S. "Saguenay," Tuesday and Friday, 7.15 p.m.;  
from Quebec, 8.00 a.m. week days.

### Toronto and Hamilton

Steamers leave 7.00 p.m. Tuesday and Friday.  
Through the Thousand Islands and Bay of Quinte.  
Low rates, including meals and berth.

Gaspé, P.E.I., Pictou, N.S.  
S.S. "Cascadia" Next sailing, 4.00 p.m.,  
August 29th.

Ticket Office—9-11 Victoria Square

## FREIGHT MARKET IS SLOWLY FEELING WAR TO WORKING BASIS

Situation is Still So Hazy in Liverpool That Both  
Shipowners and Shippers are Exercising  
Great Caution.

(Special Correspondence.)

Liverpool, August 25.—At the time of writing the freight market is slowly feeling its way towards some basis on which business can be done. Nominally freight rates may be said to be 50 per cent. dearer than they were before the war with Germany. At to-day's market there were some signs of serious business overtures. Among these was an inquiry for British boats to the United Kingdom for grain on the basis of 3s 6d per quarter for Canadian ports against about 2s 6d pre-war figure.

Negotiations are actively proceeding between charterers and shipowners, but the outlook is still so hazy that great caution is being exercised on all hands. The statement that the Atlantic is now safe from marauding German cruisers has curiously enough had a rather unexpected result. The Government War Risks Insurance, is of course, a serious blow to underwriters' business, but if the Atlantic is safe the latter will begin to compete for business. This is reacting on the freight market, for shippers are inclined to hold back pending cheaper terms for war risks. A leading firm of shippers here points out that the effect of making the individual contribute to the war risk, as is done under the Government scheme, will check both imports and exports. The Atlantic being safe, there is no need for war risk, and those traders who have placed themselves under the Government scheme will at once find themselves in a disadvantageous position with their competitors, who have not acted so hastily, for the latter will save anything from 10 to 20 per cent. of cost. The only escape from this is free State insurance, which would mean cheaper freights and cheaper and more abundant food and raw material.

In the meantime all the Atlantic steamship lines have notified shippers of the suspension of pre-war freight tariffs to all destinations served by them, and cargo is now only accepted by special agreement. The new tariff is not given, but it may be taken to correspond with open market rates.

What is helping to keep back business is the demand for cash with every transaction. Charterers for deals from Canada have so far failed to come up to owners' ideas of freight.

In view of the uncertainty thus surrounding the shipping outlook, the universal restriction of credit and the congestion of stocks and goods in manufacturers' and public warehouses, there are anxious times ahead. The financial position has been protected by the Government, but the latter cannot create markets for our goods. We may be spared the financial crisis, but we cannot avoid acute industrial distress.

In Liverpool the Stock Exchange is still closed, and transactions in cotton, corn and other commodities are still strictly confined to spot business. The Cotton Exchange has cleared its books without a single failure, and no member, how so far as is known, sought refuge in the moratorium.

It is reported that the fortifications of Cattaro, an Austrian seaport, has been destroyed by the British and French fleets.

## AMERICANS SLAVES OF THE TELEPHONE

"Fearful Universality" of these Instruments Surprises Visitors to This Continent

### DATES BACK TO 1910

Remarkable Development of the Box Instrument in Recent Years—How the Money is Collected and Counted.

"The fearful universality of the telephone," as Arnold Bennett called it, is one of the surprises which foreigners meet when they first come to this country. They call Americans "slaves of the telephone," and cannot understand, until they have been here a while, why Americans are not satisfied with telephones in their residences, stores, and offices, but must needs have them placed at their elbows for the least occasional use, not only in public places, but everywhere.

In a cosmopolitan city like New York, a large part of the population is transient, and much of the remainder is shifting. Within the past two years and a half, since the introduction of the multi-coin prepayment instruments, the New York Telephone Co. has installed in Manhattan and the Bronx alone, nearly 10,000 additional stations of this type, to meet the constantly increasing demand. At the present rate, it is estimated that by the end of 1914, there will be approximately 20,000 coin box public telephones in upward of 10,000 different locations in these two boroughs. This is about one for each 120 inhabitants of Manhattan and the Bronx, and does not include of course, the attended public telephones or subscriber telephones available for public use.

### Toll Charges Billed.

The first coin box public telephone used in the Manhattan-Bronx division was installed in September, 1906. This instrument, known as the 7-A type, was designed to collect on local calls only. Suburban and long distance could be sent from the station, but the toll charges were billed in the regular way. For that reason the instrument proved to be unsatisfactory for adoption at public telephone locations generally in this territory.

The need of a prepayment coin collecting device, wherein it was possible to collect on toll as well as local calls, was very apparent; and in 1910, one hundred Gray multi-coin boxes were installed in the Riverside exchange district, as an experiment. This instrument was designed to accept and collect nickels, dimes, and quarters, each coin giving a distinctive signal as it was deposited. It was also possible for the operator to return the coin, in the event a call was not completed.

### Method Was Changed.

Collecting the money from the coin box public telephone is perhaps one of the most interesting features of the commercial department.

The job is not as easy as it looks, and it requires men of intelligence and skill to perform the duties incidental thereto, with accuracy and dispatch. Originally it was the practice of collectors to wrap the coins in paper tubes, at the station, at the time of collection; and twice a day to call at some bank and exchange the wrapped coins for bills. Three years ago this method was changed, and the wrapping of coins at the station by collectors was discontinued, all collections being brought in to the office, and there wrapped by an automatic coin-wrapping machine, operated by electricity.

While this method saved the time of collectors, and permitted their making more collections, the wrapping of money took too much time, and required more re-handling than seemed necessary.

### Several Months' Experimenting.

After several months' experimenting, the Johnson coin counting machine was installed, and the automatic wrapping machine discontinued. The Johnson coin counting machines were operated by hand, and counted the money into bags. The bags of nickels contain 4,000 coins, or \$200 each, and the banks accept them without question. The bags are sealed by a patented sealing device, and a tag is securely attached, giving, besides the company's name, the date, weight of bag, amount of money, and the name of the person who counted the contents and sealed the bag. In the two years that this method has been in operation, the alleged shortages claimed by the banks have been so small as to be negligible. The Johnson coin counting machines were recently superseded by the Standard coin counting machines, a device very similar to the Johnson, but operated by electricity, and which counts the nickels at about 2,000 coins per minute, as against 800 per minute by the Johnson hand machine.

By the use of two of these power-driven machines, it is possible to deposit in the bank, the same day, five-sixths of all the money collected; only one-sixth of the amount collected is not received in time, and is carried over in our vaults until the next morning.—W. A. Volkman, in The Telephone Review.

## MARINE NOTES

London, August 25.—A four funneled eastbound liner has been sighted off the coast of Cork, Ireland, with her bows damaged, apparently as the result of a collision. The vessel looks like a Cunard liner, but the officials of that company have no news that one of their boats has been in an accident.

There is a rumor here that the damaged steamship is the Leyland liner Canadian, which sailed from Boston, August 15, but the description does not fit her.

Boston, August 25.—The Leyland liner Canadian sailed from Boston Saturday, August 15, at 3.30 p.m. Originally there were fifteen persons booked to sail on her, but their passages were cancelled and they were transferred to the Arabic. Captain Bullock took as a cargo 140,000 bushels of wheat 200 tons of flour, 300 tons of provisions and 1,500 tons of raw sugar and miscellaneous freight.

U. S. EXPECTS NO EUROPEAN OPPOSITION.  
Washington, August 25.—President Wilson has received no protest from abroad against the purchase of foreign ships by the American Government and none is expected.

Despite reports that European nations are preparing to object to the plan of the United States, it was stated positively at the White House that this Government is convinced of its right under international law to purchase whatever ships it desires, and intends to go ahead with its plans.

JAPANESE AMBASSADOR REACHES THE HAGUE.  
The Hague, August 25.—Japanese Ambassador to Germany, accompanied by his staff and Japanese Consul-General to Hamburg, arrived here safely from Berlin.

## Shipping and Transportation

TUESDAY, AUGUST 25, 1914.

### Almanac.

Sun rises—5.09 a.m.  
Sun sets—6.53 p.m.  
Full moon—August 5.  
Last quarter—August 13.  
New moon—August 21.  
First quarter—August 27.

### TIDE TABLE.

Quebec.  
High water—8.27 a.m., 8.40 p.m.  
Rise—17.3 feet a.m., 17.3 feet p.m.

### Weather Forecast.

Lower Lakes and Georgian Bay—Moderate to fresh winds, chiefly northerly and northeasterly; fair and cool.  
Ottawa Valley and Upper St. Lawrence—Fair and cool.

Lower St. Lawrence and Gulf—Fresh to strong northerly winds; generally fair and cool.  
Maritime—Fresh northerly winds; light showers in some localities, but mostly fair and cool.  
Superior—Moderate winds; showers in some localities, but mostly fair and slowly rising temperature.  
Alberta—Fair and a little warmer.

### VESSELS IN PORT.

Wilberforce, T. R. McCarthy, Sutherland pier.  
Anglo-Brazilian, New Zealand Shipping Co., Tarte pier.

Ethelinda, Furness Withy & Co. Tarte pier.  
Ennisbrook, T. R. McCarthy, Tarte pier.  
Riverton, T. R. McCarthy, Laurier pier.

Keramial, T. R. McCarthy, Laurier pier.  
Birkhall, Furness Withy & Co. Laurier pier.  
Nantwen, T. R. McCarthy, Laurier pier.

Hans B. Furness Withy & Co. section 42.  
Heatherside, T. R. McCarthy, section 41.  
Kenilworth, T. R. McCarthy, section 24.

Troutpool, T. R. McCarthy, Shed 16.  
Hornpath, T. R. McCarthy, Windmill Point.  
Wearbridge, Furness Withy & Co. Windmill Co.

Santeramo, Furness Withy & Co. Windmill Point.  
Cotswold Range, Furness Withy Co. Windmill Point.  
Haigh Hall, 3,069, Whall, T. R. McCarthy, Montevideo, light.

Reapwell, 2,192, Williams, Antwerp, General cargo.  
Collingham, 2,540, Shirley, T. R. McCarthy, Tarte pier.  
Roselands, 2,827, Roselands, section 43.

Floriston, 2,236, Kennedy, Marselles, Shed 8.  
Montclair, 3,508, Moore, Antwerp, C. P. R. general cargo.  
British Transport, 2,663, Pope, Lisbon, light.

Atlas, 1,994, Dickinson, Randers, Denmark, light.  
Saxilby, 2,230, Parkinson, T. R. McCarthy, Sticklestad, 3,458, Anderson.  
Hammershus, 2,528, Christensen, Las Palmas.

Fishpool, 2,823, Forrester.  
Ingleby, 2,313, Lewis, T. R. McCarthy, Laurier pier.  
Willyby, 2,236, Wedgwood, Curtis, Vecchia, Italy.

T. R. McCarthy, Laurier pier.  
Hochelaga, 2,601, Tudor, Sydney, coal.  
Thessaly, 1,918, Lee, New York.  
Brookby, 2,871, Maughan, Savona, Italy, T. R. McCarthy, Laurier pier.

Batiscan, 2,659, Green, Sydney, coal.  
Levenpool, 3,037, Jenkins, Genoa, light.  
Meganic, 3,182, David, Liverpool, passengers and cargo, White Star-Dominion line.

## The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, August 25.—There was a decided increase in chartering in the steamer market and a better demand prevails for boats particularly in the trans-Atlantic trades. Several large carriers were closed for grain arrivals, principally to French Atlantic ports and four small steamers were closed for full cargoes of refined petroleum in barrels for Sandinavian ports. Two small boats were also closed for full cargoes of sack flour to Norway for prompt loading.

Tonnage is also in demand for coal to South American ports and a large carrier was closed for Rio Janeiro for September loading. West India freights offer in limited numbers only and there is little or no demand for tonnage in any of the long voyage trades. The rates are easy and quotably off from the basis recently established but they are yet considerably above the quotations current before war was declared in Europe.

Unchartered boats are fairly plentiful and are freely tendered for prompt and September loading. The sailing vessel market continues exceedingly dull and there is no appreciable improvement in the general demand for vessels.

Rates continue nominal with ample tonnage available.

Charters—Grain—British steamer Vellora, 40,000 quarters out from Baltimore to London, 2s. 7½d, prompt.

British steamer Thistledhue, 30,000 quarters, from Baltimore to Havre, Dunkirk, St. Nazaire or Bordeaux, 2s. 3d. option oats, 2s. 10½d; option all other cargoes, 2s. 6d., early September.

British steamer Ravenshoe, 28,000 quarters, from Galveston to St. Nazaire, or Bordeaux, 2s. 9d., early September.

British steamer Dykland, 30,000 quarters from Gulf to a few picked ports United Kingdom, 3s. 11½d, option Havre, Dunkirk or Calais 3s. 7½d, or Bordeaux, 3s. 8d., early September.

Petroleum—Swedish steamer Beta, 11,000 barrels refined, hence to Scandinavian ports, p.t., September-October.

Norwegian steamer Cathorne, 14,000 barrels, same.

Norwegian steamer Giltira, 13,000 barrels, same.

Norwegian steamer Ottava, 14,000 barrels, same.

Coal—British steamer Romera, 3,150 tons, from Virginia to Rio Janeiro, 22s. 6d., September.

Lumber—Swedish steamer Marie, 1,218 tons, from Pughwash to West Britain, or East Ireland with deals, 52s. 6d., September.

Norwegian steamer Brattland, 1,475 tons, same.

Miscellaneous—British steamer Fathan, 3,176 tons, hence to Havre and Dunkirk, with general cargo, p.t., prompt.

Norwegian steamer Klosterfos, 978 tons, hence to Norwegian ports with flour, p.t., prompt.

Norwegian steamer Vestfos, 822 tons, same.

British steamer Pontiac, 2,072 tons, from Nova Scotia to the United Kingdom, with wet wood-pulp, p.t., prompt.

British, French and Russian warships are assisting Japanese fleet in blockade of Tsing-Tao.

### SIGNAL SERVICE.

Department of Marine and Fisheries.

10 a.m., Montreal, August 25th, 1914.

L'Islet, 40—Clear, northwest.  
Cape Salmon, 61—Clear, northwest. In. 6.30 a.m., Franklin.

Father Point, 157—Clear, strong west. In. 12.25 p.m., Wagona, 12.50 a.m., Glendene. In. 8 p.m., yesterday, Seine.

Matane, 200—Clear, gale west. In. 6.30 a.m., Tallman.  
Cape Chatte, 234—Clear, gale, northwest.

Martin River, 250—Cloudy, strong north.  
Cape Magdalen, 294—Clear, gale, northwest.  
Fame Point, 325—Clear, strong northwest. In. 8.40 p.m., yesterday, Lady of Gaspé.

Cape Rosier, 349—Clear, west.  
ANTICOSTI—  
West Point, 332—Cloudy, gale, northwest. Savoy.

John Sharples and Honoriva at Ellis Bay wharf.  
S. W. Point, 360—Cloudy, strong northwest.  
South Point, 415—Raining, strong northwest.

Heath Point, 488—Cloudy, strong northwest.  
Quebec to Montreal.  
Longue Pointe, 5—Clear, light west. In. 5.05 a.m.

Granpian, 5.30 a.m., Quebec. 6.55 a.m., Athénia.  
8.10 a.m., Accommodation.  
Vercheres, 19—Clear, northwest.

Sorel, 39—Clear, northwest. In. 7.35 a.m., Fornebo.  
Three Rivers, 71—Clear, west. Arrived in, 6.10 a.m., Spray and tow.

Batiscan, 88—Clear, northwest. Left, up, 6.25 a.m., Hudson and tow.  
St. Nicholas, 127—Clear, strong northwest.

Bridge, 132—Clear, strong northwest. In. 5.40 a.m., Alaska and tow. Out, 8.50 a.m., Prefontaine.

Quebec, 139—Clear, strong northwest. Arrived down, 7.30 a.m., Canadian. 7.45 a.m., Montreal, 2.30 a.m., Virginia and tow. Left, out, 9 a.m., Tadoussac.

Out, 6.50 a.m., Mackinac.  
West of Montreal.  
Lachine, 8—Clear, northwest. Eastward, 10 a.m.

Rosemont, 7.40 a.m., Valencia and Brighton. 4.30 p.m., yesterday, City of Ottawa.  
Cascades, 21—Clear, northwest.

Coteau Landing, 33—Clear, northwest.  
Cornwall, 62—Clear, northwest. Eastward, 3.55 a.m., Britannic. 4 a.m., Myra and barge.

Galops Canal, 99—Clear, calm. Eastward, 3.30 a.m., Reboval. 5.20 a.m., Pellatt. 5.45 a.m., Windsor. 6.30 a.m., McTier. 6.45 a.m., Renoyvie. 7.30 a.m., Kinmount.

Port Dalhousie, 298—Clear, northwest. Eastward, 1 a.m., Marshall. 5 a.m., Kenora.  
CANADA STEAMSHIP LINES, LIMITED.

Location of Steamers at 6.45 p.m., August 24th, 1914.  
Canadian—Three Rivers, goes Clarke City.

Acadian—Down Kingston midnight last night.  
Calgarian—Kingston, loading for Montreal.

Hamiltonian—Due up Port Colborne.  
Ferdinand—Port Arthur.  
S. A. Gordon—Port William.

Glennish—Due Kingston midnight to-night.  
Dundee—Cleveland loading.  
Dunelm—Left Port Colborne 7.30 p.m., 23rd, for Montreal.

Donnacana—Due Port Colborne.  
Strathcona—Left Walkerville 1 a.m., to-day.  
Dorfo—St. Lawrence River eastbound for Montreal.

C. A. Jaques—Up Port Colborne, 1 p.m., to-day for Cleveland.  
Midland Queen—Down Port Huron 9.30 a.m., 23rd.

Sarnian—Due down Port Huron for Buffalo.  
A. E. Ames—Montreal.  
H. M. Pellatt—Due passed Kingston eastbound for Montreal.

Rosedale—Up Kingston, 9 p.m., 23rd, for Port Colborne.  
Neepawa—Left Montreal 9 a.m., to-day for Toronto.

Beaverton—Port William.  
Tagona—Due up Port Dalhousie for Port Colborne.  
Kenora—Down Kingston, 1 p.m., to-day.

Arabian—Port Colborne.  
Ionic—Montreal.  
Bulk Freighters.

W. Grant Morden—Down Soo, 1 a.m., to-day for Ashtabula.  
Emperor—Due Point Edward to-night.

Midland Prince—Arrived Port Colborne 3 p.m., 23rd.  
Midland King—Cleared Esplanade, 11 p.m., 23rd.  
Martian—Key Harbor.

Emperor Port William—Cleared Goderich 8 a.m., to-day for Port William.  
Emperor of Midland—Up Port Huron, 8 p.m., 23rd.

Winona—Up Port Huron, 1.10 a.m., to-day.  
Hadecona—Arrived Rogers City 10 p.m., 23rd.

Scottish Hero—Soo discharging.  
Turret Court—Montreal.  
Turret Crown—Up Kingston 9.30 a.m., 23rd.

A. B. McKinstry—Welland Canal, westbound for Erie.  
Renoyvie—St. Lawrence River, eastbound for Montreal.

Mapleton—Due Ellis Bay.

Haddington—Left Port Colborne, 21st eastbound.

Cardinal—Montreal.

Belleville—Leaves Toronto to-night eastbound.

City of Ottawa—Arrived Montreal 7.25 a.m., to-day.

Latest reports—Strathcona, up Port Huron 3.50 p.m.

### NOT DISCONTINUING SERVICE.

The Canada Steamship Company deny the report from New York that the service between New York and Bermuda, operated by the Quebec Steamship Co. has been suspended, owing to lack of patronage. "We still have the steamer Bermudian operating on that route and intend to keep her running," was the reply given to a Journal of Commerce representative by an official to-day.

### PACIFIC COAST MARINE NOTES.

New York, August 25.—Edward A. Drake, vice-president and general manager of the Panama Railroad Company and its steamship line, has been recalled from his vacation, it is understood, in connection with the Government's proposal to form a Government mercantile marine fleet.

The ships of the Panama Steamship Line that have served for the conveyance of personnel and material during the construction of the Panama Canal, are in the first instance available as the nucleus of such a fleet.

CABLES MAY BE ACCEPTED FOR JAPAN.  
New York, August 25.—Commercial Cable Company says code cables may now be accepted for Japan subject to censorship and sender's risk.

## RAILROADS

### CANADIAN PACIFIC 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.

### EXHIBITIONS

#### Toronto

Going Sept. 2 and 3 .. \$10.00  
Going Sept. 4, 5, 6, 7, 8, 10 .. \$12.50  
Return limit, Sept. 15, 1914.

#### QUEBEC

Going Sept. 1, 2, 3 .. \$10.00  
Going Aug. 30, 31, Sept. 1, 4 .. \$12.50  
Return limit, Sept. 15, 1914.

#### Three Rivers

Single first class fare. Going, August 26. Return limit, August 31.  
Fare and One Third. Going Aug. 24, 25, 27, 28, 29. Return limit, Aug. 31, 1914.

### SEASIDE EXCURSIONS

Kennebunk and Return .. \$9.35  
Old Orchard and Return .. 8.80  
Portland and Return .. 8.50  
Going August 28, 29 and 30. Return limit September 14, 1914.

Lv. Windsor Street .. \$9.00 a.m., \$9.05 p.m.  
Through Parlor and Sleeping Cars.  
Daily ex. Sunday. Daily.

### COLONIZATION EXCURSION.

New Ontario.  
Going, August 25. Return, Sept. 4.

### Lake-Ontario Shore Line

TO TORONTO.  
Via Belleville, Trenton, Brighton, Colborne, Port Hope, Newcastle, Bowmanville, Oshawa, Whitby. Leave Windsor Street 8.45 a.m.

TICKET OFFICES:  
141-143 St. James Street Phone Main 8125  
Windsor Hotel, Place Viger and Windsor Street Stations

## GRAND TRUNK RAILWAY 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 7.30 a.m., Detroit 1.45 p.m., Chicago, 8.40 p.m. Club-Compartment Sleeping Car Montreal to Toronto daily.

SEATTLE'S EXCURSIONS.  
To Porcupine, Cochrane, Halleybury and other points on T. & N. O. Ry.  
Going August 25; returning September 4, 1914.