

**STEAMSHIPS**

**CUNARD LINE**

**CANADIAN SERVICE**

From	Montreal
Aug. 12.....ANDANIA .....	Aug. 29
Aug. 20.....ASCANIA .....	Sept. 5
Aug. 27.....ALANIA .....	Sept. 12

Steamers call Plymouth Eastbound. Rates, Cabin (11), \$47.50 and up. 3rd Class, British Eastbound, \$30.25 up. Westbound, \$30 up.

**THE ROBERT REFORM CO. LIMITED.**  
General Agents, 20 Hospital Street, Stearns Branch, 485 St. James Street, Uptown Agency, 530 St. Catherine St. West.

**DONALDSON LINE**

**GLASGOW PASSENGER AND FREIGHT SERVICE.**

From Glasgow	From Montreal
Aug. 15.....ATHENA .....	Aug. 29th
Aug. 22.....LETTITIA .....	Sept. 5th
Aug. 29.....CASSANDRA .....	Sept. 12th

Passenger Rates—One class cabin (11), \$47.50 upwards. Third-class, east and westbound, \$31.25.

For all information apply to  
**THE ROBERT REFORM CO. LIMITED.**  
General Agents, 20 Hospital Street, Stearns Branch, 485 St. James Street, Uptown Agency, 530 St. Catherine St. West.

**CANADA LINES**

**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**

SS. "Saguenay," Tues. and Fri., 7.15 p.m.; from Quebec, 8.00 a.m., week days.

**Toronto and Hamilton**

Steamers leave, 7.00 a.m., Tues., Fri., and Sat. Through the Thousand Islands, and Bay of Quinte. Low rates, including meals and berth.

**Gaspe, P.E.I., Pictou, N.S.**

SS. "Cascadia," next sailing, 4.00 p.m., August 27th.

Ticket Office—9-11 Victoria Square.

## GERMAN SHIPS ARE SEIZED IN BRITISH PORTS

Reports from various ports in the Kingdom announce the detention of many German vessels.

A rich prize of war was secured at Newport (Mon.), where the German liner *Belgia*, from Boston for Hamburg, was seized after she had been compelled to put into port owing to her coal supply running short. The *Belgia*, which is a Hamburg-America liner, having been refused admission to the Alexandra Docks, stopped down the channel, and anchored in the vicinity of Barry Roads. At a late hour on Tuesday, presumably after the declaration of war, police armed with service rifles embarked on a tug, boarded the vessel, and declared her a prize of war. She was brought back up the river and docked in the South Dock.

On board were found seventy-three German Reservists and foodstuffs to the value of £100,000. In addition, there were a number of wild animals consigned to the Hamburg Zoo, including several large alligators.

An armed guard has been placed over the vessel.

The German steamer *Dryad*, in the Manchester Ship Canal, at Warrington, was taken possession of by the authorities yesterday morning. She was laden with timber for Naylor's, Limited, Warrington, from Sweden. There were seventeen men of the German Navy in the crew, and they were detained.

A Blyth correspondent telegraphs that three German steamers—the *Gemma*, the *Ostrussen*, and the *Hansa Otto*—have been seized at Blyth and are now in the hands of the police.

A dozen rifles were found on a German ship at Cardiff, yesterday, and were seized by Customs officers.

The German cargo steamer *Ma'ia Leonhardt* was placed under arrest early yesterday morning in the Thames, at Nicholson's Wharf. She arrived in London on Monday night from Lisbon, with a general cargo. A portion of her cargo was discharged on Tuesday, and early yesterday morning the police boarded her, and nothing has been allowed to be discharged.

A Guernsey correspondent wires that a French gunboat, with a large German steamer in tow, has arrived in Guernsey roadstead, and is anchored under the guns of the castle.

The German crews on the German steamers *Lucinda*, of Ebersburg, and *Leuvenon*, of Ebersburg, are prisoners of war at Hull. The crews are not allowed to leave the ships.

A British warship has seized two German vessels, the *Perko* (four-masted barque) and the *Frans Horn* (steamer).

The Wilson liner *Novo*, from Danzig, has arrived at Hull, and reports that her cargo of sugar was taken out by Germans.

At South Shields the German steamer *Albert Clement* has been placed under arrest.

The German ship *Denebola*, laden with pit props, has been seized by the authorities at West Hartlepool.

The *Utrichia*, a large German sailing vessel, was seized at Bristol yesterday, and her captain and crew detained.

The authorities at Limerick, yesterday, seized the German full-rigged ship *Terpachore*, of Hamburg. The *Terpachore* arrived with grain from Portland, Oregon, and discharged.

**DISCREDIT FRENCH VICTORY IN ADRIATIC.**  
London, August 17.—The Official Press Bureau of the War Office, and the Admiralty, has received no confirmation of reports of a naval battle between Austrian and French fleets in the Adriatic and is disposed to discredit them.

## NO FEAR OF SERIOUS INTERRUPTION OF TRAFFIC

Conditions That Favored Privateer Alabama Will Never Be Reproduced Says English Writer on Naval Subjects.

New York, August 17.—There is very little likelihood that the commerce between this country and England and France will be seriously interrupted by the present war, if the views of James R. Thurfleld, a leading English writer on naval subjects, are accepted. In the war most favorable to the commerce, England, as she held the command of the seas, found her overseas trade expanded, and in modern days, with the substitution of steam for sails, the decrease in the number of armed vessels and the great increase in their cost, the war risks of the merchantman have been sensibly diminished.

Not even the case of the *Alabama*, Mr. Thurfleld holds, if it be considered in its true light, shows that irreparable injury can be done to a nation's commerce by the enemy, and it is practically impossible that the conditions which favored the Southern privateer can ever be produced again. The *Alabama* was afloat for twenty-three months before she was sunk by the *Kearsarge*, and in that period she captured seventy vessels, or about three a month, and it is a mistake to suppose that the decline of the Northern shipping was largely due to her influence.

Mr. Thurfleld quotes from a memorandum drawn up by the British Admiralty on the subject. This said: "Select Committee of the American Congress in 1860 reported that the decline in American tonnage due to the war amounted to a loss of less than 5 per cent. of the whole from captures, together with a further loss of about 32 per cent. of vessels either sold or transferred to neutral flags; and they concluded that American shipping did not revive after the war, owing to the burden of taxation which the war had left imposed on all the industries of the country, but which operated with peculiar hardness on the shipping interest."

As a matter of fact Admiral Maman has shown that during the war of the French Revolution and Empire the direct loss to England by the operation of hostile cruisers did not exceed 2½ per cent. of the commerce of the Empire, and that this loss was partially made good by the prize ships and merchandise taken by its own naval vessels and privateers."

Mr. Thurfleld, however, argues that nowadays it would be absolutely impossible for a combatant to attain to even such a success as the *Alabama's* Steam has changed many things, and not the least naval warfare. In the first place, it is far more difficult for a vessel propelled by steam to maintain the high seas than a sailing ship. The *Alabama* and her consort, the *Florida* and the *Shenandoah*, were better equipped for their business than either a sailing ship or a steamship. They were steamers with good sailing powers. Consequently, when there was no need for them to hurry they could proceed under sail power and husband their coal, and when a chase was in sight they could venture to use their steam power to its extreme capacity.

All the trade routes of the British maritime commerce which traverse the Atlantic and the Mediterranean converge in the area defined by the Land's End, Cape Clear, and Cape Finisterre, and there, Mr. Thurfleld points out, it is manifest that England is likely to be supreme. The subsidiary route round the north of Ireland has also to be taken, but that, too, is close to the British home ports. He might have added that with Halifax and St. John's, Newfoundland, to say nothing of St. Pierre and Miquelon, as bases, it should be quite a simple matter for a few British and French cruisers to make any attempt to molest Anglo-American ships as they cross the Great Banks risky in the extreme.

## The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.)

New York, August 17.—A limited amount of business was reported on steamer chartering. The most important of which was the fixture of two neutral boats for coal to the River Plate. A steady demand prevails for tonnage for similar business, and there is also a good demand for sugar boats from Cuba to North of Hatteras for prompt delivery. In all trans-Atlantic and long voyage trades, there is a scarcity of orders, but an improvement in these trades is looked for as soon as satisfactory arrangements of exchange are completed, which will probably be in the near future. Rates are decidedly firm in all trades, due to the limited supply of boats satisfactory to charterers, as the bulk of the orders are for fairly prompt loading. There is very little inquiry in any of the various trades for boats for September or later delivery. In the sail vessel market there is but little doing in chartering, almost all of which is either for West India or coastwise account. Rates have advanced materially in the West India and provincial trades, but in all others the changes are slight. The demand for vessels at hand is sufficient for all requirements.

Charters—Coal—Norwegian steamer *Otto Sverdrup*, 2,291 tons, from Baltimore to Buenos Ayres, 268 3/4, August-September.

Foreign steamer (neutral), 9,000 tons, dead weight, same.

Norwegian steamer *Galveston*, 795 tons, Baltimore to Sagua, p.t., prompt.

British steamer *Ben Nevis*, 2,555 tons, from Philadelphia to Havan, p.t., prompt.

British steamer *Castle Bruce*, 2,095 tons, from Norfolk to Curacao, p.t., prompt.

Schooner R. W. Hopkins, 829 tons, from Philadelphia to Porto Rico at or about \$2.50.

Schooner *Ferry Betzer*, 1,368 tons, from Philadelphia to Boston, p.t.

Schooner *Daisy Farlin*, 385 tons, from Philadelphia to Liverpool, N. S. \$4.50.

**PASSENGERS GRATEFUL.**

The following is an expression of appreciation of the passengers of the S.S. *Virginian* to Captain Rennie during the voyage from Liverpool to Montreal which terminated to-day. Towards the end of the voyage a successful concert was held and at the conclusion the following resolution was unanimously and enthusiastically passed. It was moved by Mr. T. J. Smith, of Vancouver, and seconded by Dr. W. J. Shearer, of Omaha, and Mr. H. P. Crane, of Chicago. All three gentlemen spoke very highly of the manner in which the Captain had piloted the vessel across the Atlantic during the present crisis.

"We, the passengers on the S.S. *Virginian*, tender to Captain Rennie our most sincere thanks and our expression of personal esteem for the able and seaman-like manner in which he has on this voyage, under existing circumstances of uncertainty in time of war, brought his ship safely and without accident or delay across the Atlantic, and trust that the Captain may be spared to make many more pleasant and successful voyages in the service of his country." This testimonial was signed by six hundred passengers.

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## Shipping and Transportation

MONDAY, AUGUST 17, 1914.

**Algonquin.**  
Sun rises—5.02 a.m.  
Sun sets—7.08 p.m.  
Full moon—August 5.  
Last quarter—August 13.  
New moon—August 31.  
First quarter—August 27.

**TIDE TABLE.**  
Quebec.  
High water—2.33 a.m., 3.39 p.m.  
Rise—12.1 feet a.m., 11.5 feet p.m.  
Next high tide on August 24.  
Rise—17.6 feet.

**Weather Forecast.**  
Lower Lakes, Georgian Bay, Ottawa Valley and Upper St. Lawrence—Moderate winds, chiefly southerly and southwesterly; mostly fair and warmer, but showers or thunderstorms in a few localities.  
Lower St. Lawrence and Gulf—Moderate winds; mostly fair and warm, but showers in a few localities.  
Maritime—Moderate winds; chiefly westerly or southerly; generally fair and warm, but a few scattered showers, chiefly at night.  
Superior—Moderate winds; mostly fair and warmer, but showers or thunderstorms in some localities, more especially at night.  
Alberta—Fair; not much change in temperature.

### PORT OF MONTREAL.

**Arrivals.**  
Floriston, from Marseilles, light. Aug. 16.  
Hoselands and Cressington Court, light. All three to load grain. Aug. 16.  
Tunislan, Allan Line, from Liverpool; passengers and general cargo. Arrived noon, Aug. 17. Allan Line, agents.

Teutonic, White Star Dominion Line, from Liverpool; passengers and general cargo. Arrived noon, Aug. 17. James Thom, agent.  
Virginian, C.P.R., from Liverpool; passengers and general cargo. Arrived noon, Aug. 17. Canadian Pacific Steamship Lines, agents.

**Due in Port To-night.**  
Dinadale Hall.

### VESSELS IN PORT.

Floriston. To load grain.  
Roselands. To load grain.  
Cressington Court. To load grain.  
Tunislan, Allan Line, Liverpool. Allan Line, agents.  
Teutonic, White Star Dominion Line, Liverpool. James Thom, agent.

Virginian, C.P.R., Liverpool. Canadian Pacific S.S. Lines, agents.  
Collingham. To load grain. T. R. McCarthy, agent.

Venezia, French Line, Havre.  
Reswell, Roth Line, Antwerp. Thos. Harling, agent.

Cotswold Range, Furness Line. Furness, Withy Co., agents.  
Halgh Hall. To load grain.

Saba, West Indies, sugar cargo. Robert Reford Co., agents.  
Kortworth, to load grain. T. R. McCarthy, agent.

Calmar, Thomson Line, For Calais. To sail August 15th, Robt. Reford Co.  
Santareno, to load grain. T. R. McCarthy, agent.

Ruthenia, C. P. R., Antwerp, Can. Pac. Ry. agents.  
Polyktor. To load grain. T. R. McCarthy, agent.  
Mont Royal, C.P.R., Antwerp. Canadian Pacific Steamships, agents.

Riverton. To load grain. T. R. McCarthy, agent.  
Manchester Spinner, Manchester. Furness, Withy Co., agents.

Caroline, French Line, Havre. James Thom, agent.  
Eddie, Furness, Withy Co., agents.  
Salmonpool, to load grain. T. R. McCarthy, agent.

Ennisbrook, to load grain. T. R. McCarthy, agent.  
Ethel Hilda. To load grain. Furness, Withy Co., agents.

Stanley. To load grain. McLean, Kennedy and Co., agents.  
Benguela. To load for South Africa. To sail August 20th, Elder, Dempster Co., agents.

Hongarth. To load grain. T. R. McCarthy, agent.  
Anglo-Brazilian. To load for Australian ports. Sailing August 20th. New Zealand Shipping Co., agents.

Keramial, (Gr.), to load grain. T. R. McCarthy, agent.  
Dalton Hall. To load for Hull. Furness, Withy Co., agents.

Nantwen. To load grain. T. R. McCarthy, agent.  
Troutpool. To load grain. T. R. McCarthy, agent.

Millpool. To load grain. T. R. McCarthy, agent.  
Scawby. To load grain. T. R. McCarthy, agent.

Cloria de Larrinaga. To load grain. Robert Reford Co., agents.  
Linkmoor. To load grain. T. R. McCarthy, agent.

Stagpool. To load grain. T. R. McCarthy, agent.  
Wilberforce. To load grain. Elder, Dempster Co., agents.

Fontwen. To load grain. Furness, Withy Co., agents.

**VESSELS BOUND FOR MONTREAL.**

S.S. From Sailed  
Hall. Monte Video .....

Sachem. Havre .....

Heatherdale. Tyne .....

Manchester Commerce. Manchester .....

Clearpool. Genoa .....

Willerby. Civita Vecchia .....

Lake Michigan. Antwerp .....

Brookby. Rotterdam .....

British Transport. Lisbon .....

Silvercedar. Shields .....

Calmar. Middleboro .....

Westonby. Rio Janeiro .....

Alden. Rotterdam .....

Saxilby. Pernambuco .....

Hammerhus. Las Palmas .....

Ingleby. Shields .....

Bengore Head. Antwerp .....

Montcalm. Antwerp .....

Ariel. Antwerp .....

Mountfield. Sydney N.S. .....

Royal George. Bristol .....

Gramplan. Glasgow .....

Athena. Glasgow .....

**WHITE STAR DOMINION LINE.**

Arrived.

Teutonic at Quebec 3.30 p.m., August 16th, left Quebec 9.15 p.m. Due here 11 a.m. to-day.

Sailed.

Megantic from Liverpool, 5 p.m. Saturday, with 350 first, 327 second, and third class passengers, and general cargo.

Amsterdam, August 17.—Austrian reinforcements for German army have reached Belgium. It is reported from Maastricht.

### SIGNAL SERVICE.

Department of Marine and Fisheries.

Crane Island, 31.—Clear, southwest.  
L'Islet, 40.—Clear, west.  
Riviere du Loup, 92.—Clear, west.  
Cape Salmon, 81.—Clear, west. In 8.30 a.m. Taurillon.

Father Point, 157.—Clear, west. In 1.25 a.m. Scroby, 5.15 a.m. Sticklehead, Out 5.40 a.m. Northside. In 11.50 a.m., yesterday, Locand.

Little Metis, 176.—Clear, west. In 3.15 p.m. yesterday Quebec.

Matane, 300.—Clear, southwest.  
Cape Chate, 23.—Clear, strong west. In 7.00 a.m. a steamer, 7.00 a.m. Stigstad.

Martin River, 200.  
C. Magdalen, 294.—Clear, northwest. In 4.15 a.m. Royal George, 3.30 a.m. Inletby.

Fame Point, 325.—Clear, northwest. In 12.49 a.m. Corinthian, 5.10 a.m. Kendal Castle, Out 4.19 a.m. Wabana, Out 10.15 p.m. yesterday Stortad.

Cape Roiler, 344.—Clear, northwest.  
Anticosti—  
West Point, 332.—Clear, north. McKinstry, at Ellis Bay wharf.

S.W. Point, 415.—Clear, northwest.  
South Point, 415.—Cloudy, northwest.  
Heath Point, 415.—Cloudy, northwest.

P. Escumacine.—Clear, west.  
Money Point, 577.—In 11.30 a.m. yesterday Fishpool, 11.30 a.m. Andromach, 2.30 p.m. Clearpool.

Cape Race, 558.—In 6.40 a.m. Saturday Kromberg. Sydney—Arrived in 7.00 a.m. yesterday Anlares. Halifax—Arrived in 9.00 a.m. Saturday Evangelina.

**Quebec to Montreal.**  
Long Point, 5.—Clear, calm. In 4.45 a.m. Robidoux and tow, 6.05 a.m. Quebec, 3.30 a.m. Glenfole, 7.45 a.m. Saguenay, 8.30 a.m. Vercheres.

Vercheres, 19.—Clear, west. In 7.15 a.m. Alaska and tow.

Sorel, 3.—Clear, west. In 3.25 a.m. Tunislan; 8.00 a.m. Trouton, 3.17 a.m. Virginian.

Three Rivers, 71.—Clear, southwest. In 6.30 a.m. Greenwich, 5.45 a.m. Dinadale Hall, 6.55 a.m. Blackheath.

Batiscan, 88.—Clear, calm. In 5.10 a.m. Hudson and tow.

St. Jean, 94.—Clear, calm.  
Grondines, 98.—Like smoke, calm.  
Portneuf, 108.—Like smoke, west.

St. Nicholas, 127.—Clear, west.  
Bridge, 133.—Clear, west.

Quebec, 139.—Clear, west. Arrived in 2.45 a.m. Alden. Arrived down 5.30 a.m. Montreal, 4.30 a.m. Sin-Mac and tow.

**West of Montreal.**  
Lachine, 8.—Clear, west. Eastward 6.00 a.m. P. Jones, 7.40 a.m. City of Ottawa.

Cascades, 21.—Clear, west. Eastward 1.40 a.m. Mapleton, 7.30 a.m. Turret Court. Yesterday 11.40 p.m. Eagan.

C. Landing, 33.—Clear, west. Eastward 4.20 a.m. McVittie, 7.30 a.m. Duquesne.

Cornwall, 62.—Clear, calm.  
Galops Canal, 99.—Clear, calm. Eastward 4.30 a.m. H. E. Packer, 5.15 a.m. Albert Mar.

Stoumont, 6.15 a.m. Cadillac, 6.45 a.m. Fall.  
P. Dalhousie, 293.—Clear, west. Eastward 13.15 a.m. W. H. Dwyer, 1.15 a.m. Cabotia. Yesterday 6.40 p.m. Keynor, 7.45 p.m. Acadia.

## CAPTURED AND CONDEMNED SHIPS IS ACTUAL TOTAL LOSS

Sentence of Prize Court of Competent Jurisdiction is One Which Gives Good Title Against all the World.

Capture and condemnation by a prize court constitutes an actual total loss. During the Russo-Japanese war a ship was insured against total loss by perils of the sea, "warfare free from capture, seizure, and detention, and the consequences of hostilities." The insured ship was neutral and was captured by the Japanese and while on the way to a prize court was wrecked and became a total loss. She was afterwards condemned in a prize court. It was held there was a total loss by capture at the time the vessel was seized, though its lawfulness was not determined till she was condemned.

Where a ship insured against capture only was driven by stress of weather on the enemy's coast, and then, without having received any material damage by the stranding, was captured by the enemy, this was held to be a loss, not by the perils of the sea, but by capture, and therefore recoverable under the policy.

A policy effected before the commencement of hostilities which insures against capture does not cover British capture.

Contracts of marine insurance, like other contracts, if entered into with a British subject by or on behalf of an alien enemy during a war with Britain, are illegal and cannot be enforced by the courts of this country, but if the insurance is effected before the outbreak of war by persons who afterwards became alien enemies the contract is good but the right of action is suspended during the war. But losses that occur during the war are not recoverable.

In the Napoleonic wars a warranty was often inserted in the policy that the underwriter should not be answerable for the risk of capture, seizure or confiscation in the ship's port of discharge or in port or ports generally.

The modern Lloyd's form of the warranty against capture, etc., is as follows: "Warranted free of any attempt, threat, piracy, excepted, and also from all consequences of hostilities or warlike operations, whether before or after declaration of war."

The carriage of naval officers is not a breach of warranty against "contraband or war" as in legal and commercial language the word "contraband" is not applied to persons but to goods.

The sentence of a prize court of competent jurisdiction condemning captured property is a judgment giving a good title as against all the world. But the English courts, after much hesitation, have come further, and have held that the sentence of a competent prize court (either of an enemy or of a neutral country), is in actions on a marine policy, conclusive as to the existence of the ground on which the court professes to decide. In certain cases even where the ground on which the sentence must have been based, though not expressed, may be clearly inferred from the whole of the judgment to have been that the property was not neutral, this inference has been held conclusive in an action on the policy.

Vice-Director Sibley says Hamburg-American Line will sell some of its boats if fair price is obtainable.

**RAILROADS**

**CANADIAN PACIFIC**

**Harvesters Excursions**

**August 21st**

**TO WINNIPEG \$12.00**

Proportionately cheap rates from Winnipeg to all points in Manitoba and to a restricted territory Saskatchewan and Alberta.

**CHICAGO EXPRESS**

**TORONTO-DTROT--CHICAGO**

The

Lv. MONTREAL	Can. Pac.	8.45 a.m.
Ar. CHICAGO	Can. Pac.	7.45 a.m.

**EXHIBITION, THREE RIVERS.**  
Single first class fare. Going, August 26, Return limit, August 31.  
Fare and One Third. Going Aug. 24, 25, 26, 27, 28, 29, 30, 31, 1914.  
Return limit, August 17.

**Seaside Excursions**

Amherst	.....	\$16.75	No. Sydney	.....	\$22.50
Charlottetown	.....	18.85	St. Andrews	.....	18.85
Fredericton	.....	14.85	St. John	.....	18.85
Halifax	.....	19.45	Truro		