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not fail to admire the appearance or appreciate the comfort of the now famous Gray-Dort, and examine its vitals—the wonderful motor, cylinders, L-head type, cast en bloc with head—a motor with a long stroke of 5 1/2 inch giant in power.

## AT GLIDES FORT

feature, too, you will observe, which is the car running smoothly, sweetly, perfect lubrication, and splendid three-point suspension—the easiest running car yet

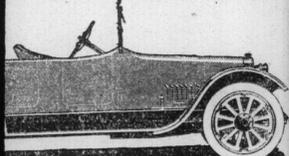
most advanced lines in body construction. They are of perfect perfection. Plenty of leg room in driving.

Electric generator, electric starter, lights and horn, gasoline gauge, speedometer, rear tire carrier.

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# McLAUGHLIN

## Triumph



**MODEL D 45**  
and yet again the McLaughlin Triumph. Read this:

4 passengers, in a trip made at McLaughlin D 45 made a run of 100 miles in 10 hours and 23 minutes. This was one hour and 23 minutes more than previous records. The car was a stock car. It takes 'The Southern Pacific Limited, three hours and 15 minutes to occupy the time to make the same distance."

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Opposite Ker & Goodwin's  
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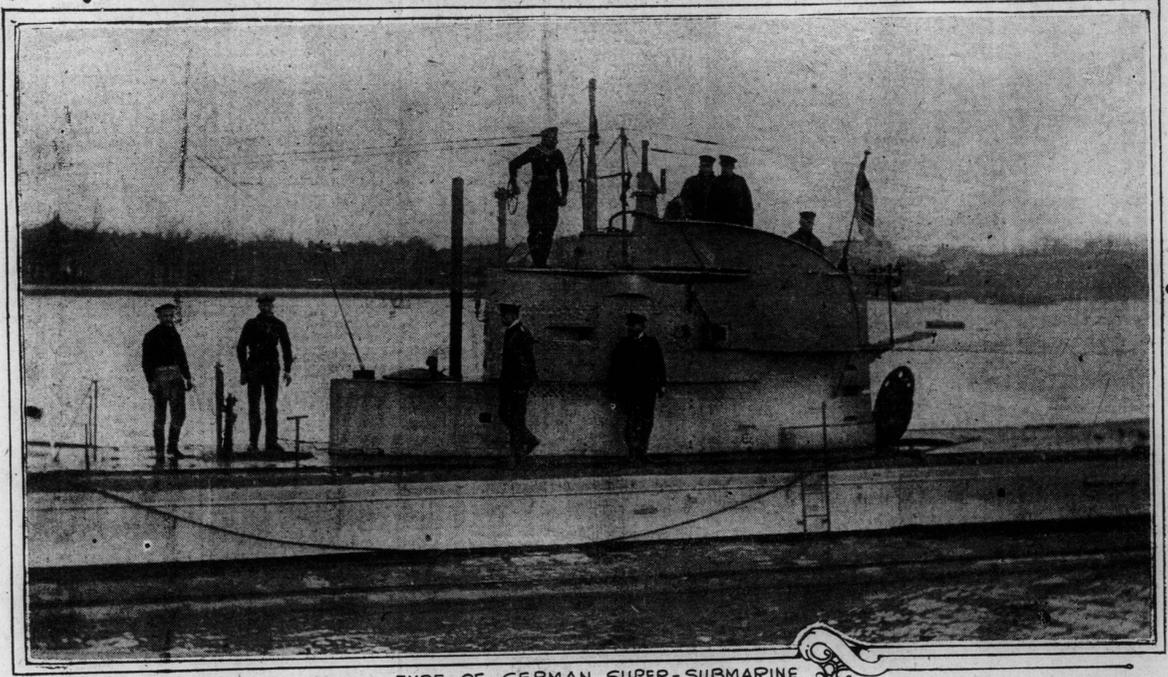
## THIRD SECTION

# BRANTFORD COURIER.

PAGES 11 to 16

THE COURIER, BRANTFORD, CANADA, SATURDAY, JULY 15, 1916

## GERMAN SUBMARINE ELUDES ALLIES AND LANDS AT AMERICAN PORT



TYPE OF GERMAN SUPER-SUBMARINE.

Here is shown a type of the German super-submarine which arrived at Baltimore after completing a voyage of 4,000 miles from Bremen and marking an epoch in maritime commerce.

The vessel went 800 miles outside her course, eluded two separate cordons of allied cruisers and passed through the Virginia Capes sixteen days after clearing from Bremen. Outside the Capes she played a stirring game of hide and seek with British and French war ships which, warned of her presence in the Western Atlantic, were bent on preventing her reaching safety in American territorial waters. But she eluded them by submerging when she was within their radius of action and went through the Capes "standing up."

# FOR FIRST TIME SINCE THE WAR STARTED GERMANY FACES ALLIES ON ALL THE FRONTS AT ONCE

## Military Expert in the United States Gives His Opinion of the Great Offensive Now in its Second Stage—British Did Not Strike Until the High Allied Command Gave Them the Word—Importance of Certain Railways on Western Front.

During the early Spring of 1915 the air was full of rumors about the coming drive of the allied forces in France. As Spring came and went without any offensive having materialized, the time set by rumor changed first to Summer, then to Fall. Finally, as if to satisfy the popular demand, though naturally with much deeper objects in sight, we saw the quick, hard thrusts of the French and British in Champagne and in Artois, respectively. It was, however, but a flash in the pan. A few days and it was all over, and the forces in the west settled back again to dull monotonous trench warfare.

A year passed, and with the coming of Spring we again were fed on rumors of a new drive. The Germans were, however, a long step ahead of the Allies in their preparations, and in February before it was thought the allies had effected their necessary concentrations, the Germans shot their thunderbolt at Verdun. Practically all military critics of this country and of Europe have expressed the opinion that this offensive, demanding as it has an almost unmeasured expenditure of available reserve in men, would make impossible any allied offensive this year. It seemed that the allies simply could not stand the drain and still have movement of their own. But the Allies have learned their lesson and learned it well. Germany has been a most efficient teacher.

Organization.

First, in the organization of national manufacturing resources for war, the Allies, originally far behind their Teuton antagonists, have not only caught up but have far exceeded them. There is no doubt now that the munition production of the allied nations exceeds that of Germany. It is not a question of their being munitioned by America, very little American-made munition has reached the western Allies. Of all that has been shipped not more than 5 per cent has gone to England and the remainder having been shipped to Russia.

Secondly, after eighteen months of

war, the Allies finally discovered that in order to win each would have to put aside all individual ambitions and regard the war from the standpoint of all, leaving the gratification of private ambitions to work itself out after the Teutons had been forced into a request for peace. Then and not till then was there time to divide the spoils.

Accordingly, early in February of this year a general staff, with representatives from each of the Entente and British in Champagne and in Artois, respectively. It was, however, but a flash in the pan. A few days and it was all over, and the forces in the west settled back again to dull monotonous trench warfare.

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ment in the war, begins and ends with an analysis of the railroad situation, for without good rail communications, both leading up to the line and running parallel to the line of occupation, a modern army cannot maintain its position. The demand for shells at the firing point, occasioned by the remarkable development in artillery and its use, is so great that ordinary means of communication by dirt roads, while useful as auxiliaries, can in no degree be depended upon as capable lines.

Reference to a railroad map of the country immediately east of the fighting line from Nieuport to Soissons will show only four lines running approximately east and west up to the line of battle. Beginning at the north end radiate from Lille, the more northern running to Ghent, the other through Tournai. The next runs from Arras through Douai and Valenciennes. The third through Cambrai and Le Cateau, and the last through La Fere and Laon, with branches to Noyon and Soissons.

France and Belgium.

From each of these roads, which are the main life lines of the German forces in France and Belgium, branches in great numbers run north and south. The latter are almost as important to the Germans as the roads coming in from the east, for it is upon them that they rely for the distribution of supplies, both food and ammunition, over their front. Lille, Douai and Cambrai are opposite the Franco-British front. The taking of any of them would have a decided effect on the position of the German front and thus automatically affect the whole line.

It is obviously impossible that any considerable section of the German front could retire for any considerable distance, say, from five to ten miles, and affect the line north and south of the point of retirement. Consequently the attack against the German line must necessarily have for its objective one or more of the main steps which will have to be taken before these larger aspects can be realized. There are many minor importance toward which the allied lines are working, and which must be taken first and consolidated. These are apparent from a study of the location of the line before the attack was launched, and the direction in which it is being pushed.

On leaving the heights of Vimy the allied line, before the attack, ran almost due south past Arras to a point about seven kilometers beyond that town. It then broke away to the southwest to Monchy. From Monchy it curved south and east, crossing the Ancre in the vicinity of Beaucourt, whence it ran almost due south to Albert. Here it again changed direction, running due east to Maricourt, whence it turned south, crossing the Somme near Eclusier-Vaux and passing through Fontaine and Foucaucourt, midway between Herleville and Soyecourt and just east of Liéons.

The Value of Peronne.

It will be seen by following this line that between Neuville on the north and Maricourt on the south the line is a huge bulge or salient, protruding westward into French territory. It is against this bulge, fourteen kilometers deep and thirty kilo-

## MORE SOLDIERS LAND AT HALIFAX

### One of the Wounded Men Wore Mask Made by Sculptor.

By Special Wire to the Courier.

Halifax, N.S., July 15.—Most of the invalided officers and soldiers who arrived here Thursday by steamer from England, have left for their homes. A number left last night by special train for Montreal.

One of the wounded men wore a metal mask, made for him by the noted English sculptor, Derwentwater.

Among the returning officers are the following:

Colonel Swift, Major Verett, Quebec; Captain Howard, Captain Cosbie, C.A.M.S.; Captain Boucher, C.A.M.C.; Captain C. B. Price, Montreal; Capt. Kelly, Lieuts. Blair, G. H. Clark, Calgary; W. E. Bull, Winnipeg; J. S. Brown, B. A. Brown, Toronto; Beck, A. J. Roberts, S. McPherson, R. H. Harcourt, Weland; E. J. Jolleur, R. H. Sloane, O. N. Learmonth, F. J. Hartburn, Lieut.-Col. McAvity, St. John; Major Gow, Major Benwell, Major Crouce, Major White, Major Wilson, Major H. J. Decharmon, Captain Crombie; Lieuts. H. H. Sewell, Fenton, Dunfield, Pym, H. W. B. Locke, Captain Duff and Captain O'Flynn.

**MAY BE COMMITTED.**

By Special Wire to the Courier.

Regina, Sask., July 15.—Argument is proceeding before the Wetmore Commission on a motion to commit for contempt of court W. J. Galton, Conservative organizer, who refused to answer certain questions put to him.

London has been chosen for the site of a Canadian branch factory of another large American industry, the New Jersey firm of H. S. Hall, manufacturers of silk gloves.

Stewart Lamont, for many years was closely associated with municipal affairs, has received official notification of his appointment as collector of inland revenue at Chatham.

## OFFENSIVE OF ALLIES LEAVES VERDUN SAME

No Germans Withdrawn from in Front of It, Says Berlin.

## HIGH COMMAND NOT LED AWAY.

Also Claim Offensive of Allies is Fast Pattering Out.

By Special Wire to the Courier.

Berlin, July 15.—(By wireless to Sayville)—The offensive of the Entente allies on the western front has not caused the withdrawal by the Germans of a single man, or a single gun from the Verdun front, where the attack on the French fortress is being consistently and successfully pressed, says a statement issued today by the Overseas News Agency summarizing newspaper comment on the western front campaign.

The German success reported on Thursday to have been won on the right bank of the Meuse near Fort Souville and Lauffe plateau was commented upon by the German papers as an event of remarkable importance, says the news agency summary. This, the first enterprise attempted at Verdun, since the enemy offensive, proves conclusively that the German army, despite all hostile attacks on both the eastern and the western front, has not lost sight of the original object in view.

"No German soldier and no German cannon have been withdrawn from Verdun and the battle is continuing successfully with the initiative in German hands. If Germany's enemies had hoped to seize the initiative by the attacks of their armies of millions of men and lay down a course of actions for the Germans they have been bitterly disappointed by the course of events.

After their brief successes won at the beginning of their offensive, the advances of hostile masses have up to this time been broken up by the heroic resistance and tenacious endurance of the brave German defenders of the Somme-German headquarters remains the master of the course of operations.

The success won near Souville is worthy of mention as one of the means taken to achieve the German end, as it shows the whole world the superiority of German arms, the summary concludes, and proves that Germany has reason for viewing the military situation with the same confidence as before.

## THE DAM BILL PASSED

Not Profane, but Merely Measure Dealing With Water Power.

Washington, July 15.—The general which it passed the Senate, regulating water power development, in navigable streams was passed by the House yesterday 51 to 17.

## CHILDREN CRY FOR FLETCHER'S CASTORIA

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Canada's Most Modern  
Hostelry  
250 Rooms, 200 with Baths. Hot and cold water in every room.  
Special accommodation for Commercial representatives, Tourists and Conventions.  
Complete Garage attached.  
Banquet and Convention Hall. Ball Room, Grill.  
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European Plan—Rates \$1.00 up.  
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GEO. H. O'NEIL, Manager.

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