

# ARMY OF BELGIUM DEFENDS LIEGE

## A DESPERATE FIGHT TO DELAY GERMANS

(Continued from Page 1, Col. 7.)  
killed or wounded and the remainder taken prisoners.  
The Germans are believed to be preparing for a final assault in force, as the cannonading is now continuous and deadly.

**Belgian King Confident.**  
Telegraphing to King Albert, the Belgian Commander-in-Chief at Liege expresses the belief that he can hold out indefinitely. The German commissary department is already taxed to the limit, and the troops are subsisting on emergency rations.

While the Germans are being held in check, the Belgian engineers are constructing a second line of defence at Namur, where the fortifications are even stronger than those at Liege.

**Enthusiasm Was Magnificent.**  
The Gazette publishes to-day what it says are the facts so far as known regarding the repulse of the German forces by the Belgians in the Liege district yesterday. The German losses are estimated at 8,000 men, while the Belgians suffered a loss of 1,000.

The alleged rout of the German seventh army corps is not confirmed in its entirety, however, says The Gazette, which adds:  
These are the facts: The Belgian eleventh brigade, after successfully resisting the German attack, pursued the fleeing Prussians with such energy that the General commanding the Belgians was obliged to order out troops to turn back, as they were getting outside the range of the guns of the Belgian forts. The enthusiasm of our troops was magnificent.

**Belgians Capture Seven Guns.**  
At 4 o'clock in the morning the German tenth army corps attacked the Chaudfontaine and Boucles forts from the southeast, while the artillery bombarded the fort at Fiemelle, on the opposite bank of the River Meuse, five miles southwest of Liege. The Belgians captured seven guns and several prisoners.

**War Prizes**  
Madrid, Aug. 6, via Paris, Aug. 6, 11 p.m.—According to official reports, more than fifty German steamers have been captured by the British squadron to date.

**London, Aug. 6.**—The Dutch steamer Tubauria, carrying gold and reserves to Germany from South America, was captured by a British warship in the English Channel this evening.

**London, Aug. 6.**—The Hamburg-American Line steamer Kronprinzessin Cecilie and the Prinz Adalbert, lying at the seaport of Falmouth, England, have been seized by the Government.

**The British cruiser Diana to-day brought the German schooner Elise, from Rio Grande, into Falmouth.**

**Paris, Aug. 6.**—A French mine ship to-day captured and towed into Cherbourg a 5,000-ton German steamer.

**A French torpedo craft from Bizerta to-day captured the German tug-steamers Czar Nicholas II, with 2,000 tons of oil. She was on the voyage from Batoum to St. Louis du Rhone, France.**

**London, Aug. 6.**—The French Embassy learns that the French fleet has captured a German cruiser.

**Malta (via London), Aug. 6.**—British torpedo-boat destroyers have captured and brought here a German Levant liner.

**London, Aug. 6.**—It is estimated that when England declared war on Germany there were 2,000 German steamships and 3,000 German sailing ships on the high seas. Englishmen feel that a good broad on these vessels was made on the first day of war by England. In addition to the German steamer Belgica more than twenty German vessels were seized in or captured outside British ports. These included three steamers off Gibraltar, which had valuable cargoes.

**RAILWAYS WILL KEEP POSITIONS FOR EMPLOYEES**  
SIR THOS. SHAUGHNESSY HOPES FOR PROVISION FOR THEIR DEPENDENTS.  
(Canadian Press Despatch.)  
Montreal, Aug. 6.—E. J. Chamberlain, President of the Grand Trunk Railway, stated to-day that should necessity demand the services of any of the Grand Trunk employees for military duty, they would be free to go to the front, and their positions would be retained for them.

He said, however, that the war had not advanced far enough for any of the employees to have asked permission to leave the country.

"It will depend on the naval battle in the North Sea," said Mr. Chamberlain. "Should the British win there will be no need for Canadian troops. Should Germany win, it would be impossible for Canadian troops to leave the country."

Sir Thomas Shaughnessy, President of the Canadian Pacific Railway, stated that the company will give all aid possible to all such employees as may be willing to go to the front, and their positions would be kept open for them. He added that he hoped that at a meeting of directors this afternoon adequate provision would be made in regard to the dependents of the men during their absence, and in regard to a pay allowance for themselves or wives and children left behind.

**RUSSIAN CABLE CUT.**  
London, Aug. 6.—The cables connecting the Russian Embassy here with St. Petersburg and Moscow were cut this afternoon. The cause has not yet definitely been settled, but it is said that the Germans have succeeded in cutting the Russian-English cable.

## WAR SUMMARY

(Continued from Page 1, Cols. 4 and 5.)  
The German land policy is one of rush. At sea the waiting game is to be played in the hope that Britain's superiority will be reduced by the destruction of her battleships by mines, submarines and destroyers.

**THE WAITING GAME** has obvious advantages, but it has one supreme disadvantage. It leaves Britain in command of the narrow seas over which the British expedition to Belgium will have to pass. That force is undoubtedly now being concentrated at east coast ports, and unless all signs fail will be landed in Belgium in time to prevent Germany from securing possession of Antwerp. The next big move will be reported from the mouth of the Scheldt.

**THE BRAVE BELGIANS** still hold the centre of the stage. The Germans are bringing up siege artillery against them, and have battered some of the forts around Liege into submission, but the principal works still hold out. A second line of defence is in process of preparation, with Namur—where there are well-constructed forts—as the pivotal point. The German dash across Luxembourg and Belgium toward that part of the French frontier undelayed by fortifications has been seriously delayed, and France has been given ample time for mobilization by reason of the unexpected strength of the Belgian resistance. The attack on Liege will probably be successful when the German siege guns begin to play upon the forts, but the invaders have much difficult country to traverse yet before they reach the high road from Laon to Paris.

**WHEN THE HISTORY** of the opening moves of the war comes to be written it will probably be seen that the engagement at Liege disorganized the German plan of campaign beyond hope of repair. The one thing France had to fear was that her field armies would be crushed by the Germans before Russia could take the field and relieve the pressure upon her. The Belgian campaign, short though it may be, has nullified the advantage Germany had because of superior preparedness to strike.

**THE GERMAN EMPEROR'S SANITY** has occasionally been questioned by unfriendly critics. Some of his own people may have doubts when they hear of an ultimatum to Italy demanding, under threat of war that she stand by her allies. The Italians are under no illusion. They had to fear that if they do not fight for Germany they will be crushed by her should she emerge victorious from the present war. If, therefore, they do not fight for their allies, they will have as a measure of self-protection to throw in their lot with Britain, France and Russia, and make sure that Germany will not for many a year be in a position to carry out her threats.

**THE DEFECTION OF ITALY** and the hostility of Belgium are factors that were evidently not figured upon by the Germans in planning their great war game, and the result may be to alter entirely the terrain over which war will be waged. Instead of striking at Southern France through the passes of the Maritime Alps, the Italians will probably invade Austria through the Tyrol and the Carinthian Highlands. Such a diversion would prove disastrous to the Austrian plan of campaign and ring the Teutons round with foes on every side save upon the Baltic Sea coast.

**WHEREVER BRITISH, FRENCH** or Russian warships and merchantmen are to be found there are rumors of encounters and the capturing of prizes. Much of this "news" is fantastic nonsense, but some of it is undoubtedly true. The hunting down of German raiders will be a laborious task, but it is now under way, and results may be expected soon. Our own coasts are menaced more than any others. The Strassburg, the Karlsruhe and the Dresden in the North Atlantic, and the Leipzig on the Pacific are all still at large and doing much to paralyze our shipping on both oceans. The presence of Halifax of one of the raiders sent the Mauritania and Cedric into that port yesterday, where they may remain until the British pursuers find their quarry.

**RUSSIA MAKES HASTE** very slowly. While the German ships are bombarding her Baltic ports, she is gathering her legions in Poland. The country over which she has to transport them is so vast, and the railway system so inadequate to any sudden strain, that no forward movement in force may be expected for two or three weeks yet, and the "battles" of which we hear can be only affairs of outpost. It is to be hoped that Russia has profited by her lesson in Manchuria ten years ago, and that her supplies will not fail so frequently as they did then. Russia cannot be overrun and conquered readily, and her statesmen are therefore not under the same necessity as are those of France to arm hurriedly to resist invasion. But Russia's role in the great war ahead must be that of invader, not defender, if Russia is to be of value as France's ally.

**GERMAN CRUISER SUNK**  
(Canadian Press Despatch.)  
Madrid, Aug. 6, 12:02 p.m.—A despatch from the Canary Islands says a British squadron has sunk one German cruiser, the name of which is not given, and has captured another, which is being conveyed to Gibraltar.

**GUARDS CORNWALL CANAL.**  
Cornwall, Aug. 6.—The work of guarding the 13th Regiment, Company A of Cornwall, under Capt. W. R. B. Leslie of Montreal, and Company B of Morriestown, under Capt. Lawless, were called out yesterday. The men have been stationed at the locks and are fully equipped with tents and camp outfit. The Princess Louise Dragon Guards of Ottawa will be placed on duty to patrol the Cornwall Canal between locks. All Government property along the canal now under military jurisdiction. The men have been served with ball cartridge, and have orders to challenge anyone coming on the property.

**GERMANY MISSES WHEAT.**  
Quebec, Aug. 6, 6:45 p.m.—The Cunard Line steamer Carmania and the British steamer Kumeric, the latter with a cargo of wheat from Galveston for Germany, arrived here to-day escorted by a cruiser.

**BRITISH SEA LORDS Bury the Hatchet**  
(Canadian Press Despatch.)  
London, Aug. 6.—There was a dramatic incident in the House of Commons to-day, when the feud between Lord Charles Beresford and Winston Spencer Churchill, the First Lord of the Admiralty, was buried. Admiral Beresford shook hands with the First Lord, and said: "Well done."

## HALIFAX EXCITED OVER SHIPS' ARRIVAL

(Continued from Page 1, Col. 3.)  
rived in Halifax, the latter accompanied by H. M. S. Essex, which had notified both ships by wireless to alter their course for New York and run to Halifax for safety.

**A Record Voyage.**  
The giant Cunarder, holder of the blue ribbon of the Atlantic, arrived here this morning after the fastest voyage ever made by a merchantship between Europe and America. Four days and ten hours was the time the flyer took in making the voyage from Liverpool to Halifax. Had she come here direct in the first instance, instead of taking a sudden swerve north when off Sable Island early yesterday morning, the time would have been cut to at least four hours less than four days, a wonderful feat.

**Essex a Stirring Sight.**  
The Cedric reached port late in the afternoon. Astern of her, stripped for battle, came the cruiser Essex. Halifax has been visited by hundreds of British ships in the last century, but not since the days of 1812 has one come in here cleared for action, with her men living practically at battle stations, every superfluous bit of equipment thrown overboard or stowed out of the way and everything ready for a fight at a moment's notice. The Essex, as she came up the harbor in the light of the setting sun, was a sight to stir the heart of every Britisher, and from the crowds on shore and crowds on all the shipping in port went up round after round of cheers. "None were any noisier than those that went up from the decks of the two ships she had saved from capture and probable destruction."

**Will Join Other Cruisers.**  
The arrival of the Essex brought continental war home more vividly to Halifax than anything else. The Essex is being coaled and will sail in the morning to join five other cruisers watching the trade routes.

**City on War Footing.**  
All three city regiments are now mobilized and Halifax is on a war footing, with forts manned, harbor mined, and naval men training their best to get the job in shape. Crowds of enthusiasts fill the streets marching and singing.

**Saw Two Searchlights.**  
Halifax, Aug. 6.—Captain Charles of the Mauretania says he did not turn north for Halifax until he believed there was real danger of being captured. The vessel was not far off and Captain Charles ordered the wireless operator to call for a British or French cruiser. The Essex responded, and darkening his ship, Captain Charles turned sharply and headed for this port under full steam, with the Essex acting as convoy. The calls from the Mauretania were heard later, and the British cruiser hastened to warn her.

The Mauretania has 1,400 passengers on board. Passengers said they believed one of the British cruisers off the coast might put into Halifax harbor to-night.

All first-class passengers on the Mauretania are being landed to-night, and will be sent forward with all possible despatch. The Maurella are also being landed and are going to New York by special train. The steamer has 2,400 passengers. Among those

## CONTRABAND MUST NOT BE EXPORTED TO CANADA

U. S. TREASURY DEPARTMENT INSTRUCTS CUSTOMS OFFICERS.  
(Special Despatch to The Globe.)  
Detroit, Aug. 6.—Under instructions from the United States Treasury Department, Customs collectors are to exercise great care to prevent transportation from the United States to Canada of articles classed as contraband of war, while the great European conflict in which Great Britain is engaged, is in progress.

Lake vessels loading cargoes at Detroit and other ports of the Michigan customs district, will be required to submit their manifest to Customs officers for examination before receiving clearance to a Canadian port.

In case the manifest discloses any article in the cargo which is rated as contraband, the ship will be obliged to place it ashore before departing from port, and in cases where uncertainty may exist as to whether the article is of a contraband nature, its shipment will be prevented, pending decision from Washington as to whether the shipment is permissible.

**CONSULS PROTECT BRITISH.**  
London, Aug. 6.—The Foreign Office announced to-day that the United States has authorized its Ambassador and Consuls in Germany to protect British subjects as far as international law permits.

## Children Cry FOR FLETCHER'S CASTORIA

Be at Home When Away.  
**The Gladstone Hotel**  
Near Sunnyside and Parkdale Stations.  
Needle spray, shower or tub baths; 80 rooms with running water.  
Rooms, service and cuisine 100 per cent. perfect. Popular prices, \$1.00 and up. European plan.

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Every Monday and Tuesday "Lucille" Love, the Girl of Mystery," will be shown. Also at PRINCE GEORGE THEATRE, 5 Dundas St. between Brock and Sheridan, every Friday and Saturday.

**PRINCESS MATINEES TO-DAY, SAT. PERCY HASWELL**  
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High-class Vaudeville Every Evening at 8:15. This Week—"SCHOOL DAYS." Anderson & Goines, Burke & Harris, STEWART STEERS & Escorts, Kirtland & Kirtland, Juggling Nelson, Miller & Hackett, Danny Simmons and Others. All seats reserved. Prices 25c, 35c, 50c. Box office open 10 a.m. Main 3600.  
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**GAYETY (DAILY MATS. LADIES 10c)**  
**OPEN SATURDAY MAT.**  
**NIAGARA-CATHARINES LINE**  
Y.C.A.C. EXCURSION \$1.35  
**NIAGARA FALLS AND RETURN**  
Saturday, Aug. 8th  
Steamers leave City Wharf 8:00 a.m. and 11:00 a.m.  
Children half fare. Two-day limit Niagara Falls, \$1.75.  
City Wharf, 52 King Street East, Main 5178; City Wharf, Main 2533.

## Cool Food for Hot Days

Better health comes with less meat and greasy food during the warm weather.  
By proper and pleasant food one can feel cooler than his overfed neighbor.

## Grape-Nuts and Cream

—some fruit and a soft boiled egg, or two, are sufficient for the hot weather breakfast.

An ordinary portion of Grape-Nuts and cream contains nourishment to sustain one until the noonday meal, and, being a partially pre-digested food, it does not overtax the stomach and heat the system as do heavy, greasy foods.

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