

Charlottetown Guardian

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SAILOR'S WEEK

According to recent despatches about 15,000 men of the Mercantile Marine have lost their lives since the beginning of the war. Fifteen thousand non-combatants, sailors carrying on their business on the sea, carrying provisions, munitions and passengers from port to port, from this side to the other of the Atlantic—murdered at sea by Hun pirates! The families and dependents of these suffer the deprivations of poverty because of the loss of their bread winners.

It is for these dependents of merchant seamen who are not entitled to pensions, as well as for the men who still carry on the service of ocean transportation without which the Allies would long ago have been starved into the making of an ignominious peace that the Navy League of Canada makes its appeal. The bulk of the money contributed will be allocated by the Council of the League to various funds for the benefit of the sailors of the Empire, including our own Dominion. The most important of these is King George's Fund for Sailors. As a sailor himself for a large part of his life the King has a very special interest in all who go down to the sea in ships, and the purpose of the Fund established by him is "to assure more efficient aid for the Marine Benevolent Institutions which have done so much for the Marine during this struggle and whose resources have been greatly strained by the stress of war." Some part of the money provided will also be used for the benefit of sailors of the navy and mercantile marine who are prisoners of war, and for the assistance "of British and Canadian sailors and their dependents, Sailors' Homes, Institutes, and Hospitals in Canada and throughout the Empire."

There is no need for an elaborate argument to strengthen the appeal. The grim facts are argument enough. The sea wolves are still abroad upon their murderous work. Of three hundred or more German submarines built to carry it on probably a hundred and fifty are yet at large. During July they sank 176,479 tons of British and 136,532 tons of neutral shipping. With their ships many brave men went down to death. The pirates have appeared upon the Atlantic Coast of Canada and have destroyed a considerable number of the fishing vessels upon which the supply of fish for the east Coast States and Provinces depends. With death in the offing the sailor and the fisherman must put to sea, for armies must be transported and fed and provided with ocean-borne munitions. The duty of the Empire's merchant seamen will be done even though those safe on land neglect and forget the brave men who do it and the dependents of those who have died that freedom may live. But it will be done more cheerfully if the seamen know that their loved ones will be cared for should they fall a prey to torpedo or mine and their vessel find a place in that long and rapidly expanding list of ships that have disappeared, leaving no trace behind.

The debt we owe the Sailors is great. This week, we have an opportunity to pay at least part of it. Let us do it cheerfully, pay it promptly. The campaign is on throughout the British Empire. The rest of Canada is doing its duty. Let us in Prince Edward Island do ours.

THE WAR

The war news of the past week, especially of the past two days, has been most encouraging. While the end is only dimly in sight there is good reason to believe that ere the snow flies the German hold upon France will have become very precarious and that if they spend the winter west of the Rhine it will be a very uncomfortable one.

The capture of Lens and the implied menace to Lille, the smashing of the Drocourt-Queant line by the Canadians and the implied menace to the whole Hindenburg Line, the fact that the Germans have been unable to hold any of the positions they occupied, although at some points fighting furiously and with picked troops—these are tremendous issues and cannot reasonably be interpreted into anything but disaster to Germany. Yet we must not forget with all our rec-

ent success we have not yet recaptured all that we have lost; nor should we forget that once before the Germans retreated on a wide front, only to reform and to reassemble their armies for a mightier effort. We have no doubt that the present retirement will be similarly used by the Germans and that, although they cannot come back with the same punch, they will yet make trouble before they finally leave France.

AN ANTIAS OUTCLASSED

There is at least one familiar scripture character who through the ages held a high place in his class, and who has been superceded in these latter and stirring days of ours. That name is Ananias. His claim to the top of the column no longer holds. As a liar he was an amateur compared with any one of the dozen or so Germans who issue the war reports. An official report from Berlin regarding the recent drive says "The Germans gained all their objectives." The German thing about this is that, while it is true, it is a magnificent, cultured German lie. The Germans gained their objectives as the fox chased by the hounds, gains his when he gets in to his hole. The objectives of the Germans for the past two weeks have been away back of their lines. Their front was in the rear and their objective as far in the rear as they could get. They all made for these objectives and, judging by the reports, they made good time and some of them got there, and even beyond in their hurry. Indeed their hurry was so great that they didn't even wait for their guns, leaving them to the enemy to be brought along later. It is probable that never since the war began have the Germans gained their objectives as speedily as during the past week. And there are more objectives eastward of where they are now which they will gain if the going keeps good and if something doesn't get in between.

GERMAN DISCIPLINE

Our despatches the other day told of the discipline meted out to a German regiment that refused to go into action. Every tenth man in the regiment was shot. The punishment was effective. Anyway it either took the heart out of or put a new heart into the survivors. They promised to be good and obey orders.

Considering the Germans to be more or less human, to have some ideas of right and wrong in common with the rest of us, we can imagine the sort of comment indulged in by the nine men who had seen their comrade shot.

We hear and read a good deal about incipient mutiny in the German army and we know now how incipient mutinies are nipped in the bud, it is a dangerous process. It may set these Germans thinking particularly at a time when things are not going well with them. Should a division instead of a regiment become mutinous the task of shooting them into submission would be rather too difficult to be effective. The "trusties" permitted to act as a firing squad might suddenly take a notion to shoot the commanding officer. Faithfulness to discipline on the part of any military force depends more upon pride in the efficiency of the unit, than upon the commander's will to brutality. It is a daring act to shoot 100 men in the presence of 900 of their comrades, all with arms in their hands. It becomes possible and, "doable" only when, by a long course of education soldiers have been robbed of all individuality and initiative.

Sometimes, as history has shown, such men regain in a flash of time the lost treasure. Then let rulers and bloody tyrants of minor range look to themselves, for the oppressed have long memories. When Fouquet said in his light way "Let the French people eat grass," those hungry people were of no spirit and no hope. But some of the men who heard the contemptuous word lived to see Fouquet's head on a pike, bobbing above the furious crowd, and with the dead mouth crammed with grass. Many competent observers have said that there was no possibility of a revolution in Germany. When hungry Germans discover the full weight of misery imposed upon them by their leaders, when they see those same leaders maintaining discipline by wholesale and ruthless murder, turning from the devouring of enemies to rend their friends, then we believe a flame will arise in Germany, too fierce to control and too widespread to avoid.

That is not the source of dependence for the Allies. Our task is as soon as may be to destroy the superstition that a German army is invincible. "Force without stint" is to be employed as it is employed to-day. When the High Command is compelled to acknowledge defeat, it will be time for junkers, military and civilian to flee from the wrath to come.

CAMOUFLAGED SHIPS BAFFLE SUBMARINES

It seems to be generally admitted that the most useful war machine invented since the present struggle commenced is the tank, the product of British brains, and it is gratifying to our national pride to reflect that the defensive weapon most effective against the submarine is also of British origin. This is the camouflaged ship. The leading ship camouflager of the world is Commander Norman Wilkinson, R. N. V. R., who is in general charge of the camouflaging of British merchantmen, and who not long ago, assisted the United States to help in the organization of a camouflaging department in connection with the American navy. Commander Wilkinson has so successfully learned his art that he was home-ward bound before the American newspapers had any idea that he had been a visitor. He spoke little on any occasion, but his work has been a most important one, and it is conceded that the camouflaged ship has made the task of the German submarine not only more difficult, but more dangerous. It has been no inconsiderable factor in lessening the menace from the U-boats.

Impossible Invisibility

Mr. Wilkinson was a noted marine artist long before the war, and had made a study of principles of optics that he was later to turn to account. At one time he admits that he held the belief that he thought it possible to increase or decrease a ship's visibility; but later on came to the conclusion that this was impossible, for what might decrease a ship's visibility in certain conditions could be apt to increase it in other conditions. Sea, sky light and color, and the horizon present constantly changing conditions, and there would be also the telltale smoke. So after many experiments the task of painting an invisible ship was abandoned.

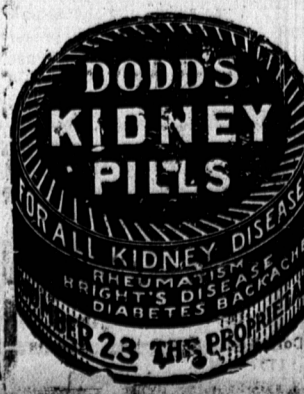
DAILY SELECTIONS FOR GUARDIAN READERS

Furnished by W. B. Louson

A WOMAN'S ANSWER

(By Elizabeth Barrett Browning)

Do you know that you have asked for the costliest thing,  
Ever made by the hand above—  
A woman's heart, and a woman's life,  
And a woman's wonderful love?  
Do you know you have asked for this priceless thing  
As a child might have asked for a toy,  
Demanding what others died to win,  
With the reckless dash of a boy?  
You have written my lessons of duty out,  
Jan-like you have questioned me:  
Now stand at the bar of my woman's soul  
Till I have questioned thee!  
You require your bread shall be always good,  
Your socks and your shirts should be whole;  
You require your heart shall be true as God's stars,  
And pure as heaven your soul.  
I am fair and young, but the rose will fade  
From the soft young cheek one day:  
Will you love me then 'mid the falling leaves  
As you did 'mid the bloom of May?  
Is your heart an ocean, so strong and deep  
I may launch my all on its tide?  
A loving woman finds heaven or hell  
On the day she is made a bride.  
I require all things that are good and true,  
All things that a man should be,  
If you give this all, I would stake my life,  
To be all you demand of me.  
If you cannot do this, a lunatic's cook,  
You can hire with little to pay,  
But a woman's heart and a woman's life  
Are not to be won that way.



done, and what has been called "baffle painting" was adopted. This is now the only method in use by the Allies. In brief, the principle of baffle painting is that, while it is impossible to make the ship invisible, it is possible, by means of violently contrasting colors applied in certain ways, to make some parts of the ship practically invisible, and to give the man at the periscope a much more difficult target.

Rammed a Submarine

How the scheme sometimes works was told not long ago in the account of a fight between a camouflaged ship and a submarine, the latter being rammed and sunk. The commander of the submarine was deceived as to the course the ship was taking, and instead of coming to the surface at right angles to the vessel, appeared directly in its path and was sent to the bottom. On some of the larger ships, smaller ships are painted on the side, their bows pointing toward the vessel's stern. If the wind were from the stern and the smoke blown forward the submarine commander at the distance of a mile or so might imagine that he saw a small vessel going west instead of a large vessel going east, and his torpedo would be discharged on this calculation. Some of the large ships are so painted that at a distance they do not look like one vessel, but like a couple in tow of a tug. In these circumstances it is necessary for the submarines to come dangerously close before perceiving the size and course of the vessel, and this exposes them to gunfire. Moreover, what they take for a camouflaged merchantman may turn out to be a camouflaged destroyer.

Hundreds of Artists Busy

In Great Britain and the United States hundreds of painters, from famous artists to the lowly house painter are at work camouflaging ships. The real experts make the camouflage designs, prepare models, from which patterns are made, and these are sent out by the Governments to the various shipyards and ports. They are then copied on the ships. The designs are frequently changed, for Hun agents have been able to make drawings of various camouflaged ships in neutral ports, and if a vessel were considered a special prize its description would be sent to all submarine commanders, who would be on the look out for it. Sometimes the work is done with great rapidity, and in one case an 8,000-ton freighter was completely camouflaged by a crew of 62 painters "one Sunday" in order that the vessel might sail on Monday morning.

Idea Understood by Romans

A camouflaged ship looks as though it were the design of somebody trying to burlesque the cubists' Great bands of bright colors written over the side and continue to the upper works, to the masts and smokestacks. There are great angular blotches of color interspersed. All the lines of the ship are lost or confused. It is said the centuries before the Christian era the Greeks and Romans had ideas about camouflaging their ships, and that some of the remarkable color effects they were able to secure were done for purposes of protection and not merely for adornment as was at one time supposed. Camouflaged ships have been sunk, of course, but their sinkings are few compared with ships not protected. It has been found also that camouflaged ships that have been struck in a great number of cases have been able to make port. This is because the submarine marksmen have not been able to place their explosives in vital spots.

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G.H. Taylor Jeweler and Engraver

YOUR PROBLEMS SOLVED

BY REV. T.S. LINSOTT, D. D. (All rights reserved)

Dr. Linscott in this column will help you solve our heart problems, religious, natural, social, financial and every other anxious care that perplexes you. If a personal answer is required enclose a five cent stamp. No names will be published; if you prefer, sign your initials only, or use a pseudonym.

THE CHURCH OF THE FUTURE

"What will be the Future Religion?" asks "Church Member." There are 168 recognized religious persuasions in America. It is safe to say it will be (in name at least) none of these. Possibly a new cult not yet born. Most likely an eclectic system with the

"good points" out of many religions. That it will not be credal, sacerdotal and autocratic, may be taken for granted. And that it will be practical, humanitarian, scientific and democratic is equally certain. This way is having a tremendous regenerative effect upon the various churches.

POPULAR MEN:—John J. asks, "Who are the most popular men in the community?" Much depends on the community in which you live. There are men quite popular in one community who would be very unpopular in another and because of the same outstanding qualities. I pity the man whose chief ambition is to be popular, because when he achieves his object he is just as much dissatisfied as before. Popularity never has satisfied any man. Do not seek to be popular, but seek to be righteous. Work hard, do right, love God, with or without popularity.

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