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PROBS—SHOWERS

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BIG BATTLE ALONG BRITISH FRONT IN WEST? RUSSIANS STILL OFFER STUBBORN RESISTANCE

BRITISH GOVT. SAYS U.S. PROTEST UNSUSTAINABLE

Reply to Complaint Against Blockade of Neutral Ports Justifies Britain's Course as Within International Law.

CHANGED CONDITIONS IN WARFARE DEMAND NEW APPLICATION OF LEGAL PRINCIPLES

Britain Will Continue Her Policy, but Will Make Every Possible Effort to Avoid Embarrassing Neutrals.

Washington, Aug. 3.—Great Britain's replies to the latest American representations against interference with neutral commerce reflect entirely the contention that the orders-in-council are illegal, and justify the British course as being wholly within international law.

"Unstable, either in point of law or upon principles of international equity," is the British reply to the American protest against the blockade of neutral ports, with an invitation to submit to international arbitration any cases in which the United States is dissatisfied with the action of the British government.

Great Britain's reply, embodied in two notes, one supplemental, was made public here tonight and in London simultaneously by agreement between the two governments. With the notes was made public also the correspondence over the American steamer *Nehes*, seized by the British while en route from Rotterdam to the United States with goods of German origin. All the correspondence aggregates seven thousand words.

Changed conditions of warfare, the British note contends, require a new application of the principles of international law. The advent of the submarine, the airship and the alleged atrocities by German troops in Belgium are cited as justification for the exercise of extreme measures. The blockade is justified on the contention that the universally recognized fundamental principle of a blockade is that a belligerent is entitled to cut off "by effective means the sea-borne commerce of his enemy."

Will Try to Prevent Embarrassment to Neutrals.

The note reiterates that Great Britain will continue to apply the orders complained of, although not without every effort, to avoid embarrassment to neutrals, and observes that the American statistics show that any loss in trade with Germany and Austria has been more than over-balanced by the increase of other industrial activities due to the war.

In the general reply to the American representations against the orders-in-council, Sir Edward Grey, the Foreign Minister, addressing Ambassador Page, begins by expressing the hope that he may be able to convince the administration in Washington "that the measures we have announced are not only reasonable and necessary in themselves, but constitute no more than an adaptation of the old principles to peculiar circumstances with which we are confronted."

"I need scarcely dwell," writes Sir Edward, "on the obligations incumbent upon the Allies to take every step in their power to overcome their common enemy, in view of the shocking violation of the recognized rules and principles of civilized warfare of which he has been guilty during the present struggle."

Sir Edward then refers to atrocities in Belgium, poisoning of wells in German South Africa, use of poisonous gases against the Allied troops in Flanders and finally the sinking of the *Lusitania*, to show "how indispensable it is that we should leave unending no justifiable method of defending ourselves."

Coming down to the question of the Allied blockade of neutral ports the note continues:

"In the various notes which I have received from Your Excellency the right of a belligerent to establish a blockade of the enemy ports is admitted, a right which has obviously no value, save in so far as it gives power to a belligerent to cut off the sea-borne exports and imports of his enemy. The contention which I under-

stand the United States government now puts forward is that if a belligerent is so circumstanced that his commerce can pass through adjacent neutral ports as easily as through ports in his own territory, his opponent has no right to interfere and must restrict his measure of blockade in such a manner as to leave such avenues of commerce still open to his adversary. This is a contention which His Majesty's government feel unable to accept, and which seems to them unsustainable either in point of law or upon principles of international equity.

"They are unable to admit that a belligerent violates any fundamental principle of international law by applying a blockade in such a way as to cut off the enemy's commerce with foreign countries through neutral ports, if the circumstances render such an application of the principles of blockade the only means of making it effective. The government of the United States, indeed, intimates its readiness to take into account 'the great changes which have occurred in the conditions and means of naval warfare since the rules hitherto governing legal blockade were formulated, and recognizes that the form of close blockade, with its cordon of ships in the immediate offing of the blocked ports, is no longer practicable in the face of an enemy possessing the means and opportunity to make an effective defense by the use of submarines and aircraft.'

"The only question then, which can arise, in regard to the measures resorted to for the purpose of carrying out a blockade upon these extended lines is, whether, to use Your Excellency's words, they 'conform to the spirit and principles of the essence of the rules of war,' and we shall be content to apply this test to the action which we have taken, in so far as it has necessitated interference with neutral commerce."

Civil War Blockade

Sir Edward Grey then refers to the American Civil War blockade of 3,000 miles of coast with a small number of vessels, and recalls how the United States finally took recourse to blockading "neighboring neutral territory which afforded convenient centres from which contraband could be introduced into Confederate territory, and from which blockade running could be facilitated."

"Your Excellency will no doubt remember," wrote Sir Edward, "how, in order to meet this new difficulty, the old principles relating to contraband were developed, and the doctrine of continuous voyage was applied and enforced, under which goods destined for the enemy territory were intercepted before they reached the neutral ports from which they were to be re-exported."

"The difficulties which imposed upon the United States the necessity of re-shaping some of the old rules are somewhat akin to those with which the Allies are now faced in dealing with the trade of their enemy. Adjacent to Germany are various neutral countries which afford her convenient opportunities for carrying on her trade with foreign countries. Her own territories are covered by a network of railways and waterways, which enable her commerce to pass as conveniently through ports in such neutral countries as through her own. A blockade limited to enemy ports would leave open routes by which every kind of German commerce could pass, almost as easily as through the ports in her own territory."

"Rotterdam is, indeed, the nearest outlet for some of the industrial districts of Germany. It seems, accordingly, that if it be recognized that a blockade is, in certain cases, the only

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FIGHT IN BALTIC SEA?

London, Aug. 4.—A Copenhagen despatch to the Exchange Telegraph Company says that cannonading has been heard off Gothland, a Swedish island in the Baltic, which is attributed to the Russian fleet striving to prevent the Germans from landing troops on the Courland coast.

The despatch also gives the report that it was in these operations that the German transport, referred to in a Russian official communication, was sunk by a submarine.

NAVY COSTS HALF MILLION MORE THAN IN PEACE TIMES

London, Aug. 3.—The labor of a million men will be required to insure the predominance of the British fleet at sea, the Chancellor of the Exchequer, Reginald McKenna, declared at a meeting at Preston tonight.

ENLISTED AS CANADIAN AFTER HE HAD BEEN REJECTED AS AMERICAN

Washington, Aug. 3.—Immigration officials have no way of releasing Edward Kinna, the American lad, held at Newport News, charged with being a deserter from the British naval reserves.

His release probably will be attempted through habeas corpus proceedings. Kinna enlisted as a Canadian, after being rejected as an American. Heretofore the British government has released American minors who enlisted without permission of parents.

FELL UNDER TRAIN, HEAD SEVERED FROM BODY

Sydney, N. S., Aug. 3.—Charles Vincent, aged forty-eight, a native of Harbor Au Bouche, N. S., was killed today at the steel plant. Cars under which he was working ran over him severing his head from his body.

FEAR KENORA MAY BREAK UP

Sydney, N. S., Aug. 3.—The Canada Lake Transport Company's steamer *Kenora*, ashore on Flat Point, was exposed to a very heavy sea during the greater part of today and at midnight was not certain whether she could be saved. The steamer, however, is not making any way and after discharging some of her cargo another effort will be made today to pull her off.

MONTREAL BOARD OF CONTROL VOTED \$25,000 FOR MACHINE GUNS

Montreal, Aug. 3.—Twenty-five thousand dollars was voted today by the Montreal Board of Control for the purchase of an aeroplane and about a dozen machine guns for use in the war.

GYPSUM QUEEN'S CREW LANDED AT LIVERPOOL

London, Aug. 3.—The crew of the schooner *Gypsum Queen*, from Halifax for Preston, before reported abandoned July 31, was landed at Liverpool today by the steamer *Cymric*, from New York.

BERLIN CLAIMS MACKENSEN HAS BROKEN THE RUSSIAN LINE NORTH OF CHOLM

GARRANZA'S FORCES TAKE MEXICO CITY

Capture of Capital on Monday By Gonzales After Sharp Fighting in Streets of Town.

MORE MACHINE GUNS FROM CHARLOTTE COUNTY

Milltown Town Council Will Present One, St. Stephen Ladies Raising Fund for Another.

St. Stephen, Aug. 3.—At a regular meeting of the Milltown town council, held this evening, it was unanimously voted to present a machine gun on behalf of Milltown, for the use of the Canadian forces in Europe. A certified cheque for the required amount will be forwarded tomorrow.

The matrons and nurses of the Chipman Memorial Hospital, St. Stephen, are to hold a lawn and bridge party on Wednesday afternoon and evening at the residence of D. F. Maxwell, for the purpose of raising funds towards the purchase of a machine gun, money for which is now being raised by the ladies of St. Stephen.

Sometime Monday night or Tuesday morning the garage of Livingston Strang was broken into and the auto of C. D. Grant and Dr. Frank Dudson stripped of their electric equipment. The garage is on the river front and entrance was effected from the river evidently by parties who had come in a boat. As yet there is no clue to the identification of the burglars, and the police are working on the case.

RUSSIAN AIRSHIPS PUT ENEMY TO ROUT IN FIGHT NEAR WINDAU

Petrograd, Aug. 3, via London, Aug. 4.—An official communication issued this evening, says: "Our hydroplanes attacked near Windau a German gunboat and forced it to run ashore. The same hydroplanes attacked and forced to retreat a Zeppelin and two hydroplanes of the latter of which one was brought down."

"In the direction of Riga our troops withdrew beyond the River Eya."

WAR CONTRACTS INQUIRY SITTING AT MONCTON

Witnesses Tell of Sales of Horses and Prices Received—Some Sold Below Cost.

Moncton, N. B., Aug. 3.—The Davidson commission enquiring into the purchase of war horses by Major S. B. Anderson, held a sitting here this afternoon and tomorrow will sit at Dorchester. A number of citizens from whom horses were purchased by Major Anderson gave evidence but nothing of importance was brought out.

The witnesses included the following: W. H. Estano, I. C. R. traffic auditor, who testified to 196 horses being shipped to Valcartier by Major Anderson last autumn; Tiley Ryan, who sold one horse for \$200, for which he paid \$185 a few months previously; W. A. McWilliam sold one for \$200 and horse cost him \$210. H. H. Warman sold two for \$485, one which cost him a few days previous to the sale, \$250. He considered he made no money out of the sale.

Good driving horses he said were worth from \$200 to \$300 here.

J. McD. Cooke sold one horse to Major Anderson, but Dr. Doyle, the veterinarian, would not pass it on account of its height. The animal was taken by Major Anderson on condition it passed at Valcartier. Mr. Cooke eventually received a cheque for \$175, price agreed upon.

W. D. Allanach sold one for \$225 which cost him \$229, nine months before.

Witness was caterer for the 19th Field Battery and for feeding horses while here, he was paid by Major Anderson's personal check, amounting in all to nearly \$1,500.

Counsel Thompson remarked that the government procedure in this case would have been for Major Anderson to send the vouchers to Ottawa and the government issue the checks.

C. F. Gross sold Major Anderson ten horses for \$2,285 and realized a profit of about \$12 on a horse.

L. B. Read sold six horses for \$1,350, one pair alone being valued by him at \$600. The horses were sold out of his livery stable and he did not consider he made any profit in the transaction. He sold at the figure he did because he did not want to winter the horses.

Mr. Bailey, manager of the Bank of Montreal, was called in reference to a check cashed at his bank.

WHEAT FOR ENEMY IS DETAINED

Copenhagen, Aug. 3.—The Malmö (Sweden) correspondent of the *Berlingske Tidende*, telegraphs that several ships laden with wheat from America have been detained there owing to the discovery that the wheat, which was consigned to a Malmö merchant, was destined to Germany. Three large steamers, to which it was intended to transfer the wheat, are also held.

London, Aug. 3.—The stubborn resistance which the Russians are offering to the Austro-Germans, and the slowness with which the forces of the invaders have been able to move during the last few days, has led to the belief in some quarters that the German supply of ammunition is beginning to feel the effect of the protracted struggle, and that Russia may yet save the Polish capital.

Previous experience with German tactics, however, has been that a temporary slowing down was followed soon by greater efforts, and when Field Marshal Von Mackensen has concluded his present operations in the southeast Field Marshal Von Hindenburg, it is expected, will renew his heavy blows on the Naraw front.

For the moment, therefore, the greatest interest attaches to the southeast where, according to tonight's Berlin official report, the Germans have extended their bridgehead positions south of Warsaw; the Austrians have gained a decisive success to the west of Ivanograd, and Von Mackensen, after meeting with considerable resistance, has broken the Russian line east of Leczna and north of Cholm.

Battle Along British Front in Flanders, Holland Papers Say

Similar successes have been gained by the Germans in Courland and in the direction of Lomza. To the minds of many military men the Courland operations which Gen. Von Bulow is directing are fraught with the greatest danger to the Russians, as a big victory for the Germans in this region would enable them to move across the railways which feed the Russian armies. Further west they are already near Ponezew, which is the junction of two branches of the Vilna-Petrograd railway.

There has been considerable fighting in the western zone, in Artols, the Argonne and Alsace, but as usual the claims of the French and German general staffs conflict, both asserting that the fighting favored their troops. Unofficial reports from Holland say that a big battle has been in progress along the British front in Flanders since Saturday, but there is no confirmation of this.

General Sir Ian Hamilton, commander of the Allied forces in the Dardanelles, records a successful attack by the Australians and New Zealanders on the Turkish trenches, which has placed them in possession of the crest of a hill near their lines. These colonial troops hold positions along the western side of the Gallipoli peninsula, and thus prevent the Turks from sending all their forces against the Anglo-French army, which holds the tip of the peninsula.

SAYS BRITISH TRANSPORTSUNK

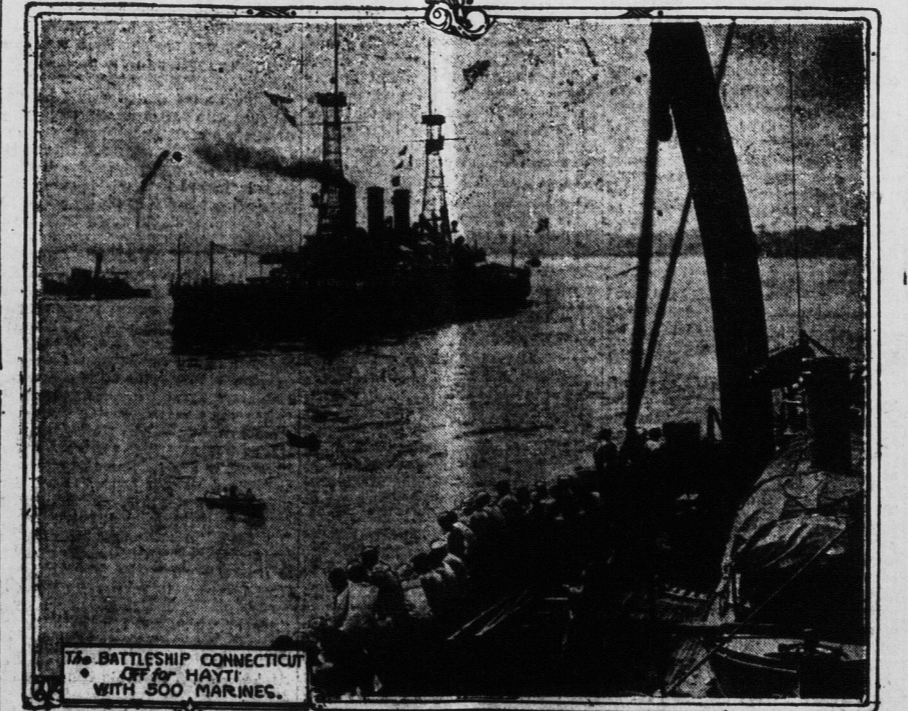
Sunk by German Submarine and Most of Crew Lost, Athens Despatch Says.

Berlin, Aug. 3. (By wireless to Sayville)—The Overseas News Agency today made public an Athens despatch saying that a German submarine had sunk the British transport *Arneuron*, and that a majority of the crew of the vessel were drowned.

FURTHER RESTRICTIONS ON EXPORTS OF COAL FROM GREAT BRITAIN

London, Aug. 3.—After August 30th British coal cannot be shipped anywhere except to British possessions and protectorates, according to an order-in-council issued today. The export of coal heretofore has been restricted to the British possessions, and to countries which are allies of Great Britain. The new ruling eliminates all the allies.

U. S. FIGHTER HURRYING MARINES TO HAYTI



The picture shows the United States battleship *Connecticut*, with 500 marines on board, just as she left the Philadelphia Navy Yard for Fort-au-Prince, Hayti, to reinforce the Americans already on duty there. As the *Connecticut* steamed away sailors and marines on board the battleship *Minnesota* and the cruisers *Brooklyn* and *Columbia* lined the rails and the bands played "The Star-Spangled Banner."