

NAVAL BATTLES WILL DECIDE WAR

A MEMBER of the General Board of the United States Navy has contributed to the Chicago Herald some predictions in regard to the present war. Since his calculations were founded upon the assumption that Italy would fight side by side with Germany and Austria, his remarks concerning Italy are worthless. It now appears that Italy is more likely to aid France and Britain than Austria and Germany, though in all probability she will remain neutral. This authority says that the fate of the warring nations and even the fate of the world will be decided by the battles upon the sea. The combination that controls the seas will hold the key to the situation, for not one of the warring powers with the exception of Russia, losing control of the high seas, has sufficient food on hand or could grow sufficient food to maintain her population for six months. It is said that Britain's food supply is now sufficient for four months should she immediately lose maritime control.

The Fight in the North Sea

The critic says: "The English fleet in the North Sea will endeavor to destroy the German fleet. This is absolutely necessary, because England requires foodstuffs from the United States and Canada, and to get them she will have to establish complete control of the sea so that commerce may pass freely across the Atlantic. The French navy undoubtedly will be assembled in the Mediterranean to oppose the fleets of Austria and Italy. If successful, the French will be able to prevent the transportation of troops across the Adriatic Sea to the Balkan States. The policy of Germany probably will be to hold her fleet behind fortifications until the land forces have been success-

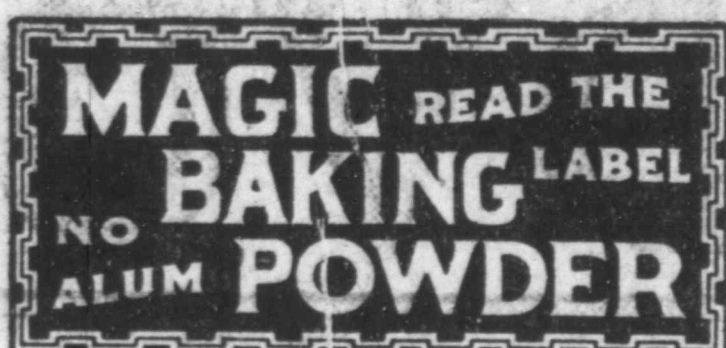
ful, at the same time attacking the English battle fleet by means of torpedo vessels and submarines and reducing it so that the German fleet will more nearly equal it."

Germany's Naval Tactics

Although in his opinion the German fleet is in a more efficient condition than the British fleet, the latter is still far too powerful for Germany to engage in a general battle. Germany's policy will be to reduce the size of the British fleet and weaken its morale by making night attacks with torpedoes and submarines. If this method is successful the size of the British fleet will in time be reduced so that the German navy can make a final assault with every hope of success. He believes that the Italian and Austrian navies combined should be about a stand-off for the French navy, but since the Italian navy will not be engaged against the French navy, it follows that the French navy will be stronger than the Austrian, and is likely to destroy it if it ventures into the open. If it does not venture, then France will be left in control of the Mediterranean, and will be able to prevent the importation of any food or supplies by way of the Adriatic.

The Fate of the Colonies

Our critic does not believe that the Russian navy will cut much figure in the war. It has not yet been restored after the disastrous struggle with Japan. Nor is he impressed with the efficiency of the French or Austrian navies, and says that efficiency with them is unknown in the sense that is maintained in both the British and German navies. Japan, however, has a very efficient navy, and it might easily be used to destroy Kiau-Chau, the German fortress on the Shantung peninsula, and to seize other German



islands in the Pacific. As a matter of fact, it is unlikely that the Japanese navy will be used for this purpose unless German forces were to be despatched from Kiau-Chau against Britain's Asiatic possessions. The critic points out, however, that it would not be necessary for Germany to attack the colonies of Great Britain. If Germany should be victorious and occupy England, the colonies would drop in her lap like ripe fruit. Some attempt might be made by German cruisers to harass the British commerce crossing the Atlantic, but in the main she would be limited to operations in the eastern Atlantic, because of the necessity of returning to German ports for coal.

The Question of the Dardanelles

After the war, what? The American expert believes that the sole aim and object of the war, leaving out minor details, resolves itself into the following single point: Who will control the Dardanelles? If the Teutonic alliance is successful Austria will advance her territory directly to the Turkish straits. If the entente should prevail Russia will gain this coveted point, and probably will absorb most of the Balkan States, sweeping Tur-

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key over into Asia Minor. In any event, Britain is not likely to be pleased by a change of ownership of the Dardanelles. For centuries she has sought to prevent Russia securing this outlet on the Mediterranean. With Austria in control an enemy would be in a position to command the routes to Egypt and India. Should the alliance be successful Germany will be able to force her way to the Persian Gulf, and thus menace the Indian Empire from another point. The views of this critic may not be correct but he succeeds in showing pretty clearly that when Britain enters the war the very existence of the Empire is at stake.

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DIE WILL BE CAST ON THE NORTH SEA

THE scene of the inevitable trial of naval strength will be the North Sea, for in those waters are concentrated the greater part of German and British sea power. The few straggling ships of each nation which are elsewhere throughout the world are hardly worth considering, save the British squadron in the Mediterranean, and in that sea France is already supreme.

It is the comparatively small arm of the ocean bounded by the British Isles, the Scandinavian and the Low Countries, and a corner of the German Empire, that holds today nearly two-thirds of the effective battleships of the world—all of them British or German. Whatever naval encounters take place outside of this restricted area—to which as a part must be added the English Channel—will be inconsiderable.

Germany has no fleet in the Mediterranean, and in the Baltic she could make short work of the Russian squadron.

Depends on England

Without an English opponent, the German fleets would be free for the purpose of harrying its enemies' trade and for blockades and demonstrations off their principal ports. The German navy must come to an early trial. Either it will be victorious in a battle off the British coast, and put England at the mercy of the German fleet, or it will become crippled in such a way as to become a negligible factor for the rest of the war.

In any event the control of the sea promises to be settled conclusively at a single throw. The war party of each nation has long been impatient for such a test as is impending in point of human interest and in its effect upon the history of the world, no single episode which may develop from the present European situation could rank with a death grapple of British and German navies.

Fleet in Best Shape.

Fortunately for England, the great maritime manoeuvres and review, which had just been held had brought into home waters practically every ship of the so-called home fleets, when the first signs of war arose. A few days ago most of the battle squadrons of these fleets put to sea with decks piled high with coal. Their whereabouts since that time has not been definitely known, but it is supposed they are cruising about in readiness to deny an exit to the German fleet from the bottled-neck North Sea, and hem them up near the end of the Kiel Canal and off their naval base at Wilhelmshaven.

With the addition of the bulk of the Baltic Squadron to the German fleet in the North Sea, the opposing forces of English and German battleships are about as follows: The British fleet is composed of four squadrons of battleships, 27 in all, and four squadrons of cruisers, four ships to a squadron; British second fleet, two squadrons composed of fifteen battleships and two four-ship squadrons of cruisers. The German fleet is composed of three squadrons of battleships, a reserve squadron and four battleships which are equal to battleships. This strength summarized is: British 11 battleships 45; German by battleships 21; British cruisers 25; German cruisers 4. In addition each nationality has nearly a dozen light cruisers available.

In Eastern Waters

A careful survey of every ocean shows how narrowly restricted will be the momentous sea battles of the present war. In Eastern waters there is not a first-class battleship save those belonging to Japan. Germany has assigned to that part of the world, but two armoured cruisers and three third class cruisers, including the Leipzig, now off our western coast. France has but two armoured cruisers there. With the Australian battleships Swiftsure, the only pre-Dreadnought under an European flag in the Far East, and the Australian battle-cruiser Australia, Great Britain's squadron of two armoured cruisers and six light cruisers will have an easy mastery. Backed by the assurance of Japan that she will look after her ally's interests in the Orient, British trade and British ships have little to fear in that quarter of the world.

Because of this restriction of operations, those who attempt to follow the naval movements of a European war which includes all the great Powers will have a small theatre upon which to confine their attention. At present there are no German warships in the Mediterranean, and the Italian fleet upon the declaration of neutrality in the harbor of Brindisi. The Austrian squadron of four battleships and a reserve squadron of battleships—Austria's policy includes no

cruisers in her squadrons—would have to avoid the French and British fleets by sticking close to Adriatic home ports.

In the Baltic, where Russia has no more than four Dreadnought battleships and an effective armored cruiser, a large engagement is hardly to be expected. Russia, however, with her torpedo craft, in which she is nearly as strong as Germany, and her submarines, in which she is stronger, ought to be able to protect her Baltic coast.

The Danger Zone

Reasonably assured, therefore, that her trade routes and her merchant ships will be safe on the high seas, England can well afford to await the challenge of her might by Germany in the sea area south of a line connecting Norway and Scotland and the Straits of Dover. The smaller area to which German ships will be allowed to come only after every effort has been exhausted, is bounded on the north by a line drawn from Harwich to Dunkirk. That must be defended by the English as the sea gate to London. And it is hardly to be supposed that she will not be successful in this, because, in that narrow seaway, the French and British torpedo craft ought to be able to oppose an impregnable front. They would be backed up in this by such heavier vessels as England could afford to draw from the battleship squadrons.

Might Hide in Forts

Another course lies open to Germany beside a precipitate trial by battle, and in view of the preponderant strength of the British fleet, she might have been expected to adopt it, as a defensive measure. By this means she might save her navy, but in doing so she would have to relinquish all claims to the command of the North Sea. This course would be to take shelter behind German forts. In that case, the work of the opposing British would be difficult in the extreme. On their side the Germans would then utilize their much-vaunted "air battleships," of which she has sixteen to England's one. With these she would endeavor to carry out the plans she is known to have made for the destruction of the great British docks at Portsmouth, the principal English naval base.

What these armored monsters of the air are capable of doing has yet to be proved. That they are formidable over a narrow sea like that intervening between the English coast and the Continent is certain, particularly in view of the fact that

guns for attacking aeroplanes and airships are very far from perfection.

Kiel Canal May Help

A safe outlet for the German fleet is provided by the Kaiser Wilhelm Canal, the recently broadened channel from the North Sea to the Baltic at Kiel, one of the finest harbors and principal dock yards on the German coast. The value of such a canal to Germany will be immeasurable if her navy is forced to adopt defensive tactics. Once in the Baltic they are safe from British vengeance for the very narrow water-passage which leads from the Baltic Sea into the Cattagat and thence into the Skager Rack and North Sea is impracticable for large warships.

Danzig, one of the other main naval bases and dockyards of the German navy, is like Kiel on the Baltic Sea, but both of them are accessible through the Kiel Canal, which emerges into the North Sea at Brunsbüttel. The third of the big German dockyards is at Wilhelmshaven, which is the naval base for the so-called German High Sea Fleet. It is a triumph of engineering, and well fortified, as is Kiel, which is protected by six separate forts, Cuxhaven, near the mouth of the Elbe, and Sonderburg, in the Baltic, are also German naval bases, but of nothing like so much importance.

What of Air Fleet?

Should Germany retire to comparative safety in these fastnesses, and call upon her air fleet to ravage British shipping and seaports, she will find that efforts have already been made to anticipate and meet such attacks. Naval air-stations are being established at the following points on the British coast: Isle of Grain, Calshot, Follistowne, Yarmouth, Cromarty, Firth of Forth, and Farnborough. At the Admiralty there is a special air department.

Heligoland, the island off the German coast, scene of the catastrophe in which fourteen lives were lost in the German dirigible L1, is likely to figure largely in attacks upon British battleships made by German dirigibles and aeroplanes. At Cuxhaven, a start has been made in establishing an airship harbor. And a chain of aeroplane stations around the German coast is partly completed.

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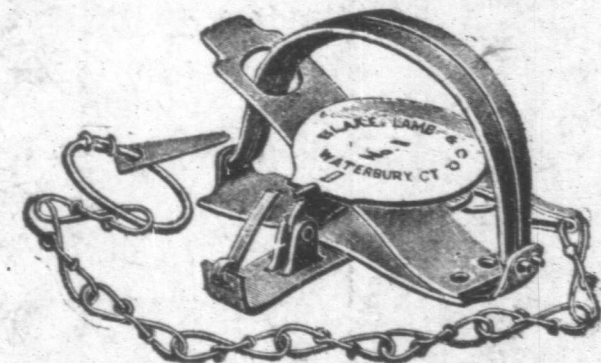
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Also, a new stock of the above Traps, including Bear traps, which will be supplied unless Fire stock stated on order.

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Three New Modern Dwelling Houses built on Freehold Land on the Waterford Bridge Road; three minutes walk from Street Cars. Houses will be sold on easy-payment plan,—small amount of CASH down and yearly payments as rent until houses are paid for. For particulars apply to

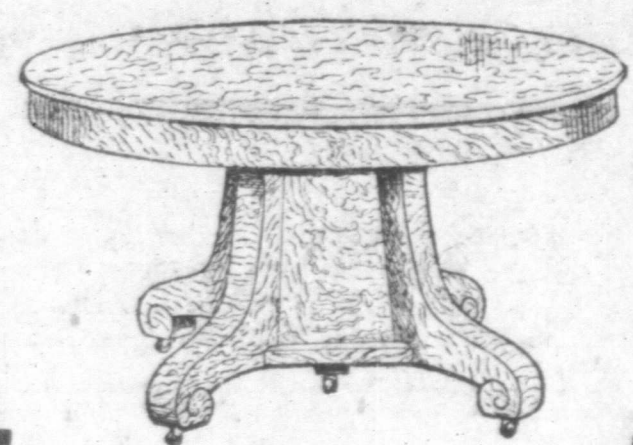
W. F. BUTLER, Architect jy25,tf 5 Bell Street.

WANTED.

For the Methodist Superior School, Channel, a Male Teacher holding A.A. Certificate. Salary \$220, and school fees.

Also for Primary Department, a Female Teacher. Salary \$75, and fees.

Inclose testimonials and apply to Chairman. —jy27,3w, m,w,f,t,th



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That makes one feel at home in it at once is a Good sauce to the diner. The Dining Room should be made as cheery and attractive as possible, while it needs to be handsome and dignified withal; and we can help you to do this in its furnishing.

Dining Tables, Round and Oval, Buffets, China Cabinets, Settees and Chairs en suite, weathered, fumed or Early English Oak and upholstered in Real Leather, Rugs and Carpets in rich soft colors that will make the furniture look still more stately and dignified. All are here for your selection, in an assortment that allows of the widest choice. Let us give you an estimate for YOUR Dining Room. Our prices are honest ones.

U.S. Picture & Portrait Co.
Complete House Furnishers.

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We have just received a shipment of
1000 Rolls No. 3 Asphalt Felt
OUR PRICES WILL SUIT YOU.
WHOLESALE ONLY.
BIRD & SON, Hamilton, Manufacturers
The Direct Agencies, Ltd.
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To Arrive Ex S.S. Florizel tomorrow Thursday
100 Barrels GREEN CABBAGE
200 Bags NEW POTATOES
30 Cases SWEET ORANGES
20 Bunches BANANAS

George Neal

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J. M. DEVINE'S Store, corner Water and Adelaide Streets, will be open this TUESDAY evening to 10.30. Full line Regatta Goods on hand. Some of them:—
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7 Doz. Men's Straw Hats. Regular 50c., now 25c.
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The Right House.
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Mail and Advocate \$2.00 a Year.

THE MEN OF THE HOUR.

The Kaiser, the Czar and Sir Edward Grey.

Comment On The Three Men Who Hold The Peace of Europe In Their Hands—Written Before The War.

The Kaiser
IMPULSIVE, imperious, dramatic, a militarist from his cradle, a statesman trained in "the indirect, crooked ways" of Bismarck, governed by one passion, the passion to make his land great and powerful. Is he a menace or a safeguard?

Let his past be his witness. For twenty years he has had the peace of Europe in his keeping and for twenty years not a German soldier has fallen in war. "We are a military people," said a Minister to me in Berlin, "but we are not a warlike people. It is you who are warlike without being military."

And so we may say of Kaiser. He is a militarist, but he is not a warrior. "There will be no war without grave cause while the Kaiser is on the throne," said a politician to me. "He is distrustful of the warlike party—and remember that Germany has a considerable school of thinkers who believe in war philosophically as a national purgative. They believe he is timid. But the truth is he wants peace because it is his own and the nation's chief interest."

"Remember how he disappointed expectation when he came to the throne. Germany was on the verge of war with Russia and France combined, and Europe saw the accession of the youthful Kaiser, so hotheaded and impulsive, with fearful expectation. Here was a new Napoleon, filled with dreams of glory, armed with the most gigantic military weapon in history."

"And his first official words were words of peace; his first act to visit the European courts, returning with the message, 'I believe that, with the help of God, I have succeeded in ensuring the peace of the world for many years to come.' Set this and record of his reign against those sudden ebullitions that seem so alarming, but are really only sound and fury, signifying nothing."

He keeps his powder dry and his armor bright. But he stands for peace—peace armed to the teeth, it is true; peace with the mailed fist; but peace nevertheless.

The Czar
"The massacre of Jews, the banishment of Finns, the spoliation of Armenians, the persecution of Poles, the exile of Russian nobles, the flogging of peasants, the imprisonment and butchery of Russian workmen, the establishment of a widespread system of espionage, and the abolition of law are all measures which the Minister suggests and 'The Tsar heartily sanctions.'"

That was written before the mockery of a Constitution was granted; but the spirit of the Russian Government is the same to-day. The 40 Plehves and the Bobrikoffs have gone to their doom, but their successors are like unto them.

The hand that conferred a star upon Prince Obolensky for his energy in flogging the peasants of the Government of Kharkoff until many of them died, is the same hand that decorates the Tsarevitch with the badge of the Black Hundreds, that terrible instrument of vengeance, formed almost at the moment that the constitution was granted, and already drenched in a sea of innocent blood.

The Czar will live as the man who made the great refusal of history. He might have been the founder of a new and happier Russia—the Commons' King of his youthful vision. He has chosen to be an autocrat and a prisoner in his 40 palaces. In ten years he has exiled 78,000 of his subjects and driven all the best of the nation's sons that have escaped Siberia to take refuge in other lands.

But he himself is the saddest exile of all, for he is exiled from the domain of our common humanity—prisoner in body and in spirit, hedged around by his guards, suspecting the cup that he drinks, forbidden to dine anywhere save in his own palace, receiving his guests at sea, for he dare not receive them ashore, a hapless, pitiful figure that sits perked up on a glistening grief and wears a golden sorrow.

Sir Edward Grey
Sir Edward Grey is, indeed, the least democratic, as he is the least demonstrative of men. He belongs more than any man today to the great Whig tradition—the Whig tradition touched by the strong personality of Bishop Creighton, who was his tutor when that great man held a paragonage in Northumberland, and by the passionless spirit of the Earl of Jowett.

He distrusts the irresponsible way-

wardness of public opinion, with its quick emotions and passionate transitions. "The public! The public! How many fools does it take to make the public?" he seems to say with a statesman of an earlier time. And yet, perhaps, that is unjust, for there is no trace of bitterness in him, and his prismatic view is free from the taint of contempt or the airs of the superior person.

It sits on him naturally. He is to the manner born. He takes his place at the high table without pushing and without challenge. He is there by a sort of royal authority, unconscious of itself, but imaged in the bold sculpture of the face, the steady eye, and the governing nose.

The unrivalled confidence which he commands in the country is not wholly shared by those who regard England as the banner-bearer in the cause of human liberty. For this cause he has done little.

His policy is governed by a fixed idea—the idea that peace must be preserved by having friends, and that the concert of Europe is a creed outworn. Under the inspiration of this idea he has committed this country to the support of the most reactionary government in Europe, and has given a tendency to events which is rapidly hardening Anglo-German relations into a condition of permanent antagonism.

The entente under him has taken a sinister color, and the inflexibility of his mind, unqualified by large knowledge, swift apprehension of events or urgent passion of humanity, constitutes a peril of the future.

His aims are high, his honor stainless, but the slow movement of his mind and his unquestioning faith in the honesty of those on whom he has to rely, render it easy for him to drift into courses which a more imaginative sense and a swifter instinct would lead him to question and repudiate.

GERMAN ARMY CHANGES PLANS

Brussels, via London, Aug. 11.—The report is confirmed that the German have ceased their forward movement along the River Ourth which joins the Meuse a mile above Liege and a movement North of Liege is expected.

The Gazette states that a secret German arms depot, plentifully supplied, has been discovered in Brussels.

WELSH STEAMER HAD TO RUN FOR IT

Queenstown, Aug. 11.—A small Welsh coal steamer tried to enter Queenstown last night during a dense fog.

When the forts challenged her, the captain was unable to answer owing to the absence of signal flags aboard.

The forts immediately fired and the vessel fled to Vouchell before a fusillade of shots, to buy the necessary bunting.

U.S. HAS SEALED UP WIRELESS

New York, Aug. 10.—The United States Customs officials went out on the revenue cutter Calumet to-day and sealed up the wireless apparatus of vessels in the harbor flying the flags of the warring European Powers.

This action follows the censorship placed upon wireless stations along the coast, and is intended to enforce the neutrality of the United States.

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GERMANS ENTER CITY OF LIEGE

Small Groups First Entered and Took Possession—German Officers Threaten Bombardment Unless the Forts Surrendered

London, Aug. 10.—Belgian's admission that Liege has been occupied to some extent by German troops came in a despatch from The New York Times correspondent at Maastrecht dated Saturday morning, and may be supposed to mean that the German force within the city is a comparatively small one, but probably big enough for its purpose, namely to cut off the forts from intercommunication and from being reinforced from the city.

No doubt the forts are fairly well supplied with provisions and ammunition and have their own water supply, but it is unlikely that they will be able to hold out very much longer.

It must be confessed that the fact that the Germans have forced an entry into the town through the circle of powerful forts around is a very considerable success.

It must be presumed that a large portion of the Belgian army—the Germans say one-fourth—was within the town and that it had been withdrawn or driven out.

A message from Brussels mentions the King of the Belgians as having reviewed the troops who took part in the defence of Liege. This supports the view of the Belgian retirement from the city, though not of course, from the forts, who are now fighting each for itself.

The German siege guns have not yet been brought into play against the forts and it is doubtful whether they have yet been brought up.

HAS RESIGNED TO JOIN ARMY

Would Rather Be In The Ranks Than Remain An Ambassador

Sofia, Bulgaria, Aug. 10.—General Demitrieff, who was Commander-in-Chief of the Bulgarian army during the war against Turkey, and who is the new Bulgarian Minister at St. Petersburg, telegraphed his resignation to-day in order that he might serve in the Russian army.

Communication between Bulgaria and Turkey will be interrupted to-morrow owing to the mobilization of the Turks, according to a semi-official statement issued here to-day.

RUSSIAN LINER'S EXCITING TRIP

Halifax, Aug. 10.—For twelve days the Russian-American liner Dwinsk was in great danger of being captured by German cruisers.

The Dwinsk arrived off the harbor last night. She brought 700 passengers.

Wild excitement prevailed among the passengers when it became known that Russia was at war with Austria-Hungary and Germany.

When the Dwinsk sailed from Lisbon, one of the passengers were aware that the situation was so acute, altho' there was a feeling among many of them that war might break out. The reason this opinion was the action of a number of the military authorities in delaying the sailing of the ship and ordering a number of the ships officers and passengers on board, who were attached to the army to remain at home. Those who had done active service in the army were forced to remain and shoulder guns.

It was not until four days out from Halifax that the commander of the ship became aware of the peril in which the ship was.

Then the wireless operator picked up a message, the captain was unable to say what ship sent it, saying that Russia and Germany were at war.

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