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The Journal of Commerce

THE BUSINESS MAN'S DAILY

Vol. XXIX. No. 87 MONTREAL, MONDAY, AUGUST 17, 1914 ONE CENT

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PUT PRICE ON SHIPS

burg-American Deny That They Will Sell, But Quote Prices, Nevertheless.

ew York, August 17.—It is understood that while th German Lloyd Steamship Company is not ing to sell their ships on account of war, they e placed following valuations on their vessels at ch figures they would entertain a sale.

ngprinzessin Cecilie	$4,500,000
ser Wilhelm II.	4,000,000
ngprinz Wilhelm	3,500,000
rge Washington	5,500,000
cess Irene	1,000,000
sse Kurfuerst	1,000,000
arossa	1,000,000
derich der Grosse	1,000,000
ndenburg	750,000
	750,000
lken	500,000
bad	500,000

PASSED SHIPPING BILL.

ashington, August 17.—After rejecting the con- nce report, the Senate receded from its amend- nts to the shipping bill and passed the measure it originally came from the house by a vote of 40 to 18.

EIGHT DAYS DELAY.

aris, August 17.—The French Minister of War s the statement that it will be eight days be- definite results of battles can be expected.

HOME RULE FOR POLES.

e Czar, in a manifesto to the Poles of Russia, stria and Germany, has promised to restore their boundaries of Poland, and to grant autonomy e Poles support Russia.

UNITED STATES TO BENEFIT BY WAR.

ashington, August 17.—Franklin K. Lane, Secre- y of the Interior, declares United States will reap at benefit from European war. He predicts great- industrial expansion and especially greater min- activity as result of struggle. He said: "Of im- nce second only to that of food supply is the ply of mineral products. We have cause for self- ratulation that we are able to feed ourselves. t we possibly have not so fully realized is that we nearly as independent in the possession of es- tial mineral resources and that interference with nufacturing caused by interruption of flow of portations of many necessary raw materials, be- se of the war, may be overcome almost wholly development of neglected resources in our coun- y."

e Secretary added that these resources will be eloped if formative legislation be passed and there uld be no reason for high prices because of this nge in source of supply.

ge— 2— Slug THREE— Have Nambed their Price burg-American Line Deny Intention of Selling their Ships but they Make Move in that Direc- tion.

SSIA'S IMMENSE ARMY READY TO INVADE GERMANY.

aris, August 17. — Confirmation of reports of rapid sian mobilization comes from the War Office. statement issued officially by War Office says: matter of fact Russian mobilisation has been arkably rapid and Russian army is now ready to e field. Russian cavalry has crossed frontier by and Stry Passes and Austrian cavalry and in- ry have been repulsed.

Russian offensive movement against Germany is g taken simultaneously with that against Austria. ough Germans have been working hard for a year gthening their frontier forts, noteably Grandens Thorn, still their frontier situation is unfavor- so that they have been forced to call on many rve formations to assist the five active corps frontier. It is doubtful whether even those forces resist the Russian attack as long as Germany ght they could."

FRENCH SUCCESSES IN ALSACE CONFIRMED

War Press Bureau Announces That Germans are Being Driven Back Steadily

TRENCHES FILLED WITH DEAD

French Again Show Superiority in Artillery—Japan's Action Likely to Hasten Action of German Fleet in North Sea.

(Special to Journal of Commerce.)

London, August 17.—The War Press Bureau of the British Government gave confirmation to-day of the assertions made in Paris that the French advance in Upper Alsace, south of Muelhausen, is steadily driving the Germans back. The fighting has been desperate, but thes uperiority of the French artillery over that of the Germans was increasingly manifest. The trenches from which the Germans are being driven are everywhere found to be filled with dead and wounded.

Hard fighting is going on between the allies and the Germans near Haelen and Diest, from 30 to 35 miles east of Brussels, according to despatches from Brussels. They say the battle opened at 4 o'clock in the morning.

German horsemen charged upon the Belgian and French lines in open formation, in an attempt to sabre the gunners and capture the batteries, but suffered heavy losses from the accurate and steady fire directed against them.

The ultimatum of Japan is expected to hasten action by the German fleet in the North Sea. If Germany wishes to send assistance to its Asiatic fleet, the forces now supposed to be bottled up near the mouth of the Elbe will have to come out and fight. In the meantime the great land grapple is daily coming closer. The fighting at Dinant shows that the German forces have almost reached the Franco-Belgian frontier, their objective point. A battle is also reported at Avricourt, on the Alsatian frontier.

Though thousands of men were involved in these skirmishes, they are regarded like the battle of Haelen, as skirmishes preliminary to the terrific armageddon that is imminent.

A report from Amsterdam that Austrian troops had reached Belgium caused great surprise among military experts here. It indicated that they had been moving much more rapidly than had been considerd possible, but also served to confirm the experts' belief that Germany was staking it all on the massive attack on the weakest part of the French frontier.

The allies claim victory at both Dinant and Avricourt, but admitted that the Germans must overrun much of the country of the Ardennes.

That Russia's pledge of home rule to Poland if Germany is crushed, will materially assist the progress of the Czars' army, is believed here.

The remarkable rapidity with which Russia has mobilized her forces has proved the marvel of the war. They are ready to take the offensive, and the result will soon be felt in Galacia. Their cavalry crossed the frontier at the Upper Bug and Upper Styr Rivers simultaneously, and at the same time the Czar's forces are operating in Eastern Prussia.

The Russian War Office announces the capture ther of Insterburg and Gumbinnen.

THE FIGHT AT DINANT.

Fight at Dinant, 19 miles south of Namur Sunday was one of the strongest attacks that the Germans have yet made on the allies' lines in Belgium. It was entirely advance guard conflict and the Germans were driven back.

The line which they attacked was held entirely by French troops, showing that the French have reached their line in Belgium and are now taking active part in the fighting.

The attack on Dinant was made by German cavalry and several battalions of infantry strongly supported with machine guns.

The Germans opened the fighting and there was an artillery duel of some hours' duration before the German infantry led the attack. This attack was beaten back only to be followed by another which was in turn repulsed. The French cavalry charged again and again.

FRENCH TAKING OFFENSIVE.

Paris, August 17.—The War Office announces that the French army in Alsace Lorraine has taken offensive again and was successfully pushing forward in its march to Straussburg. French forces report meeting with vigorous resistance and that general engagement which seems to be devioping will cover a good portion of frontier.

A bulletin says French army is now closing in on Saarburg. The Lorraine army, it was stated now controls Abresweiller, six miles south east of Saarburg, Agoudange, 17 miles west of Saarburg and Salens, once an important fortress. The French, it was announced, are also in force along Lorraine border west of Saarburg.

The War Office also announced that French control all of the Upper Vosges, have taken Lutzenhausen, and occupied several smaller places in vicinity. Everywhere reports show there has been heavy fighting. French losses are declared to be heavy but Germans are reported to be falling back although resisting bravely.

BELIEVE TURKISH ARMY MOBILIZED.

Washington, August 17.—Entire Turkish army has been moililized, according to confidential information said to have been received in diplomatic circles in Washington.

Diplomats in Washington are convinced that should Bulgaria enter into fight in Servia, Turkey will attack both Servia and Greece, and her armies will co-operate with those of her recent enemy Bulgaria.

MAY BOMBARD TRIESTE.

Paris, August 17.—Austria fears that the British and French Mediterranean fleets will soon bombard Trieste. Public records and the bullion in the city have meen removed to Vienna.

AUSTRIAN PORTS MINED.

Rome, August 17.—It is reported that the Austrian fleet has retired to its base at Pola. All Austrian ports have been mined.

EXCESSIVE HEAT HAS AFFECTED CROP PROSPECTS

Measured by Standard of 100 Representing Full Crop, Average Return For Fall Wheat is Now Estimated at 71.5.

Ottawa, August 17.—The usual monthly bulletin of the Census and Statistics Office on field crops in Canada has been issued. The reports made by correspondents on July 31, show that the condition of grain crops has undergone a marked change since the last reports for June 30, due to excessive heat and continuous drought during the month of July, especially in the Northwest provinces where the bulk of the grain crops is produced.

Measured by a standard of 100 representing the promise of a full crop, the average condition for the whole of Canada is returned for fall wheat as 71.5, compared with 78 on June 30, and 77.7 on July 31, 1913, for spring wheat at 77.4, against 86.3 last month, and 87.6 a year ago; for oats as 77.9, against 87.3 last month, and 87.4 in 1913; for barley as 77.4, against 86.2 last month, and 87.5 last year, and for rye as 78.5, against 84.7 and 85.

In the Maritime Provinces conditions are excellent, and in Quebec and Ontario, though drought is reported as having shortened the straw, the grain was said to be filling well and the figures of conditions, which for most of the grain crops exceed or approach 90 are not greatly different from those of a month ago.

For spring wheat in Manitoba the condition is 68.2, against 82.4 a month ago; for oats it is 62, against 87.6; for barley 62 against 79.8 and for rye 68.5 against 100.

In Saskatchewan the figures are on July 31 for spring wheat 66, against 90 on June 30; for oats 57.8 against 88.9; for barley 59.6, against 89.4, and for rye 74.4 against 92.

In Alberta the condition is represented by 68 for fall wheat, against 73 last month; 75.4 for spring wheat against 84.3; 71.5 for oats against 85; 71.5 for barley against 85.9, and 77 for rye against 83.7. In some cases western correspondents state that there was still time for rains to effect an improvement before harvest which would begin about the end of the first week in August. Crops after summer fallows are distinctly superior to those prepared by fall or spring ploughing. Converting the figures of the standard condition at July 31 into those of a scale wherein 100 represents the average condition at July 31 for the six years 1908 to 1913 the condition for fall wheat is 90, for spring wheat 93, for oats 89, for barley 92, and for rye 94. That is to say the yield per acre this year is expected to be for fall wheat 10, for spring wheat 7, for oats 11, for barley 8, and for rye 6 p.c. below the six year average.

Potatoes in the Maritime Provinces give an excellent promise with figures of condition ranging from 93 to 96.

A preliminary estimate of the yield per acre of fall wheat gives 20.95 bushels as compared with 23.29 bushels in 1913. For the harvested area of fall wheat in the five provinces of Ontario, Manitoba, Saskatchewan, Alberta and British Columbia, amounting to 973,300 acres the estimated total yield is 20,394,000 bushels, as compared with 22,592,000 bushels, the final estimate of 1913. The drought has naturally affected the yield of hay and clover, the yield per acre of which for all Canada is, according to the preliminary estimate, 1.15 ton, as against 1.33 ton the final estimate of 1913. The estimated total yield is 9,206,000 tons, as compared with 10,859,000 tons, the final estimate of 1913. The yield of alfalfa is placed at 129,780 tons, against 237,770 tons last year.

MR. J. K. L. ROSS,
Mr. Ross, of Montreal, has given half a million dollars to the war fund.

JAPAN'S ULTIMATUM.

Japan has sent an ultimatum to Germany demanding the withdrawal of the German warships from the Orient and the evacuation of Kiau-Chau, a German protectorate in China. This territory comprises an area of 200 square miles, with 200 square miles additional in the bay. Tsing-Tau, the seat of the governor of the territory, is the port where the German warships mobilized at the outbreak of hostilities. Japan's ultimatum gives Germany until August 23 to comply with the demands. Owing to cable interruption, Japan has not been able to deliver the ultimatum to Germany, and the United States will undertake this task.

JAPAN IN GOOD FAITH.

Washington, August 17.—President Wilson is entirely satisfied that Japan is acting in good faith in her promise to respect territorial integrity of China.

KAISER REACHES MAINEZ.

Rome, August 17.—According to a report received here Kaiser Wilhelm and the German General Staff reached Mainez to-day. That city, the largest one in the Grand Duchy of Hesse, and on the left bank of the Rhine, is one of the chief fortified cities of Germany, and is a point from which the German Emperor can direct the whole campaign against France and Belgium.

ROUMANIA REMAINS NEUTRAL.

London, August 17.—Roumanian Government reiterates its neutrality in despatch to M. Misu, Roumanian Minister here.

KIEL CANAL STRONG LINK IN STRATEGY

Gigantic Work Completed Barely Two Weeks Before Declaration of War

LOCKS ARE HUGE

London, Antwerp and Rotterdam for the premier Largest Ships Afloat Can Lie in These Lock Chambers With Room and to Spare—Surpass Size of Locks in Panama Waterway.

(Number Eight in a Series of Short Articles on the German Empire. By Prof. W. W. Swanson.)

To understand the significance of the Kiel Canal, one must link it up with the great port of Hamburg. This port is situated 63 miles from the mouth of the Elbe, and is now fighting hard for first place with London, Antwerp and Rotterdam for the premiem position among the harbours of the world. An enormous sum has been spent by the Free State of Hamburg on the development of the port and the approach channel—a sum estimated at about $112,000,000. It has never been the intention of the State authorities to make the Port pay in dollars and cents; that is to say, its bearing upon the development and prosperity of Hamburg has been the first consideration. But the full study of Germany's chief harbor must be left for a later article.

The Kiel Canal—known officially as the Kaiser-Wilhelm Canal—connects the Baltic with the North-Sea, and thus opens up the vast trade of North-Eastern Europe to the River Elbe and the port of Hamburg.

The gigantic works which were designed for the widening of the old canal have recently been completed. The canal runs from Brunsbuttel on the north shore of the estuary of the Elbe to Kiel on the Baltic Sea, and is entirely in German territory. Ships trading in and out of the Baltic are thus enabled to avoid the long detour around Denmark and the danger incident to intricate navigation in confined waters. The canal is of enormous value to international trade and commerce. It is no less a great asset to the German navy, which has its naval base in the secluded waters of Kiel Harbor. All the successive improvements effected until within recent years, have been entirely in the size of the lock chambers, the original depth of the channel, 11.2 feet, remaining unaltered.

In the meanwhile, ships of gigantic size had been built, both for mercantile and naval purposes. The new works on the canal provide locks of dimensions which are even larger than those of the Panama Canal. On the latter, the lock chambers are 110 feet broad and 990 long. The Brunsbuttel locks, however, are 147 feet broad and 1,082 feet long. The canal throughout is 45.9 feet deep. There is at present no battleship afloat that exceeds 650 feet, and even the magnificent ships, the "Imperator" and the "Vaterland," the latest leviathans of the Hamburg-America Line, can lie with room and to spare in such locks as these.

The details of the locks are of great interest. The gates are of the sliding door type and are moved across at right angles to the lock chamber. Each gate is one single piece of engineering work. The dimensions are: height, 58 feet 6 inches; length, 154 feet ;breadth 26 feet. The weight is 1,250 tons.

Each gate rests on a base provided with rollers, running on a pair of rails. It practically consists of two parallel walls of steel 26 feet apart, fastened together in the most substantial manner and enclosing at mid-height a flotation tank, or chamber. This chamber is divided into compartments, the filling of which can be controled for the purpose of preventing the weight of the gate bearing excessively upon and crushing the rails. By emptying the tank, the gate is rendered buoyant, and thus notwithstanding the great weight, each gate can be floated into position in its gate chamber. The operation of closing and opening each gate is effected by giant girders 154 feet long, which are provided with cogs. These girders, when closing, thrust forward the sliding gate until it enters the recess prepared for it in the lock opposite; or, when opening, withdraw the gate into the gate chamber. The operating gear is driven with electrical power.

The new course of the canal is a considerable modification of the old line. The two sharp left and right bends of the old canal have disappeared. The new canal bed describes a single much flattened curve, and cuts through the line of the old canal half-way between Price Beinrich Bridge and the Levenson High Level Bridge. The result has been to create two crescent shaped islands. On the larger of these, the coaling stations for vessels using the canal are established.

The works necessary for diverting the railway lines have been of a most formidable character. To meet the new conditions, provision has been made to carry the main line to Flensburg over the canal by a high level bridge 146 feet above the level of the water This will clear the tallest works of passing steamers. The bridge is one of three arches; there being a centre span of 422 feet and two side spans of 250 feet each. This centre span carries the girders and arches which have been provided for road traffic across the canal.

The total cost of the old canal was $37,750,000. The expenditures on the present works amount to $60,500,000. The justification for building and enlarging the canal is found in the enormous traffic which was done upon the canal even under the old conditions. But aside from its commercial importance, German strategists were quick to see its wonderful possibilities as a naval base for the operations of the German navy. The Naval Harbor is situated at Kiel on the Baltic side and will easily accommodate the whole of the fleet of the German Empire. It is this canal which is presenting such a formidable obstacle to the British navy in its work of attacking and overwhelming the enemy. It is also presenting a striking object lesson to the Americans on the military and naval advantages of the Panama Canal.

GREAT BRITAIN RELIEVED.

London, August 17.—The British Government has been officially notified of Japan's ultimatum to Germany. The statement of Japan that Kiao Chau would be returned to China and that the integrity of that country would not be menaced by Japan, served to relieve the anxiety felt here for some time.

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GERMAN OFFICER SHOT.

Brussels, August 17.—A German, believed to be an officer of high rank, was arrested, court-martialed and shot at Cirbeck.

Announcement was made that the German sympathizer, believed to be one of the chiefs in the German espionage system was arrested at his home by Belgian soldiers.

At the time of the arrest the German was reported to be engaged in writing a report to the German Government. Papers found in the German's home led to the arrest of eight other persons, all accused of being spies.