

STEAMSHIPS CUNARD LINE

Table listing Canadian Service routes from Southampt. to Montreal, including dates and ship names like Andania, Ascania, and Alaulonia.

DONALDSON LINE GLASGOW PASSENGER AND FREIGHT SERVICE. From Glasgow and Montreal. Schedule for August 15, 22, 29 and September 5, 12, 19.

CANADA LINES DELIGHTFUL WATER TRIPS. An ideal week-end trip is to VAL CARTIER. Includes details for Prescott and Sunday Excursion.

SHIPS NEED NOT BE PRESENT IN ORDER TO BE REGISTERED

Arrangements Being Made So That Consuls of United States Can Perfect Registry of Vessels After Application is Made.

Washington, August 27.—Edmund F. Sweet, acting Secretary of Commerce, has taken steps to expedite the registering of foreign built ships under the American flag.

Acting Secretary Sweet to-day issued a regulation to remove a mistaken idea that there is a wide difference between American regulations for measuring vessels and the regulations of other maritime nations.

Merchant vessels of Great Britain, Belgium, Denmark, Austria-Hungary, the German Empire, Italy, Sweden, Norway, Spain, the Netherlands, Russia, Finland, Portugal, Japan and France will be deemed to be of the tonnage denoted in their certificates of registry or other national papers and it shall not be necessary for such vessels to be re-measured at any port of the United States.

How many foreign vessels will register under the American flag depends now on the action of the President. The Department of Commerce has recommended that the President suspend the present law, which requires that the watch officers on all vessels of American registry shall be citizens of the United States.

MAY INCREASE PASSENGER RATE. Reading, Pa., August 27.—Reading Railway and other leading railway officials here, are now working out a plan by which they can increase their revenues along lines suggested by Inter-State Commerce Commission in its rate decision, issued August 1.

STEAMSHIP MEN MUST MAKE THEIR VOICES HEARD QUICKLY

Might Find Themselves Further Handicapped by Restrictions in Addition to Those Which Now Prevail.

(Special to The Journal of Commerce.) New York, August 27.—The committee appointed by President Simmons, of the Maritime Exchange, to make recommendations as to the advisability of amending the Navigation Laws of the United States, held its first meeting yesterday.

A discussion followed in which the onerous nature of many of the requirements of the steamboat inspection rules was pointed out. The rules laid down by the British Board of Trade were much more favorable than the American regulations, it was said, as regarded the inspection of boilers, fusible plugs, measurement of tonnage and other details.

MUST TAKE CARE NOT TO BECOME EMBROILED WITH U.S.

Such is Advice of London Daily Chronicle in Discussing Contraband to be Carried in American Bottoms to European Ports.

London, August 27.—The Daily Chronicle in a long article to-day warns the English Government of the danger of England becoming embroiled with the United States over questions of contraband of war, and argues that any estrangement between the two countries would be the extreme of bad management.

"It must be the governing principle of the British Government," the article says, "to direct its naval policy so that we may not become embroiled with any neutral power. In nearly every war of the past two centuries we incurred this danger.

"The only really powerful neutral of the present time is the United States. If there is wise statesmanship we shall remain in perfect amity with that power, as well as with the Netherlands, which possesses the great gateway to the heart of Germany.

"The United States possesses the right to send cargoes to Rotterdam and will exercise that right. We must be prepared to see neutral American vessels discharging cargoes in Holland ports. Many questions are likely to arise regarding the exclusion of absolute or conditional contraband—that is, things that may be used by the German naval and military forces.

"It has been the British practice to regard as liable to capture any contraband cargoes concerning which it could be proved they had an ulterior hostile destination. It is evident that this provision presents a very real danger, as the character of a cargo can only be ascertained by exercising the right of search, which the United States has strongly insisted and which was the cause of the war of 1812.

"Picture, then, an American ship approaching the port of Rotterdam and a British naval officer exercising the right of search and detaining the ship on the presumption that her grain cargo is contraband. The coolest judgment will be needed in such a case to avoid a dispute and a misunderstanding.

"It has been suggested that we allow food ships to enter Dutch ports on the mere declaration that their cargoes are not in transit to the enemy. Whether such a declaration would be sufficient it is difficult to say, but it is evident that the officers of the fleet should have very definite instructions on these points to avoid any estrangements."

IDA HELD UP BY ESSEX. New York, August 27.—Steamer Ida (Am.) from Trieste, etc., via Quebec, reports at 10:50 a. m. Tuesday when about 2 miles distant from Fire Island Lightship was halted by the British cruiser Essex, which sent a boat alongside containing three officers and seven men, who boarded the steamer and spent one hour in an examination of the ship's papers and her holds; she was then permitted to proceed.

FREIGHTER IS ARMED. New York, August 27.—The English freighter Francoise, sailed to-day from her dock in Hoboken, N. J. She is bound for Hull, and carried about 5,000 tons of cargo, principally grain. From her rear deck protruded two guns of 4.7 calibre, which she carried when she arrived at Hoboken about two weeks ago.

BATTLE OFF DELAWARE COAST REPORTED. Cape Henlopen, Del., August 27.—This morning about 2 o'clock flashes were seen seaward from this place. An engagement between two cruisers was believed to have taken place about five miles out at sea and that both vessels sank. The flashes appeared intermittently until shortly before daybreak when the firing became heavier.

IN OFFICIAL STATEMENT French War Office says that in the north the Franco-British lines had been moved back a short distance. Between Nancy and Vosges the French offensive is making headway.

Shipping and Transportation

THURSDAY, AUGUST 27, 1914. Almanac. Sun rises—5:45 a.m., sets—6:40 p.m., Full moon—August 5, Last quarter—August 13, New moon—August 21, First quarter—August 27.

TIDE TABLE. Quebec. High water—10:09 a.m., 10:18 p.m., Rise—15.1 feet, a.m., 15.7 feet p.m., Next highest tide on September 23, Rise 18.3 ft.

Weather Forecast. Lower Lakes and Georgian Bay—Moderate winds; generally fair with about the same temperature; showers in a few localities. Ottawa Valley and Upper St. Lawrence—Generally fair, but showers in a few localities; chiefly towards evening or at night; stationary or slightly higher temperature.

Canada Steamship Lines, Limited. Location of steamers at 6:30 p.m., August 26th, 1914. Canadian—Montreal, Acadian—Montreal, Hamiltonian—Windsor, loading, Calgarian—Kingston, Fordonian—Port Arthur.

PORT OF MONTREAL. Arrived—August 27th. Andania, Cunard Line, from London and Southampton, passengers and general cargo, 7 a.m. Robert Reford Co. Agents.

The Charter Market

(Exclusive Leased Wire to The Journal of Commerce.) New York, August 27.—Steamer rates are weak and notably lower, particularly for grain cargoes to United Kingdom and French Atlantic ports, due to the limited demand prevailing for same, and the overabundance of unchartered boats offering for prompt delivery.

Tonnage is in demand to a moderate extent for coal cargoes to Mediterranean and South American ports, and there are also a few inquiries for carriers for petroleum in barrels and cases to European destinations. Cotton and lumber freights are scarce and there is but little inquiry for tonnage for general cargo from either Gulf or North Atlantic ports.

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SIGNAL SERVICE

Department of Marine and Fisheries. Shipping Report, Montreal, August 27th, 1914. Crane Island, 82—Clear, south. In 4.40 a.m. Sindbad, 5:00 a.m. Honoria, 6:20 a.m. Exmoor. Grosbeak—Left up 7:00 a.m. Exmoor.

Quebec to Montreal. Longue Pointe, 5—Clear, northeast. In 6:00 a.m. Quebec, 6:05 a.m. Tallman, 6:08 a.m. Andania, 6:20 a.m. Sin-Mac and tow, 7:55 a.m. Cascadepia, 7:45 a.m. Hudson and tow.

West of Montreal. Lachine, 8—Clear, west. Eastward 5:30 a.m. Kenora, 6:00 a.m. Samuel Marshall. Cascades, 21—Clear, west. Eastward 6:45 a.m. Belleville, 7:25 a.m. Alexandria.

PACIFIC COAST MARINE NOTES (Special Correspondence.) Vancouver, August 27.—At the local offices of the Canadian-Australian line it was announced to-day that the Marana has now sailed from Honolulu, and should arrive at Vancouver during next week.

There is strong evidence that shipping will resume its normal condition on this coast within a very short time, and reports are already coming in from San Francisco that vessels ordered detained are now receiving loading and sailing orders.

The C. P. R. steamer Montague got away for the Orient on August 19, after a delay at Vancouver of 14 days, and is to be followed by the Empress of India to-day.

We continue to get "news" from American sources regarding the movement of alleged warships on the North Pacific. Yesterday we heard from a New York source that a German cruiser was approaching Prince Rupert, or rather had actually visited that port, and taken a levy of coal and provisions. Then Seattle informed us yesterday that a British first-class cruiser of the County class has arrived as Esquimaux, and had been sighted passing Cape Flattery.

The naval authorities will not make any statement for publication regarding any defensive movements of ships, their intention to shipowners movements of ships, their intention to shipowners movements of ships, their intention to shipowners movements of ships, their intention to shipowners movements of ships.

The Grand Trunk Pacific steamer Prince Albert, on the Vancouver-Prince Rupert run, went ashore on a chartered shoal between Masset and Prince Rupert at 9:30 p.m., on August 18. There was a heavy fog when she struck, and a considerable sea was running. A wireless message for help was taken up by the Prince John, of the same line, which reached the scene of the wreck three hours later, and took aboard the 28 passengers and 30 crew, who had meanwhile taken to the boats. There was only one fatality, an infant having been drowned at the bottom of one of the boats, in the confusion which followed the hurried launching.

DISPATCHES FROM THE HAGUE say Germany plans to abandon temporarily East and West Prussia, and withdraw to the River Oder, where the main defenses will be.

RAILROADS

CANADIAN PACIFIC CHICAGO EXPRESS

Table listing Montreal to Chicago routes via Toronto, with departure and arrival times.

EXHIBITIONS Toronto. Going Sept. 2 and 9 ... \$10.00, Going Sept. 4, 5, 6, 7, 8, 10 ... \$12.25, Return limit, Sept. 15, 1914.

QUEBEC. Going Sept. 1, 2, 3 ... \$4.90, Going Aug. 30, 31, Sept. 3, 4 ... \$6.50, Single first class fare, Going August 25, Return limit, August 31.

SEASIDE EXCURSIONS. Kennebunk and Return ... \$9.35, Old Orchard and Return ... \$8.20, Portland and Return ... \$5.00, Going August 28, 29 and 30. Return limit September 14, 1914.

LAKE-ONTARIO SHORE LINE TO TORONTO. Via Belleville, Trenton, Brighton, Colborne, Fort Hope, Newcasttle, Bowmanville, Oshawa, Whitby, Lava, Windsor Street 8:45 a.m.

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 8:55 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.

TORONTO EXHIBITION. Going Sept. 2 and 9 ... \$10.00, Going Sept. 4, 5, 6, 7, 8, 10 ... \$12.25, Return limit, Sept. 15, 1914.

QUEBEC EXHIBITION. Round Trip from Montreal. Going September 1, 2 and 3 ... \$4.90, Going August 30, 31, Sept. 4 and 5 ... \$6.55, Return limit, September 7, 1914.

SEAIDE EXCURSIONS. Round Trip from Montreal to: PORTLAND, ME. ... \$8.50, Old Orchard, Me. ... \$8.20, Kennebunkport, Me. ... \$9.35, NEW LONDON, CONN. ... \$9.00, Watch Hill, R.I. ... \$9.60, Block Island, R.I. ... \$10.50, Going August 28, 29, 30; valid for return until Sept. 14, 1914.

100 FOREIGN VESSELS FOR U.S. REGISTRY. Washington, August 27.—President Wilson devoted his attention to the rules and regulations in connection with the new bill admitting foreign built ships to American registry.

JAPAN MAY SEND FLEET TO ADRIATIC. London, August 27.—Despatches from Tokio say that Japanese troops have landed at Ralyanga, north of Fiao Chow, near the British territory Wei Hai Wei in response to the Austrian declaration of war.

TOURIST TRAFFIC ENCOURAGING. Chicago, August 26.—Vice-President Hiland, of St. Paul, says that where the railroads anticipated a light year of tourist travel, they have been greatly surprised with a volume of traffic which has held constant during the summer.

PRICES ADVANCE. New York, August 27.—The Iron Age reports advances of 1¢ per ton in wire rods and 5¢ cents per ton in billets. Wire nails, fence wire and barb wire are up 1¢ per ton.

PERSONALS

AT THE HOTELS. At the Ritz-Carlton—M. Medchikovsky, W. G. D.C., Harry Peck, London, Eng.; S. Hanlon; W. P. Mackenna, New York; Franklin D. Chicago; Hedman Buttrick, Boston; A. C. Hugh, Jacksonville, Fla.; George Clarke, Philadelphia; At the Windsor—C. P. O'Toole, New York; R. H. Bann, Rochester; T. Allen, Toronto; Dr. M. Depell, State College, Pa.; Mrs. I. H. Hanley, at Harley, Redlands, Cal.; Mrs. Chanter and Mrs. Haffner; H. S. Schott, New York.

At the Place Viger—Col. J. M. Balderson, Major at Hertel, Perth; Col. S. B. Steels, Wil. M. and Mrs. J. P. Ashworth, Deseronto; Chicago; J. E. Roberge, Berthier; Mme. S. M. Montebello. At the Queen's—William D. Vreeland, Philadelphia; E. J. MacIvor, New York; C. F. Coyne, Boston; and Mrs. W. W. Southern, Cleveland; Will. Mansell, St. John; E. A. Glasgow, Rochester; Gahan, Ottawa; Paul Klopstock, London.

Mr. Jack Hunter is the guest of his aunt, R. Starke, at Metis.

Among Montrealers at the Hotel McAlpi York, were Mr. F. F. Sawyer, Mr. G. Gordon Garry, and Mr. C. Kelly.

Mr. Arthur B. Browne, Berri street, is spending two weeks' vacation at Lakeview Farm, Alburton.

Dr. H. E. Studer, who has been attending the 4th Convention in Buffalo, has arrived for a visit with his sister and brother-in-law, Mr. G. Well Slinn, at his summer home at Lac Superior, the Laurentians.

Mr. J. A. Bonin returned some days ago from three weeks' visit at Prout's Neck, Me.

Mr. George Earle, of New York City, who has come to Montreal for the marriage of his niece is the guest of Henry Earle.

Mr. Edwin Brice has returned from a short visit to Quebec.

Mr. David McNeill is home from a six weeks' visit in the West.

Mr. Arthur Magill left on Saturday for Ferguson.

WAR RISK INSURANCE BILL. Washington, August 27.—House leaders to-day prepared to put through the Administration Bill providing government insurance against war risk American merchant ships and their cargoes, opposition of the Republicans, and it was expected the measure would be in the hands of the President by to-night.

To expedite the passage of the bill, the leader expected to bring in a special rule limiting the debate to remove all danger of a filibuster engineered opponents of the measure. A meeting of the Committee was called for this purpose.

Immediately after the War Risk Insurance Bill was disposed of, the bill urged by President Wilson providing for a government controlled corporation to purchase foreign ships will be taken up. Charles Alexander, of the House Committee on Merchant Marine and Fisheries, to-day announced that no time has been lost in pressing to passage the measure, which aimed to build up an American merchant marine.

BERLIN ANNOUNCES VICTORY. Berlin, August 27.—Complete victory over Belgium is officially announced.

Real Estate and

Table listing various real estate firms and their addresses, such as Aberdeen Estates, Beaudin, Ltd., Bellevue Land Co., etc.