

**STEAMSHIPS**

**CUNARD LINE**

**CANADIAN SERVICE**

From Southampton. From Montreal.

Aug. 29.....ASCANIA.....Sept. 5

Aug. 27.....ALAUANIA.....Sept. 10

Sept. 17.....ANDANIA.....Oct. 3

Sept. 17.....ANDANIA.....Oct. 3

Steamers call Plymouth Eastbound.

Steamers call Plymouth Eastbound. Rates Sabin (N.), ANDANIA AND ALAUANIA, \$63.75 up. ASCANIA, \$57.50 up. Third class British, Eastbound, \$30.25 up. Westbound, \$30 up.

**THE ROBERT REFORM CO., LIMITED.**

General Agents, 20 Hospital Street. Steerage Branch, 488 St. James Street. Uptown Agency, 530 St. Catherine St. West.

**DONALDSON LINE**

**GLASGOW PASSENGER AND FREIGHT SERVICE.**

From Glasgow. From Montreal.

Aug. 21.....LETTITIA.....Sept. 5

Aug. 23.....CASSANDRA.....Sept. 12

Sept. 12.....ATHENIA.....Sept. 26

Passenger Rates—Cabin (II) Eastbound \$57.50 up. Westbound \$47.50 up. Third-class, eastbound and westbound, \$31.25.

For all information apply to

**THE ROBERT REFORM CO., LIMITED.**

General Agents, 20 Hospital Street. Steerage Branch, 488 St. James Street. Uptown Agency, 530 St. Catherine St. West.

**CANADA PASSENGER SERVICE**

**DELIGHTFUL WATER TRIPS**

Delightful Water Trips

VISIT THE CAMP AT VALCARTIER

Steamer leaves nightly 7:30 p.m., connecting at 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 IDLE FLEET IS BIG ONE**

Many Liners Are Held Up in Canadian and American Ports As Result of War.

Under the caption "The Idle Fleet," "Shipping Illustrated" has the following list of transatlantic berth liners held up at Canadian and United States ports (Atlantic and Gulf), owing to the war situation under date of August 28, 1914:

Cms (Ru.)	Princess Irene (Ge.)
George Washington (Ge.)	Himalaya (Au.)
Hamburg (Ge.)	Ida (Au.)
Pisa (Ge.)	Kaiser Wilhelm II. (Ge.)
President Lincoln (Ge.)	Bohemia (Ge.)
Vaterland (Ge.)	Konig Wilhelm II. (Ge.)
Pannonia (Br.)	Maina (Ge.)
Martha Washington (Au.)	Dora (Au.)
Barbaros (Ge.)	Grosser Kurfuerst (Ge.)
Friedrich der Grosse (Ge.)	Pennsylvania (Ge.)
President Grant (Ge.)	

At Bar Harbor, Me.

Kronprinzessin Cecilie (Ge.)	
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At Boston.

America (Ge.)	Cincinnati (Ge.)
Willehad (Ge.)	Erny (Au.)
Wittekind (Ge.)	Kohn (Ge.)

At Philadelphia.

Rhaetia (Ge.)	Franconia (Au.)
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At Baltimore.

Bulgaria (Ge.)	Rhein (Ge.)
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At Newport News, Va.

Arpadia (Ge.)	
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At New Orleans, La.

Breilau (Ge.)	Teresa (Au.)
Clara (Au.)	La Sicilia (It.)
Macedonia (Ge.)	Andromeda (Ge.)

At Galveston.

Campania (Au.)	Lowther Castle (Br.)
Navarra (Ge.)	Moravitz (Au.)
Fennith Castle (Br.)	

**DR. BRUCE RIORDAN DEAD.**

Railway men in Montreal heard with regret yesterday (Monday), of the death of Dr. Bruce L. Riordan, division surgeon of the Grand Trunk Railway System, with headquarters in Toronto. Dr. Riordan stood very high in the regard of the company's officers. He had served the railway for twenty-five years on its medical staff, and was a past president of the Association of Railway Surgeons. Born at Port Hope, Ontario, fifty-five years ago, Dr. Riordan was one of the few graduates of McGill University practicing in Toronto. A recognized authority on traumatic surgery, he was for many years surgeon to the Toronto General Hospital, being latterly on the consulting staff. He was also president of the Academy of Medicine, Toronto; chairman of the Medical Board of the Grace General Hospital, and its senior surgeon. Dr. Riordan was usually chosen to head the entertainment committees in connection with events in which his colleagues in the profession were interested, for he was a splendid organizer with a wide knowledge of affairs.

The Turkish Embassy at London denied that Turkey would enter the war as a German ally.

**LAWS OF NAVAL WARFARE DRAWN UP BY NATIONS**

Extracts From the Declaration at the International Naval Conference in London, 1909.

Following are extracts from the declaration at the International Naval Conference held at London and signed March 20, 1909, by the representatives of Germany, the United States, Austria-Hungary, France, Great Britain and the Netherlands:

Blockade in time of war.—A blockade must not extend beyond the ports and coasts belonging to or occupied by the enemy. In order to be binding must be effective. This is a question of fact. A blockade is not regarded as raised if the blockading force is temporarily withdrawn on account of stress of weather. It must be applied impartially to the ships of all nations. The commander of a blockading force may give permission to a warship to enter, and subsequently to leave, a blockaded port. In circumstances of distress, acknowledged by an officer of the blockading force, a neutral vessel may enter a place under blockade and subsequently leave it, provided that she has neither discharged nor shipped any cargo there. A declaration of blockade is made either by the blockading power or by the naval authority acting in its name. The rules as to declaration and notification of blockade apply to cases where the limits of a blockade are extended, or where a blockade is re-established after having been raised. The voluntary raising of a blockade, as also any restriction in the limits of a blockade must be notified.

The liability of a neutral vessel to capture for breach of blockade is contingent on her knowledge, actual or presumptive, of the blockade. Failing proof to the contrary, knowledge of the blockade is presumed if the vessel left a neutral port subsequently to the notification of the blockade to the power to which such port belongs, provided that such notification was made in sufficient time. If a vessel approaching a blockaded port has no knowledge, actual or presumptive, of the blockade, the notification must be made to the vessel itself by an officer of one of the ships of the blockading force. Neutral vessels may not be captured for breach of blockade except within the area of operations of the warships detailed to render the blockade effective. The blockading forces must not bar access to neutral ports or coasts. Whatever may be the ulterior destination of a vessel or of her cargo, she cannot be captured for breach of blockade if, at the moment, she is on her way to a non-blockaded port.

A vessel which has broken blockade toward, or which has attempted to break blockade inward, is liable to capture so long as she is pursued by a ship of the blockading force. If the pursuit is abandoned, or if the blockade is raised, her capture can no longer be effected.

A vessel found guilty of breach of blockade is liable to condemnation. The cargo is also condemned, unless it is proved that at the time of the shipment of the goods the shipper neither knew nor could have known of the intention to break the blockade.

If a vessel is encountered at sea wholly unaware of the outbreak of hostilities or of the declaration of contraband which applies to her cargo, the contraband cannot be condemned except on payment of compensation; the vessel herself and the remainder of the cargo are not liable to condemnation or to the costs and expenses referred to in Article 41.

The same rule applies if the master, after becoming aware of the outbreak of hostilities, or of the declaration of contraband, has had no opportunity of discharging the contraband.

A vessel is deemed to be aware of the existence of a state of war, or of a declaration of contraband, if she left a neutral port subsequently to the notification to the power to which such port belongs of the outbreak of hostilities or of the declaration of contraband respectively, provided that such notification was made in sufficient time. A vessel is also deemed to be aware of the existence of a state of war if she left an enemy port after the outbreak of hostilities.

The transfer of an enemy vessel to a neutral flag, effected before the outbreak of hostilities, is valid, unless it is proved that such transfer was made in order to evade the consequences to which an enemy vessel, which has lost her belligerent nationality less than sixty days before the outbreak of hostilities, that the transfer is void. This presumption may be rebutted.

Where the transfer was effected more than thirty days before the outbreak of hostilities, there is an absolute presumption that it is valid if it is unconditional, complete and in conformity with the laws of the countries concerned, and if its effect is such that neither the control, nor the profits arising from the employment of the vessel remain in the same hands as before the transaction. If, however, the vessel lost her belligerent nationality less than sixty days before the outbreak of hostilities and if the bill of sale is not on board, the capture of the vessel gives no right to damages.

The transfer of an enemy vessel to a neutral flag, effected after the outbreak of hostilities is void, unless it is proved that such transfer was not made in order to evade the consequences to which an enemy vessel, as such, is exposed. There, however, is an absolute presumption that a transfer is void: (1) if the transfer has been made during a voyage or in a blockaded port; (2) if a right to re-purchase or recover the vessel is reserved to the vendor; (3) if the requirements of the municipal law governing the right to fly the flag under which the vessel is sailing have not been fulfilled.

Neutral vessels under national convoy are exempt from search. The commander of a convoy gives, in writing, at the request of the commander of a belligerent warship, all information as to the character of the vessels and their cargoes, which could be obtained by search. Forcible resistance to the legitimate exercise of the right of stoppage, search and capture involves in all cases the condemnation of the vessel. The cargo is liable to the same treatment as the cargo of any enemy vessel. Goods belonging to the master or owner of the vessel are treated as enemy goods.

—Shipping Illustrated.

**PORT OF MONTREAL.**

Wilberforce, T. R. McCarthy, Sutherland pier, Ethelbida, Furness Withy and Co., Tarte Pier, Ennisbrook, T. R. McCarthy, Tarter Pier, Keramial, T. R. McCarthy, Laurier Pier, Nantwen, T. R. McCarthy, Laurier pier, Keniworth, 1,768, T. R. McCarthy, shed 5, Horngrath, 2,277, T. R. McCarthy, Windmill Point, section 10.

Wearbridge, Furness Withy & Co., section 7, Santoroma, Furness, Withy & Co., section 7, Reapwell, 2,192, Williams, Antwerp, general cargo, Berth 42.

Collingham, 2,540, Shirley, T. R. McCarthy, Tarte pier.

British Transport, 2,663, Pope, Lisbon, light, Berth 42.

Atlas, 1,994, Dickinson, Randers, Denmark, light, Shed 16.

Fishpool, 2,823, Forrest, T. R. McCarthy, Laurier pier.

Thassally, 1,918, Lee, New York, Tarte pier.

Brookly, 2,371, Maughan, Savona, Italy, T. R. McCarthy, Laurier pier.

Levenpool, 3,927, Jenkins, Genoa, light, T. R. McCarthy, Shed 6.

Arache, 2,471, Walker, Rosario, corn, Section 7.

Fornbo, 2,417, Scott, Sydney, coal, Section 5.

Blackheath, 2,378, Scott, Sydney, coal, Section 9.

Taliman, 1,178, Hansen, St. Cross, Danish W. I., sugar, Section 6.

Wajama, 2,609, Section 27.

Competitor, 2,215, T. R. McCarthy, Section 8.

Ponten, 3,019, T. R. McCarthy, Section 5.

Lady of Gaspé, 705, Boucher, Paspépiac, general, section 23.

Exmoor, 2,759, Stonehouse, Naytes, light, berth 42.

Hartlepool, 2,729, Ward, Newcastle.

Uranium, 3,323, Agassiz, New York, light, Canadian Northern, shed 10.

Lettitia, 5,794, McNeill, Glasgow, passengers and cargo, Donaldson line, Shed 11.

Westony, 2,475, Jenkins, T. R. McCarthy.

**MOVEMENTS OF STEAMERS.**

Arrived:

Englishman arrived Montreal 3.10 p.m. August 31st.

Canada, at Quebec 10.45 a.m. August 31st.

Canada at Montreal 8 a.m. September 1st.

New York Wire:

Minnehaha due to dock 5 p.m. August 31st.

The Manchester Line SS. Manchester Commerce, from Montreal, arrived at Manchester on August 30.

The Manchester Line SS. Manchester Corporation sailed from Manchester for Montreal on August 29.

**The Charter Market**

(Exclusive Leased Wire to The Journal of Commerce.)

New York, September 1.—The charter market has developed a materially easier tone in the last two days and rates show substantial declines, due to the falling off in the general demand and the over supply of protest boats to come largely from shippers of grain and coal to European ports and coal to South America and is principally for prompt loading. The lessened demand for coal carriers is due to the fact that Cardiff and other British coal ports have resumed and are now shipping large quantities to the Mediterranean and South America and all other open ports. In other of the trans-Atlantic trades such as cotton, timber, deals and general cargo the requirements of shippers are light. For case oil carriers to the Far East and Australia, there is yet a limited inquiry but charters are not disposed to contract for boats on a falling market. In the West India trade, business is now nearly normal and rates are but little above the basis current prior to the war. A limited amount of chartering was reported for coal and grain, but there was nothing doing in any of the other trades.

The coal tonnage market is quiet and unchanged and nothing of interest developed. There are a few coast-wise freights offering, but the demand from off-shore charters continues light.

Charters—Grain: British steamer 35,000 quarters out of Baltimore, to picked ports United Kingdom, is 10 1/2d. Option French ports including Bayonne 2s 4 1/2d September.

British steamer Rockabil, 22,000 quarters, from Philadelphia, to picked ports United Kingdom, or France, p.t. prompt.

British steamer Jeanara, previously, 32,000 quarters, from Galveston to Bordeaux, is 3d prompt.

British steamer Grainton, previously, 40,000 quarters, from Galveston to a few picked ports, United Kingdom, is 3d prompt.

Coal—British steamer Ramazan, 2,211 tons, from Norfolk to Rio Janeiro, 22s 6d, September.

American steamer Edison Light, 1,899 tons, from Philadelphia to Rio Janeiro, p.t., September.

Danish steamer Brattingsbærg, 1,989 tons, from Virginia to the River Plate.

Schooner Edith, 1,510 tons from Baltimore to San Juan Porto Rico, p.t.

Lumber—Schooner Martha P. Small, 1,608 tons, from Fernandina, to New York, prompt, p.t.

**WILL NOT WAIT FOR PRIZE COURT.**

New York, September 1.—Through the intervention of the Department of State, the cargo on the German steamer Santa Catharina, bound from New York to Brazilian ports, which was captured by the British cruiser Glasgow, has been saved to the American shippers without waiting the tedious processes of adjustment of ownership made necessary by the regulations of the Prize Court.

**TO RAISE PASSENGER RATES.**

Chicago, September 1.—The Tribune says that the following suggestions made by the Inter-State Commerce Commission, eastern and western railroads, have taken steps toward petitioning for a raise in the passenger rates. It is proposed to ask for 2 1/2 cents basis for Inter-State rates from Commerce Commission and then to petition the states which have 2 cent rate laws for an increase of 1/2 cent on Inter-State business.

**Shipping and Transportation**

**TUESDAY, SEPTEMBER 1, 1914.**

**Afmanas.**

Sun rises—5.11 a.m.

Sun sets—8.35 p.m.

Full moon—September 4.

Last quarter—September 12.

New moon—August 19.

First quarter—September 26.

**TIDE TABLE.**

Quebec.

High water—3.14 a.m., 3.56 p.m.

Rise—12.1 feet, a.m., 12.3 feet p.m.

Next highest tide on September 22, Rise 18.3 ft.

**Forecasts.**

Lower Lakes and Georgian Bay.—Fresh to strong southerly to southwesterly winds; showers and local thunderstorms, but partly fair and warm.

St. Lawrence and Upper St. Lawrence.—Fair at first, followed by showers and thunderstorms, chiefly to-night and on Wednesday.

Lower St. Lawrence.—Fair and warm to-day; showers at night or on Wednesday.

Gulf and Maritime.—Moderate westerly and southwesterly winds; fair and warm.

Superior.—Fresh to strong winds, gradually shifting to westerly; showers and local thunderstorms.

Manitoba, Saskatchewan and Alberta.—Fair and cool.

**SIGNAL SERVICE.**

**Department of Marine and Fisheries.**

Crane Island, 22—Foggy, southwest.

Cape Salmon, 21—Foggy, southwest. Out 6.40 a.m. Glenfayle.

Father Point, 157—Foggy, calm. In 9.40 p.m. yesterday George Pym.

Little Melia, 175—Foggy, southwest.

Matane, 200—Foggy, west.

Cape Chatte, 234—Clear, west. In 6.30 a.m. steam arge.

Martin River, 260—Clear, northwest.

C. Magdalen, 294—Hazy northwest. In 9.30 p.m. yesterday Iona.

Fame Point, 325—Clear northwest. In 4.10 a.m. a steamer. In 6.00 p.m. yesterday Duart.

Cape Rozer, 349—Clear, variable. In 7.00 p.m. yesterday Waccamaw.

Point des Monts—Clear, west.

Anticosti—West Point, 332—Clear, strong north and west.

Anticosti, S. W. Point, 350—Cloudy, north.

Anticosti, South Point, 415—Clear, northwest.

Anticosti, Heath Point, 438—Clear, west.

P. Escumelin—Clear, west.

Point Amour, 374—Clear, north, 3 ergs.

Belle Isle, 784—Dense fog coming on. Raining; 12 bergs.

Flat Point, 575—Clear, west. In 5.00 p.m. yesterday, Belleventre, 8.30 p.m. Wagona, 11.30 p.m. Fornebo. Out 6.30 p.m. yesterday Morwenna.

Cape Race, 826—Hazy, strong west.

**Quebec to Montreal.**

Longue Pointe, 5—Cloudy, south. In 1.30 a.m. Scotlan. 3.30 a.m. Accommodation. 4.50 a.m. Manchester Citizen. 5.35 a.m. Montreal. 7.18 a.m. Can. 9.05 a.m. Robidoux and tow.

Vercheres, 19—Cloudy, south.

Sorel, 28—Foggy, calm.

Three Rivers, 71—Clear, calm. In 8.10 a.m. Hartagus, 8.25 a.m. Stornstad.

Batican, 88—Foggy, calm.

St. Jean, 94—Foggy, light south.

Grondines, 98—Foggy, calm.

Portneuf, 108—Foggy, calm.

St. Nicholas, 127—Light fog, west.

Bridge, 133—Light fog, west.

Quebec, 138—Light fog, west. Arrived in 9 a.m. Lord Strathcona and Monkshaven. 9 a.m. Wabana. 3.15 a.m. Vacoasta. Arrived down, 8.10 a.m. Quebec. 9.10 a.m. Prefontaine.

**West of Montreal.**

Lachine, 8—Cloudy, south. Eastward, midnight.

Keywest, 2.10 a.m. Glenellah, 2.40 a.m. Simla 6 a.m. Glenmavis. 6.10 a.m. Cadillac. 6.40 a.m. Byron Whitaker. 7.30 a.m. Port Colborne. 7.40 a.m. John Lambert. Yesterday, 6.15 a.m. City of Ottawa.

Cascades, 21—Cloudy, south. Eastward, 6.25 a.m. Maba.

Coteau Landing, 33—Cloudy, south. Eastward, 1 a.m. Keyport, 4.30 a.m. Howe. 5.20 a.m. Westmount. Cornwall, 62—Raining, calm. Eastward, 4.55 a.m. Britannic.

Galops Canal, 99—Clear, southwest. Eastward, 5.15 a.m. McVittie. 5.45 a.m. McTier. 6.45 a.m. Crearer. 7.45 a.m. Rockferry and Avon. Yesterday, 5.30 p.m. Westmount. 7.45 p.m. Algoquin.

Port Dalhousie, 298—Cloudy, southwest. Eastward, 8 a.m. Northida. Yesterday, 11.30 p.m. Nicholas.

Port Colborne, 321—Cloudy, south. Eastward, 6.30 Keynor. 7 a.m. Haddington. Yesterday, 8.20 p.m. Calgary.

**CANADA STEAMSHIP LINES, LIMITED.**

Location of Steamers at 7 p.m., August 31, 1914.

Canadian—Three Rivers.

Acadian—Port Colborne.

Hamiltonian—Port William.

Fordonian—Due Toronto 9 a.m., lat.

D. A. Gordon—Due Port Colborne, 6 p.m. 30th.

Glenellah—Left Port Colborne 3 p.m., to-day, westbound.

Dux—Dredock.

Strathcona—Left Kingston 5 p.m., 30th, eastbound.

Strathcona—Port William.

Donnacanna—Due Port Colborne.

C. A. Jacques—Port William.

Midland Queen—Arrived Montreal 10 a.m., to-day.

Sarnian—(Delayed) Left Buffalo 5 p.m., to-day.

A. E. Ames—Left Hamilton 5 p.m., to-day.

H. M. Pellatt—Left Montreal 30th for Toronto.

Rosedale—Arrived Montreal 10 a.m., 30th.

Neepawa—Left Walkerville 9 p.m., 30th, for Courtright.

Beaverton—Arrived Toronto 8 a.m., to-day.

Tagona—Left Montreal 6 a.m., 30th, for Hamilton.

Kenora—Port Colborne.

Arabian—Montreal.

Ionic—Arrived Cleveland midnight last night.

**Bulk Freighters.**

W. Grant Morden—Up Soo, 4 p.m., 30th.

Empor—Port Colborne.

Midland Prince—Up Soo, noon, 30th.

Midland King—Arrived Key Harbor 9 a.m., to-day.

Martian—Arrived Port Edward, 8.30 p.m., 30th.

Empor Fort William—Arrived Goderich 3 a.m., to-day.

Empor Midland—Port William.

Winona—Arrived Michipocoten, 11 a.m., 30th.

Scottish Hero—Port William.

Turret Crown—Up Kingston 2 a.m., to-day.

A. E. McKinstry—Arrived Montreal 11 a.m., to-day.

Renoville—Arrived Gaspé, 3 a.m., 29th.

Mapleton—Left Montreal 11 a.m., 30th.

Haddington—Up Port Colborne 11.30 a.m., 30th.

Cadillac—Due Lorain.

Belleville—Leaves Toronto to-night eastbound.

City of Ottawa—Arrived Montreal 10.20 a.m., to-day.

**Latest Reports.**

Beaverton—Left Toronto 5.45 p.m., eastbound.

Empor—Left Port Colborne 4.15 p.m. for Buffalo.

Empor Fort William—Left Goderich 6 p.m., for Port William.

Renoville—Left Gaspé 6 p.m., for Ellis Bay.

**STEAMERS ARRIVE.**

New York, September 1.—Holland-America liner Randam, which arrived to-day from Rotterdam, had on board a total of 1,282 passengers. Of these, 1,072 were Americans.

Canal liner Carpathia, from Gibraltar, for New York, reported by wireless she will be at Quarantine early Wednesday morning.

Italian liner Principessa de Mafalda arrived from Genoa, with 173 first cabin and 215 second cabin passengers.

British Cruiser Suffolk was reported off Ambrose Channel lightship at 9.10 this morning, presumably waiting for supplies from New York.

**FLORISTON A TOTAL LOSS**

Grain Steamer Reported to Have Been Beached Near Port Saunders, on Newfoundland Coast.

Curling, Nfld., September 1.—The tramp steamer Floriston, grain laden, from Montreal for Avonmouth, is reported to have been beached near Port Saunders, on the Newfoundland west coast 110 miles north of here. Several rescue steamers have gone to the scene. The Floriston's bows are stove in, her forward ports are filled with water, and she is likely to be a total loss. The steamer was in collision with the barge Southwest, of Point Roberts.

**RAILROADS**

**CANADIAN PACIFIC**

**EXHIBITIONS**

**TORONTO.**

Going September 2 and 9..... \$10.00

Going September 4, 5, 6, 7, 8, 10..... \$12.50

Return Limit, September 15.

Lv. Windsor St. 17.25 a.m. \*8.45 a.m. \*10.00 p.m. \*10.50 p.m.

**QUEBEC.**

Going September 1, 2, 3..... \$4.50

Going August 30, 31, September 4, 5..... \$5.55

Return Limit, September 7, 1914.

Lv. Place Viger 19.00 a.m. \*1.30 p.m. \*5.00 p.m. \*11.30 p.m.

**SHERBROOKE.**

September 9, 10, 11..... \$3.20

September 5, 6, 7, 8, 12..... \$4.30

Return Limit, September 14, 1914.

Lv. Windsor St. \*8.25 a.m. 11.15 p.m. \*4.10 p.m. \*6.35 p.m.

\*Daily. †Daily ex. Sunday. ‡Sat. only.

**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.

**Lake Ontario Shore Line**

to Toronto

via Belleville, Trenton, Brighton, Colborne, Port Hope, Newcastle, Bowmanville, Oshawa, Whitby. Leave Windsor St. 8.45 a.m.

**TICKET OFFICES:**

141-143 St. James Street Phone Main 8129

Windsor Hotel, Place Viger and Windsor Street Stations

**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 7.30 a.m., Detroit 1.45 p.m., Chicago 8.40 p.m. Club-compartment Sleeping Car Montreal to Toronto daily.

**EXHIBITIONS**

**TORONTO.**

Going September 2 and 9..... \$10.00

Going September 4, 5, 6, 7, 8, 10..... \$13.35

Return Limit, September 15, 1914.

**QUEBEC.**

Round Trip From Montreal.

Going September 1, 2 and 3..... \$4.90

Going August 30, 31, September 4 and 5..... \$5.55

Return Limit, September 7, 1914.

**SHERBROOKE.**

Going September 5, 6, 7, 8, 12..... \$3.20

Going September 9, 10, 11..... \$4.30

Return Limit, September 14, 1914.

**CITY TICKET OFFICES:**

122 St. James St. cor. St. Francois Xavier

Windsor Hotel Uptown 1186

Bonaventure Station Mal 8229

**C. P. R. EXHIBIT IN TORONTO.**

Mr. E. R. Bruce, director of the C. P. R. exhibit at the Toronto Exhibition, arrived in the city this morning. He says that the opening yesterday was a great success, and the show made by the Canadian Pacific Railway is not only one of the finest that the company has ever set up, but it is of a very realistic and unique character. On the right, as you enter the pavilion containing the railway stands, is a scene in the Canada Rockies, which at once attracts the visitor. The painted walls showing the snow-capped peaks in the distance with the Government fishery life supplied by the Government, giving it this effect. The rocks are built up to a height of twenty feet, sloping down into the edge of the lake. Another important feature of the exhibit is the exceptionally fine display of big game, attended by a real guide from Brewster's famous headquarters at Banff. This trained hunter, who knows every one of the haunts of the big game, tells the visitor where best to hunt for the wily animals of the Canadian Rockies. The Land of Evangeline is much in evidence, represented by a young and pretty girl from Kentville, attired in the costume of the earlier days of the Maritime Provinces busily engaged spinning. There is also a real well, and the old time pump and bucket. Two of the most interesting attractions are the mechanical models of a scene in the Canadian Rockies and the great wheat belt. The former is a representation of what the traveller sees when travelling through the Rocky Mountains on a C. P. R. train, while the latter shows the reaper at work on the great prairies, and a train running through a huge wheat field. The tremendous irrigation works which have been carried out by the Canadian Pacific under the direction of Mr. J. S. Dennis, assistant to the president, and head of the Department of Natural Resources, are also demonstrated, by means of a model of the Bassano Dam, which is situated 80 miles east of Calgary. This scheme is the largest of its kind in the world, and its canals irrigate over three hundred thousand acres of land. On this irrigation system alone the company has already spent millions of dollars in order to make the land capable of cultivation by settlers, and it has attracted hundreds of the best farmers from all parts of the world. The fruit of the country is erected in pyramid fashion, and presents a very tempting sight, while the display of game heads is truly pleasing to the hunter. The lighting arrangements are effective, consisting of hundred of small blue tinted lamps set in a lattice roof covered with green vines.

**REAL ESTATE**

Real estate deals formally registered as is the rule on Mondays, compared largest of the twenty-six recorded by the Guardian Investment Corporation. \$39 and the northwest portion of lot 2 Montreal, with No. 32 De L'Espe ave.

Joseph Leon Patenaude sold to Ed lots 76-509, 510, 537 and 538 parish same being vacant and having front and Church avenues, Notre Dame of price paid was \$14,820.

The Guardian Investment Corporation purchased from Jean Versailles the parcel of lot 22-146, parish of Montreal, with downs avenue, Westmount, for \$16,000.

John Henry Hand sold to Malcolm farlane the northwest portion of lot 2 Montreal, with No. 533 Lansdowne mount, for \$11,500.

The other transfers were for small

The largest of the twelve buildings out yesterday was that by C. Dagenais, mler avenue, for two buildings to be deaux street, East ward, the total cost be \$15,000.

D. Raymond, 1896 Clarke street, was mit to erect five buildings of three o on Ash avenue, near Favard street, together \$10,000.

A. Desmarreau, 60 Notre Dame street a permit for alterations and additions the Reineau Hotel, Jacques Cartier \$9,000.

Two buildings are to be erected by 2074 Cartier street, on Chabot street Canadian Pacific Railway and Messier 161, Delormier road, costing together \$

Among the remaining permits was c Brothers, 153 Davidson street, for a b floors on Prefontaine street, cost \$2,000. 212a Nicolet street, for an erection of street, costing \$1,200; G. Forcioni, 2310 for a building on Fabre street, betw Gertrude street, cost \$1,000, and one to ge, 662 Sherbrooke street, for alterations to 662 Sherbrooke street, costing

**VESSELS CAPTURED.**

London, September 1.—The attack of shipping since the war began shows that 12 Austrian ships have been captured to British ports, while 34 German ships by the Belgians at Antwerp. The ships captured by the British have a tonnage of nearly half a million. The prize several very valuable cargoes, the ships captured by the British are \$350,000.

David Lloyd-George, Chancellor of the announced in the House of Commons men of war on all the seas have captured of British shipping.

"There remain 20,000,000 tons to be the Chancellor, amid derisive laughter.

**Quotations for to-day on the Montreal Exchange, Inc. were as follows:**

Aberdeen Estates.....	12
Beaudin, Ltd.....	20
Belleve Land Co.....	8
Bleury Inv. Co.....	9
Caledonia Realty, Com.....	1
Can. Cons. Lands, Ltd.....	1
Cartier Realty.....	8
Central Park, Lachine.....	100
Corporation Estates.....	1
Charing Cross Co., 6 p.c.....	1
City Central Real Estates, com.....	15 1/2
City Estates.....	10
Cote St. Luc R. & Inc. Co.....	10
C. C. Cottrell, Ltd., 7 p.c., Pfd.....	120
Credit National.....	120
Crystal Spring Land Co.....	60
Deault Realty Co., Ltd.....	65
Denis Land Co.....	25
Dorval Realities, Ltd.....	30
Drummond Realities, Ltd.....	100
Eastmount Land Co.....	105
Fairview Land Co.....	110
Fort Realty.....	25
Greater Montreal Land, com.....	175
Do, Pfd.....	100
Highland Realty, Ltd.....	45
Improved Realities, Ltd., Pfd.....	80
Do, Com.....	90
K. & R. Realty Co.....	58
Kemore Realty Co.....	70
Les Teresa Ciment, Ltée.....	55
Lachine Land Co.....	121 1/2
Land of Montreal.....	40
Landholders Co., Ltd.....	40
Lauson Dry Dock Land, Ltd.....	80
La Societe Blvd., Pie IX.....	80
La Compagnie des Terres de Ciment.....	40
La Compagnie National de L'Est.....	80
La Compagnie Montreal Est.....	90
La Salle Realty.....	