

IMMEDIATE CAUSES OF PRESENT CONFLICT

On May 30, 1913, peace between the Balkan States and Turkey was concluded, by which Turkey lost practically all of her European dominions; Serbia got all of the Central Macedonia; Greece got Epirus, part of Suohren Macedonia, Salonika, and a strip of seaboard in Western Thrace; Montenegro got the west half of Novibazar.

Austria's attitude during the war was, of course, neutral officially, but her inveterate hostility to the Balkan States, especially Serbia, was well known and hardly concealed. Since the war Austria has strengthened her forces, both military and naval, and presented to Europe a more vigilant outlook and a more aggressive attitude than she has ever shown in modern times; all the while preserving strict secrecy concerning her actual designs.

On the 25th of June of the present year, the Archduke Francis Ferdinand, heir presumptive to the dual throne of Austria-Hungary, was as-

sassinated in the streets of Sarajevo, the capital of Bosnia.

On the 23rd of July, Austria demanded that Serbia should give formal assurance that it condemned the Serbian propaganda whose aim was to detach Austria a portion of its territory, stop the work of those engaged therein, and express regret that Serbian officers had shared in the condemned business.

The Serbian Government was also called upon to suppress anti-Austrian societies and publications and to advertise the fact, and to eliminate from its educational system influences hostile to Austria-Hungary. All this programme was to be carried out immediately and under the supervision of Austro-Hungarian officials.

Serbia at once replied, accepting practically all the Austrian demands, but demurring at the participation of Austrian officials in Serbian affairs.

On the 25th day of July Austria declared war against Serbia.

Million Slav Troops Threaten To Overrun Austrian Empire

Paris, Aug. 4.—The great Austrian barrier, which hitherto has kept back 150,000 Slavs from Europe, is breaking down. The Slav Colossus has awakened from a long sleep and is now making frantic efforts to join the great family of civilized nations.

To endeavor to prevent the realization of the ideal of this people is the dangerous and barbarous task which Austria has taken up. She is attempting to stop the wheels of progress in order to bolster up the waning Hapsburg prestige.

Serbia might have been regarded as of little importance at Vienna until now. But Greater Serbia is at last a reality. It is a force that cannot be destroyed, with its millions of people distributed in the various Balkan countries, covering the whole territory between Belgrade and the Adriatic, and especially piled up in Bosnia and Herzegovina, Sanjak Novibazar and from there south as far as Greece.

The responsibility of preventing the progressive impetus of this people is also shared by Germany in a large measure.

Georges Clemenceau expressed the belief to-day that one word from Kaiser Wilhelm to Emperor Franz Josef would have cleared the air of the appalling incubus of a general European conflagration. He said:

"When blood has flown Russia can no longer temporize and give time for Austria to draw back. When Russia has drawn her sword, all Europe will be in arms for the work of devastation and death, such as the world has never before witnessed."

With Russia lined up with Serbia Austria is probably doomed to extinction as a European power.

Germany, therefore, will lose her buffer, which has heretofore staved off the Slav peril in the south.

Germany, if she takes a hand, can scarcely hope to defeat the 4,000,000 Russian troops on the east and 1,000,000 French troops on the west.

Austria will have her hands completely occupied with the half million trained Serbian soldiers, fired with the enthusiastic self-confidence of a Balkan triumph.

Thirty-Eight Killed And Forty More Injured In Railway Wreck, U.S.

Passenger Train Collided With Gasoline Tank Car, An Explosion Resulted, the Train Caught Fire and Many Were Burned To Death—Heroic Rescues Reported

Joplin, Missouri, Aug. 6.—There were thirty eight killed and two score injured in last night's wreck at Tipton, ten miles from here, when a Kansas City Southern passenger train collided with a Missouri and Northern Arkansas road gasoline motor car.

They were brought here early today.

Many dead and injured, the latter badly burned by the explosion of the gasoline tank motor car.

When the relief train arrived in the early morning hours the streets around the station were crowded with people.

Cheers were given when W. M. Drury of Webb City, Mo., was taken from the relief train. Drury, whose wife and children were aboard the wrecked motor car, was only slightly injured and he quickly removed the wreckage which covered him and began a search for his family which included a nine-months old baby. He found them buried under the back of the seat which was supported by a second seat. One by one he brought them from the car, crawling on his hands and knees through the fire which was rapidly consuming the wreckage.

All were severely burned but physicians said that they would recover later.

Although his face and body were covered with blistered where his clothing had been burned away, Drury crawled back into the wreckage and rescued three other persons.

The wrecked North bound was late, having been delayed by a freight train. The motor was running on the Kansas City Southern tracks and evidently its crew misunderstood the orders to meet the passenger train at Tipton Ford, for it

ran past the station without stopping and a mile South of the town it met a passenger train head on.

The huge gasoline supply-tank burst, saturating the imprisoned passengers and then the gasoline caught fire. The bodies of many dead were almost consumed by the fire and many persons were pinioned beneath the wreck and sustained severe burns in addition to wounds.

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July 7th, 1914.
Nineteen months I have been suffering with heart disease, until I hear of A.I.C. I took a pint bottle and now I am perfectly cured. I tried all doctors and medicine, but A.I.C. was the only cure I could find.

MRS. HENRY ARON, Southside, Carbonear.

Another cured at St. George's.

June 25th, 1914.

I have been a sufferer for eighteen months. I tried all doctors, but all failed to cure me. I took two bottles of A.I.C. and now I am perfectly cured. If anyone doubts this statement, write or see me personally.

MRS. MARY FRENCH, St. George's.

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ADVERTISE IN THE MAIL AND ADVOCATE



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. Colonial Secretary,
August 4th, 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, by 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 State 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 5 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 3 and 4 are not to extend to cable ships or to sea-going ships designed to carry oil fuel, or to ships whose tonnage exceeds 5,000 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 requisition, 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 intended 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 favorable 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 capture 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 Court 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 herein as to the necessary directions hereinafter as to them may respectively appertain.

ADVERTISE IN THE MAIL AND ADVOCATE FOR BEST RESULTS



PROCLAMATION

By His Excellency Sir Walter Edward Davidson, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief, in and over the Island of Newfoundland and its Dependencies.

WHEREAS, by the 255th Section of "The Customs Act, 1898," it is enacted that the Governor in Council may prohibit the exportation or carriage coastwise of the following goods:—Arms, ammunition and gunpowder, military and naval stores and any articles which He, by and with the advice aforesaid, deems capable of being converted into or made useful in increasing the quantity of military or naval stores, or for purposes of hostility, or destruction in war, provisions, or any sort of victual which may be used as food by man:

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;
Copper suitable for use in the manufacture of explosives;
Cotton wastes;

Cresote;
Dimethylamine;
Engines and lorries, internal combustion, capable of carrying a load of 25 cwt. and upwards, whole or in parts;

Fuel oil shade;
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;
Toluol;
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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4 Doz. Boys' Linen Hats. Regular 40c., now 20c.
25 Doz. Men's Negligee, the Shirt that made us famous. Regular 75c. Regatta price 50c.
10 Doz. Men's Caps, Job Line; 50c. kind for 25c.
Men's Vici Kid Boots, Blucher make. Regular \$3.00. Now \$2.50.

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