

BRITISH DISCLAIM SERIOUS DAMAGE TO U. S. SHIPPING

Only Eight of 773 Ships That Left the United States Since War Started, Taken Into Prize Courts, Says Grey.

EXPORTS TO NEUTRAL COUNTRIES ON INCREASE

Great Britain, He Says, is Suffering From Shortage of Shipping as Acutely as Other Nations—In Good Faith.

WASHINGTON, Feb. 18.—The text of the British government's reply to the American protest against British interference with American commerce was made public Wednesday night simultaneously in Washington, London and Paris. The British reply is written by Sir Edward Grey and is dated Feb. 1.

In acknowledging Secy Bryan's letter of protest the British foreign secretary says that Secy Bryan "denounces the action of Great Britain as a pitiful one to the commercial interests of the United States."

Sir Edward Grey then says in reply that the British government has not interfered in any way whatsoever with any ships that have sailed from the United States to any countries except Holland, Denmark, Norway, Sweden and Italy. It is only "through those countries adjacent to the theater of war that the enemy introduces the supplies which he requires for the carrying on of the war." And of all the ships that have cleared from the United States for these countries since the beginning of the war only eight out of 773 have been placed in the prize court, Sir Edward Grey says, and only 45 temporarily detained to enable particular consignments of cargo to be discharged for the purpose of prize court proceedings.

Exports On Increase. Sir Edward Grey then calls attention to the fact that if cotton be excluded from the calculation the effect of the war has not been to decrease American exports, but quite the contrary. And that the effect of the war is not affected by British interference with commerce as it is not contraband of war and has not been interfered with in any way. In other words "the naval operations of Great Britain are not the cause of any diminution in the volume of American exports."

Sir Edward Grey then quotes a paragraph in a circular sent out Jan. 23 by the department of commerce to the American public calling attention to the enormous increases in the foreign trade of the United States, exports being \$206,000,000 for the month of November, or double the total for August; December showing a still further improvement, exports being \$248,000,000, or \$13,000,000 more than for the month of December, 1913, when there was no war.

Sir Edward Grey then states that from August 1 to November 30 in spite of the acute, but temporary disturbance of trade after the break of the war, Great Britain and her allies took \$283,512,000 worth of goods from the United States as compared with \$116,805,000 in the same period last year when there was no war. On the other hand Germany and Belgium took only \$1,881,000 as compared with \$177,156,000. To neutral countries the exports of the United States have actually increased.

Does Not Interfere. "The general complaint in your excellency's note," Sir Edward Grey writes to Secy Bryan, "was that the action of Great Britain was in effect adversely affecting the commerce of the United States with neutral countries. The naval operations of Great Britain certainly does not interfere with the commerce of the United States on its way to England and allied countries. Yet it is the exports of Great Britain and her allies during the four months which have diminished by \$28,000,000

whereas the American commerce with neutral countries and Austria increased by over \$20,000,000. It is for this reason that the British foreign secretary states, that a substantial part of this increase of trade with neutral countries was in fact "intended for the enemy countries going through neutral ports by routes through which commerce was previously unaccustomed."

One of the many inconveniences caused by the war is the serious shortage in shipping available for transport and the consequent result of excessive freight charges.

Not Caused By England. "It cannot fairly be said," contends the British foreign secretary, "that this shortage is caused by Great Britain's interference with neutral ships. At the present time there are only seven neutral vessels awaiting adjudication in the prize courts in this country and three in the British dominions. Every effort is being made to expedite the release of those ships on bail. Only one neutral vessel is now being detained in this country in addition to those awaiting adjudication in the prize court."

"Great Britain is suffering from the shortage in shipping and the rise in freight rates as acutely as any other nation. The enemy's ships which have been condemned in the prize courts are being sold as rapidly as possible in order that they may be available for use."

Your excellency will see, therefore, Sir Edward Grey continues, "that his majesty's government are doing all in their power to increase the volume of shipping available. I hope it will be realized that the detention of neutral ships by his majesty's government with a view to the capture of contraband trade on its way to the enemy has not contributed nearly so much to the shortage of shipping as has the destruction of neutral vessels by submarine mines indiscriminately laid by the enemy on the high seas many miles from the coast in the track of merchant vessels."

Are Destroyed By Mines. "Up till now 25 neutral vessels have been reported as destroyed by mines on the high seas; quite apart from all the questions of the treaties and the destruction of life, there is far more reason for protest on the score of belligerent interference with innocent neutral trade through the mines scattered by the enemy than through the British exercise of the right of seizing contraband."

From all of which the British foreign secretary argues that the complaint of the American government "is founded on a misconceived doctrine. It is founded on the right of the belligerent nations to capture contraband goods on their way to an enemy is innocent, but that the means of exercising it has necessarily changed with the advent of steam power which renders it as easy for a belligerent to supply himself through the ports of a neutral contiguous country as through his own."

He continues: "No better instance of the necessity of countering new devices for dispatching contraband goods to an enemy by new methods of applying the fundamental principle of the right to capture contraband can be given than the steps which the government of the United States found it necessary to take during the American Civil war. It was at that time that the doctrine of continuous voyage was first applied to the capture of contraband, that is to say, it was then for the first time that a belligerent found himself obliged to capture contraband goods on their way to the enemy, even though at the time of capture they were enroute for a neutral port from which they were intended subsequently to continue their journey."

Filed No Protest. "The policy then followed by the government of the United States was not inconsistent with general principles already sanctioned by international law and met with no protest from his majesty's government, though it was upon British cargoes and upon British ships that the losses and the inconvenience due to this new development of the application of the old rule of international law principally fell."

Secy Seward's contention during the American Civil war that belligerent rights must be maintained even if they inflict hardships upon neutrals are quoted by the British foreign secretary.

Sir Edward Grey admits that the British method of making inquiries into the character of cargoes "is to a certain extent a new introduction," but he contends that it is to the advantage of neutrals. He then quotes the following passage in Secy Bryan's note of protest: "In the opinion of this government the belligerent right of visit and search requires that the search should be made on the high seas at the time of the visit and that the conclusion of the search should rest upon the evidence found on the ship. Investigation and not upon circumstances ascertained from external sources."

To this the British foreign secretary replies: "The principle here enunciated appears to me to be inconsistent with the practice in these matters of the United States government as well as of the British government. It certainly was not the rule upon which the United States government acted either during the Civil war or during the Spanish-American war, nor has it ever been the practice of the British government so far as I am aware, of any other government which has had to carry on a great naval war; as a principle I think it is impossible in modern times. The necessity for giving the belligerent captor full liberty to establish by all the evidence at his disposal the enemy destination with which the goods were shipped was recognized in all the leading decisions in the prize courts of the United States during the Civil war."

"The growth in the size of steamships necessitates in many cases that the vessel should go into calm water in order that even the right of visit, as apart from the right of search, should be exercised. In modern times a steamer is capable of pursuing her voyage irrespective of the conditions of the weather. Many of the neutral merchantmen which our naval officers are called upon to visit at sea are encountered by our cruisers in places and under conditions which render the launching of a boat impossible. The conditions during winter in the north Atlantic frequently render it impracticable for days to gather for a naval officer to board a vessel on her way to Scandinavian countries. If a belligerent is to be denied the right of taking a neutral merchantman met with under such conditions into calm water in order that the visit, officer may go aboard, the right of visit and of search would become a nullity."

"The present conflict isn't the first in which this necessity has arisen; as long ago as the Civil war the United States found it necessary to take vessels to United States ports in order to determine whether the circumstances justify their detention. The same need arose during the Russian-Japanese war and also during the second Balkan war."

"No power in these days can afford to forego the exercise of the right of visit and search. Vessels which are apparently harmless merchantmen can be used for carrying and laying mines and even fitted to discharge torpedoes. Supplies for submarines can without difficulty be concealed under other cargoes. The only protection against these risks is to visit and search thoroughly every vessel appearing in the zone of operation and if the circumstances are such as to render it impossible to carry it out at the spot where the vessel was met with, the only practicable course is to take the ship to some more convenient locality for the purpose. To do so is not to be looked upon as a new belligerent right, but as an adaptation of the existing right to the modern conditions of commerce."

Ask Government Help. "It is the common experience," the British foreign secretary continues, "that neutrals whose attempts to engage in suspicious trading are frustrated by a belligerent are wont to have recourse to their government for redress."

"When an effective mode of redress is open to them in the courts of a civilized country by which they can obtain adequate satisfaction for an invasion of their rights which is contrary to the law of nations, the only course which is consistent with sound principle is that they should be referred to that mode of redress and that no diplomatic action should be taken until their legal remedies have been exhausted and they are in a position to show prima facie denial of justice."

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Every War a Calamity. "Every war is a great calamity," said Prince Bismarck, "which entails evil consequences not only on the combatants, but also on neutrals. These evils may easily be increased by the interference of a neutral power with the way in which a third carries on the war. The measure has for its object the shortening of the war and is justifiable if impartially enforced against all neutral agents."

Referring to the German government's seizure of grain, Sir Edward Grey says: "Another circumstance which is now coming to light is that an elaborate machinery has been organized by the enemy for supply of foodstuffs for the use of the German army from overseas. Under these circumstances it would be absurd to give any definite pledge that in cases where the supplies can be proved to be for the use of the enemy forces they should be given complete immunity by the simple expedient of dispatching them to an agent in a neutral port."

"The reason for drawing a distinction between foodstuffs intended for the civil population and those for the armed forces or enemy, disappear when the distinction between the civil population and the armed forces itself disappears."

Is No Clear Division. "In any country in which there exists tremendous organization for war as now obtains in Germany there is no clear division between those whom the government is responsible for feeding and those whom it is not. Experience shows that the power to requisition will be used to the fullest extent in order to make sure that the wants of the military are supplied and however much goods may be imported for civil use it is by the military that they will be consumed if military exigencies require it, especially now that the German government have taken control of all the foodstuffs in the country."

Acts Are Consistent. "My hope is that when the facts which I have set out above are realized and when it is seen that our naval operations have not diminished American trade with neutral countries and that the lines on which we have acted are consistent with the fundamental principles of international law it will be apparent to the government and people of the United States that his majesty's government have hitherto endeavored to exercise their belligerent rights with every possible consideration for the interests of neutrals."

"It will still be our endeavor to avoid injury and loss to neutrals, but the announcement by the German government of their intention to sink merchant vessels and their cargoes without verification of their nationality of character and without making any provision for the safety of non-combatant crews or giving them a chance of saving their lives has made it necessary for his majesty's government to consider what measures they should adopt to protect their interests. It is impossible for one belligerent to depart from rules and precedents and for the other to remain bound by them."

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KC will be found to have distinct advantages over any other Baking Powder for doughnuts. KC is a double acting Baking powder with which a large batch of doughnuts may be mixed and fried a few at a time. The last will be as light and nice as the first.

K C Potato Doughnuts

By Mrs. Nevada Briggs, of Baking School fame.

3/4 cups flour; 2 eggs; 1 cup sugar; 1 level teaspoon salt; 1/2 level teaspoonful salt; 1/2 teaspoonful mace; 1 cup cold mashed potato; 1/2 cup milk, or more if needed.



Sift three times, the flour, salt, spice and baking powder. Beat eggs with rotary beater, then still using rotary beater, gradually add sugar, then work in the mashed potato with a spoon and alternately add milk and flour mixture. Make a soft dough, roll into a sheet, cut into rounds, pinch a hole in the center with the finger and fry in deep fat.

Fat for frying should not be hot enough to brown the doughnut until it has risen. When the doughnut is dropped into the fat it sinks to the bottom. As soon as it comes up it should be turned and turned a number of times while cooking. This recipe is excellent as they do not take the fat in frying and will stay moist for days.

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