

THE COURIER

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Friday, August 28, 1914

CANADA'S STRENGTH.

Two years or so of stringent times have washed out of the fabric of Canadian business some things that were marring the fair sheet of our prosperity—speculation in real estate, excessive personal extravagance, venturesomeness in finance and a tendency to imprudent business expansion. To-day Canada's strength is showing itself unmistakably. We have recovered our self-confidence and courage. Our business men who advertise owe it to themselves and the times to continue their advertising. Advertisements are declarations of purpose, courage and service. An absence of advertising is an indication of faint-heartedness and of energy in a state of collapse or suspense. Strength shows itself in action—in advertising.

THE SITUATION.

News from the front shows that days of severe fighting are on the tapis—the greatest in all history. The Germans still continue to proceed steadily towards Paris. They are using motor traction to remarkable extent, and have found a practically open road from the north, a procedure which the allies manifestly did not foresee. They will have to swing around in order to meet the new phase of affairs, but in any event the investment of Paris seems to be a certainty. She is splendidly defended by outworks and fort equipments, and is victualled for a siege.

Every day that the allied troops can delay such a consummation will prove of priceless worth. They have backed up in splendid style the initial and the heroic work of the Belgians and the Russian hordes are making excellent progress. France, of course, made a big mistake in pouring troops into Alsace and Lorraine. She should have figured that she would get those two provinces in any event upon the terms of final settlement. Instead the enemy let her get busy in the districts named when concentration on her frontier should have been the watchword. However, the error was recognized soon enough to save the situation to some extent.

CANADA AND THE WAR.

Will the war necessarily ruin British and Canadian trade? Before we are quite certain that it will, certain considerations should be weighed. History furnishes certain examples which afford a distinctly cheerful augury.

Two main features need examination. These are:—

1. The question of sea transportation. Will British ships be captured and shut up in harbors; will insurance rates run up, and will freight rates increase?

2. The question of trade itself. Will the interchange of commodities be greatly lessened and manufacturing be cut down?

First of all, it must be noted that the first few weeks of the war will not represent the real characteristics of its commercial side. A certain paralysis is to be expected at the outset, due to uncertainty and change of conditions. It is a century since there was so serious a war, and since there was any widespread fighting on the high seas, and it is natural to expect that manufacturers, merchants and ship-owners, who all their lives have experienced peace conditions, and peace conditions only for a few weeks will be excited, apprehensive, and uncertain as to developments. Once they have grasped the new conditions they will set out to adapt themselves to them and a revival of activity is to be expected. Especially will they be ready so to adapt themselves when new opportunities are set before them. Secondly, in the past the trade and industry were not so much affected, and instead they have thriven upon it. During the great war between Great Britain and France from 1793 to 1815, British trade and shipping increased enormously; and this in spite of Napoleon's continental system, which was an attempt to have Britain boycotted by the whole of Europe. Here, for example, is a statement by a contemporary writer:—

"During all the operations of war and finance, the gains of our enterprising people were beyond all calculation, however the unproductive classes may have suffered from the depreciation of money and the inequalities of taxation. Our commerce has become more than double

its greatest extent during the happiest years of peace."

Figures bear out this assertion. In 1793, in peace time, the imports and exports of Great Britain amounted to \$216,500,000. In 1796, after three years of war, they stood at \$261,000,000. In 1800 they had risen to \$358,000,000. Throughout the Napoleonic struggle the trade of the United Kingdom steadily increased.

These opening observations made, let us look at the two features of the situation just noted. First, as to attacks upon merchant ships by enemy warships or privateers.

In the great French war, from 1795 to 1815, there was almost incessant war upon the high seas, and for nearly all that period the French devoted their whole energy to commerce destruction. What followed? For one thing, French commerce itself disappeared. In the year ending 30th September, 1800, the whole of the direct trade between France and the continents of Asia, America and Africa amounted to only some \$350,000; while that of Great Britain was \$350,000,000. For another thing, with all the activity of French warships and privateers, the losses of British shipping were not more than 2-1/2 per cent a year, and probably were under 2 per cent. Where careful and skillful arrangements were made, the losses were lower yet; in one very perilous region in the Far East a particularly able officer took certain precautions and the losses from capture fell to a lower figure than those from the ordinary perils of navigation.

Extraordinary facilities for commerce destruction were possessed by the French at that period. An exceedingly large proportion of British trade went up the English Channel, in slow-moving sailing craft, and small vessels could row out in the night from the French ports.

A great share of the commerce of the day was held by the West Indies, and the French and Spanish Islands abounded in ports and harbors which served as bases for privateers. These special advantages to the attacker do not exist to-day; the French coast is friendly, German ships have no foreign bases except a few in Africa, which soon will be captured, and German ships are penned up in the North Sea. Yet a hundred years ago, with all these advantages to commerce destroyers, the risk of capture to the British shipowner was only about 2 per cent. It was only one extra risk, ranking with shipwreck, collision or the other dangers which beset ships at all times.

The case of the Alabama is often cited. The Alabama enjoyed two great advantages which the modern commerce destroyer lacks. She could use her sails and so save coal; and the present rule of International Law forbidding warships to coal more than once in the ports of a neutral, had not been formulated. She had a third advantage which German ships cannot count upon; the Northern navy conducted its operations against her very unskillfully. Speaking generally, their ships trailed after her instead of heading her off.

The German cruiser which tries to do commerce destroying to-day has a difficult task. The seas swarm with British cruisers, many of them are slower than the very fast ships which Germany just now has in the Atlantic and Pacific, but most of them are larger and carry heavier guns. They are carefully placed so that wherever on the Atlantic at least, the German cruiser goes, she is likely to find waiting for her a ship too heavy to fight. Meanwhile, she is burning her coal. Hanging over her is the menace of the wireless, that will have given notice to every British cruiser within a thousand miles of the German's whereabouts and a ring of enemies will be converging upon the corsair before she has clutched her prey. The recent brush between the Karlsruhe and two British ships excellently illustrates the system. The Suffolk found the Karlsruhe coaling and chased her; the Karlsruhe outsteamed her and in a few hours was out of the Suffolk's sight. But the Suffolk had summoned by wireless the Bristol and this ship was lying ahead of the fleeing German, waiting to take up the chase. Again the Karlsruhe, which is a very swift ship, outsteamed the protector of commerce and got away. But, apart from any damage done by the British shells there is this fact to consider; that the Karlsruhe spent a day or two steaming at her highest speed, and must have used up at least four hundred tons of coal which it will puzzle her captain to replace; and all she carries is 1,200 tons. A very few weeks of this scientific hustling along, handing her over from one commerce defender to another, will see her with empty bunkers; a helpless hulk. The war is over three weeks old, and the German cruisers to the date of writing are not known to have captured one merchantman in the Atlantic ocean or off the Pacific coast of North America. The Karlsruhe, for example has been too busy running away to do much chasing of merchant ships.

Even if a German ship captures a merchantman her difficulties will not be over. What will she do with it? If she sinks it she will have to take the crew on board and high speed cruisers have little accommodation for passengers, or prisoners. If she puts a prize crew on board she will weaken her crew—the Leipsic, for example, carries fewer than 300 officers and men—and then she will not know where to send her prize, which will stand little chance of navigating the North Sea, into a German port. These considerations do not exhaust the difficulties which beset the attack upon British commerce of to-

day. But they indicate this—that when conditions have settled down the risk of capture will be simply one more sea-faring risk, probably considerably less than that of colliding with ice-bergs at certain seasons of the year.

And finally so far as freight rates are concerned, there is the fact of state insurance. A system of this kind has been put in force in Great Britain, and if captures do occur the state will bear the greater part of the loss. If steamship rates rise, it will be due to press of business rather than to danger. The powerful competition of the German merchant marine will be removed and the British mercantile marine will have more business than ever on its hands.

So much for ocean freights. The next great consideration is the volume of trade which will offer. Here the general fact is that Germany and Austria are cut off from the trade of the whole world. No small part of the goods which they normally sell to other nations must be sold by others. Great Britain, for instance, will cease to buy huge quantities of goods from them; some of these other parts of the Empire can supply. We in Canada shall cease to buy great quantities of German and Austrian goods. The total volume of trading in the world will be less, because so many men are withdrawn from industry, and capital will be absorbed in financing the war; but an immense amount of trade will continue, and this will be rearranged. The United States, Japan, China and many other countries will be clamoring for goods which Germany has been supplying. So far as the British Empire is concerned there will be redistribution of trade rather than diminution. Agricultural produce plainly will command higher prices, and if Canada's basic industry is kept prosperous, the others will have an opportunity to steady themselves.

What is needed is a cool and steady frame of mind. The trade of the world is not going to stop. Ships still will produce and buy and sell. A stout-hearted determination to adjust our industry to new conditions is what the situation demands.

FOR A SCRAP OF PAPER.

Sir William Goschen Britain's ambassador to Berlin has just submitted his report of the very last negotiations before war broke out. The report which makes history vindicates British honor and should make every one of us proud to belong to this great Empire.

"The report is dated August 8 and says that in accordance with instructions of August 4 from Sir Edward Grey Secretary of State for Foreign Affairs, the Ambassador called on the German Secretary of State Gottlieb Von Jaow. He inquired whether Germany would refrain from violating Belgian neutrality."

"Herr Von Jaow," the report continues "at once replied that he was sorry to say his answer must be 'no' in consequence of the German troops having crossed the frontier that morning Belgian neutrality had already been violated. Herr Von Jaow again went into the reasons why the Imperial Government had been obliged to take this step, viz., that they had to advance into France by the quickest and easiest way, so as to be able to get well ahead with their operations and endeavor to strike some decisive blow as early as possible. It was a matter of life or death for them; as if they had gone by the more southern route they could not have hoped in view of the paucity of roads and the strength of the fortresses to have got through without formidable opposition entailing great loss of time."

"This loss of time would mean time gained by the Russians for the bringing up of their troops to the German frontier. Rapidity of action was the great German asset, while that of Russia, was the inexhaustible supply of troops."

"I pointed out to Herr Von Jaow that this fait accompli of the violation of the German frontier rendered, as he would readily understand, the situation exceedingly grave, and I asked him whether there was any time to draw back and avoid possible consequences which both he and I would deplore."

"He replied that for reasons he had given me it was now impossible for him to draw back." "The Ambassador then went to see the Imperial Chancellor, Dr. Von Bethmann-Hollweg, and he found him in a very excited condition. "The Chancellor," says the report, "began a harangue which lasted about twenty minutes. He said the step taken by Great Britain was terrible to a degree. Just for a word, 'neutrality'—a word which in war time had been so often disregarded—just for a scrap of paper, Great Britain was going to make war on a kindred nation, who desired nothing better than to be friends with her. All his efforts in that direction had been rendered useless by this last terrible step, and the policy to which, as I knew, he had devoted himself, as I knew, he had devoted himself, since his accession to office, was tumbled down like a house of cards."

"What we had done was unthinkable. It was like striking a man from behind while he was fighting for his life against two assailants. He held Great Britain responsible for all the terrible events that might happen. "I protested strongly against this statement and said that in the same way as he and I had said that for strategic reasons it was a matter of life or death to Germany to advance through Belgium and violate the lat-

ter's neutrality, so I would wish him to understand that it was, so to speak, a matter of life or death for the honor of Great Britain that she should keep her solemn engagement to do her utmost to defend Belgium's neutrality if attacked. A solemn compact simply had to be kept, or what confidence could anyone have in engagements given by Great Britain in the future?"

"The Chancellor said: 'But at what price will that compact have been kept? Has the British Government thought of that?' "I hinted to his Excellency as plainly as I could that fear of consequences could hardly be regarded as an excuse for breaking a solemn engagement. But his Excellency was so excited, so evidently overcome by the news of our action, so little disposed to hear reason that I refrained from adding fuel to the flame by further argument."

"As I was leaving he said that the blow of Great Britain joining Germany's enemies was all the greater because almost up to the last moment he and his Government had been working with us and supporting our efforts to maintain peace between Austria and Russia."

"I said that this was part of the tragedy which saw two nations fall apart just at the moment when the relations between them were more friendly and cordial than they had been for years. Unfortunately, not-

withstanding our efforts to maintain peace between Austria and Russia, war had spread and brought us face to face with a situation which entailed our separation from our late fellow-workers. He would readily understand that no one regretted this more than I."

The British Ambassador declares he handed a telegraphic report of the conversation to the telegraph office in Berlin for transmission, but that it never reached the British Foreign Office.

That evening Herr Zimmermann, Under Secretary of State, called on Sir William Goschen and asked whether the call for his passports was equivalent to a declaration of war. The Ambassador replied that there had been cases where diplomatic relations had been broken off in which war had not ensued, but his instructions showed that if a reply was not received by 12 o'clock Great Britain would take steps as her engagement required.

Herr Zimmermann said that it was in fact a declaration of war, as Germany could not give the assurances required. Soon afterwards a fly-sheet was issued by the Berlin Telegraph stating that Great Britain had declared war against Germany.

"Immediately," says the report, "an exceedingly excited and unruly mob assembled before the Embassy, and the police were overpowered. We took no notice of this until the crash of glass and the landing of cobbles

stones in the drawing-room where we were all sitting warned us that the situation was getting unpleasant."

The Ambassador telephoned to the Foreign Office, and police were sent and cleared the street. No more direct unpleasantness occurred. Herr Von Jagow called and expressed his regrets. He said that the behavior of his countrymen made him feel more ashamed than he could say. He had decided that the news of the declaration of war should not be published until the following morning, and for that reason had only sent a small force of police to protect the Embassy.

The next day the Emperor sent an aide with a message, in which the Emperor expressed regret for the occurrence, and also requested the Ambassador to tell the King of Britain that he would at once divest himself of his British titles.

With respect to this message the Ambassador says: "The message lost none of its acerbity by the manner of its delivery."

The Ambassador speaks very highly of the courtesy received at the hands of Herr Von Jagow and the officials of the Foreign Office.

FISH BOAT DESTROYED LONDON, Aug. 28.—Five members of the crew of a Scotch fishing craft, which has been sunk by a floating mine 30 miles off Blyth, were landed at Hull to-day.

Roofing

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LOCAL

Not Same Man The Alfred Field mentioned in today's police court news was Alfred Field of 245 Brock street

Has Enlisted. Mr. Charles Bloxham, son of C. Bloxham, 27 Sheridan Street, enlisted in the 10th Light Infantry Winnipeg and left for Valcartier Monday.

Grace Church Tower While work is progressing favorably on the new Grace Church to it is stated that it is unlikely that it will be completed before next year.

For the Soldiers Any lady wishing to assist or donate to the Brantford soldiers requested to communicate with John Kerr telephone 1770 convert the House Committee of the Women's Shelter

Tutela's Team The following is the Tutela team Saturday's game: Gore, Rob Burns, N. McLeod, Hamilton, P. Leod, Tigewell, Hingley, P. Fisher, Clark. Reserve—Bo Bailey. Players are requested on grounds at 5.30.

Were Appreciated Books and magazines given to Brantford soldiers by the P. Book store were much appreciated them on their long ride to Q. E. A. Hollister writes the Courier that all is well with the 1st boys.

Cockshuts United The Cockshuts United will play the P. S. A. at Recreation Park will line up as follows: Goal, backs, C. Stubbs, Richards; forwards, R. Plant (capt.), J. Charlton Blower, Dixon; reserves, Lockley, Dyson and T. Howell

Band Concert Programme. Under command of Lieut. J. Pearce, Mus. Doc, the 25th Dragoon Band will render the following programme in Victoria Friday evening, 8 o'clock: The Hogans, Thomas; Overture, William Tell, Rossini; Valse, sense, Mills; Two Step, Rev. Perry; Selection, Opelia Bognet good; Selection, Alfredo R. Baker; Lancers, Fink-a-Link, W. Valse, Valse Jane, Lionel Baxte special request of the Sam Fox (Litho Co); Selection, Scotch dyes, MacRee Beyer; Two-Step, Zamereik; God Save the King.

Cara Will Go. P. C. Cara has volunteered to give service. If this continues for his manhood as one young man said "All the good looking men have gone away?" Steve C. a late trooper of the First Guards, Britain's magnificent body guard regiment. He is a regular sergeant-major of the 25th Dragoons and enjoys a reputation all round good fellow in the ice force. He is married and has a child. County Constable Mounce is also joining the con-

Ogilvie, Lochead & Co.

New Fall Dress Fabrics

WE are devoting this week to an early showing of the NEW FALL DRESS FABRICS, COATINGS, ETC. A window display of these beautiful fabrics is out of the question just now, on account of the extensive alterations to the front. But we assure you that a visit to the different departments showing these beautiful fabrics will amply repay you. Worthy of special mention are the lovely dress and suiting materials being shown in our large dress goods department on the main floor. No pains have been spared, and every market has been visited or represented in order that we might show you the very newest and best of materials.

PRICES This, of course, is the most essential part when buying, and there is no doubt a lot of current talk of prices being this and that, but we assure you that there will practically be no difference in prices this season—at least, not with us. We were fortunate enough to have all orders placed long before THIS TERRIBLE WAR broke out, and, in fact, most of the materials and goods bought for this season were on their way. Then, again, there are lots of goods that we will not get at all, but, our stocks being so large, we will not feel this to any great extent.

New Fall Corset Models

One of the most essential accessories to a perfect-fitting gown or suit is for MY LADY to have perfect-fitting Corsets. We are sole agents for the famous "GOSSARD CORSET," the only front-laced Corset recommended by the medical profession. We also carry a full range of all other leading makes. CORSET FITTINGS GRATIS

COATINGS! COATINGS!

Never have we shown such a beautiful range of FALL COATINGS. The weaver's art has been brought to the very front in these beautiful materials—not only in materials, but in designs also. Of course, checks are the prevailing designs for the coming season, and really to try and describe to you the designs and materials on paper would be an advertising man's delight, but an impossibility. The only other course left is to issue you A SPECIAL INVITATION to visit the department, and, as we have already said, you will be amply repaid by your visit. You will see what is being shown and worn in the fashion centres of the whole world. Prices of the materials range from \$1.25 to \$5.00 a yard.

Special Showing of New Fall Dress Fabrics and Coatings in the Dress Goods Dept. (MAIN FLOOR)

ONE AND ALL ARE INVITED TO COME!

VELVETS

Velvets this season will be more prominent than in any previous season, not only for the full suit and gown, but also as a trimming. In fancy velvet there are some beautiful effects shown in stripes, brocade and two and three-tone effects. Plain velvet, brocade velvet and moire velvet will be used very extensively for suits and gowns, also in combination with plain silk. Visit us when you are down town and let us show you the beautiful effects produced.

Ogilvie, Lochead & Co.

Now--

You can have your orders filled, with English, French and German cloth, but no guarantee for the future while the war lasts. Order at once.

VANSTONE'S CHINA HALL

NEILL'S SPECIAL

For

Women's Dongola Blouses sizes 2 1/2 to 4. Regular Men's Box Calf Blouses 6 to 10. Saturday. Small Boys' Dongola Saturday. Boys' Dongola Lace Blouses day.

Neill