

Great Britain's "First Fleet."

The Admiralty has given out the following details of the "First Fleet," which left Portsmouth Wednesday night, July 29th, for an unknown rendezvous in or near the North Sea:

Ton's Comp'd	Speed.	Main Armament.	Complet'
Iron Duke	1914	22 10, 13.5 in.	12, 6 in. 900 men
(Flag-Ship)			

First Battle Squadron.			
Ton's Comp'd	Speed.	Main Armament.	Complet'
Marlborough	1914	22 10, 13.5 in.	12, 6 in. 900 men
St. Vincent	1910	21.5 10, 12 in.	18, 4 in. 780 men
Collingwood	1910	21.5 10, 12 in.	18, 4 in. 724 men
Colossus	1911	21.5 10, 12 in.	16, 4 in. 780 men
Hercules	1911	21.5 10, 12 in.	16, 4 in. 780 men
Neptune	1911	21.7 10, 12 in.	18, 4 in. 780 men
Vanguard	1910	22.1 10, 12 in.	18, 4 in. 724 men
Superb	1909	21.6 10, 12 in.	16, 4 in. 870 men

Attached to the First Squadron are the light cruiser Bellona, capable of a speed of 25.9 knots, and the repair ship Cyclops.

Second Battle Squadron.			
Ton's Comp'd	Speed.	Main Armament.	Complet'
King George V.	1912	22 10, 13.5 in.	16, 4 in. 900 men
Griou	1911	21 10, 13.5 in.	16, 4 in. 800 men
Alax	1913	22 10, 13.5 in.	16, 4 in. 900 men
Audacious	1913	22 10, 13.5 in.	16, 4 in. 900 men
Centurion	1913	22 10, 13.5 in.	16, 4 in. 900 men
Conqueror	1912	22.12 10, 13.5 in.	16, 4 in. 800 men
Monarch	1913	21.38 10, 13.5 in.	16, 4 in. 800 men
Thunderer	1912	21 10, 13.5 in.	16, 4 in. 800 men

Attached to the Second Battle Squadron is the light cruiser Boudicca, tonnage 3,040 and speed 25.75 knots.

Third Battle Squadron.			
Ton's Comp'd	Speed.	Main Armament.	Complet'
King Edward VII.	1905	19.04 4, 12, 4, 9.2, 10, 6	825 men
Hibernia	1905	19.00 4, 12, 4, 9.2, 10, 6	825 men
Africa	1906	18.95 4, 12, 4, 9.2, 10, 6	825 men
Britannia	1906	18.74 4, 12, 4, 9.2, 10, 6	825 men
Commonwealth	1905	19.01 4, 12, 4, 9.2, 10, 6	825 men
Dominion	1905	19.5 4, 12, 4, 9.2, 10, 6	825 men
Hindustan	1905	19.01 4, 12, 4, 9.2, 10, 6	825 men
Zealandia	1905	18.59 4, 12, 4, 9.2, 10, 6	825 men

Attached to the Third Battle Squadron is the light cruiser Blanche, tonnage 3,360 and speed 25.67 knots.

Fourth Battle Squadron.			
Ton's Comp'd	Speed.	Main Armament.	Complet'
Dreadnought	1906	21.85 10, 12 in.	770 men
Agamemnon	1908	18.75 4, 12 in.	10, 9.2 in. 865 men
Temeraire	1908	22.07 10, 12 in.	16, 4 in. 870 men

Attached to the Fourth Battle Squadron is the light cruiser Blonde, tonnage 3,350 and speed 25.43 knots.

First Battle Cruiser Squadron.			
Ton's Comp'd	Speed.	Main Armament.	Complet'
Lion	1912	28.5 8, 13.5 in.	16, 4 in. 980 men
Queen Mary	1912	28.0 8, 13.5 in.	16, 4 in. 1000 men
Princess Royal	1912	28.5 8, 13.5 in.	16, 4 in. 980 men
New Zealand	1912	25.0 8, 12 in.	16, 4 in. 780 men

Second Cruiser Squadron.			
Ton's Comp'd	Speed.	Main Armament.	Complet'
Shannon	1908	22.49 4, 9.2 in.	10, 7.5 in. 850 men
Achilles	1907	23.27 6, 9.2 in.	4, 7.5 in. 704 men
Coehrane	1907	23.29 6, 9.2 in.	4, 7.5 in. 704 men
Natal	1907	23.33 6, 9.2 in.	4, 7.5 in. 704 men

Third Cruiser Squadron.			
Ton's Comp'd	Speed.	Main Armament.	Complet'
Antrim	1905	23.02 4, 7.5 in.	6, 6 in. 655 men
Argyle	1906	22.38 4, 7.5 in.	6, 6 in. 655 men
Devonshire	1905	22.97 4, 7.5 in.	6, 6 in. 655 men

Fourth Light Cruiser Squadron.			
Ton's Comp'd	Speed.	Main Armament.	Complet'
Southampton	1913	25.5 8, 6 in.	400 men
Birmingham	1914	25.5 9, 6 in.	400 men

Volunteers for Service

At last night's meeting thirty volunteers including six nursing sisters, offered themselves for the Home Service. Sixteen of these signified their intention of volunteering to go abroad as well. A new division was formed, and the following officers were appointed:

Chairman—J. C. Morris.
Secretary—D. M. Baird.
Treasurer—Hugh Miller.
Inspector of Stores—John Robertson.

The new division together with the other two will meet to-night at 8 o'clock. A class of ladies who have passed in First Aid will meet to-night at Government House for their first lecture in Home Nursing which will be delivered by Dr. Chater of H.M.S. Calypso, with a view to forming another division of the ladies' branch. The following is a copy of the pledge of service signed by those who undertake to serve as ambulance workers:

"We, the undersigned members of the St. John's Ambulance Brigade Overseas, hereby undertake, if needed, during the present war, and called upon by H. E. the Governor of Newfoundland, to serve as Ambulance workers for any period up to one year within the island of Newfoundland."

"And abroad" was added for those who have volunteered for the double service.

The Linotype arrived at Port aux Basques at 6:25 a.m. to-day.

BY S. S. "STEPHANO" TO-DAY.

N. Y. Chicken.
N. Y. Corned Beef.
Table Plums.
Table Apples.
Cal. Oranges.
Cantaloupes.
Grape Fruit.
Lemons.
Carrots.
Tomatoes.
Cucumbers.
Cauliflowers.
Celery.

PURITY BUTTER—
2 lb. Prints.
10 lb. Tubs.
MOIR'S
FRESH CAKES.
SEA DOG MATCHES.
DANNAWALLA TEA,
Best 40c.
5 lbs. or over 36c.
Tea will be much dearer.

T. J. EDENS,

151 Duckworth Street, 112 Military Road.

PROCLAMATION!

His Excellency the Governor in Council has been pleased to direct that the following Order in Council of His Majesty the King in Council, with reference to the application to this Colony of the procedure respecting the treatment of neutral and enemy merchant ships in time of war, shall come into effect on the date hereof.

JOHN R. BENNETT,
Colonial Secretary,
Dept. of the Colonial Secretary, 4th August, 1914.

AT THE COURT OF BUCKINGHAM PALACE, THE 4TH DAY OF AUGUST, 1914.

His Majesty being mindful, now that a state of war exists between this country and Germany, of the recognition accorded to the practice of granting "days of grace" to enemy merchant ships by the Convention relative to the Status of Enemy Merchant Ships at the Outbreak of Hostilities, signed at The Hague, on the 18th October, 1907, and being desirous of lessening, so far as may be practicable, the injury caused by war to peaceful and unsuspecting commerce, is pleased, and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:

1. From and after the publication of this Order no enemy merchant ship shall be allowed to depart, except in accordance with the provisions of this Order, from any British port or from any ports in any Native States in India, or in any of His Majesty's Protectorates, or in any State under His Majesty's protection or in Cyprus.

2. In the event of information reaching one of our Principal Secretaries of State not later than midnight on Friday, the Seventh day of August, that the treatment accorded to British merchant ships and their cargoes which at the date of the outbreak of hostilities were in the ports of the enemy, or which subsequently entered them, is, in his opinion, not less favorable than the treatment accorded to enemy Merchant Ships by Articles 3 to 7 of this Order, he shall notify the Lords Commissioners of the Treasury and the Lords Commissioners of the Admiralty accordingly, and the Lords Commissioners of the Treasury shall forthwith give public notice thereof in the "Gazette" and Articles 3 to 8 of this Order shall thereupon come into full force and effect.

3. Subject to the provisions of this Order, enemy merchant ships which—
(i) At the date of the outbreak of hostilities were in any port in which this Order applies; or
(ii) Cleared from their last port before the declaration of war, and, after the outbreak of hostilities, enter a port to which this Order applies, with no knowledge of the war;

shall be allowed up till midnight (Greenwich mean time), on Friday, the 14th of August, for loading or unloading their cargoes, and for departing from such port:

PROVIDED that such vessels shall not be allowed to ship any contraband of war, and any contraband of war already shipped on such vessels must be discharged.

4. Enemy merchant ships which cleared from their last port before the declaration of war, and which with no knowledge of the war arrive at a port to which this Order applies after the expiry of the time allowed by Article 3 for loading or unloading cargo and for departing, and are permitted to enter, may be required to depart either immediately, or within such time as may be considered necessary by the Customs Officer of the port for the unloading of such cargo as they may be required or specially permitted to discharge.

PROVIDED that such vessels may, as a condition of being allowed to discharge cargo, be required to proceed to any other specified British port, and shall there be allowed such time for discharge as the Customs Officer of that port may consider necessary.

PROVIDED, also, that if any cargo on board such vessel is contraband of war or is requisitioned under Article 3 of this Order, she may be required before departure to discharge such cargo within such time as the Customs Officer of the port may consider to be necessary; or she may be required to proceed, if necessary, under escort, to any other of the ports specified in Article 1 of this Order, and shall there discharge the contraband under the like conditions.

5. His Majesty reserves the right recognized by the said Convention to requisition at any time subject to payment of compensation, enemy cargo on board any vessel to which Articles 3 and 4 of this Order apply.

6. The privileges accorded by Articles 2 and 3 are not to extend to cable ships or to sea-going ships designed to carry oil fuel, or to ships whose tonnage exceeds 3,000 tons gross, or whose speed is 14 knots or over, regarding which the entries in Lloyd's Register shall be conclusive for the purposes of this Article. Such vessels will remain liable on adjudication by the Prize Court to detention during the period of the war, or to confiscation, in accordance, in either case, with the Convention aforesaid. The said privileges will also not extend to merchant ships which show by their build, that they are fitted out for conversion into warships, as such vessels are outside the scope of the said Convention, and are liable on adjudication by the Prize Court to condemnation as prize.

7. Enemy merchant ships allowed to depart under Articles 3 and 4 will be provided with a pass indicating the port to which they are to proceed, and the route they are to follow.

8. A merchant ship which, after receipt of such a pass, does not follow the course indicated therein, will be liable to capture.

9. If no information reaches one of His Majesty's Principal Secretaries of State by the day and hour aforesaid to the effect that the treatment accorded to British merchant ships and their cargoes which were in the ports of the enemy at the date of the outbreak of hostilities, or which subsequently entered them, is, in his opinion, not less favourable than that accorded to enemy merchant ships by Articles 3 to 8 of this Order, every enemy merchant ship which, on the outbreak of hostilities, was in any port to which this Order applies, and also every enemy merchant ship which cleared from its last port before the declaration of war, but which, with no knowledge of the war, enters a port to which this Order applies, shall, together with the cargo on board thereof, be liable to capture, and shall be brought before the Prize Court forthwith for adjudication.

10. In the event of information reaching one of His Majesty's Principal Secretaries of State that British merchant ships which cleared from their last port before the declaration of war, but are met with by the enemy at sea after the outbreak of hostilities, are allowed to continue their voyage without interference with either the ship or the cargo, or after cargoes are released with or without proceedings for adjudication in the Prize Court (or are to be detained during the war, or requisitioned, in lieu of condemnation as prize), he shall notify the Lords Commissioners of the Admiralty accordingly, and shall publish a notification thereof in the "Gazette," and in that event, but not otherwise, enemy merchant ships which cleared from their last port before the declaration of war, and are captured after the outbreak of hostilities and brought before the Prize Courts for adjudication, shall be released (or detained or requisitioned), in such cases and upon such terms as may be directed in the said notification in the "Gazette."

11. Neutral cargo, other than contraband of war, on board an enemy merchant ship which is not allowed to depart from a port to which this Order applies, shall be released.

12. In accordance with the provisions of Chapter III of the Convention relative to certain restrictions on the Exercise of the Right of Capture in Maritime War, signed at The Hague on the 18th October, 1907, an undertaking must, whether the merchant ship is allowed to depart or not, be given in writing by each of the officers and members of the crew of such vessel, who is of enemy nationality, that he will not, after the conclusion of the voyage for which the pass is issued, engage while hostilities last in any service connected with the operation of the war. If any such officer is of neutral nationality, an undertaking must be given in writing that he will not serve, after the conclusion of the voyage for which the pass is issued, on any enemy ship while hostilities last. No undertaking is to be required from members of the crew who are of neutral nationality.

Officers or members of the crew declining to give the undertakings required by this Article will be detained as prisoners of war.

And the Lords Commissioners of the Treasury, the Lords Commissioners of the Admiralty, and each of His Majesty's Principal Secretaries of State, and all Governors, Officers, and authorities whom it may concern are to give the necessary directions hereinafter to them may respectively appertain.

on board any vessel to which Articles 3 and 4 of this Order apply.

AND WHEREAS I, by and with the advice of my Council, deem it expedient and necessary that I should exercise such power of prohibition in manner hereinafter appearing:

Now, therefore, I, by and with the advice aforesaid, do hereby order and direct that from and after the date hereof the following goods, being articles which I have judged capable of being converted into or made useful in increasing the quantity of military or naval stores, that is to say:—

Acetone;
Aeroplanes, airships, balloons, of all kinds, and their component parts;
Animals, pack, saddle and draught, suitable for use in war;
Arms, rifled, of all kinds, and their component parts;
Benzol;

Blast furnace oil;
Carbons required for searchlights;
Cartridges, charges of all kinds and their component parts;
Chrome and ferro-chrome;
Cloth, hempen;
Copper ore;
Cotton suitable for use in the manufacture of explosives;
Cotton wastes;
Creosote;

Dimethylamine;
Engines and lorries, internal combustion, capable of carrying a load of 25 cwt. and upwards, whole or in parts;
Fuel oil shale;
Fulminate of Mercury;
Gunpowder;
Mineral lubricating oil;
Nets, torpedo;

Nickel and ferro-nickel;
Oil, coal, tar;
Oil, olive;
Petroleum, fuel oil;
Petroleum, gas oil;
Petroleum, spirit or motor spirit (including Shell spirit);
Projectiles of all kinds and their component parts;

Sacks, coal;
Silk-cloth, silk-braid, silk-thread, suitable for cartridges;
Silk noils;
Surgical dressings and bandages;
Toluid;
Zinc;

shall be, and the same are hereby prohibited either to be exported from the Colony or carried coastwise.

Given under my Hand and Seal, at the Government House, St. John's, this 5th day of August, A.D. 1914.

By His Excellency's Command,
JOHN R. BENNETT,
Colonial Secretary.

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Engines and lorries, internal combustion, capable of carrying a load of 25 cwt. and upwards, whole or in parts;
Fuel oil shale;
Fulminate of Mercury;
Gunpowder;
Mineral lubricating oil;
Nets, torpedo;

Nickel and ferro-nickel;
Oil, coal, tar;
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Colonial Secretary.

aug 7, 21

Statutory Notice!

In the Estate of John T. Collins, late of St. John's, Telegraph Operator, Deceased.

Notice is hereby given that all persons claiming to be creditors of, or who have any claim or demand upon or affecting the estate or assets of the said John T. Collins, of whose Will probate was granted by the Honourable the Supreme Court to George Shea, of St. John's, Merchant, the Executor named in the said Will, are required to send particulars of their claims, duly attested, to the said Executor, or to Winter & Winter, Commercial Chambers, Water Street, Solicitors for the said Executor, on or before the 7th day of September, A.D. 1914; and notice is hereby given that after the said 7th day of September, A.D. 1914, the said Executor will proceed to distribute the assets of the said estate amongst the persons entitled thereto, having regard only to the claims of which he shall then have had notice.

Saint John's, July 31st, A.D. 1914.
WINTER & WINTER,
Solicitors for Executor.

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WINTER & WINTER,
Solicitors for Executor.

War Notes.

At Liege, in full view of King Albert, a German aeroplane carrying six German officers, was shattered by Belgian aerial guns to-day. Its six occupants were killed.

It is reported at Liege that a squadron of Belgian cavalry surprised General Von Emmich and staff, and that the German Commander, narrowly escaped capture. Seven of the officers were killed.

The French Embassy learns that a French fleet captured a German cruiser at Malta.

British torpedo boat destroyers have brought a German Levant Liner to London.

It is announced that the French Army has effected a junction with the Belgian Army at Tournai, 30 miles west of Liege.

At Argenteau a group of German staff officers accompanied by a small detachment of troops, were surprised to-day by a small force of Belgians who were literally cut in pieces.

Two disguised German officers were arrested to-day at Ostend. They had in their possession extensive military notes and plans of great value. They will be shot.

The Bank of England to-day reduced discount rate to 6 per cent.

There are persistent reports that three German cruisers are lying off the New England Coast.

Neither Great Britain nor Austria has declared war on the other as yet, and the Austrian Ambassador has received no instructions to leave London.

A despatch to the Times from St. Petersburg says that ten German steamers with coal and timber had been seized at Archangel.

Two German steamers have been seized in the North Sea.

Prince de Croÿ, former officer of the Guards, has been arrested for espionage.

Five priests in the Diocese of Regina, Saskatchewan, reservists in the French Army, will obey the mobilization order and leave for France this week.

The Daily Mail publishes a Copenhagen despatch saying that a German Squadron is bombarding Sveaburg in Finland.

England officially announced today acceptance of Australia's offer to furnish a navy and pay for its maintenance.

The French fleet in the Mediterranean captured another German cruiser.

A message has been received from Guernsey in the Channel Isles, stating that a French gunboat, towing a large German ship, has anchored in the roadstead, under the guns of the castle.

England, it is said, is intent upon destroying the Kiel Canal, which is now protected. A further despatch says that several German steamers, anchored at Hull, England, were seized as prizes by the British authorities. Their crews of naval reservists are prisoners of war. Further news of a set-back to German naval activities is that a British warship has seized the German bark Perkeo, which sailed from New York on July 18th for Hamburg. She was towed into Dover.

The outcome of a naval battle between the German and British fleets off Hull is anxiously awaited here.

The Allan liner Victorian with 600 French reservists on board, was expected to leave for France last night, but is still in port to-day awaiting orders. It is understood she will only leave in about ten days time, when the Caroline of the General French transatlantic line leaves with a large detachment of French reservists. The Caroline will go to Montreal for a batch of French reservists, who are waiting transportation to fall into the ranks.—Daily News.

Announcement.

D. J. Furlong wishes to associate to his friends and the public generally that he has opened a custom establishment in connection with the Cleaning and Pressing in the store lately occupied by N. W. Chow, 7 New Gower Street, and is now prepared to receive orders for any garment in the tailoring line; also wishes his friends to notice that he is giving a very special offer to anyone having suit length to be made up. Every garment will