

THE EFFECT OF THE WAR ON CANADIAN TRADE

ish 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 shipowners, 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 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 to adapt themselves where new opportunities are set before them.

Secondly, in the past the trade in shipping of the British Empire has not suffered as a whole, from war. Instead they have thrived 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 temporary 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 1792, in peace time, the imports and exports of Great Britain amounted to \$216,500,000. In 1796, after three or four years of war, they stood at \$216,000. In 1800 they had risen to \$338,000,000. 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 1793 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 20th September 1800, the whole of the direct trade between France and the three continents of Asia, America and Africa amounted to only some \$350,000; while that of Great Britain was \$350,000,000. For another thing,

ships 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 skilful arrangements were made, the losses were lower yet; in one very perilous region in the far west 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 and board them.

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 today; 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 destruction, 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.

A DIFFICULT TASK

The German cruiser which tries to do commerce destroying today 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 ship long before she is taken, for the chase will take time, 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 in

PEOPLE SHOULD GUARD AGAINST APPENDICITIS

Fredericton people who have stomach and bowel trouble should guard against appendicitis by taking simple buckthorn bark, glycerine, etc., as compounded in Adler-Ika, the German remedy which became famous by curing appendicitis. JUST ONE DOSE relieves sour stomach, gas on the stomach and constipation INSTANTLY because this simple mixture draws off such a surprising amount of old foul matter from the body. George Y. Dibblee.

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 will puzzle her captain to replace; and all she carries is 1200 tons. A very few weeks of this scientific flustering along, handing her over from one commerce defender to another, will see her with empty bunkers, a helpless hulk. The war is nearly 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, for example, has been too busy Coast of North America. The Karlsruhe is a

Merchantman her difficulties will not be over. What will she do with? 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 Leipzig, for example, carries fewer than three hundred officers, where to send her prize, which will stand little chance of navigating the North Sea into a German port. What is needed is a cool and steady frame of mind. The trade of the world is not going to stop. Ships still will furrow the sea, and men still will produce and buy and sell. A stout-hearted determination to adjust our industry to new conditions is what the situation demands.

London, Aug. 28—Antoine de Zwan the Polish author, has sent the following telegram to the Spectator: "The mobilization was carried on in Warsaw with indescribable enthusiasm. For the first time since the partition of Poland our peasants took an active part in a national movement. There are more than four hundred thousand Poles in the Russian army."

AMERICAN POWER BOAT IN PORT

Mr. and Mrs. Colin Livingstone, Miss C. Livingstone, Master Robert E. Livingstone, Master Kenneth M. Livingstone, Mr. Lorier Nicholson of Washington, D.C., and Misses Agnes E. Livingstone and Pauline W. Livingstone of St. John, arrived here on the power boat Speedway on Saturday afternoon and registered at the Barker House. The Speedway is one of the handsomest boats to reach here during the summer, being eighty feet in length and eight feet wide. The boat carried a two hundred horse power engine and made the trip from New York to St. John in less than seven days. The party returned to St. John yesterday afternoon.

JAPANESE DECLARATION OF WAR AGAINST GERMANY

The Imperial rescript: Issued at Tokio, Aug. 23, 6 p.m.

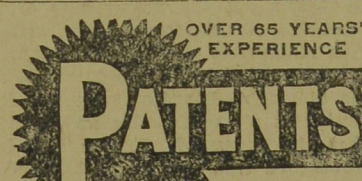
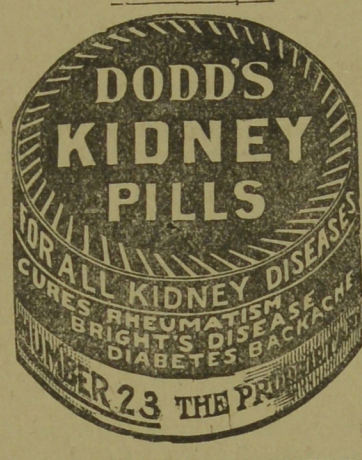
We, by the grace of Heaven, Emperor of Japan, seated on the throne occupied by same dynasty from time immemorial, do hereby make the following proclamation to all our loyal and grave subjects:

We hereby declare war against Germany and we command our Army and Navy to carry on hostilities against that Empire with all their strength, and we also command all our competent authorities to make every effort, in pursuance of their respective duties, to attain the national aim by all means within the limit of the law of nations.

Since the outbreak of the present war in Europe, calamitous effect of which we view with grave concern, we on our part, have entertained hopes of preserving peace of the far East by the maintenance of strict neutrality, but the action of Germany has at length compelled Great Britain, our ally, to open hostilities against that country, and Germany is at Kiauchau, its leased territory in China, busy with warlike preparations; while its armed vessels cruising seas of Eastern Asia, threatening our commerce and that of our ally. Peace of the Far East is thus in jeopardy.

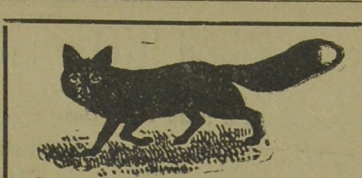
Accordingly, our Government and that of His Britannic Majesty, after full and frank communication with each other, agreed to take such measures as may be necessary for the protection of the general interests contemplated in the agreement of alliance, and we on our part being desirous to attain that object, by peaceful means commanded our Government to offer with sincerity an advice to the Imperial German Government. By the last day appointed for the purpose, however, our Government failed to receive an answer accepting their advice. It is with profound regret that we, in spite of our ardent devotion to the cause of peace, are thus compelled to declare war, especially at this early period of our reign and while we are still in mourning for our lamented mother.

It is our earnest wish that by the loyalty and valor of our faithful subjects peace may be soon restored and the glory of the Empire enhanced.



Anyone sending a sketch and description may quickly ascertain our opinion free whether an invention is probably patentable. Communications strictly confidential. HANDBOOK on Patents sent free. Oldest agency for securing patents. Patents taken through Munn & Co. receive special notice, without charge, in the Scientific American. A handsomely illustrated weekly. Largest circulation of any scientific journal. Terms for Canada \$3.75 a year, postage prepaid. Sold by all newsdealers. MUNN & Co 363 Broadway, New York Branch Office, 625 F St., Washington, D. C.

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River Steamer Victoria

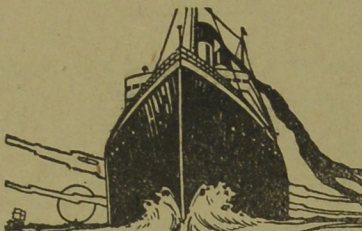
Until further notice, the steamer Victoria will leave her wharf Fredericton for St. John every Monday, Wednesday and Friday morning at 7.30 o'clock returning on alternate days, leaving St. John at 8 a.m.

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For Sale

I am instructed to sell at public auction on Saturday, the 29th day of August next, in front of the County Court House, at twelve o'clock, noon, the two story brick building on the corner of Queen street and Court House Square. Building may be inspected at any time on application to the undersigned. Terms at sale.
E. H. ALLEN, Auctioneer.

F'ton, App. 13th, 1914.

Auction Sale

At the residence of Mrs. I. R. Golding, 240 Brunswick Street, on FRIDAY NEXT, the 28th inst., commencing at 10 o'clock a. m., I will sell a portion of the household effects, comprising Walnut Sofa, Walnut Arm Chairs, Walnut Corner Chair, Oak Parlor Table, Oak Morris Chair, Hardwood Wardrobe, Tables, Chairs, Bedsteads, Springs, Feather Beds, Carpets, Rugs, Dishes, Pictures, Lawn Mower, Garden Tools Student's Lamp, and other useful articles all in excellent condition. Terms at sale.
E. H. ALLEN, Auctioneer

Public Auction

I am instructed to sell at Public Auction a portion of the household effects of the late Mrs. Luke Stewart, at her late residence corner of Queen and St. John Streets, on WEDNESDAY NEXT, the 2nd of Sept., commencing at 10 o'clock a. m. Valuable Mahogany and Rosewood Furniture, Oak Dining Room Extension Table 12ft., Oak Dining Room Chairs, Oak Sideboard, Gurnsey Kitchen Range and Utensils, Carpets, Rugs, Dishes and other useful articles Terms at Sale.
E. H. ALLEN, Auctioneer

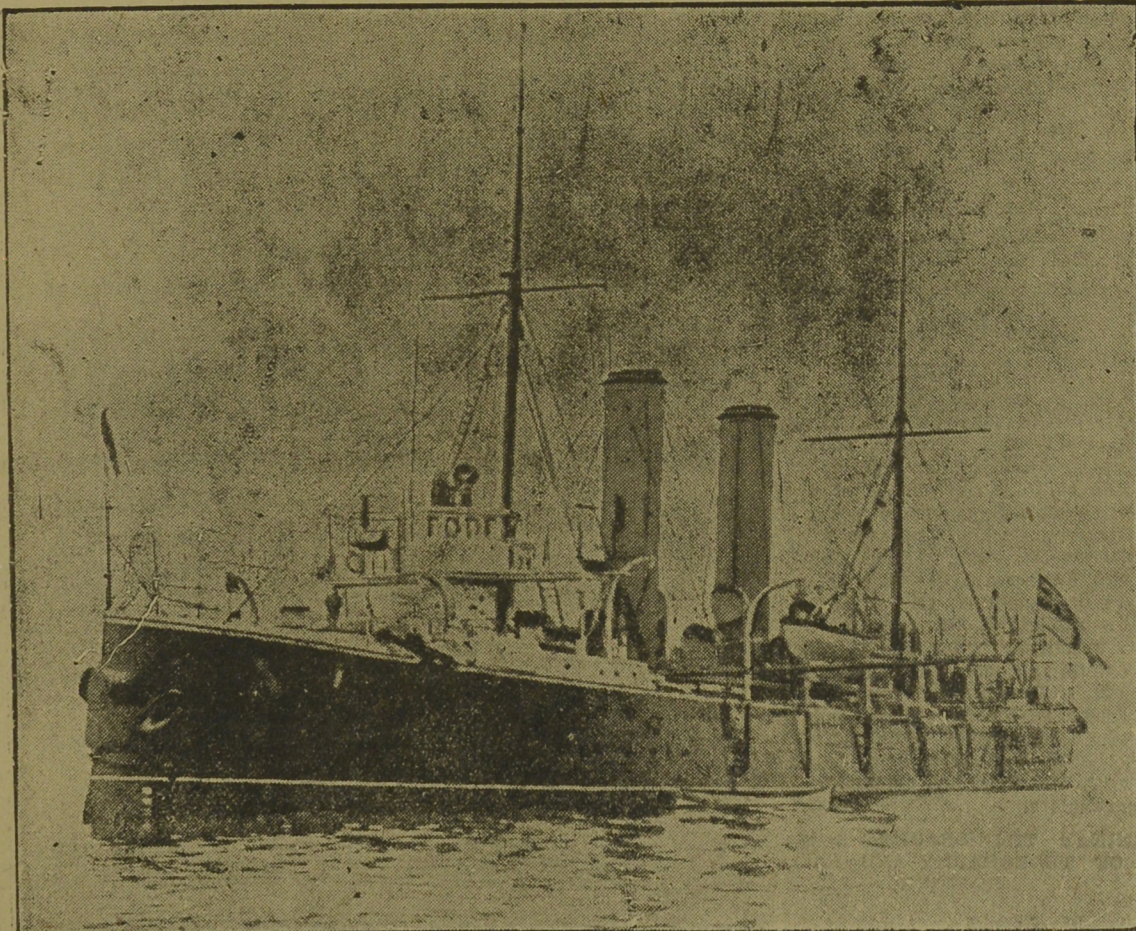
To House Keepers

If you have furniture in need of repairs or upholstery to be done, can attend to it for you promptly and satisfactorily. I also lay carpets and linoleums. Orders for tents and awnings promptly attended to. If you require anything in my line give me a trial. Tents to hire.
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