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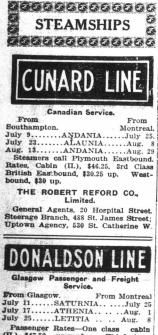


Duplicate of Caravel in which Columbus the Courageous Genoese Adventurer Discovered America, on Way to Panama

Berthed at a Montreal wharf to-day | sailed across the Atlantic from Spain is the caravel "Santa Maria"-famous as being the flagship of Christopher Columbus in the adventure which discovered America. Of course it is not the original craft in which Columbus voyaged forth, but it is an exact replica of the little "windjammer" which help-ed to locate the new world to the west-

ward. The present "Santa Maria" was con

structed in 1892 at the arsenal of Caracca by Spanish workmen from the original plans of Columbus' famous ship. Under the superintendance of Senor Leopold Wilke, every detail was ship. Senor Leopoid wink, every detain was reconstructed from every known source of information, and the little craft was presented by the Spanish Government to the United States for the Chicago World's Fair of 1893. The replica was



Passenger Rates—One class cabin (II.) \$47.50 upwards. Third-class, east and westbound, \$31.25,

For full information apply to THE ROBERT REFORD CO.

General Agents, 20 Hospital Street Steerage Branch, 483 St. James Street Uptown Agency, 530 St. Catherine W.



Rochester, Toronto Service Daily, Week days, 1.00 p.m. Victoria Sundays, 1.30 p.m.

Sundays, 1.30 p.m. Trunk Train to La-Grand chine: Quebec. Service Nightly, 7.00 p.m.

## Far-famed Saguenay,

Par-tamed Saguenay, Express service from Mont-real, SS. "Saguenay." Tuesday and Friday, 7.15 p.m. 4Through without change to Lower St. Lawrence Resorts. Steamers from Quebec to Saguenay leave 8:00 a.m. daily. Toronte and Hamilton Toronto and Hamilton.

Steamers leave 7.00 p.m. Tues., Fri. and Sat. Low rates, including meals and Gaspe, P.E.I., and Pictou, N.S.

adied across the Atlantic from Spain d by Captain D. V. Concas and a Spanish to Crew in 1893, and the course taken was exactly the same as that pursued by Columbus on his memorable voyage. The time occupied by Captain Concas in navigating the "Santa Maria" to San Salvador was thirty-six days, and the maximum speed attained was about 6½ knots, and the modern crew were tather glad the voyage was ended as of the vessel pitched and rolled horribly. The ship was afterwards sailed up the Suday on the was and towed via the Hudson and St. Lawrence canals to Q Chicago, where she was an object of great interest at the exhibition. The "Santa Maria" was the largest of Columbus' three yeasels—the others ited. British

ober. Dutch steamer **Zevenberg**en, 20,000 uarters, from the Gulf to Nantes, 3s

an Monarch, 3,184 tons from West oast, South America, to the United states, with nitrate, 19s 3d, with op-

Like most vessels of her time she is rovided with an extensive forecastle which overhangs the stem nearly 12 ered. She has also an enormous struc-ure aft consisting of half and quarter becks above the main deck. The out-ide of the hull is strengthened with ertical and longitudinal timber beams. The rigging consists of three masts ind a bowsprit. The fore and main masts are square-rigged with a single foresail and a main and topsail. The nizzen mast is fitted with a lateen all while upon the bowsprit, instead of the modern jibs, is fitted a square sprit sail. The standing rigging and shrouds are of manilla and hemp rope set up with lanyards and dead-eyes. The steering gear consists of the dimple tiller fitted to the rudder head and located on the main-deck under the poop. The helmsman received his orders from the watch officers above. orders from the watch officers above. The enclosed position of the steering gear and the helmsman was a protec-tion against the fire of an enemy-merchant ships in Columbus' day being litted like war vessels to contend against pirates and privateers. This is the "Santa Maria's" second visit to Montreal-she having passed tirrough here while on her way to Chi-ciago in 1893. At the present time, the caravel is en route to the Panama Ex-position at San Francisco and will be towed down the Lake Champlain and Iludson Canals to New York, thence down the coast and through the Pan-ama Canal and to her destination.

STEERAGE RATES

## P. R. Steamship Line and Allan Line Join With Other European Companies in Reduction.

New York, July 25.—Steerage emi-rant rates on the North Atlantic lines ave been revised, effective this week Succeeded Gen. Gorgas as head of the fiealth Department of the Canal zone. Mr. Craig said the farmers would make a life job of it under the care of Uncle Sam. is follows: American lines, outward rate, for castbound third class and steerage passengers is reduced from \$22 to \$20. The Red Star (Antwerp) and North German Lloyd and the two Canadian lines, Canadian Pacific Raflway Steam-ship line and Allan Line, all followed suit.

to change, but Holland America linc, has advanced rate from \$22 to \$24. North German Lloyd has advanced ts prepaid rate for westbound third lass and steerage, both for its ex-press steamers to New York and its vegular boats from Europe from \$34 to 35.50, this latter rate anniving equal-

regular hoats from Europe from \$34 to \$35.50, this latter rate applying equal-ly to New York, Boston, Philadelphia Ealtimore, New Orleans and Galves-

m. Hamburg American's prepaid rate i lso advanced

Bremen Company's rate. DECLINE IN U. S. SHIPBUILDING.



THE JOURNAL OF COMMERCE, FRIDAY, JULY 24, 1914

trades chartering was light. There continues a steady demand for grain continues a steady demand for grain carriers from Montreal, and the Gult, and a few inquiries for boats for Bal-timore loading, the requirements be-ing mostly for Angust and September delivery. There is a limited inquiry for tonnage in a few other of the trans-Atlantic trades, but orders of all other kinds are exceedingly scarce. Rates are firmly sustained in all trades tor both prompt and forward deliveries and the offerings of tonnage are lim-ited.

Grain-British steamer Marchiones: of Bute, 30,000 quarters, from Balti-more to Flume or Trieste, 3s 3d, option Sulina, 3s 4d, September

British steamer Thessaly. 20,000 quarters from Montreal to Sharpness, s 6d, August. British steamer Roselands, 30,600 narters, from Montreal to the Med-

quarters, from Montreal to the Med-iterranean, basis 3s 3d, one port, Aug. British steamer Brantford, 30,000 uarters, same, September. British steamer Langholm, 30,000 quarters, from the Gulf to the Medit-rranean, basis 3s 3d, September. British steamer Bardsey, 24,000 quarters, same, 3s 6d, September-Oc-ober.

ober

%d, September-October. Miscellaneous-British steamer Nor-

tions, September-October. British steamer, Cape Breton, 2,501 tons, trans-Atlantic trade, one round trip on time charter; p.t., deliveries United Kingdom or Continent via Can-ida promute

## **ENGINES FOR SALE** Inited States Government Has \$3,-

000,000 Worth of Old Locomo-tives Used at Panama. New York, July 24.- James G. raig, who has been travelling engin-er for the Panama Canal and the Gov-

rnment owned Fanama Railroad for en years sailed yesterday for Colon y the United Fruit steam ship Zacapa, by the United Fruit steamship Zacapa, wondering what the railroad was go-ing to do with \$2,000,000 worth of old locomotives after the opening of the Canal. He said that doubless some of them might be used on the Govern-inent controlled railroad in Alaska, but most of them would be elephants on the Government's hands. Mr. Craig said the most interesting relic of the building of the conal was the farm for unskilled workmen, called

alic of the building of the canal w he farm for unskilled workmen, call

silver labor" in contradistinction gold" or skilled labor, at the Isthm

There are now 100 men on this tropical farm who earn their own living, and can feed as high as the most luxurious diners in Manhattan. Nearly all the farmers were crippled. Some had lost an arm and some a leg, and others were incapacitated for hard work. The farm grows bananas, oranges, cocoanuts and other tropical products, and has a lot of cows, chickens, ducks and pigs. It is run under the direction of Lieut.-Col. Charles F. Mason, who succeeded Gen. Gorgas as head of the Heaith Department of the Canal zone.

LINER IN TROUBLE.

(Special to Journal of Commerce.) (special to sournal of Commerce.) Liverpool, July 24.—Harrison liner Comedian bound here from Montevideo has met with an accident off the Irish soast. On receipt of S. O. S. calls, several tugs were dispatched to her ssistance from here. Hamburg American Line has made

CANADA STEAMSHIP LINES,

LIMITED. Location of steamers at 6.30 p.m. uly 23, 1914.

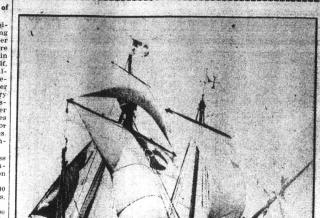
Agents

Agenoria and Stati

Due in Port To-night.

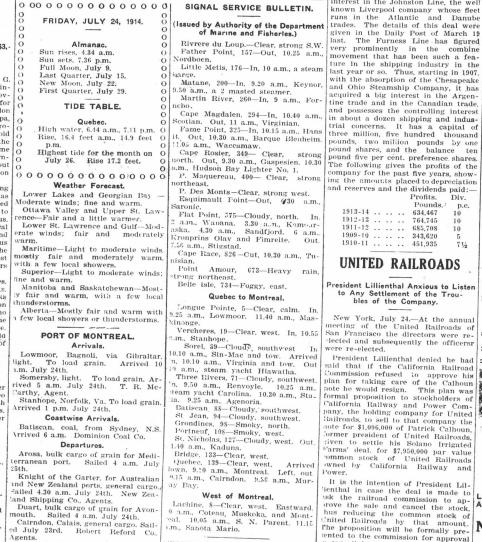
VESSELS IN PORT.

July 23, 1914. Freight Steamers. Canadian,—Due Port Arthur. Acadian.—St. Lawrence River, east-bound for Montreal. Hamiltonian—Up Port Colborne, at 10.15 a.m., to-day, for Buffalo. Calgarian—Arrived Port Colborne, 11.45 a.m. Fordoman—Hamilton, loading. D. A. Gorgon—St. Lawrence River. eastbound for Montreal. Gleneilah—Down, Soo, 6 p.m., 27nd. Undee—Arrived Port Colborne 3 p.m., to-day. Strathcona—Arrived Cleveland at 5 a.m., to-day.



The Caravel Santa Maria, in which Columbus navigated the Atlantic in 2. A photograph of the replica under sail. 1492. A photograph of th

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VESSELS BOUND FOR MONTREAL S.S. Sailed. ressington Court, Marseilles...June 14 'ressington Court, Marseilles...June 14 (veynor, Londonderry .....June 16 Stanley Sabine, Texas .....July 1 Jonwoor, Gibraltar ....July 3 'ontwen Venice.....July 3



VOL. XXIX. No. 67

J. E. Furness, of the Furness-Withy **FURNESS WITHY PROFITS** 

While Results of Past Year Not Up To Record, Season a Successful One.

Although the results are not quite up to the high water mark of the pre-vious year, the Furness-Withy Com-pany has had another very successful year. We give below a comparison of profits, etc., with those of the four pre-ceding periods. Profits are down by about one hundred and thirty thous-and pounds, and there is no allocation to reserve this time, but three hundred and fifty thousand pounds is again al-lowed for depreciation, and the divi-dend is easily maintained on the 16 per cent. basis. The directors confirm the report that they have acquired an The Grand Trank Pacific Railway uuthorities in Montreal have received udvice that the United States Govern-ment, in recognition of the growing mportance of Prince Rupert, has ap-ointed an American Consular agent here. This is an unusual distinction or a young city. Seven years ago the Irst white man set foot on thes pot where Prince Rupert, with its 6,000 in-hebitants now stunds. Mr. Jorgen C. Christiansen has been chosen for this new post. The Grand Trunk Pacific Railway the report that they have acquired an interest in the Johnston Line, the well ew post. C. P. R. CHICAGO SERVICE. known Liverpool company whose flee The fast trains leaving at 8.45 a.m. nd 10.00 p.m., and which reach Chi-ago at 7.45 a.m. and 9.65 p.m., have runs in the Atlantic and Danube trades. The details of this deal were given in the Daily Post of March 19 last. The Furness Line has figured cago at 7.35 a.m. and 9.65 p.m., have been a convenience to the travelling public and the patronags which they have received shows that the services ure appreciated. The superior equipment of the C.P.R. 's on all trains, and as the rail route of the Michigan Central is used from Windsor to Chicago the traveller is as-sured of all the comforts that travel-ting afford. ing afford. ALLAN LINE STEAMERS. Grampian, from Glasgow, for Que-bec and Montreal, was reported 320 miles N.E. Cape Race, 2 a.m., July pounds, two million pounds by or

pounds, two minion pounds by one pound shares, and the balance ten pound five per cent. preference shares. The following gives the profits of the 23rd.

Sicilian, from London and Harve, for Quebec and Montreal, via Queepsterry ng the amounts placed to depreciation and reserves and the dividends paid:-Div.

All Tayle and London, arrived at London i p.m., July 23rd. Tunisian, from Montreal and Quebec, for Liverpool, passed Cape Ray, 10.10 a.m., July 23rd. Alsatian, from Liverpool, for Quebec, was reported 188 miles F. Cape Race, 3 p.m., July 23rd. Delayed 50 hours by fog.

to Any Settlement of the Trou bles of the Company.

neeting of the United Railroads of san Francisco the directors were re-lected and subsequently the officersr 'ere re-elected.

President Lillienthal denied he had sald that if the California Railroad Commission refused to approve his plan for taking care of the Calhoun note he would resign. This plan was formal proposition to stockholders of California Railway and Power Com-pany, the holding company for United Railroads, to sell to that company the aote for \$1,095,000 of Patrick Calhoun, former president of United Railroads, tiven to settle his Solano Irrigated Parms' deal, for \$7,506,000 par value ommon stock of United Railroads wined by California Railway and Power. President Lillienthal denied he had

Parms' deal, for \$7,950,000 par value owned by California Railway and Power.
It is the intention of President Lil-ienthal in case the deal is made to isk the railroad commission to ap-rove the sale and cancel the stock, hus reducing the common stock of finited Railroads by that amount.
The proposition will be formally pre-iented to the commission for approval n case it is accepted by stockholders of California Railway and Power.
New Lake Shore Route To TORONTO.
New Lake Shore Route To TORONTO.
New Lake Shore Route To TORONTO.
New Lake Shore Route Windsor St. 8.45 a.m.
Now in Effect.

8066666666666

CANADIAN PACIFIC

**NEW FAST** 



mong seventy-six registrations re corded yesterday, vacant land playe William A. Catton of Transportatio William A. Catton of Transportation Building to the Eastbourne Lands, Ltd represented by Thibaudeau Rinfree ident, of lot No. 437, parish o Pointe. The property has erficial area of 102 arpents, perches, and brought the sum of \$186,

VOL XXIX. Nc. 67

The Eastbourne Lands, Ltd., ais purchased lot 436, parish of Longu-opine, situated in Cote St. Leonard parish of Leonard de Port Maurice and containing 56 arpents, 9 perches of the sum of \$103,000. The vendou a this instance was Paul Alfred Du-

The City of Montreal sold to Desir, Bertrand, lots 615-18a, 19a, 20a, 21a and 32a St. Marie ward. The superfl-ed area of the land in question is 38, 58 feet, and the purchase price, \$54, 56, or at the rate of \$1.26 per square

uontreal, Ottawa, Sydney and at he resent time is on exhibition in an mportant thoroughfare in Boston. Wherever shown it has created a vonderful interest, resulting in nu-nerous enquiries and actual ticket ales to this glorious summer coun-ry. TO REPRESENT U. S. A. IN PRINCE RUPERT.

J. Albert Savignac sold to Jean Bap-tiste Dupre lots 1199-6 and 7 and a por-tion of lot 1199-5 St. James Ward, with the residence known as No. 322 Sher-broke street cast. The, whole pro-perty has a superficial area of about 7500 feet and was sold for the sum of ces 710.

The City of Montreal sold to Anselme Letang, the southwest portion of lot 198-4, the southwest of 198-3, the of 198-2 and the northwest of 198-1. Cote St. Louis, containing 6, are feet, for the sum of \$24,-

BUILDING PERMITS

One of the largest building permits of the Eargest-building permits tyesterday was that to Hercules sea of 3864 Alice Street. 'Mr. sea is about to convert the pre-No. 133 Berri Street, into a g of four apartments, at a cost ago. of \$19,000.

S. Ogilvie, 139 Park Avenue, was granted a permit for the erection of two buildings on Gray avenue, Notre Dame de Grace. Each wil lbe of two floors and cost together, \$10,000.

A three-floored building is to be put p by A. Cordeau, of 409 Gilford St., n Suzanne street, Laurier Ward, and me on Alma street, the total cost be-

B. Desphates, 2073 Christopher Cotoak out a permit to erect two on Christopher Colombus, St. Denis ward, costing \$6,000.

Edgar Cote, 2701 Notre Dame street, west, was granted a permit for a building of four tenements on DeVilliers street, Emard ward, cost \$4,000.

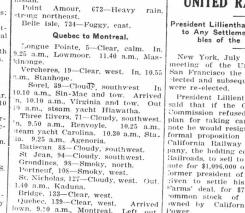
Other permits included ome to H. Dufreshe, 1407 St. Denis street, for two houses on Berri street, \$3,800; R. C. Brathwite, 211 Park avenue, a three floored building on Ste. Adele, street, \$3,000; and Thomas Lalonde, 46 Jacques Hertel street, \$2,280.

Fire starting in the Brosius drygoods store at Brazil, Ind., destroyed severa

buildings at a loss of \$100,000.

The rest interesting the state of the state of the **Real Estate and** 

Quotations for to-day on the Montal Real Estate Exchan s follows:---Bid. Asked Aberdeen Estates ..... 125 120 Beaudin, Ltd. .. .. .... 200 201 Bellevue Land Co... .. 841/4 105 201/2 53/4 100 108 80 97 20 3 Belevue Land Co... Bleury Inv. Co. ... Caledonia Realty: com. Can. Cons. Lands, Ltd., 80 100 Cartier Realty Central Park, Lachine . Charing Cross Industrial 10 20 74% 75 Com., 8 p.c. . Corporation Estates.... City Central Real. Estate 15% 20 110 58¾ Com... City Estates Cote St. Luc R. & Im. Co. C. C. Cottrell Ltd., 7 p.c. Pfd 90 50, Pfd. 20 140 69  $\frac{14}{120}$ Credit National Crystal Sp Drystal Spring Land Co. Daoust Realty Co., Ltd. 65 ¾ 68



Quebec and Montreal, via Queenstown was reported 360 miles N.E. Cape Race at 11 p.m., July 22nd. Scotian, from London, and Harve. for Quebec and Montreal, via Queens-town, was reported 70 miles S.E. Cape itay 11 a.m., July 23rd. Ionian, from Montreal and Quebec, for Havre and London, arrived at Lon-don 1 p.m., July 23rd. ompany for the past five years, show Profits. Pounds. / 634,467 764,745 685,708 343,620 451,935 p.c. 10 1913-14 · ·· ·· 1910-11 71/2 UNITED RAILROADS resident Lillienthal Anxious to Listen

New York, July 24 .- At the annual

## THOMPSON LINE. Devona left Newcastle for Montreal at 5 p.m. yesterday. Cairndon, left Montreal for Calais, 3.30 p.m. yesterday. RAILWAYS

