

STEAMSHIPS

CUNARD LINE

CANADIAN SERVICE

From Southampton. From Montreal.
Sept. 13. ASCANIA Oct. 10
Steamer call Plymouth Eastbound. Rates: Atlantic
Cabin (11) Eastbound and Westbound, \$47.50 up.
Third Class, Eastbound and Westbound, \$30.25.
THE ROBERT REFORM CO., LIMITED,
General Agents, 20 Hospital Street. Storage Branch,
48 St. James Street. Uptown Agency, 530 St.
Catherine Street West.

DONALDSON LINE

GLASGOW PASSENGER AND FREIGHT SERVICE.

From Glasgow. From Montreal.
Sept. 19. LETITIA Oct. 3
Oct. 17. LETITIA Oct. 31
The Head Office, 20 Hospital Street, should be con-
sulted before booking passage for these sailings, as ac-
commodation is rapidly being taken up. Phone Main
5662.

Passenger Rates—Cabin (11) Eastbound and West-
bound \$47.50 up. Third-class, eastbound and west-
bound, \$31.25.
For all information apply to
THE ROBERT REFORM CO., LIMITED,
General Agents, 20 Hospital Street. Storage Branch,
48 St. James Street. Uptown Agency, 530 St.
Catherine St. West.

RAILWAY EARNINGS

Western Maryland—August gross, \$763,128; in-
crease, \$11,385.
Net, \$225,919; increase, \$5,875.
Two months' gross, \$1,475,587; decrease, \$16,243.
Net, \$414,645; increase, \$7,842.

Detroit and Mackinac—August gross, \$1,025,757;
decrease, \$15,218.
Net, \$253,111; decrease, \$14,530.
Hudson and Manhattan—August gross, \$424,660;
decrease, \$5,530.
Net, \$239,997; decrease, \$2,631.
Surplus, \$23,307; decrease, \$6,577.
Two months' gross, \$3,853,490; increase, \$15,150.
Net, \$955,465; increase, \$23,107.
Surplus, \$88,641; increase, \$3,741.

X—Surplus after charges and amortization of prop-
erty available for interest on adjustment income
bonds.
Atlantic Coast Line—August gross, \$221,356; de-
crease, \$11,751.
Net, \$103,328; decrease, \$7,392.
Two months' gross, \$4,751,905; decrease, \$36,962.
Net, \$919,519; increase, \$11,905.
Surplus after charges, \$35,101; increase, \$75,571.

Republic Railway and Light (Inter-Company
business eliminated)—August gross, \$56,653; de-
crease, \$5,121.
Net, \$105,582; increase, \$4,353.
Surplus after charges, \$7,811; increase, \$6,712.
Twelve months' gross, \$3,083,371; increase, \$17,239.
Net, \$1,222,660; increase, \$11,905.
Surplus after charges, \$35,101; increase, \$75,571.

Northern Ohio Traction and Light—August gross
\$345,543; increase \$4,237. Net, \$141,691; decrease
\$9,498. Surplus after charges \$9,641; decrease \$11,
221. 8 months' gross \$2,116,902; increase \$21,227.
Net \$948,231; increase \$25,911. Surplus after
charges, \$54,632; increase \$5,738.

Baltimore and Ohio, Chicago Terminal—Year ended
June 30, 1914—Gross \$1,594,454; decrease \$19,
897. Net after tax, \$112,200; decrease \$3,256. Other
income, \$1,196,205; increase, \$37,386. Total income
\$1,302,404; increase \$37,130. Total charges, \$1,444,
236; increase \$12,496. Deficit \$14,832; decrease
\$19,540.

New York Central Lines—Total earnings all lines
August gross \$25,606,685; decrease \$1,035,447.
Net after tax \$1,191,790; increase \$1,035,447.
8 months' gross \$1,821,312,550; decrease \$19,894,410.
Net after tax \$1,946,260; decrease \$19,325,253.

New York Central (excluding Boston and Albany)
August gross \$16,691,281; decrease \$7,280.
Net \$2,399,986; decrease \$5,333.
8 months' gross \$16,666,765; decrease \$5,955,655.
Net, \$1,113,552; decrease \$1,199,284.

Boston and Albany—August gross \$147,009; de-
crease \$16,157.
Net, \$40,891; decrease \$14,117.
8 months' gross \$1,115,638; decrease \$40,854.
Net, \$2,452,532; decrease, \$40,190.

Michigan Central—August gross \$9,213,557; de-
crease, \$101,940.
Net, \$84,406; increase, \$38,571.
8 months' gross, \$22,121,986; decrease \$333,359.
Net, \$411,093; decrease, \$38,865.

Lake Shore—August gross \$4,800,987; decrease
\$502,138.
Net, \$7,180,715; decrease \$5,024,526.

Chicago, Cleveland, Cincinnati and St. Louis (in-
cluding Peoria and Eastern)—August gross \$1,367,
011; decrease \$254,556.
Net, \$315,925; increase, \$23,945.
8 months' gross \$23,097,991; decrease, \$1,618,516.
Net, \$1,188,719; increase, \$18,570.

New York, Chicago and St. Louis—August gross
\$67,115; decrease \$5,590.
Net, \$207,661; increase, \$20,114.
8 months' gross \$1,454; decrease, \$67,885.
Net, \$741,296; decrease \$52,930.

Cincinnati, Northern—August net \$4,636; increase
\$5,440.
8 months' net, \$317,456; increase, \$23,188.
Pittsburg and Lake Erie—August gross \$1,515,103;
decrease \$152,316.
Net, \$555,093; decrease, \$17,145.
8 months' gross \$11,017,340; decrease, \$2,469,192.
Net, \$1,017,340; decrease \$1,073,236.

The six C. P. R. conductors recently arrested
charged with forwarding the company, have been
sent up for trial.

GROSS REVENUES OF RAILWAYS IN
STATES LOWER BY 3.4 P.C. PER MILE

Larger Roads Had \$118,000,000 Less For Interest and
Dividends—Of This \$65,000,000 Due to Smaller
Volume of Business and the Remainder to
Heavier Operating Expenses and
Taxes.

The Wall Street Journal says that strictly official
statistics on the earnings of the railroads of the
United States are never strictly fresh. The statisti-
cal bureau of the Interstate Commerce Commission
has not yet had time to cast up the totals of gross and
net earnings for the year ended June 30 last. Hence
the usefulness of the Bureau of Railway Economics,
which has.

Its work confirms the essential accuracy of esti-
mates made some months ago in this column as to
the decrease in gross and net earnings for that per-
iod. The Bureau's aggregate figures compare with
the aggregate of the Commerce Commission's month-
ly reports for the 1913 year, as follows:

	1914.	1913.	Changes, Inc.
Mileage	255,486	221,748	17338
Gross rev.	\$291,338,735	\$305,162,763	\$13,824,028
Maint. of way	406,545,239	407,111,756	566,517
Maint. equip.	123,222,049	101,571,011	21,651,038
Transp. exp.	1,083,716,135	1,074,332,218	9,383,917
Total op. exp.	2,155,022,345	2,118,385,896	36,636,449
Operat. inc.	\$97,599,981	\$15,600,972	\$118,000,989

X—Decrease.
Comparisons below of earnings and expenses per
mile of line are those of the Bureau of Railway Eco-
nomics for both years:

	1914.	1913.	Changes, Inc.
Gross revenues	\$13,228	\$13,737	Dec. \$471
Maint. of way	1,833	1,831	Dec. 2
Maint. equip.	2,321	2,252	Inc. 69
Transp. expenses	4,886	4,829	Dec. 57
Total op. ex.	9,557	9,519	Inc. 38
Taxes	697	554	Inc. 143
Operating inc.	3,694	3,671	Dec. 23

Benefits for the railroads of the eastern district,
those concerned in the attempt to obtain a 5 per
cent. increase in freight rates, are given separately
as follows:

	1914.	1913.	Changes, Inc.
Gross revenues	\$1,313,808,700	\$5,099,336	3.7
Oper. income	260,414,889	77,886,215	2.0
Per mile	2,2417	960	41
Mt. of way	3,005	29	1.0
Mt. of equip.	4,300	x149	4.1
Transp. exp.	5,576	x117	1.4
Taxes	961	x46	3.1
Oper. income	4,443	1,355	2.4

X—Increase.
Of the decrease in gross earnings for all railroads
included in these returns (all except switching and
terminal companies and roads having less than \$1-
000,000 gross earnings annually), which was \$65,765-
000, the eastern roads, with less than a quarter of
the mileage and doing a little more than a third the
total business, had to stand \$50,000,000, that is, ten-
thirtieths of the loss.

Of the \$118,000,000 loss in operating income (net
after taxes), nearly \$70,000,000, or about two-thirds
the total, fell upon the eastern roads.

U. S. MANUFACTURERS
REQUIRE GERMAN PRODUCTS

Will Send Neutral Ships for Needed Materials—
Government to Aid in Procuring Cargo.

Washington, September 30.—As a result of a con-
ference of commercial interests and Government of-
ficials held in Washington this afternoon, says the
N. Y. Sun, an American ship probably will be char-
tered to go to Germany for a cargo of materials the
lack of which is now embarrassing American manu-
facturers.

Ever since the war began American industries de-
pendent upon German products have been seriously
threatened owing to the difficulty in getting goods
from Germany. The materials are dyes, drugs, medi-
cines, textiles, leather, paints, inks, pharmaceutical
chemicals, cyanide, sugar beet seeds and potash. The
cotton industry was on the verge of serious stop-
page because of the lack of dyes; drug manu-
facturers were confronting a famine of pharmaceutical
chemicals, and the mining industry was feeling the
lack of cyanide supplies.

Tentative arrangements have been made with the
Berlin Government for the execution of the Ameri-
can plan of getting the much needed materials from
Germany. The German Government at the begin-
ning of the war imposed an embargo on the exporta-
tion of these and other materials, but has consented
to the exportation of enough of these products to
meet the needs of American industries.

It also has been stipulated that the goods must
be taken out in an American ship under an agree-
ment not to re-export any of them to belligerent
powers. The plan is to ship the materials from Ger-
many into Holland and put them on board the Ameri-
can ship at Rotterdam.

The plan was worked out by the State Department
through foreign trade advisers. The conference was
called by the State Department after word was re-
ceived that Germany would co-operate in the plan.
In addition officials of the Departments of Commerce
and Agriculture were present.

It is believed by officials here that the allied Gov-
ernments will not raise any objections to the Ameri-
can plan.

The conference appointed committees of business
men to make estimates of the probable amount of
each product needed and then to arrange for the
charter of a vessel in the United States. It is esti-
mated that sugar beet seeds to the value of \$90,000
will be needed.

The committees chosen were: For dyes, medicines,
textiles, leather, paints, inks and pharmaceutical che-
micals, E. L. Kipatkin and Representative Herman
A. Metz of New York; for cyanide, Paul Mausfeld
of New York, and C. V. Van Lant, New York; for sugar
beet seeds, H. A. Austin, Washington; and W. L. Pe-
trick, Denver; for potash, C. C. Shelden, New York.

A demand to know if Great Britain is interfering
with shipments of copper in neutral bottoms from the
United States to Rotterdam was made on the Sec-
retary of State by unanimous vote of the Senate to-
day. A resolution requesting the information was in-
troduced by Senator Strook of Utah and passed with-
out discussion.

The resolution was the result of a protest from
the International Metals Selling Company. In urging
his resolution Senator Strook said that the copper
business has already been hurt by the war with-
out any such action by Great Britain.

Shipping and Transportation

FRIDAY, OCTOBER 2nd, 1914.

Moon's Phase.
Full Moon—October 1.
New Moon—October 19.
Last Quarter—October 12.
Sun rises 5:59 a.m., sets 5:41 p.m.
High Water at Quebec To-morrow.
5:27 a.m.—Rise, 14.9 feet.
5:41 p.m.—Rise, 15.2 feet.

Weather Forecast.
Lower Lakes and Georgian Bay, Ottawa Valley and
Upper St. Lawrence—Light winds; fine and moder-
ately warm.
Lower St. Lawrence and Gulf—Moderate westerly
winds; fair and a little warmer.
Maritime—Moderate westerly winds; fair and a lit-
tle warmer.

Superior—Easterly and southerly winds; fine and
moderately warm.
Western Provinces—Northerly and easterly winds;
partly fair and cooler, with local showers.
Northern New England—Generally fair on Friday
and Saturday.

CANADA STEAMSHIP LINES, LIMITED.
(Operating Department Freight Steamers)
Location of steamers at 7:10 p.m. for Montreal, 1914.
Canadian—Out Dalhousie 6:15 a.m. for Montreal.
Acadian—Out Dalhousie 5:15 a.m. for Montreal.
Hibernian—Due out Dalhousie for Montreal.
Celtic—Due up Kingston to-night for Colborne.
Fortin—Due up Kingston to-night for Colborne.
D. A. Gordon—Due up Kingston to-night for Col-
borne.

Glenelagh—Arrived Port William 5:30 a.m. 30th.
Dundee—Due up Kingston for Colborne.
Dumfries—Went down Colborne for Kingston.
Strathcona—Due up Kingston for Colborne.
Donnacona—Left Lachine 1 p.m. 30th for Toronto.
Doric—Due up Kingston to-night for Colborne.
C. A. Jacques—Montreal, discharging.

Midland Queen—Left Montreal 11 a.m. for Colborne.
A. E. Ames—Out Dalhousie 6 p.m. 30th for Montreal.
H. M. Pellat—Out Dalhousie 6 p.m. 30th for Mont-
real.

Rosedale—Arrived Brockville 6 p.m. 30th.
Nepawa—Left Montreal 4 p.m. for Colborne.
Whelan—Due down Colborne for Kingston.
Bickerdike—Left Montreal 6 a.m. for Colborne.
Beverton—Montreal, discharging.

Tasara—Port William, loading.
Kenora—Quebec, discharging.
Arabian—St. Lawrence River, eastbound for Mont-
real.

Tonic—Up Colborne 2 a.m. for Cleveland.
Bulk Freighters.
W. Grant Morden—Port William, discharging.
Empor—Due up Port Huron.
Midland King—Brie, loading.
Marlin—Port William, discharging.

Emp. Pt. Wm.—Due Port William to-night, loads
Goderich.
Emp. Midland—Colborne, discharging.
Windsor—Left Port Edward 11 a.m. for Port Wil-
liam.

Stadacoma—Left South Chicago 5 p.m. 30th, light.
Scottish Hero—Due Port William, goes Goderich.
Turret Court—Left Port William 5 p.m. 30th for
Tiffin.
Turret Cape—Due Colborne.

Turret Crown—Up Sea 10:30 a.m., goes to Goderich.
A. E. McKinstry—Left Loran noon to-day for Que-
bec.
Removille—Leaves Thorold late to-night for Loran.
Saskatoon—Due up Kingston for Colborne.

Mapleton—Down Dalhousie to-night for Colborne.
Haddington—Due up Kingston to-night for Col-
borne.
Cadillac—Up Dalhousie 9:30 a.m. for Loran.
Nadrome—Due Montreal to-night.

SIGNAL SERVICE.
(Department of Marine and Fisheries.)
Cruze Island, 32—Clear, strong west.
L'Islet, 46—Clear, strong west.
Cape Salmon, 81—Clear, southwest.
Father Point, 157—In, 3:30 a.m. St. John's.

Little Melis, 175—Clear, southwest.
Matane, 200—Clear, calm. In, 7 a.m. Imatic.
Cape Chate, 234—Clear, west.
Marlin River, 260—Clear, west.

Cape Medford, 294—Clear, northwest.
Cape Point, 325—Clear, northwest. In, 3:30 a.m.
Wagman, Out, 5 a.m., Baitson, 5 a.m. Nevada.
Cape Rosier, 349—Clear, west. Out 8 a.m., Gas-
pelen.

ANTICOSTI—
West Point, 332—Clear, west. Quebec, at Ellis
Bay wharf.
South West Point, 360—Clear, north.
South Point, 415—Clear, north.
Heath Point, 438—Clear, north.

Belle Isle, 734—Clear, north 14 bergs.
Quebec to Montreal.
Longue Point, 5—Clear, light west. In, 4:15 a.m.
Victoria and tow, 6:20 a.m., Quebec.

Vercheres, 19—Clear, southwest.
Sorel, 39—Clear, southwest.
Three Rivers, 71—Hazy, light southwest.
Batisson, 18—Clear, light southwest. Out, 8:45 a.m.

Pontine, 8—40 a.m., Saguenay.
St. Jean, 84—Clear, light southwest.
Gronlines, 98—Clear, light southwest.
Portneuf, 108—Clear, light southwest.

St. Nicholas, 17—Cloudy, west. In, 3:45 a.m., Sin-
Mac and tow, 6:10 a.m., Blackheath.
Bridge, 138—Cloudy, west.
Quebec, 138—Cloudy, west. Left 6:10 a.m., 5:55 a.m.

Estimoria, Out, 12:15 a.m., St. John's.
West of Montreal.
Lachine, 8—Clear, west. Eastward, 2 a.m., Kezive.
4:30 a.m., Steaton, 4:45 a.m., Western, 5:30 a.m.,
Nadrome, 6 a.m., Port Colborne, Yesterday, 10:30 p.m.,
Nadrome.

Cascades, 21—Clear, west. Eastward, 7:15 a.m.,
Belait.
Oleas Ladins, 33—Clear, west. Eastward, 5 a.m.,
Glen Allan.
Colpo Canal, 9—Clear, southwest. Eastward, 4:15
a.m., Holcomb, 1:30 a.m., St. John's, Yesterday, 6:15
a.m., Mischa, 7:30 p.m., Yesterday, 10:30 a.m., Avon.

Port Dalhousie, 298—Eastward, 10 a.m., Kezive.
Yesterday, 6:10 p.m., Kezive, 7:15 p.m., Wacchag.
Port Colborne, 321—Eastward, Yesterday, 12:15
p.m., Kezive, 4:45 p.m., Eastern, 7:10 p.m., Northila,
10:30 p.m., Wacchag.

ACCIDENT IN BROCTON, MASS.
Brocton, Mass., October 2.—Two persons were fat-
ally hurt in head-on collision of two trolley cars at
Mathias Corner, on State Highway.

MORE CARGO THROUGH CANAL
BUT FEWER PASSENGERS

Conditions Noted in August Repeated in September—
Operating Tonnage Less and Number of
Trips Fewer.

As in August, the month of September saw fewer
vessels with a smaller operating tonnage pass
through the Lachine Canal than during the same
month last year, but notwithstanding the decrease
there were 2410 tons more of cargo carried. In
August, 1913, 651,359 tons of cargo were carried as
against 625,800 tons last month. The tonnage
operated in September, 1913, was 711,203, as against
703,718 for last month, and the number of trips made
was 1,289, as against 1,221 last month. Though the
freight carried exceeded in tonnage that of last year
the number of passengers carried, including those going
down the Rapids, was less than half the number
carried last year for the same period, the actual
number for September in 1913 and 1914 respectively,
being 16,339 and 6,781, a difference of 9,558. For the
whole season there were this year 4528 less passengers
issued, 495 less than last year.

Last month shows the phenomenal increase in the
amount of grain shipments through the canal of 4415-
656 bushels over September, 1913. In wheat alone
the increase was 436,946 bushels. The amount of
grain shipped through the canal last month was 9-
005,642 bushels and the amount of wheat 7,318,368
bushels. Oats showed an increase of 169,572 bushels
over September last year and barley a decrease of
301,019 bushels, the amount of barley and oats respec-
tively passing through the canal last month being
746,883 bushels and 185,841 bushels. The only other
grain showing a decrease was flaxseed, only 34,564
bushels coming through the canal last month, as
against 27,217 bushels in September last year.

For the whole first month of the present season
512,367,732 bushels of grain have come through the
canal, an increase of 13,660,438 bushels. The in-
crease in the amount of wheat alone exceeds this fig-
ure, 16,654,263 bushels of wheat more having been
shipped through the canal this season to date than last
year in the same period. The actual amount of
wheat so shipped this year is 37,275,583 bushels.

In the coal shipments there has been a decrease of
257,371 tons in the amount coming through the canal
for the harbor, coming to the canal, and going up
into the canal from the harbor. To the harbor last
year came 576,782 tons as compared with 467,660 tons
this year. In the canal this year there was an in-
crease, 338,463 tons being used last year, as against
355,787 received to date this year. Going up into
the canal last year went 73,945 tons of coal, as against
60,273 tons this year. The total this year is 381,820
tons.

This year the amount of flour brought down through
the canal has more than doubled, 2,454 tons of flour
being brought last year, as against 52,330 this year.

EASTERN SHIPPING.
New York, October 2.—According to cable infor-
mation from Calcutta, the steamer Huntsman is
expected to leave for Liverpool early this month, and
that all previous steamers had been requisitioned by
the Indian government. The steamer Director, which
left Calcutta on September 2nd, is expected to arrive
at Liverpool about October 8th with a large cargo of
bagging for trans-shipment to New Orleans.

The City of Durham, which sailed on September
1st, and the Kalie, which sailed on September 1st,
both bound to Boston and New York, should at this
time be in the vicinity of Gibraltar, but no advices
have been received here since they left Calcutta.
This is due to the rule established by the British War
Office forbidding the publication of shipping move-
ments which has prevented the lines and the various
ship news distributors from announcing the where-
abouts of steamers.

124 GERMAN STEAMERS IN NEUTRAL PORTS.
New York, October 2.—One hundred and twenty-
four German steamships are seeking shelter in neu-
tral ports, according to the Journal of Commerce,
and the cargoes in these vessels are said to represent
a value of over \$25,000,000. Many of the owners
of this aggregated cargo are American firms. The
prospects are that many of these cargoes will not
be released until the war is over, and before release
is finally made, many questions, such as payment
of freight marine insurance, etc., will have arisen
that will require court rulings to settle.

Sr. Wm. McKenzie returning from the West, says
fall ploughing is on record scale.

At the Windsor, Mrs. J. J. McDonald, C.
Norma Barber, Boston; Mr. and Mrs. H. G.
London; J. A. Parquhar, Halifax; Mr. and
Mrs. J. H. Cuthbert; Mr. and Mrs. G. B.
Ottawa; W. A. Muir, Hamilton; Mr. and Mrs.
Wells, Toronto; J. A. Cuthbert, Ingersoll.

At the Place Viger—Sr. Francois and Lady
M. and Miss Langlois, Quebec; Captain Victor
J. and Mrs. Herbert Smith and Miss D.
Smith, Philadelphia; Ferdinand Roy, Quebec; J.
M. Peltus, Washington; Mr. and Mrs. Eusiebe
van Loes; Mrs. Rutten, Winnipeg; Mr. and
Mrs. W. Lewis, Lancaster; Mr. and Mrs. Gustav
rail, Athabasca.

At the Queen's—Mr. and Mrs. L. F. Kelley, C.
J. E. Rutherford, Toronto; Mr. and Mrs. B. H.
ford Sydney; D. B. Ford, North Battleford; R. P.
nell, Winnipeg; Major H. C. Hughes, Kingston;
Allen Saker, London, Eng.; A. E. Mackenzie, O.
W. Taylor, Champlain, Ottawa; P. McFarland,
fres; Mr. and Mrs. E. C. Hill, Boston.

At the Windsor—Mrs. J. J. McDonald, C.
Norma Barber, Boston; Mr. and Mrs. H. G.
London; J. A. Parquhar, Halifax; Mr. and
Mrs. J. H. Cuthbert; Mr. and Mrs. G. B.
Ottawa; W. A. Muir, Hamilton; Mr. and Mrs.
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