

UNITED STATES IS A SILENT PARTNER

Triple Entente Said to Expect to See Her Involved Sooner or Later

MUST MAINTAIN TRADE ROUTES

Professor of History Across Line Gives Reasons For the Expectation Germany Was Fully Prepared For the War With All Its Awful Consequences.

Boston, September 18.—That the United States is a silent partner in the Triple Entente and will be involved in the present war if England's navy suffers serious reverses, is the assertion made by Prof. Roland G. Usher, the author of "Pan Germanism," a representative of the Boston News Bureau.

When Prof. Usher in 1913 in his book pointed out to the American public that Germany proposed to dominate the world by force, and to accomplish this end was preparing to fight Russia, France and England, he was regarded by many as an alarmist. He is therefore not disturbed at the prospect that his views as to the position of the United States may be challenged.

Prof. Usher (who is a Harvard graduate and chief of the department of history at the Washington University, St. Louis), says: "Though no papers of any sort were ever signed, the United States as long ago as 1897 came to an understanding with England and France that if ever Germany began war for the purpose of executing Pan Germanism, the United States would support the allies to the extent of using its navy for keeping open the Atlantic highway and protecting the merchant marine of England if the British navy should not be adequate to the task. This understanding rests upon infinitely firmer ground than if it had been made in writing on a scrap of paper, and there is no possibility of its entire rejection by any one of the three parties. Least of all by the United States, for its origin and continuance is based on the advantageous self-interest of the three nations concerned.

Fulfilling Its Ambition.

"As part of the understanding, England and France consented to the United States fulfilling its ambition to control the Gulf of Mexico and to build the Panama Canal, something which up to that time, England had not been willing to permit.

"This explains the willingness of these countries to permit the United States to deal with Mexico in its own way.

"If Germany is successful in the present war, its next move will be on South America and away will go the Monroe Doctrine and the Panama Canal, which Germany would certainly seize. The canal could not be taken away from us, however, if we controlled Mexico and Central America, and this will explain certain things that have been going on in that quarter.

"The United States is not called upon to use its navy to support the allies so long as the British navy has the whiphand. If, however, the German navy seriously cripples the English, America has now so great a stake in the Gulf of Mexico, in South America and at Panama that the allies have no apprehension but that she will play her part when it ever necessary.

"The Germans have gone into this war with their eyes wide open and have counted all the costs. The popular notion seems to be that a blind Germany is rushing heedlessly after a mad Kaiser to certain suicide. On the contrary, the leaders of the country with the full support of the nation have carefully and deliberately planned and anticipated the present conflict for years with full knowledge of the fearful losses and the enormous sacrifices that they must face, and with every confidence of final success.

Would Involve England.

"Germany expected Belgium would resist. They would have been agreeably surprised if it had not. They did not seriously expect a repetition of 1870 in France and know that many battles and even campaigns may be lost before the final successful outcome of the war. They knew that war with Russia and France would involve England. In fact, it is England that chiefly obstructs the realization of Pan Germanism. They realized that Austria would be a weak sister. They knew there was danger that Italy would hang back.

"Italy has already once deserted the Triple Alliance and flirted with the Triple Entente in the case of Tripoli, but the final result was Italy back in the Triple Alliance and English supremacy received the worst blow in a century and a half; the control of the eastern Mediterranean was snatched from England, and England was thrown back on Malta. Italy proposes to make the most she can for herself out of the present situation, and the question with Italy is to whom she is worth the most and who will pay her the most. Up to the present, Germany has lost nothing from Italy's holding back and if Italy comes in now or later, she is worth more to Germany than if she had come in at first.

"Germany figures that much as she is hurt by war herself, she makes her opponents, especially England and France, suffer more. Germany knows that war and misery throughout the country. But she can find within her own borders enough food and clothing to supply the absolute necessities of life, so that her people and armies can live and produce all the necessary munitions of war.

Any Internal Reasons.

"So long as Germany can do that, it is not going to yield in this war for any internal reasons. Before Germany will give up, her armies must be crushed, and that Germany believes is impossible.

"On the other hand, the German view is that England is far from being self-sufficient. Most of her food supplies must be imported. War shuts off England from the Black Sea and the Baltic, on which she depends for food and materials almost as much as on the Atlantic. Manufacturing is even more vital to England than to Germany, and war will hurt England's industry almost as severely as Germany's. Fighting in the West is to be on French soil and France must suffer all the ravages of war itself.

"Germany even expects to be able to cripple England's sea power, even if she cannot defeat the British navy. It does not necessarily require a navy to close the Suez Canal."

25 KILLED IN TRAIN WRECK.

Birmingham, Ala., September 18.—Twenty-five persons are believed to have been killed early to-day in a wreck of the fast train No. 2 on the Alabama and Great Southern near Livingston, Ala., about 80 miles south of Birmingham. Seven bodies have been recovered, and it is believed many more are under the wreckage.

FARES DO NOT MEET OPERATING EXPENSES

On Some of the Routes Toledo Railways Only Receive One-Third of its Outlay

EARLY SETTLEMENT EXPECTED

Franchise Negotiations to be Reopened at Once—On 3-Cent Rate Company Would be Unable to Do More Than Pay Operating Costs.

Granting of an injunction against the further enforcement of the Schreiber three-cent fare ordinance by the city and also restraining the city from interfering with the company in abandoning service on any of its lines on which franchises have expired makes certain the early negotiation of a new franchise for Toledo Railways and Light Co.

While the injunction is temporary, it is expected that it will stand until the franchise question is settled as the city will not attempt to have it dissolved nor will the company seek at present to have it made permanent.

In his decision declaring the ordinance confiscatory and unfair Judge Killis said: "There are some lines in the city upon which three cent fare would pay operating expenses, while there are others on which six or seven cent fare would not pay cost of operation. There is one line whose revenue does not meet one-third of its expenses and others whose returns are but from one-half to two-thirds of their outlays.

Insist on Present Routing.

"Averaging all these lines together, if the public insists upon the present routing, any man capable of doing sums in simple arithmetic can see that an average rate of three cents is too low. It is demonstrated from the record that if every person who has ridden on the cars since March 27, whether he paid his fare or not, had paid three cents the income of the company would barely have paid its operating expenses, and the month since March are the months when traffic is the heaviest and the expenses the lightest."

The former rates of fares, five cent cash fare, six tickets for a quarter and three cents for working men during the rush hours go into effect to-day. The city solicitor, after the decision had been announced issued a statement that it was justifiable and said that the city would at once take up with the company negotiations for a day-to-day fare agreement to hold until franchise negotiations might be concluded. Labor union officials who criticized the decision have been cited by the judge for contempt.

Enjoying Free Riding.

Since March 27 thousands of Toledo citizens have been enjoying free riding on the street cars, because of the refusal of the company to accept three cents as fare and the two days delay in putting the injunction into effect was to give these free riders time to learn that in the future they will have to pay their transportation. Henry L. Doherty, president of the Toledo Traction, Light and Power Co., will go to Toledo this week and franchise negotiations will be resumed with the probability of an early settlement on a basis which will be fair both to the company and the city. Present city administration is understood now to hold the position that it has attempted in good faith to carry out its three-cent fare pledge by enforcement of the Schreiber ordinance and now that that has been declared invalid is free to treat with the company on another basis.

GENERAL MOTOR TRUCK CO.

Competitors Questioned Its Ability to Succeed But Dealers Handling Chassis Has Largely Increased.

Pontiac, Mich., September 18.—Statement issued by General Motors Truck Co. says: On Jan. 4, 1914, when we announced our new policy and reduced prices, some of our leading competitors questioned our ability to succeed.

We have operated seven months since the Jan. 4 announcement and have made the following record: Sales for the last half of our fiscal year, ending July 31, 1914, exceeded the same period in 1913 by 44 p.c. Sales for the entire fiscal year ending July 31, 1914, exceeded the preceding year 33 p.c. Sales for July, 1914, exceeded July, 1913, by 137 p.c. Sales for July, 1914, exceeded July, 1913, by 137 p.c. Sales for July, 1914, exceeded July, 1913, by 137 p.c. Sales for July, 1914, exceeded July, 1913, by 137 p.c.

The term sales as used above does not mean orders received, but actual bonafide deliveries of new, up-to-date chassis—no second hand, used or obsolete models are included.

The number of dealers handling General Motors Trucks is 232 p.c. greater than on Jan. 4, 1914.

AMERICAN EXPRESS COMPANY

Institutes Inquiry as to Opportunities for Trade in South America.

New York, September 18.—The American Express Company, through its foreign department organization, is making arrangements for an investigation of the opportunities for the extension of American business in South American fields with a view to promoting better transportation and financial facilities.

James Thane and A. B. Howard will sail for South America on the steamer Vestris, October 1, as special representatives of the American Express Company and New York Central Lines. It is their intention to visit the chief ports of Brazil, Uruguay, Argentina, Chili and Peru, stopping on the return journey at Panama and Colon.

NEW NATIONAL BANKS

Two Charters Have Been Issued in the United States and Two Liquidations Announced.

Washington, September 18.—Comptroller of the Currency Williams has announced the voluntary liquidation of the Oregon National Bank, Cresco, Tex., and of the Ocean National Bank, Ocean, N.Y. To be succeeded by the Ocean Trust Company.

Charters have been issued to the City National Bank of Booneville, Ind., capital \$75,000, which succeeds the Booneville National Bank, and to the Wayne National Bank of Goldsboro, N.C., capital \$225,000, a conversion of the Bank of Wayne.

BUYING MORE GOLD.

London, September 18.—The Bank of England bought £250,000 United States gold coin and £212,000 gold bars.

BUSINESS MEN AT THE FRONT



COL. THE HON. SAM. HUGHES, Minister of Militia, who spends most of his time at Valcartier.

MARITIME PROVINCE SECURITIES

Quotations furnished by J. C. Mackintosh & Co., Members Montreal Stock Exchange, Exchange Building, Halifax.

Miscellaneous:	Asked.	Bid.
Acadia Sugar, Pref.	100	95
Do, ordinary	65	60
Brandram-Henderson, Com.	30	25
East. Can. Sav. and Loan	145	140
East. Trust Co.	163	158
Mar. Natl. Pref., with 40 p.c. com stock	100	98
bonus	100	98
Mar. Tel. and Tel. Pref.	100 1/2	100
N. S. Underwear, Pref.	98	95
Do, Com.	35	30
Stanfield's, Ltd., Pref.	95	90
Trinidad Electric	73	70

Bonds:	Asked.	Bid.
Brandram-Henderson, 6 p.c.	97 1/2	92
Eastern Car, 6 p.c.	100	95
Mar. Natl. 6 p.c.	100	98
N. S. S. & C., 6 p.c. Deben. Stock	98	95
Porto Rico Tel. 7 p.c.	105	100
Stanfield's, Ltd., 6 p.c.	95	90

SOUTH AMERICA OFFERS BIG FIELD FOR AMERICAN WINES

California Expects to Capture Large Per Centage of Trade in This Line Now That European Nations are at War.

San Francisco, Cal., September 18.—Some very valuable information in regard to the possibilities of an increase in the exports of wines and liquors to Central and South America has been compiled by the foreign trade department of the San Francisco Chamber of Commerce. The facts set forth below should be of particular interest to San Francisco exporters:

France and Germany in 1913 exported wines as follows: France exported to the value of \$36,223,012, Germany to the value of \$2,769,368, a total of \$38,992,380.

The following countries imported wines and liquors as follows:

Country:	Wines.	Liquors, etc.	Total.
Guatemala	\$146,654	\$217,485	\$364,039
Calcutta	112,159	101,988	214,147
Honduras	...	...	57,490
Nicaragua	...	...	27,838
Costa Rica	...	...	19,831
Panama	214,520	202,839	417,359
Colombia	...	...	85,777
Ecuador	...	...	75,574
Peru	...	...	579,920
Bolivia	...	...	1,104,989
Chile	...	...	2,751,188
Brazil	11,347,810	...	11,347,810
West Indies	1,854,414	...	1,854,414
Canada	1,640,604	3,832,591	5,473,195
China	...	...	2,054,580
Australia	824,620	5,121,511	5,946,131
New Zealand	420,273	1,546,204	1,966,477
India	919,278	3,697,561	4,616,839
South Africa	394,423	1,756,934	2,151,357
Total	...	...	\$42,425,095

In addition the United States imported from France \$1,817,184, from Germany \$1,226,239, a total of \$3,043,423 of wines alone.

The importations of wines were principally from France, Germany, Italy and Spain. The importations of liquors, which include beer, were principally from the United Kingdom.

Now that France, Germany and England are at war, the exportations of wines and liquors will practically stop and there is a chance for California to capture a large percentage of this business. Most of the liquors which include whiskey, brandy, gin, etc., consist of Scotch whiskeys, English gins and French brandies. While the United States does not produce Scotch whiskey, there is an excellent opportunity to educate these people to learn to use the superior

EFFECTS OF WAR ON TELEPHONE SYSTEM DECIDEDLY "SPOTTY"

Prevailing Conditions Have Eliminated Gain in Long Distance Gross—Construction Has Been Cut to 75 Per Cent. of Normal.

Boston, September 18.—The effect of war and business depression upon the Bell Telephone system has been decidedly "spotty." In certain sections of the east, in Pennsylvania, West Virginia and in some of the southern states, growth of business has ceased and the pendulum of cancellations of stations has increased considerably above normal. In other sections, notably the Northwest and the great grain states like Kansas and Nebraska, business is decidedly good and growth is proceeding at a perfectly normal rate.

The long distance end of the business was making big gains in the early part of 1914. Increases were running 10 p.c. to 12 p.c. The effect of prevailing conditions has been to eliminate this growth, so that long distance traffic for the past month has been of practically identical volume with a year ago.

The Bell system is so vast an organization and its sources of income are so varied and reach such a variety of classes that the hardship of any one or two classes makes relatively little impression on the great bulk of traffic.

Poor as general business conditions are there is no doubt that the American Telephone Co., the parent organization, will end 1914 with as large a surplus over dividends as in 1913 or say \$5,500,000. The undivided profits of the subsidiary companies will also be on a practical parity with 1913.

Construction outlays are naturally being slowed down and the last quarter of 1914 will see the construction programme cut 25 p.c. at least from the early estimates of the year. If the war continues in 1915 the reduction will probably attain even larger proportions, the company adopting the policy of building for immediate future requirements instead of for the distant future as in normal times.

REOPENING RATE CASE.

Washington, September 18.—The next step in the new 5 per cent. advance rate case will not be taken until the early part of October, the Inter-State Commerce Commission officials stated to-day.

The Commission will then consider the petition of the eastern railroads for the re-opening of their case. Officials close to the members of the Commission expressed the opinion that the case will be reopened and the date set for the new hearings.

American whiskeys. California brandy can take the place of French and American gin can supplant the English.

Canadian Patriotic Fund

SPECIAL CAMPAIGN WEEK

"Bear Your Share of the Empire's Burden"

You intend some time to aid the helpless families of our reservists and volunteers.

DO IT NOW!

Give as promptly and generously as your circumstances will permit.

The standing of the men associated with the Canadian Patriotic Fund is a guarantee that every cent contributed will be carefully administered.

Many families are already being aided. Numerous reports are received daily showing critical cases. These women and children need instant help. A dollar to-day means food to-day.

Collectors are now covering the city. Make sure that you are not overlooked. If by any chance you are missed, send your contribution to the

Canadian Patriotic Fund

Montreal Headquarters: 112 St. James Street

J. W. ROSS, Honorary Treasurer

GERMAN STEEL TRADE IS BECOMING WEAKER

Month's Would Be Required To Bring Mills to State of Efficiency Before the War

MARGIN OF PROFIT SMALL

July and Most of August Were Good Months for Steel Orders in States, but Month Incoming Business Has Been Poor.

New York, September 18.—Manufacturers do look forward to any improvement in steel conditions while the European conflict rages. They also hope exports are not going to reach large proportions for some time to come.

South America is now the objective point of American manufacturers, but no large shipments are expected until better facilities are in evidence. Manufacturers expect eventually to capture a large part of the steel trade that has heretofore been commanded by Europe.

"The German steel industry," said one manufacturer, "becomes weaker each day the war is continued. If the conflict ended, to-day it would require months for the steel mills to get back their organization and bring their plants to the degree of efficiency prevailing previous to the war.

If the war lasts six months, no matter who wins, it will be years before the German steel industry can regain what it has lost. As a big competitor of the United States, Germany can be eliminated from the situation for a long time to come."

Advance in Steel Prices. It is regarded as remarkable that in the face of a general European war, domestic steel prices have been advanced from \$1 to \$3 a ton. Various reasons have been given for this advance, one of which is that the cost of production was bound to increase in proportion to the increase in the cost of fuel, manganese and other products necessary for manufacture of Bessemer and open hearth steel.

As far as domestic steel manufacturers have not experienced any hardship through a scarcity of manganese and the advance in steel prices has been out of proportion to the advance in the price of domestic product.

July and most of August were good months for the standpoint of steel orders, but so far this month incoming business has been poor. A large percentage of this July and August buying was attributed to customers who feared a shortage of ferro manganese.

The question is raised whether there would have been an advance in American steel prices had Europe been able to operate its mills normally. Continued its competition with domestic products in answer, many steel manufacturers claim that war, in cutting off European steel shipments, eliminated the tariff as a factor in steel.

Proper Shipping Laws.

The export business of the United States Steel Corporation has dwindled to small proportions since the declaration of war. A great part of the slump is attributed to lack of proper shipping laws, shipping facilities, and it is hoped that conditions will gradually change for the better. In the meantime production will have to be curtailed materially on account of this sharp contraction in exports. Hereafter from 15 to 20 per cent. of the production of the United States Steel Corporation will be for export. While the margin of profit on a foreign market has been far below the profit for domestic use, exports have gone a long way toward reducing cost of production. Mills have been kept in operation in depressed periods, it would have been closed if the corporation had foreign outlet for its products. Organizations have been maintained and larger production enabled mills to prevent costs from rising.

The steel corporation, which is practically the only

Canadian Mining

Devoted exclusively to allied industries

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