

LAST EDITION

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51st YEAR. No.

Tomorrow's Weather—Fair and Cooler.

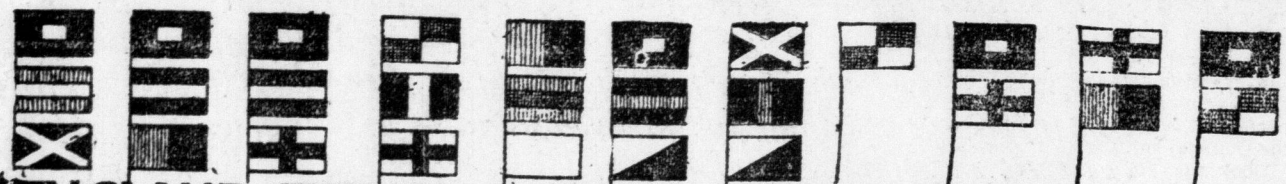
THE LONDON ADVERTISER, WEDNESDAY, SEPTEMBER 2, 1914. TEN PAGES.

Sun rises, 5:41; sun sets, 6:56.

PRICE TWO CENTS.

Londoner Tells of Thrilling Flight Through Warring Lands

NELSON'S FAMOUS BATTLE SIGNAL, TO WHICH BRITONS ARE TRUE TODAY BOTH ON LAND AND SEA



"ENGLAND EXPECTS EVERY MAN WILL DO HIS DUTY"

CANADA'S OPPORTUNITY THROUGH PUBLIC DEMAND

Fostering of "Trade-in-Canada" Idea Will Mean Stimulus To Canadian Manufacturers and Will Obviate Evil Results of War Is General Opinion.

"Trade in Canada." "Made in Canada."

The two slogans are synonymous, or ought to be, at present. According to a general consensus of opinion, among manufacturers and merchants with whom The Advertiser was able to get in touch, the present war situation means great things for the development of Canadian industries. The demand for Canadian-made goods that will follow in the wake of the cessation of German shipments to this country should mean a wonderful stimulus to the manufacturers of the Dominion.

Everywhere, in the city and out of it, the feeling is strong for the fostering of the purchase of Canadian goods. In the words of the merchants, the demand of the public for goods made in this country will not only open up wide possibilities for Canadian industries, but will obviate much of the hardship that will be the natural result of the war situation.

The question is now "UP TO THE PUBLIC."

Following are some of the opinions expressed by manufacturers, wholesalers and merchants:

CONTROLLER J. P. MOORE.—The present crisis offers a splendid opportunity to give an impetus to Canadian trade. One way to do this is by buying only such goods as are made in Canada. That needs no argument; it obviously is the best thing to do. I certainly would advise the public to buy home-made goods in the disturbed condition of international trade to take care of their own market is one which should London firms as much as possible."

J. H. CHAPMAN, merchant.—The opportunity offered to Canadian manufacturers by the disrupted condition of international trade to take care of their own market is one which should

FIRST CANADIAN OFFICER TO FALL IN GREAT WAR

Captain Bertram Denison, Son of Admiral Denison, of Toronto, Killed in Action in Belgium, Says Cable.

[Special to The Advertiser.]
Toronto, Sept. 2.—Word was received this morning of the first Canadian killed in action in the European war—Captain Bertram Denison, son of Admiral Denison, of Toronto, and son of Admiral John Denison, of Toronto.
Captain Denison was serving, it is understood, with the Yorkshire Infantry. Meagre details received by cable merely state he was killed in action in Belgium. He was married to a daughter of the late Samuel Nordheimer, who was German consul here for many years. Mrs. Denison and one daughter survive.
Captain Denison was 34 years of age and was born in London, England. He was visiting his father in Toronto this summer and sailed for home July 25. He had been in the navy, but changed to the army. He gave up a position in the war office to join his regiment when the war broke out.

EFFICIENCY STAMPS BRITISH TROOPS FIGHTING IN FRANCE

Spirit of Kitchener Seems to Pervade All—Germans Cannot Drive in Wedge, and Infantry Regiment Is Cut to Pieces

London, Sept. 2.—5:03 a. m.—The Paris correspondent of the Times sends the following: "Today I pushed up as near the front as possible, but could only get general impressions of the events of recent days. It must be borne in mind that although on the left flank the allied armies have been forced to withdraw, their lines so far remain intact. At no point has the enemy succeeded in driving a wedge through the circles which is drawing closer and closer around the capital and gaining in strength as it retreats. "Amid all the welter of war the English troops produced the great quality of efficiency. The spirit of Kitchener apparently pervades the whole British expeditionary force. The transport and commissariat are all excellent, and they have withstood the slaughtering tactics of the German general staff with wonderful equanimity."

Regiment Cut Up.

[Canadian Press.]
London, Sept. 2.—The correspondent of the Daily Mail at Boulogne reports that a regiment of German infantry has been cut up and almost completely destroyed by the allies.
"Since Friday night," he says, "a large body of German troops has been surrounded in a forest, which is being fiercely bombarded on all sides by the allies."

Enemy Had to Retreat.

"Heavy slaughter occurred during a

two-day battle, which finally ended with the retirement of the Germans, who left large numbers of dead and wounded on the field. The losses of the allies were also heavy."

No location is given in this dispatch as to where the fighting occurred, but it undoubtedly refers to the German attacks on the French left.

Press Toward Paris.
[Canadian Press.]
London, Sept. 2.—The Mail correspondent at Boulogne says: "It is quite

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HEROIC DEFENDER OF LIEGE IS NOW GERMAN PRISONER



GENERAL LEMAN, the heroic commander of the Belgian forces at Liege, now a prisoner of the Germans.

BRITISH LOSSES ARE MOUNTING UP

Official List From Cavalry Brigade and Divisions in France.

36 OFFICERS, 127 MEN

Only Names of Officers Killed As Yet Received in London.

[Canadian Press.]
London, Sept. 1.—11 p. m.—The official casualties suffered by the cavalry brigade and of three of the divisions, less one brigade, of the British force in France follows:

Killed—36 officers and 127 men.
Wounded—57 officers and 629 men.
Missing—95 officers and 4,183 men.

This report was received in London from the headquarters in France of the expeditionary force.
As regards the men, as distinguished from officers, it is known that a considerable proportion of the missing were wounded men who had been sent down country, and of whom particulars were not available at headquarters.

In the missing are included those who have not been accounted for, and the list of missing may comprise prisoners not wounded and stragglers, as well as casualties.
The casualty lists as received include the names of officers only. The next of kin have been informed by telegraph and the names themselves will be given out tomorrow. It may take some little time yet to collect information as to the other names, but their names will be published when received and after their next of kin have been informed.
Further reports of British casualties are expected with little delay.

THE WEATHER

TOMORROW—FAIR AND COOLER.

THE LOCAL TEMPERATURES.

Following were the highest and lowest temperatures recorded in London during the 24 hours previous to 8 o'clock last night: Highest, 79; lowest, 68.
The official temperatures for the 12 hours previous to 8 o'clock last night: Highest, 74; lowest, 67.
Forecasts.
Toronto, Sept. 2.—8 a. m.

Today—Fresh to strong southwest with some local showers today, but partly fair and cooler tonight.
Thursday—Fresh westerly winds; fair and cooler.

Temperatures.
The following were the highest and lowest temperatures during the 24 hours previous to 8 a. m. today:

Stations.	High.	Low.	Weather.
Victoria	62	48	Cloudy
Calgary	72	56	Clear
Winnipeg	66	50	Rain
Port Arthur	66	50	Cloudy
Parry Sound	76	62	Cloudy
Toronto	73	58	Cloudy
Ottawa	78	66	Cloudy
Montreal	78	68	Cloudy
Quebec	78	62	Rain
Father Point	60	48	Rain

Rain has fallen heavily from Ontario to the Bay of Fundy, while a few light scattered showers have occurred in the West.

17 INJURED AS EXPRESS HITS ENGINE

Heavy Montreal Train Strikes Freight Locomotive at the Komoka "Cross Over."

FIREMAN IS BADLY HURT

Member of G. T. R. No. 4 Train Crew, Has Both Shoulders Broken.

BROUGHT TO HOSPITAL

London Trainmen Uninjured in Smashup That Delays Traffic.

The injured.
William Henry Webster, fireman on No. 4, both shoulders broken and scalp wounds.
C. C. Covington, Wilmington, N. C., neck twisted.
C. T. Atkins, Minnesota.
R. P. Miller, Minnesota.
George Howard and wife, Flint, Mich.
Mrs. Kinneer, Sarnia.
Miss Kelly, Jersey City.
F. Woodford, England.
T. Benfield, England.
Pat Bowland, Trenton, N. J.
Mrs. J. E. Campbell, Sarnia.
John Halliwell, Grand Rapids.
Mrs. W. W. Taylor, Detroit.
Mrs. R. W. Murphy, Greensborough, N. C.
Mrs. W. T. Scavenger, Chicago.
Mrs. C. E. Keer, Waukegan, Ill.
Mrs. J. W. Lustgarten, Congo Island.

The last fifteen are suffering from minor injuries, caused by flying glass and from bruises.
Running at a high rate of speed in an endeavor to make up lost time, Grand Trunk Limited Express, No. 4, east-bound, Chicago to Montreal, broadside engine No. 1008, of an extra wayfreight from London, at the crossover at Komoka, at 6:20 o'clock this morning.
W. H. Webster, of Sarnia, fireman on the express, was thrown across the cab, and sustained two broken shoulders and several scalp wounds. Sixteen passengers received minor cuts and bruises caused by flying glass and being thrown from their seats.
Big super-heated locomotive No. 231 of the express was derailed by the impact and badly battered. The engine of the wayfreight was thrown clear of the wreckage.
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LIVED ON BREAD AND WATER DURING FLIGHT

Londoners, in Escape From War Zone of Europe, Had Terrifying Experiences.

Miss Anita Strongman, of 566 Colborne street, a teacher in the Princess avenue school, gives to Londoners today the first account of a Londoner who has been in the terrible war zone on the European continent. Miss Strongman, with her mother, was a member of the Canadian teachers' party of which Dr. J. L. Hughes, of Toronto, a brother of Han, Sam Hughes, minister of militia, was in charge.

They were scheduled to spend 23 days on the continent, the first half of which were passed in peaceful admiration of European scenic beauty, and the last half amid thrilling and exciting scenes in which soldiers, refugees and fleeing foreigners, gun and cannons and excited peasants all moved in a continuous panorama of gripping disorder.
From the 1st of August when, while they were in Strassburg, Germany declared war on Russia, until the Canada landed them in Montreal a few days ago, there was not a morning they did not rise with a foreboding apprehension of what the day would bring forth.

Early Preparations.
Germany was preparing for war before her declaration against Russia, according to Miss Strongman, who noticed soldiers being moved toward the frontiers in the latter part of July. The declaration hurried mobilization and increased the disorder among the people. Miss Strongman's party took the first train out of Strassburg as soon as war was declared. Their tickets were to Lucerne. The German Government requisitioned the train, however, just as it reached St. Ludwig, and all passengers were ordered out at the point of the bayonet. Many men had to carry their trunks for miles on their backs, and to all questions which the passengers addressed to the Germans as to

how they were to get out of the country, the reply was made: "You will have to do the best you can."

Used Ox Carts.
With the help of ox carts and other vehicles the party, 23 in number, was able to finally reach Geneva. At Basle, Miss Strongman says, there were at least 20,000 people without accommodations laying around in the streets. The declaration of war had a paralyzing effect upon traffic upon the mails and the telegraph, the merchants and the people in general.
"Where but a few days before," said Miss Strongman, "the Germans were courteous and respectful they became, over night, cruel, hostile and abusive. I never thought there were so many soldiers before. They were marching at all hours of the night. Everything had to give way for the troops."

Passed Through Liege.
"We had been through Liege, Namur and Antwerp, and everything had been so peaceful and calm there. Through the towns and villages we passed, on the way to Switzerland, soldiers were everywhere. Roads were barricaded, barb wire stretched out and foreigners were making frantic efforts to get back to their own countries."

Lived on Black Bread.
"We wanted to send telegrams, but no one would take them. Even autos

The Unbroken Allies' Line



The above map shows the general position of the lines of the German and allied armies. Other considerable forces are operating away from these general lines. The Germans probably occupy Amiens, and the allied line is now ten or fifteen miles to the south. The numbers on the map signify: (1) Battle at Croisilles Monday; (2) Heavy fighting between Ham and Peronne; (3) Severe engagements between St. Quentin and Vervins, the Germans being driven back to the Oise River at Guise; (4) Battle in progress between Reims and Sedan; (5) Where French threaten to turn the German left wing and sever line of communication of the armies in France. The Oise River, along which the battle continues, is shown leading to Paris.

Ten Millions in Old London!

(Canadian Press.)
London, Sept. 2.—The Prince of Wales' relief fund today passed the \$10,000,000 mark.

THE DIARY OF MARS

The fourth day of the second general battle between the Germans and the allied army, Emperor Williams, forces pressing with unprecedented strength their advance on Paris. Their right is reported to be within 50 miles of the French capital.

In the absence of official announcements, it is indicated by news dispatches that the British and French continue a stubborn resistance, giving way slowly, however, whenever this strategy is used to keep British lines intact and prevent an enveloping movement by the German right.

In the east the fighting progresses with unabated fury. Both the Russian and the Austro-German armies have met successes and reverses.

It is admitted in Petrograd (St. Petersburg) that two army corps were defeated by the Germans in East Prussia, and that three Russian generals were lost.

MISS STRONGMAN RELATES AN INTERESTING STORY OF HER TRAVELS DURING THE WAR.

were requisitioned by the Government, and there were none for hire. Bayonets clashed at every crossroad. We were fortunate in not having much baggage, and were able to get along nicely.
"At Montreux the proprietor of a hotel gave us eight bottles of mineral water, declaring that water would be what we would require most. We were thankful that we took his advice. We were 72 hours going from Geneva to Paris, a trip that in ordinary circumstances was made in eight hours. The confusion in France was even greater than in Germany. For two nights we couldn't sleep, and for 24 hours all we had to eat was a yard of that black French bread.

Barely Escaped.
"I haven't my diary, but to my best recollection we got out of and were free from German authority by August 5, just one day after war was declared on England. We were very fortunate, as there are many Canadians and British still in Germany. We bought the extra editions of German and French newspapers, but they did not tell us much of what was going on.
"When we arrived in Paris there was great confusion everywhere, and storekeepers were barricading their shops, and preparations were going on everywhere in anticipation of the war. We took a train to Boulogne and were conveyed there in a most roundabout way. Great secrecy was observed as to the route we took, and we did not know where we were going.

Union Jack Saved Day.
"At Boulogne, where we arrived without having had a thing to eat all day, we found the station closed. Two hundred soldiers stood on guard, and even though we showed our passports and declared in good French that we were British subjects, they would not let us by. We talked with the French major in command from noon until nearly midnight, and only when one of the ladies in the party took a silk Union Jack out of her suitcase and waved it in his face, did he recognize us.
"Ah! he exclaimed on seeing the flag, you are our friends, our allies, go through, go through, and waving his

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DESPERATE BATTLE TO CHECK GERMANS, 50 MILES FROM PARIS

British Stubbornly Endeavoring To Check Enemy Sunday and Monday—Two Corps of Russians Meet Disaster.

BRITISH CAPTURE TEN GUNS.
Paris, Sept. 2.—3:15 p. m.—"A German cavalry corps, marching toward the forest of Compiègne, on the left wing of the allied forces, engaged the English Tuesday, September 1. The English captured ten guns."
This statement was given out officially today.
(Canadian Press.)

London, Sept. 2.—10:10 a. m.—A corner of the curtain over the battle drama in Northwestern France has been raised. It shows the allies battling desperately to prevent the success of the German assault on the Upper Oise, less than 50 miles from Paris.

On the eastern war stage, Russia frankly confesses to disaster to two army corps, including the loss of three generals, Samsonoff, Martos and Pestich.

Elsewhere the Russian arms seemed to have triumphed. Galicia has been successfully invaded, and Lemberg will soon be evacuated, according to reports from the St. Petersburg war office.

If this is true the Austrian menace to Russian Poland will be ended.

British Fighting Desperately.
On the upper Oise the British are fighting desperately to prevent the Germans from securing one of the most direct routes to Paris. News of this battle reaching here from two different sources is the first definite information since the end of the battle of Mons. The battle raged Sunday and Monday, and by sheer weight of numbers the Germans secured a slight advance.

Military experts point out that from the present position on the upper Oise River the German advance will become increasingly difficult, owing to the natural features of the country as well as the artificial defences that will have to be encountered.
Allies Play for Time.
It is becoming evident that all along the western line the allies are playing for time, in the hope that the German assault will become exhausted.
On the diplomatic side, Germany is making renewed efforts to bring Italy into her camp by a proclamation which cites that alliance with England and France will deprive Italy of all chance of dominating the Mediterranean.
The western coast of Belgium and the northwestern coast of France are apparently clear of Germans.
Antwerp has asked for an increased garrison. Another Zeppelin alighted over the town, but, upon being fired upon, departed without dropping any bombs.

BRITISH CRUISERS WATCH NEW YORK

Ominous Grey Ships Seen by All Vessels Entering—Liners Are Sailing.

[Canadian Press.]

New York, Sept. 2.—The hawk-like watch which British cruisers have maintained on New York harbor was continued today. Every vessel entering port within the past 48 hours has sighted the low-lying, grey figures of one of the British cruisers.

The White Star liner Olympic sailed this forenoon bound for Liverpool, and the American liner St. Paul and the Red Star liner Vaderland were due to sail later in the day. The Olympic and St. Paul booked less than 300 passengers between them; the Vaderland had none. The latter had been in port since the war began. She will now go to Liverpool to bring back American refugees.

ANTWERP HIT BY SOME MORE BOMBS

[Canadian Press.]
London, Sept. 2.—1:35 p. m.—A dispatch to the Reuter Telegram Company from Antwerp says that a Zeppelin alighted, passing over the city this morning, dropped several bombs. One struck the railway, doing no damage, but others seriously damaged ten houses.
In addition to those striking the houses, five bombs tore great holes in a field at the rear of the buildings. The forts fired upon the alight, and it is believed that she was hit. The alight retired in a southerly direction and dropped eight or nine bombs at one time, seemingly to facilitate her own escape.

Wilson to Stand FOR SECOND TERM
[Canadian Press.]
Washington, Sept. 2.—Vice-President Marshall authorized a published statement here today that President Wilson would be a candidate for re-election. Secretary Tumulty said the White House knew nothing of the statement, and would not comment upon it.

The Vice-President Announces That Chief Will Seek Re-election.

Russian Reports True.
London, Sept. 2.—Telegraphing from St. Petersburg, the correspondent of the Times declares that the war reports given out by the headquarters staff in the Russian capital are generally rather meagre, but in contradiction to what is the case in Berlin and Vienna they are always true. Up to the present time they have had nothing to announce but a series of victories. That the headquarters will stick to this plan, when the

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