

NEW WAYS OF WAR IN OLD WORLD'S "IRREPRESSIBLE CONFLICT"

station for torpedo boats, and believe that submarines and torpedo boats using Heligoland as a base will make it next to impossible for a hostile force to blockade the seas from Borkum to Spitz. The blockading fleet would have not only to expect attack from the front and on its flanks, but, further than all this, Heligoland is regarded as the base for torpedo boat and submarine attack against the coast of the east coast of England.

Control of the North Sea.

The control of the North Sea is of paramount importance alike to England as to Germany in the event of actual conflict. England long ago assigned to the British fleet the task of securing command of the North Sea in the event of war. It was for this reason that British war ships have been drawn in from distant parts of the world, until today only a single cruiser or so is found in foreign ports. The whole strength of the British navy has been concentrated for North Sea operations, and when the English fleet sailed under sealed orders on war threatening it was generally conceded that the fleet had made a rendezvous in the North Sea.

The old English policy of making the enemy's coast the first line of defence is held to be hazardous in the case of the German North Sea shore line. In this war the English long ago planned an off-shore blockade—one that would effectively seal up the North Sea while laying her blockading vessels less liable to attack from torpedo boat and submarine.

This off-shore blockade, as generally understood, comprises a line from the north of Scotland to the Norwegian coast. This is the north line. The southern or western entrance to the North Sea is stopped at the entrance to the Straits of Dover.

The east coast of England forms the base of operations of the British fleet against the German coast. It comprises the whole of the western border of the North Sea from Dover to Duncebury Head, a distance of about five hundred miles, prolonged some sixty miles to the Orkney Islands on the north.

The mouth of the Thames, with the first class ports of Clatham and Sheerness and the advance torpedo boat and submarine bases at Dover, and Harwich, have command of the North Sea routes from and to the Straits of Dover. The German North Sea base lies a little to the northward of Dover, and for this reason has led to the construction by the British of a second base, first class in character, more to the northward. This new base is at Rosyth, situated on the Firth of Forth, about three hundred and fifty miles north of Dover.

From Rosyth the distance to Heligoland, Dover and to the Straits of Dover is almost identical. This central position, however, is not regarded as favorable for a German blockade, since it would mean a four hundred mile run from a close-in blockading line to Rosyth. Compare this with the ninety mile run only from the American blockading line at Havana to Key West.

Among naval experts it is held that a run from a blockading line to a base should not exceed 150 to 200 miles. Because of the distance from Rosyth additional bases had to be formed further north among the islands.

The North Sea is essentially the threshold to Northern and Central Europe. Possession or command of the North Sea means dominance of much of the commerce of Central Europe. Because of its enormous importance commercially the North Sea may be regarded as the key to the situation. To keep this sea open and free is of vital necessity to the country lying economically behind it.

Because of the danger of an inshore blockade, assuming always that the German fleet is not in possession of the sea, has arisen the idea of the extended blockade. This extended blockade assumes a blockading line from the Scapa Flow to the Orkneys in the base.

Importance of Firth of Forth. The Firth of Forth gains fresh importance when this northern blockading line is undertaken, since it becomes more central, and because of its central location English leaders have seriously considered, it is understood, a project for connecting the Firth of Forth with the Clyde, thereby giving a fleet quick access to the Irish Sea.

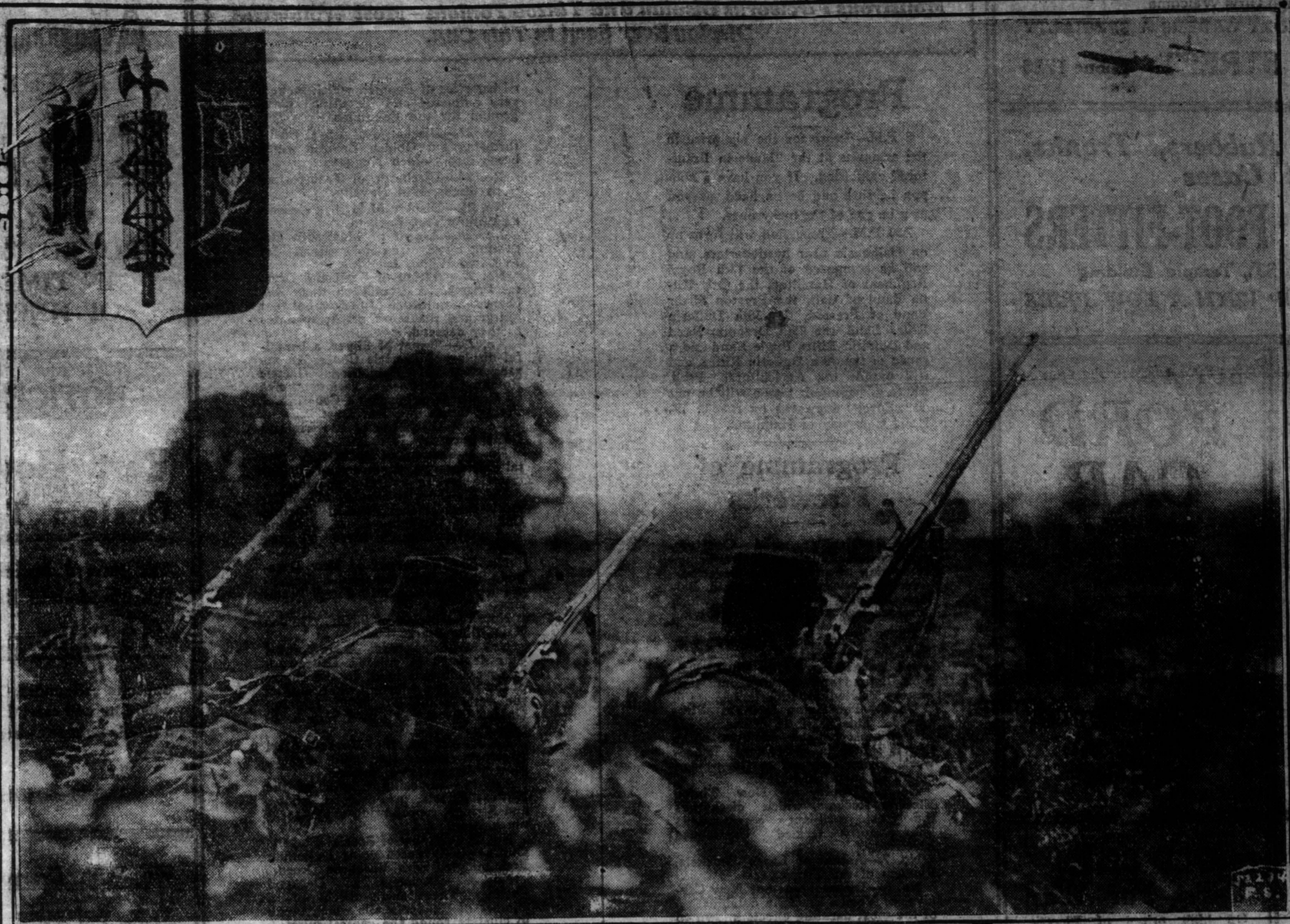
Considering an off-shore blockade from the Orkneys to Norway, it will mean a miserable stretch of weather for many a cruiser crew. During the summer months it is daylight from sixteen to eighteen hours, and during the winter months daylight is limited to from six to eight hours. In the northern limits of the North Sea the midnight sun is in evidence.

Fogs are most prevalent in the period from late autumn to January. Fog or lazy weather is prevalent about one day out of three during this period. The sole exception is in the extreme northern part, where, on the other hand, the summer months are hazy. As might be expected, the winds are strongest in winter time. The direction is from southwest to northwest almost wholly. The strongest winds come from the southwest, and the southwest winds constitute about thirty per cent of all the wind that blows. The southwest winds surpass in velocity by thirty to fifty per cent the average winds from the northeast and south. One-third of the month fog, half of the month fresh southwest winds, with much rain and snow, that is North Sea weather in the winter, and it is the weather of a British blockading line may expect in an offshore blockade.

German Batteries.

The strength of the German batteries, their great range and the treacherous nature of the inshore waters at the south side of the North Sea at contribute to the hazard of an inshore blockade.

As an illustration of the ineffective results obtained in firing at guns mounted high up in shore batteries from ships we



FRENCH INFANTRYMEN LYING IN AMBUSH, WAITING FOR SKY SPY TO COME WITHIN RANGE OF THEIR RIFLES

AIRMEN DO NOT FEAR MISSILES FROM THE EARTH

"AM flying too fast to be hit by any bullet," is the aviator's idea. He possesses confidence, too, in the knowledge that he makes a very small target for any enemy. The soldier, on the other hand, is encouraged in the view that the aviator is too busy balancing himself to make a good marksman, that his guns, too, are light and of little effectiveness, and that the speed of the aeroplane makes it a poor gun platform.

In the Tripolitan war the Italians found that the Arabs were able to watch the comparatively slow descent of a bomb from a three thousand foot altitude, and to scatter in time to avoid the resulting explosion. They depend on the accuracy of infantry fire to repel any attack by aircraft descending lower than the height mentioned.

Germany Casts Envious Eye on Belgium and Luxemburg, Both Neutral Countries

Their Integrity Guaranteed by Treaties, Former Is Being Colonized by Teutons and Little Duchy Is Buffer Between France and Her Old Enemy—Switzerland Free from European War Entanglements, and Holland's Independence Guaranteed by England.

Belgium—the Battle Ground of Nations!—his German ancestor the Duke has never been popular with the people of the Netherlands.

The severance of the political tie between the northern and southern Netherlands dates back to 1579, when the people of the southern section of the country, now known as Belgium, broke away from the northern section and announced their intention of supporting the cause of Catholicism and their loyalty to the Spanish King. The northern provinces, on the other hand, by the Union of Utrecht, January 29, 1579, announced their intention of remaining faithful to their rights and liberties, political as well as religious, against any foreign power which should challenge them.

This followed a long series of internal dissensions and foreign wars in which Belgium was regarded as the prize of nations. Commerce and industry were practically paralyzed for years by the battles which took place on its boundaries and the sieges to which its cities were subjected.

Building of Belgium as a Nation.

This state of affairs continued until after the fall of Napoleon and the first treaty of Paris, on May 30, 1814. By the terms of this treaty Belgium and Holland were united into one state under the rule of the Prince of Orange, who assumed the title of William I. The Belgians, however, were dissatisfied with the terms of this régime and in 1830 raised the standard of revolt which resulted in a secession from Holland.

The secession was finally recognized by other nations, and Leopold of Saxe-Coburg, the widower of Princess Charlotte, mounted the throne of Belgium as King Leopold. Soon after this Holland declared war and the Belgians were quickly routed, but their enemies retired to the north after the advance of French troops. After fighting between the Dutch and the Belgians retained a large portion of the territory of Luxemburg, which had been subdivided.

King Leopold I. died on December 10, 1835, and was succeeded by his son, Leopold II. On his death, in 1909, King Leopold II. was succeeded by his nephew, King Albert, who succeeded to the throne on December 17, 1909. The area of the country is 11,373 square miles, with a population of 11,428,780. The country's revenue for 1913 was \$18,000,000. The debt of the nation amounts to about \$100,000,000. The annual imports of Belgium are about \$600,000,000, while the exports are \$5,000,000,000. Belgium can put an army of 150,000 troops in the field on short notice.

Switzerland, also neutral, is a confederation consisting of nineteen whole and six half cantons or states. It has a republican form of government. The area of the country is 15,716 square miles, with a population of 3,738,000. Of the cantons, eight of them speak German, five speak French, one Romansh and one Italian.

As a result of the French Revolution the Swiss Confederation was broken up, part of it being annexed to France and other parts becoming separate republics, or which the Helvetic republic was the largest. On October 4, 1802, Napoleon Bonaparte, then ruling the destinies of France, summoned the leading French statesmen to Paris and discussed with them the need of a Swiss constitution and a neutral position which was to be guaranteed by France.

By the act of mediation drawn up by Napoleon and accepted by the Swiss delegates on February 2, 1803, the territory was referred to for the first time as "Switzerland." By the terms of this constitution the thirteen members of the old confederation, which existed before 1803, were again created, together with six additional members created out of territory conquered at different times. By conquest and gift during the next several years three more members were added to the confederation.

After the waning of Napoleon's power the allied forces of Europe forced the Swiss to repeal the constitution of 1803 and to adopt another constitution more to their liking. On November 20, 1813, the great Powers signed a treaty forever guaranteeing the neutrality of Switzerland, thereby freeing her from a suzerainty of France which had lasted three hundred years.

From that date until the present time the troubles of Switzerland have been of an internal nature, the political and social condition of the people growing gradually better. The Constitution of 1813 and later the Constitution of 1874 were evidences of the changing conditions. The initiative and referendum on legislative matters has long been a feature of the Swiss Constitution.

AUGUST 5 THE ANNIVERSARY OF TWO GREAT BATTLES

Both Saint-Privat and Mobile Bay Were Decisive Struggles.

HISTORY REPEATED IN PRESENT CONFLICT

August 5 was the anniversary of the great battles—one the battle of Saint-Privat, in the Franco-Prussian war, in which the Germans decisively defeated the French on August 5, 1870, and the other the naval battle of Mobile Bay, in which Admiral Farragut's fleet defeated and destroyed the remains of the Confederate Navy on August 5, 1864.

Each of these battles was of the utmost importance in the war during which they occurred. In the case of Saint-Privat it showed the superiority of the German army from every standpoint and presaged the swift victory which was to come in so short a time. In the case of the Mobile Bay battle it struck a deadly blow at the fast fading hopes of the Confederacy.

In the present conflict history is repeating itself in the strange way that only history can. But will the outcome be the same? That is a question for an answer to which military experts the world over will watch with breathless interest.

One of the best accounts of the battle of Saint-Privat, with all of its grim and tragic meaning to the French, is contained in Emile Ollivier's "The Franco-Prussian War and Its Hidden Causes." Mr. Ollivier, who was a noted member of the French Academy, was also prominent in the Cabinet of the Emperor Napoleon III.

He is regarded as one of the men best informed concerning the foreign policy which resulted in the war. Discussing Saint-Privat and its effect upon the war, Mr. Ollivier said:

"At Spicheren we had the superiority in numbers during most of the day, and it was in Rezinne's power, by going himself to the field and sending two or three divisions thither, to turn what was not a defeat into a signal victory. On August 18, at Rezonville, we had the superiority in numbers and position, we were actually victorious, and if Bazaine, with a blindness deserving of never ending tears, had not given the order to retreat to an army which he should have thrown forward upon an enemy poorly placed and entangled in gorges and ravines, we should have scored one of those triumphs which put an end to wars."

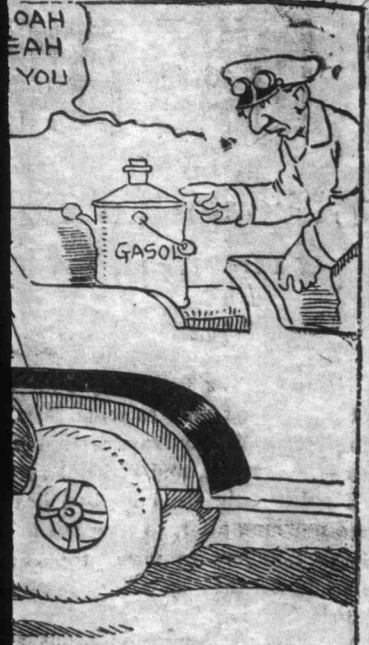
"Again on August 18, at Saint-Privat, if the Guard and the artillery reserve had been thrown in by Bazaine and Bourbaki, to cut through the centre the insane enveloping movement of the Germans, or to wipe out the Prussian Guard already decimated by Canrobert, we should have scored again on that day the good fortune that we were able to grasp on the 18th."

"And even after all these mistakes, if our army had been sent back toward Paris, and not to the north into the net of Sedan, France would have been saved, as Thiers often said. To the very end we had opportunities to retrieve our fortunes. Yes, we could have and should have won. And we were justified in believing it. No impartial judge doubts it to-day."

While not so dramatic in its outcome and results as the battle of Saint-Privat, the engagement in Mobile Bay was equally decisive. The bay is protected from the Gulf of Mexico by two strong natural fortifications—Mobile Point on the east and Dauphin Island on the west, about three miles apart. The ship channel, however, is less than 2,000 yards wide, narrowing to 700 yards at Mobile Point. The point was defended by Fort Morgan, while the island was protected by Fort Gaines, which was the less formidable of the two fortifications. A line of piles and torpedoes was stretched between the two forts, leaving a narrow channel for blockade runners.

The Confederate fleet, anchored inside the bay, consisted of the powerful ram Tennessee and three small unarmored paddle wheel gunboats. The Federal fleet under Admiral Farragut was composed of the monitors Tecumseh, Manhattan, Winnebago and Chickasaw, and the wooden sloops of war Brooklyn, the flagship Hartford, Richmond, Lackawanna, Monongahela, Osage and Onega.

The advance began at half-past five o'clock in the morning, the firing two hours later. The Tecumseh was sunk by a torpedo. The Brooklyn stopped in fear of a similar disaster, while Admiral Farragut passed with the Hartford and led the fleet into the bay. The vessels were greatly damaged by the fire from Fort Morgan, but were finally able to silence the guns of the fort. The fleet was then anchored three miles up the bay, while the vessels engaged the Confederate fleet. One Confederate gunboat was captured and sunk, another captured, and one was compelled to take refuge in the vicinity of the fort. The Tennessee was sunk that night. The Federal fleet, which carried 350 guns and 3,000 men, lost 121 killed, 170 wounded and 113 drowned when the Tecumseh went down. The Confederate fleet, which had only 22 guns and 470 men, lost 10 killed, 16 wounded and there were 280 prisoners, not including the casualties at the fort.



hours before the case is called and this has not been done.

Mr. Kearney, the Hull prothonotary, states that Mr. J. E. Caldwell, who laid the complaint against the baseball clubs took the summonses to Ottawa on Monday last and that they should have been served at the latest before 10 o'clock yesterday morning.

Henry MacBean of London Ont., was killed by a cave-in at a gravel pit near Galt.

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