

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
Sept. 19... LETITIA... Oct 3
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
HESPERIAN, Thursday, 8th October.
Saloon... \$80.00
Second Cabin... \$50.00
Third Class... \$31.25
MONTREAL--GLASGOW
NUMIDIAN, Saturday, 10th October.
Cabin (11)... \$47.50
Third Class... \$31.25

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; Home & Rivet, 9 St. Lawrence Boulevard.

Canada Steamship Lines DELIGHTFUL WATER TRIPS TO QUEBEC
Steamer Leaves Nightly 7.00 p.m.
Also the Famous SAGUENAY RIVER where the scenery, because of the autumn foliage, is especially attractive at this season.

The Charter Market

(Exclusive Leased Wire to Journal of Commerce)
New York, October 1.—Steamer chartering was light in all except the grain trade for which three boats were closed at slight advances in rates over the basis recently prevailing. There is yet a steady moderate demand for coal, grain and petroleum carriers for early prompt loading, but tonnage, although in ample supply, is sparingly tendered at the basis of rates recently current. Long voyage freights of all kinds have become scarce and there is but little inquiry in either the West Indian or South American trades. The advance in insurance war risk rates is probably responsible to some extent for the falling off in the demand in the long voyage and South American trades.

HALIFAX WANTS A PLANT FOR SHIP BUILDING

Natural Situation Peculiarly Favorable To Such an Undertaking, Business Men of Nova Scotia Maintain.
Halifax, N. S., October 1.—Business men, public men and all who are interested in the future of the Empire are of the opinion that what is needed in Halifax is a great shipbuilding industry. The advantages of Halifax are pointed out as particularly suitable for such an undertaking, with its magnificent harbor open all the year round, and the fact that Halifax was selected by the British Government as the naval station for British North America. It is protected by extensive fortifications which have cost many millions. There is practically no tide, and the city is near coal, steel and forge works, with lines of steamers calling from all parts of the world, so if there is any place in Eastern Canada for a shipbuilding industry, it is Halifax. The government has a yard at Sorel, Quebec, where they build dredges, etc., but a great deal of repair work comes to Halifax. The Dry Dock Company is continually adding to their plant, and an addition is a thoroughly up-to-date repair plant for vessels and boiler work of all kinds. Recently the company installed a plant for making oxygen and acetylene gases for cutting and welding steel. Electric welding now has the preference with surveyors for boiler and general repairs, and as no plant of this kind was to be found in the province, a Canadian owned steamer was sent to New York last year for overhauling, and to have her boilers repaired by this process. The cost was upwards of \$30,000. This led to the Dock Company's putting in an up-to-date electric welding plant. As the company could not get enough power from the Tram Company, it again installed a 75-horse power oil engine, and now the plant is capable of supplying three operators at one time, so that under this process a defective piece in a boiler can be cut out, a new piece fitted in, and then welded, which is really stronger than the original, as repairs can be built up to any thickness. The installation of this process will be a boon to owners of steamers, tugs, etc., as repairs can be done much more cheaply and more quickly than by any other process, and the boilers will have longer life. Already the process has been used on a number of steamers. The Dry Dock Company is now laying a 6-inch water main to the east side of the dock for greater fire protection, and has installed two large 13-ton steel cisterns for the storage of oil, which will be run by gravity from the cars to the cisterns. A city should not only be a place of residence, but an inspiration to its inhabitants, and a worthy object of their pride, and that is why Halifax's progressive business men point to what the Dry Dock Company has already accomplished and what a great future is offered for shipbuilding in the "Garrison City."

W. P. HINTON NEW ASSISTANT PASSENGER TRAFFIC MGR. OF G.T.R.

Assistant Passenger Traffic Manager of G. T. P. at Winnipeg With a Previous New Headquarters Will be in This City.
An official circular issued by Mr. G. T. Bell, passenger traffic manager of the Grand Trunk System, and approved by Mr. J. E. Dalrymple, vice-president, in charge of traffic, announces the appointment of Mr. W. P. Hinton, assistant passenger traffic manager of the Grand Trunk Pacific Railway, at Winnipeg, as assistant passenger traffic manager of the entire Grand Trunk System, with headquarters in Montreal. The appointment is effective October 1st. W. P. Hinton was born in Hintonburg, Ont., now part of Ottawa, in 1871, and was educated at Ottawa, and entered the service of the Canada Atlantic Railway audit department in that city in 1887. In 1891 he entered the traffic department as rate clerk, and in 1898 was appointed assistant general freight agent. Appointed general freight agent in 1901 of the Canada Atlantic and the Canada Atlantic Transit Company, and in 1903 general freight and passenger agent. When the Canada Atlantic was taken over by the Grand Trunk in October, 1905, he became general agent of the passenger department of the latter company in Ottawa, in charge of immigration and trans-Atlantic Steamship business. In January, 1907, he was appointed assistant passenger agent at Montreal, and in May, 1909, became the first general passenger agent of the Grand Trunk Pacific Railway, being appointed to the position of assistant passenger traffic manager in February, 1914.

PENNSYLVANIA LINES.

Pennsylvania Lines—Lines east of Pittsburgh and Erie—August gross \$23,011,496; decrease \$1,292,389. Net \$6,612,931; increase \$477,155. Eight months gross \$191,433,252; decrease \$11,069,263. Net \$30,712,851; decrease \$2,633,578.
Lines west of Pittsburgh and Erie—August gross \$10,784,046; decrease \$1,311,720. Net \$3,902,093; decrease \$142,265. Eight months gross \$74,945,401; decrease \$10,189,948. Net \$13,456,002; increase \$298,133.
Lines east and west—August gross \$33,795,542; decrease \$2,514,109. Net \$9,514,921; increase \$394,891. Eight months gross \$236,383,663; decrease \$21,259,212. Net \$44,168,854; decrease \$2,385,445.
Penna. Company—August gross \$5,496,066; decrease \$372,146. Net \$1,897,415; decrease \$213,083. Eight months gross \$37,156,520; decrease \$7,032,760. Net \$6,929,996; decrease \$964,499.
Pittsburg, Cincinnati, Chicago and St. Louis—August gross \$3,585,260; decrease \$405,755. Net \$956,544; increase \$40,839. Eight months gross \$26,095,711; decrease \$2,839,731. Net \$4,407,392; increase \$1,158,319.
Philadelphia, Baltimore and Washington—August gross \$1,905,048; increase \$21,042. Net \$330,223; increase \$55,249. Eight months gross \$13,576,991; decrease \$429,262. Net \$1,825,748; increase \$158,395.
Vandalia—August gross \$1,004,376; decrease \$27,157. Net \$227,441; decrease \$7,269. Eight months gross \$7,092,146; decrease \$196,275. Net \$1,023,940; increase \$5,028.
Long Island—August gross \$1,505,277; increase \$69,946. Net \$649,516; increase \$84,017. Eight months gross \$8,980,236; decrease \$18,119. Net \$2,356,837; increase \$201,833.
West Jersey and Seashore—August gross \$1,010,298; decrease \$65,684. Net \$459,993; decrease \$28,282. Eight months gross \$4,551,832; decrease \$97,569. Net \$907,862; increase \$52,777.
STEAMER BELLY STRUCK MINE.
London, October 1.—British steamer Selby, bound for Antwerp with a cargo of coal, struck a mine in the North Sea and sank. Her crew of twenty were rescued.

Shipping and Transportation

AIRSHIP AMERICA SHIPPED TO ENGLAND FOR WAR SERVICE

New York, October 1.—It is stated that the airship America, intended for the trans-Atlantic flight, has been shipped to England for war service. The Cunard line officials said that the aeroplane had been shipped by a well known firm in this city "to order." This, it was explained, meant that the aeroplane would be surrendered on the other side to the person who presented the bill of lading which had already been sent forward by mail. It was understood that the aeroplane had been purchased by a private individual, and would be turned over to the British Government upon its arrival in Liverpool. It was further reported that several other aeroplanes of the same type as the America had been ordered by the America's purchaser, and that these, too, would be presented to the British Government. Six of these machines, it was said, were now being hastily constructed at the factory of an aeroplane concern at Hammondsport, N.Y., and had been especially designed for long distance flights with a crew of three-two pilots and an officer and several hundred pounds of explosives. They would be valuable in effecting quick crossings of the English channel, and as an aid to the British navy in extended scouting trips, it was said by aeronauts who were familiar with the design of the machines.

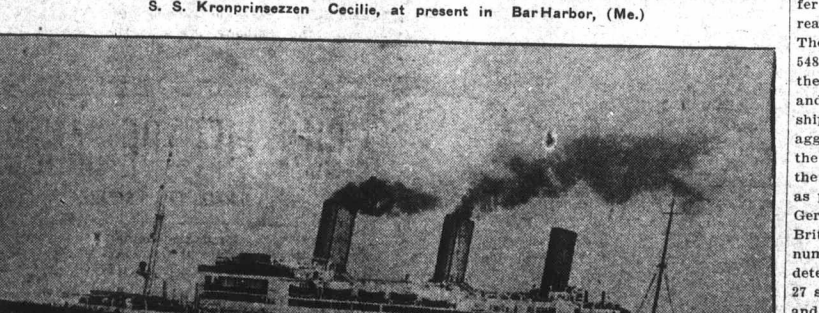
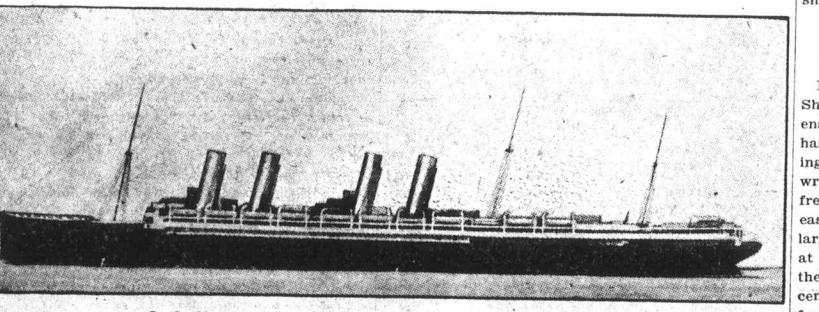
Weather Forecast.

Lower Lakes and Georgian Bay—Light winds, fine and moderately warm.
Alberta—Light winds, fine and moderately warm.
Ottawa Valley and Upper St. Lawrence—Moderate winds, fine and a little warmer.
Lower St. Lawrence and Gulf—Moderate westerly winds, fair and cool.
Maritime—Moderate west and north winds, fair and cool.
Superior—Moderate west and north winds, fair and cool.
Manitoba and Saskatchewan—Fine and warm.
Atlantic—Northerly winds, becoming cooler with local showers.
New England—Fair, Thursday and Friday.

FRIGHT STEAMERS.

Location of steamers at 7.10 p.m. Sept. 30, 1914:
Canadian—Left Colborne 5 p.m. for Montreal.
Acadian—Down Colborne 3 p.m. for Montreal.
Hamiltonian—Arrived Colborne 9.30 a.m. left 6 p.m. E. B.
Calcarian—Left Montreal, 9 a.m. for Colborne.
Fordonian—Left Windsor 7.30 p.m. 29th up Port Huron 7 a.m.
D. A. Gordon—Left Montreal, 2 p.m. for Colborne.
Glennah—Dun For William.
Dundee—Left Montreal 11 p.m. 29th for Colborne.
Dunelm—Left Hamilton 6 p.m. for Canal.
Strathcona—Left Montreal, 11 a.m. for Colborne.
Donnacona—(No report of leaving Montreal.)
Doric—Left Montreal 4 p.m. for Colborne.
C. A. Jacques—Arrived Montreal 4 p.m.
Midland Queen—Montreal discharging.
A. E. Ames—Down Colborne 1.50 p.m. for Montreal.
H. M. Pellatt—Left Colborne 7 p.m. 29th for Montreal.
Rosedale—Left Hamilton, 6 p.m. 29th, for Brockville.
Neepawah—Dun Montreal.
Waboonah—Down Soo 4 a.m. 29th for Kingston.
Bickerdike—Arrived Montreal noon to-day leaves to-night.
Beaverton—St. Lawrence River eastbound for Montreal.
Tagona—Arrived Fort William 10 p.m. 29th.
Kenora—Quebec.
Arabian—Out Dalhousie noon to-day for Montreal.
Ionic—Welland loading.
Bulk Freighters.
W. Grant Modden—Fort William (light Thursday.)
Empress—Arrived Ashtabula 9 a.m. leaves to-day for Port Arthur.
Midland King—Left Colborne 5 p.m. for Erie.
Martian—Fort William (light Thursday.)
Emp. Ft. Wm.—Due up Soo.
Emp. Midland—Down Port Huron 2.50 a.m. for Colborne.
Winona—Arrived Point Edward 5.30 a.m.
Stadacona—Arrived South Chicago, 6 p.m. 29th.
Scottish Hero—Up Soo, 4.15 a.m.
Turret Court—Arrived Fort William 12.40 p.m. 29th.
Turret Cape—Down Port Huron, 10.00 a.m. for Colborne.
Turret Crown—Left Goderich 10 p.m. 29th for Fort William.
A. E. McKinstry—Up Colborne 10.30 a.m. for Lorain.
Henryville—Arrived Thorold 11 a.m.
Saskatoon—Left Montreal 1 p.m. for Colborne.
Haddon—Left Colborne, 7.30 a.m. for Montreal.
Haddington—Left Montreal midnight last night.
Cadillac—Left Montreal, 10 p.m. 29th, for Lorain.
Natroneo—Out Dalhousie midnight last night for Montreal.
SIGNAL SERVICE.
Department of Marine and Fisheries.
Montreal, October 1, 1914.
Crane Island, 32—Clear, south west.
L'Islet, 40—Clear, west.

TWO OF GERMANY'S FINEST MERCHANT SHIPS INTERNED IN U. S. PORTS



Washington, October 1.—Great Britain's intention to seize goods which may be classified as conditional contraband of war specifically destined for Germany or Austria, even when such shipments are carried in American ships and consigned to neutral ports, has been announced at the State Department by Sir Cecil Spring-Rice, the British Ambassador. The Ambassador called to explain the dispatches stating that two cargoes of copper shipped from the United States to the Krupp Gun Works in Germany via Holland had been seized and diverted to England. He said it was believed the copper was to be used in the construction of torpedoes and that it came distinctly under the classification of conditional contraband. Payment for the full value of the cargoes has been remitted to the American shippers, and it is understood that a similar course will be pursued in such cases in the future. Earlier in the day the Senate had passed a resolution introduced by Senator Smoot asking the State Department to report whether the British Government was interfering with shipments of American copper by neutral ships to Rotterdam. Senator Smoot explained that the copper market has been greatly disrupted on account of the European war and nothing should be permitted which would tend to prevent the metal from a foreign market. The copper mines in many instances have been compelled to close down in the west because there was no market for the product. The same was true of silver, although the silver mines have been slightly relieved. The object of the resolution was intended to remove all doubt as to the rights of shippers of copper while the war is in progress.

RAILROADS

CANADIAN PACIFIC

REDUCED RATES TO PACIFIC COAST, Until October 8.
One way second class:
Vancouver, Seattle, Portland... \$52.50
San Francisco, Los Angeles, San Diego, via Chicago... \$54.00
Low fares to many other points.
CHICAGO EXPRESS
TORONTO--DETROIT--CHICAGO.
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, Coburne, Port Hope, Newcastle, Bowmanville, Goshawa, Whitby. Leave 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.
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 7.10 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... \$52.50
San Francisco, Los Angeles, San Diego... \$54.00
Low fares to many other points.

GREAT BRITAIN WILL SEIZE CONTRABAND IN NEUTRAL BOTTOMS

British Ambassador in Washington Makes Intentions of British Government Perfectly Clear—Cargo of Copper For Krupps Seized But Paid For.
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WAR RISK INSURANCE.

Except for the capture and sinking of trawlers, 8373 Shipping World, the mercantile marine under the blue ensign has not suffered from German guns. There has also been a cessation in the vessels sunk by floating mines. As a consequence of this Lloyd's underwriters have been accepting war risk business very freely. By liners across the Atlantic it has been large amount has been covered on the part of the insurer at 20s. per cent. The rate on cargo to and from the East and Australia remains steady at 40s. per cent, but there is no doubt that this rate will suffer a reduction. In the meantime Britain is still reaping a rich harvest from German vessels captured. The Hamburg-America liner Bethania, a vessel of 7,548 tons, which had on board the prisoners taken by the Kaiser's German fleet, has been captured and taken to Kingston, Ja. Three German nitrate ships, the Urania, Fritz, and Orianda, with cargoes aggregating in value £115,000, have been captured in the channel, and another ship, the Pompa, is due in the channel at any time. A list of vessels considered as prizes of war compiled by Lloyd's shows that 313 German vessels are held, of these 194 are in British hands, and 119 in the hands of the Allies. A number of British and neutral vessels are also under detention with enemy cargo. In the case of Austria 27 steamers have been seized or captured by Britain, and 18 steamers captured by the Allies. It will therefore be seen that the damage already done to German and Austrian ownerships is of a formidable character. The Hansa Line, of Bremen, for example, with a fleet of 50 steamers, has already lost half its fleet by capture or seizure. There is no doubt that the Government War Risk Department will have to reduce the rate again, and we should certainly expect to see a rate of 1 guinea, or at most 1 1/2 guineas, within a few days. The minimum rate on which the calculations were made was 1 guinea per cent, and if this rate could be conceded it would certainly conduce to a largely increased volume in overseas shipments.

PERSONALS

H. L. Drayton, K.C., chairman of the Royal Commission, has sailed from England to Toronto.
Mr. Willie Sutherland, formerly of Scotland now of North Carolina, is at present the guest of Mr. George W. Sutherland, and Mrs. Sutherland, Pine Avenue West.
Mr. Justice Gervais' condition continues to improve, and His Lordship is now on a fair way to complete recovery.
Mr. Charles Binks and family have returned from their recent visit to the States, and are at present at their apartment in the Laurentian, Cote des Neiges Road, for the winter.
Frederic Butler (M.Sc. McGill, 1898), of Douglas, Ont., and Mrs. Butler, are visiting his parents, Lt. and Mrs. T. P. Butler, 52 Fort Street, on a short tour.

At the Hotels.
At the Place Viger: Hon. Honore Mercier, Chatigny; L. S. Odell, Toronto; Mr. Charles Johnson, Toronto; G. Duncan, Ottawa; J. Malone, Three Rivers; Mr. George Smith, Toronto; Eugene S. Whitman, Antwerp, N.Y.; Mrs. J. J. Dunn, London.
At the Queen's: C. C. Lobeck, Chicago; Mr. T. Greenwood, St. Catharines; Ont.; J. Lillner, York; G. de Bernis, Edmonton; Geo. G. Mitchell, Toronto; Joseph E. Lewis, Baltimore; D. M. Dixon, Halifax; C. H. Synott, St. George, N.B.; J. Hamilton, Grand Rapids; Mr. W. E. Agnew, C. J. Lette, P.E.I.; Mr. and Mrs. L. Barrell, Quebec; K. Vasour, Fredericton.

At Freeman's: R. R. Snyder, Reading, Pa.; G. Kingsley, Toronto; Mark M. Baker, Chicago; A. M. Steady, San Francisco; E. G. Davis, Fort Williams; A. D. Russ, London; H. Gilchen, Ottawa; W. L. Gan, Seattle; J. P. Wright, Boston.

Table with columns: Bid, Ask, and various stock market entries including Aberdeen Estates, Beaudin, Ltd., Bellevue Land Co., etc.

Real Estate and

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